



Milford Opportunities Project

Indicative Statutory Planning Assessment Report

Management Planning, Department of Conservation

10 June 2024



Department of
Conservation
Te Papa Atawhai

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Executive summary

Milford Opportunities Project Masterplan

The Milford Opportunities Project Masterplan (the Masterplan) provides for a substantial redevelopment and reorganisation of Milford Sound/Piopiotahi and Milford Road Corridor. This involves changes to existing, and the introduction of new, activities and infrastructure which will need approvals under the conservation legislation and statutory framework.

Purpose of the Report

The purpose of the Indicative Statutory Planning Assessment Report (the Report) is to provide a high-level assessment of whether the suite of Milford Opportunities Project (MOP) projects are feasible under DOC's statutory planning framework to inform advice on the recommended policy approaches to deliver the Masterplan.

Structure of the Report

The Report is structured as follows:

PART ONE – Introduction and Overview

- **Section 1** - provides an overview of the Department of Conservation's (DOC's) statutory planning framework that applies to the Masterplan and identifies:
 - the **Southland Murihiku Conservation Management Strategy 2016** as the key statutory planning document for parts of the Masterplan on public conservation land and waters (pcl&w) outside Fiordland National Park (FNP); and
 - the **Fiordland National Park Management Plan 2007** as the key statutory planning document for those parts of the Masterplan within FNP.
- **Section 2** - provides commentary on differences between progressing the Masterplan through DOC or through a third party. Consistency with DOC's statutory planning framework is a prerequisite for both avenues.
- **Section 3** - identifies the methodology and process undertaken to assess the individual Masterplan features. This includes a summary of limitations.
- **Section 4** - identifies overarching assessment of elements of key statutory planning documents that apply to all features (or subgroupings of features). These elements are often not dealt with in detail in the individual feature assessments.

PART TWO –Feature Assessments

- A summary table identifies the outputs from each individual feature assessment.
- **Sections 5 to 22** – details our assessment at a feature level. Each section is node specific, but every feature is assessed individually, identifying the key statutory provisions that apply, a brief assessment summary, an indicative assessment of consistency with DOC's statutory planning framework.

Overview of feature assessment

Our assessment has determined that:

- 56 features are **Likely consistent** – where the proposal is likely to be consistent and further detail is required to provide a full assessment.
- 11 features are **Unclear** – where it is unclear if the proposal is consistent or not and further detail is required to provide a full assessment.
- 27 features are **Likely inconsistent** – where the proposal is likely not consistent and will not be able to become so without materially changing the nature of the proposal/activity.

Using our assessment to inform the feasibility testing of the Masterplan

The Report can be used to:

- understand the indicative overall consistency of the Masterplan with DOC's statutory framework. Part Two of the Report will be key for this, including the Individual Feature Assessment Summary on page 20. These assessments should be considered with their limitations in mind, detailed in section 3.2;
- develop policy options for how the Masterplan may proceed. Part One, Section 2 provides commentary on the differences between DOC and a third-party progressing element of the Masterplan. We have not commented on other options that may involve legislative change (and development of a new Crown entity); and
- consider implementation phasing for delivery of the Masterplan. For example, clusters of features that are likely consistent with DOC's statutory planning framework may be considered as feasible to progress while other longer term policy options progress. We recommend further planning advice is sought when phasing decisions are made.

PART ONE – Introduction and Overview

1 Statutory planning framework

1.1 The Milford Opportunities Project Masterplan:

DOC's statutory planning documents apply to the Masterplan in three groupings from the perspective of our assessment. Those parts of the proposal:

- within FNP;
- on pcl&w outside FNP;
- off pcl&w.

Where a proposal is off pcl&w, statutory analysis is not required.

1.2 Overview of planning framework assessment and the Masterplan

1.2.1 Within FNP

FNPMP is key statutory document for parts of Masterplan within FNP

The National Parks Act 1980 (NPA) - section 43 requires DOC to administer national parks in accordance with statements of general policy, conservation management strategies and national park management plans. The lower order planning documents cannot derogate from the higher order planning documents and to the extent that they do, they are of no effect.

The General Policy for National Parks 2005 (GPNP) - established under section 44 of the NPA, implements and cannot derogate from the NPA and other Acts. It provides consistent national direction for the administration of national parks through conservation management strategies and national park management plans.

The Southland Murihiku Conservation Management Strategy 2016 (Southland CMS) - implements statements of general policy and establishes objectives for the integrated management of natural and historic resources, including species managed by DOC, and for recreation, tourism and other conservation purposes (*Section 19D Conservation Act 1987*). The Southland CMS cannot derogate from any general policy.

The Fiordland National Park Management Plan 2007 (FNPMP) - developed under the NPA, with direction from the GPNP and the conservation management strategy in effect at the time. It is considered the 'lower level' planning document and cannot derogate from any relevant conservation management strategy.

The Fiordland National Park Bylaws 1981 (FNPB) - are secondary legislation developed under s56(1) of the NPA. NPA Bylaws cannot be inconsistent with the national park management plan they relate to. The purpose of NPA Bylaws is to legislate relevant requirements identified in the management plans where necessary.

If a course of action is proposed or an issue arises on which a national park management plan is silent, or the national park management plan derogates from higher order documents on a particular matter, the GPNP, the NPA and the Southland CMS need to be considered for any direction or guidance they give on the action or issue. However, the Southland CMS defers to the FNPMP, so the FNPMP remains the key statutory document for parts of the Masterplan within the FNP.

1.2.2 On pcl&w outside FNP

The Southland CMS is the key statutory document for parts of the Masterplan on pcl&w outside FNP

The Conservation Act 1987 (CA) - section 17A requires the Department to administer and manage all conservation areas and natural and historic resources in accordance with statements of general policy, conservation management strategies (CMS), conservation management plans (CMP) and freshwater fisheries management plans. The lower order planning documents cannot derogate from the higher order planning documents and to the extent that they do, they are of no effect.

The Conservation General Policy 2005 (CGP) - established under section 17B of the CA and implements the CA and other Acts. It provides consistent national direction for the administration of conservation areas through CMS and CMP. The CGP implements and cannot derogate from legislation.

The Southland Murihiku CMS - as above.

1.3 Further detail on the key statutory planning documents that apply to the Masterplan

1.3.1 Southland CMS

The Southland CMS covers the Southland Murihiku region, including the subantarctic islands and islands of Foveaux Strait (Te Ara a Kiwa) and around Fiordland, but excludes Stewart Island/Rakiura and associated islands that are covered by the Stewart Island/Rakiura CMS.

The parts of the Southland CMS which have legal effect are the:

- Objectives - describe the goals the Department wants to achieve and support national directions and community aspirations to achieve integrated management.
- Outcomes - describe the future state of a 'Place' including values and expected changes and will be used in decision making and apply whether or not there is a relevant policy for a Place.
- Policies - describe the course of action to be used for conservation management and decision making.
- Glossary - defines words and phrases.

Section 2.2 Fiordland Te Rua-o-te-moko Place, encompasses: the Arawhata (southern part), Pyke Forest, Dean Forest and Rowallan Forest conservation areas, Fiordland National Park, the Diggers Ridge, Waikoau and Lindsay ecological areas, plus some smaller areas of pcl&w.

The international significance of this Place as one of the world's most special natural sites was recognised in 1990, when all but a small area in the south-east was identified as part of the Te Wāhipounamu—South-West New Zealand World Heritage Area.

FNP is the only national park within the Southland CMS region.

Policy 2.2.2 requires Fiordland National Park to be managed in accordance with its national park management plan, including visitor management and aircraft provisions.

1.3.2 Fiordland National Park Management Plan 2007

The FNPMP was approved in 2007 and remains operative. It has Objectives and Implementations which detail how the Department will manage FNP.

The assessments in the Report have had regard to the Objectives and Implementations, and where required, used descriptive text, to provide clarity.

The FNPMP uses the words 'will', 'should' and 'may' in the Implementation statements. These terms come from the GPNP (Policy 1(d)) and have the following meaning:

- policies where legislation provides no discretion for decision-making or a deliberate decision has been made by the Authority to direct decision-makers, state that a particular action or actions 'will' be undertaken;
- policies that carry with them a strong expectation of outcome, without diminishing the constitutional role of the Minister and other decision-makers, state that a particular action or actions 'should' be undertaken;
- policies intended to allow flexibility in decision-making, state that a particular action or actions 'may' be undertaken."

Where the term 'should' is used it is anticipated there will only be very exceptional circumstances where the outcomes will differ to that expressed in the implementation statement.

2 Progressing the Masterplan through DOC or a third party

Whether features of the Masterplan are progressed by DOC, or a third party, they are required to be consistent with DOC's statutory planning framework, meaning our statutory assessment is a foundational requirement for work to progress.

If the proposal is progressed by a third party, additional requirements, and processes (such as public consultation) may be required before permissions (includes Authorisations granted under the National Parks Act and Concessions granted under the Conservation Act, and any other relevant legislation e.g. Wildlife Act, Reserves Act) are granted for work to commence.

Permission processing fees, activity and ongoing management fees may also be deemed appropriate, and become payable by the applicant, and subsequent authority holder/concessionaire, once the authorisation/concession is in place.

As most of the Masterplan is within FNP we have focussed the information below on the relevant statutory provisions relating to national park management, not other pcl&w.

2.1 DOC progressing elements of the Masterplan

DOC is not required to hold concessions to undertake work in FNP, but under section 43 of the NPA, DOC is required to manage FNP in accordance with the GPNP, Southland

CMS, and FNPMP (and as per s17A of the CA - required to manage all pcl&w in accordance with DOC's statutory planning documents).

2.1.1 S50 NPA - Accommodation and associated facilities within national parks

Under section 50 of the NPA, the Minister of Conservation (the Minister) can establish or authorise, camping grounds, huts, hostels, accommodation houses, hotels, and other buildings or facilities in a national park.

The Minister can also permit the use of stone, gravel, or similar substances found in the park for development of accommodation and associated facilities.

Any of the above is required to be consistent with the FNPMP.

2.1.2 S51A of the NPA - Other activities within national parks

Under section 51A of the NPA, the Minister may do, or authorise a person to do, anything that the Minister considers appropriate for the proper and beneficial management, administration, and control of a park.

Any authorisation is required to be consistent with the FNPMP.

2.2 A third-party progressing elements of the Masterplan

If a third party is undertaking the work, a concession is the predominant permission / authorisation type required.

However, there may also be scope to progress parts through an authorisation from the Minister through sections 50 and/or 51A of the NPA (above). Specific advice should be sought on whether these provisions can, or should, apply to a third-party authorisation.

2.2.1 S49 of the NPA - Concessions

Section 49 of the NPA, allows for the grant of concessions in national parks, in accordance with Part 3B of the CA. In addition to requiring concessions to be consistent with DOC's statutory planning documents, section 49 identifies that a concession cannot be granted if it:

- will permanently affect the rights of the public in respect of FNP; or
- is inconsistent with the statutory purpose of national parks, in section 4 of the NPA.

Part 3B CA includes additional requirements and considerations beyond alignment with the Department's statutory planning documents. Under section 17U, the Minister shall have regard to the following in considering concession applications:

- the nature and effects of the activity, structure, or facility and measures to manage adverse effects;
- specific provisions around what can and cannot be part of a lease or licence.

Public notification of concessions

Section 17SC of the CA requires the public notification of some concessions. These include:

- a lease;
- any licence with a term of more than 10 years; or
- for any other applications, should it be deemed appropriate to do so (*section 17SC of the Conservation Act 1987*)

Public notification will add additional processing time to the consideration of the application and will involve:

- advertising the proposal
- a minimum of 20 working day submission process
- public hearings, if required.

Concession processing fees, activity fees

Concession processing fees and activity fees for the concession itself may also be deemed appropriate by DOC and be payable by the third-party concessionaire. Other potential charges such as management, monitoring and community contribution fees may also be applicable.

3 Assessment methodology

The features have been assessed as being in one of the following three categories:

- **Likely consistent** – where the proposal/activity is likely to be consistent and further detail is required to provide a full assessment.
- **Unclear** – where it is unclear if the proposal/activity is consistent or not and further detail is required to provide a full indicative assessment.
- **Likely inconsistent** – where the proposal is likely not consistent and will not be able to become so without materially changing the nature and/or location of the proposal/activity.

3.1 Process

To provide a feature level assessment of the Masterplan, we have used:

- information from the Masterplan;
- information provided in the Stage 3 ancillary reports, including the maps; and
- clarification on elements of the Masterplan provided on 14 May 2024 through a workshop with the MOP team.

We have not included node descriptions, which are set out in the Masterplan.

The statutory analysis provided is high level. Once the concepts are further developed, or implementation phasing is being tested, additional statutory planning advice should be sought to determine consistency with the FNPMP.

3.2 Limitations

Limitations of our assessment include:

- **Tight timeframe** – the management planning team have had limited time to develop the indicative statutory assessment report. Assessments have been completed as robustly as possible within the time allocated.
- **Incomplete (and changing) information** – many features had minimal detail to base our assessment on, including their actual location within, or outside FNP.

Assessments have been completed as robustly as possible with the information available.

- **We haven't assessed cumulative effects** - Cumulative effects are effects which arise over time or in combination with other effects (*Section 3, Resource Management Act 1991*). Several provisions of the FNPMP include consideration of cumulative effects as part of their assessment. Cumulative effects of the whole proposal (or through groupings of features) would also be a consideration through a concession process under Part 3B CA. As our assessments have been done on an individual feature basis, we have not assessed the cumulative effects of the Masterplan as a whole, or for particular groupings of features.
- **We haven't assessed existing interests (ie concessions)** - Our assessment has concentrated on consistency with DOC's statutory planning framework, and has not assessed how they relate with existing interests (for example, concessions, (including leases) over existing infrastructure or for particular activities may already exist and prohibit a new authorisation for the same proposal).

4 Overarching assessment

Whilst each feature has been assessed individually, this section concentrates on the key provisions of the relevant statutory documents specific to the feature that would be pivotal to determining the likely consistency with statutory planning framework.

Many provisions of the FNPMP, in particular, apply to almost all feature assessments, or sub-groups of features (such as those that are within the World Heritage Area). These overarching assessments are discussed below. Provisions of the FNPMP discussed in the overarching assessment often aren't considered in detail in the individual feature assessments.

As the vast majority of the Masterplan is on FNP we have concentrated this discussion on the relevant statutory provisions relating to national park management, not other pcl&w.

4.1 Treaty of Waitangi Provisions of the FNP

There are four Murihiku Papatipu Rūnanga. They are:

- Te Rūnanga o Ōraka Aparima
- Hokonui Rūnanga
- Waihopai Rūnanga
- Te Rūnanga o Awarua

These Rūnanga are the principal mana whenua and kaitiaki for most of FNP. The mana whenua and kaitiaki for the area north of Milford Sound/Piopiotahi is Te Rūnanga o Makaawhio based on the West Coast. References to Papatipu Rūnanga in the FNPMP relate to the five Rūnanga.

It is also imperative to recognise the role of Ngāi Tahu as kaitiaki of FNP.

4.1.1 **Part 2 FNPMP – Treaty of Waitangi Relationships**

The FNPMP, Section Two requires active consultation and work with Papatipu Rūnanga. Also, where required or appropriate with Te Rūnanga o Ngāi Tahu from the early stages of proposed undertakings that may affect Ngāi Tahu values. Ensuring the consultation on conservation issues is early, ongoing and informed.

4.1.2 **Part 5 FNPMP – Visitor Management**

Section 5.8, **Recreation Facilities** requires that development proposals will take into account Ngāi Tahu cultural values, particularly as they relate to the disposal of waste. This would be relevant for construction/upgrades of toilets.

Section 5.9 **Interpretation and Education** requires Papatipu Rūnanga and Te Rūnanga o Ngāi Tahu to be consulted over interpretation of Māori history and culture, including interpretation concerning pounamu. Ensuring the information on panels, signs and visitor information includes Ngāi Tahu perspectives and Ngāi Tahu information is only used with the consent of Papatipu Rūnanga and Te Rūnanga o Ngāi Tahu, including the use of traditional Ngāi Tahu place names in accordance with the Ngāi Tahu Claims Settlement Act.

Section 5.3.9.1, **Milford Sound/Piopiotaahi, Implementation 53** requires consultation to be undertaken with Papatipu Rūnanga over the management and future developments within Milford Sound Piopiotaahi.

4.2 **Part 3 FNPMP -Te Wāhipounamu – South West New Zealand World Heritage Area**

PNP was recognised on a world scale in 1990 as being part of the Te Wāhipounamu – South-West New Zealand World Heritage Area and promotes the area as being one of the world's natural wonders.

Part Three outlines the obligation on the Department to maintain the ecological and landscape integrity of the WHA, while Section 5.3.9.1 is to manage Milford Sound/Piopiotaahi as a place which is reflective of its national park and WHA status.

The World Heritage Impact Assessment of Milford Opportunities Project Proposals, Feasibility Stage Assessment Report provides further detail on how the WHA status of this area interacts with the proposal. For features within the WHA, the additional requirement to maintain the integrity of the WHA needs to be considered in addition to the assessments in Part 2 of the Report.

4.3 **Section 5.3.9.1 FNPMP - Natural hazards**

Section 5.3.9.1, Milford Sound/Piopiotaahi recognises the significant natural hazard risks at Milford Sound/Piopiotaahi including flooding, riverbank erosion and slumping, landslips (including rock fall and tree fall), earthquakes resulting in soil liquefaction and tsunamis. Some of these risks are associated with presence of the South Island Alpine Fault which passes just off the coast at the mouth of Milford Sound/Piopiotaahi marking the boundary between the Pacific and Indo-Australian tectonic plates.

Section 5.3.9.1 states there is little to be done to reduce risk from natural hazards apart from site design and awareness by occupiers of space at Milford. The FNPMP notes the

Milford Sound Development Authority (now Tourism Milford) facilities at Freshwater Basin may even be at risk from landslides and significant rock falls.

The Objectives for this place note the need to recognise natural hazards are a significant constraint to site development.

Implementation 4 requires the development of a hazard and risk management plan for Milford Sound/Piopiotahi.

Those wanting to develop a facility, structure or upgrade to an existing structure should be required to provide an assessment of natural hazards 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.

Equally, Section 5.3.9.2 Milford Road recognises natural hazards, particularly avalanches and landslips. Strongly influence use patterns and the safety of visitors both at visitor sites and those using the road is an important consideration for all parties.

4.4 Part 5.4 of the FNP – Concessions

If parts of the Masterplan are progressed through a third-party concession process, the relevant objectives and implementations identified in part 5.4 of the FNPMP will apply, and would need to be considered additionally to the legislative requirements identified at section 1.2 of this Report, and the assessments in Part 2 of the Report.

4.5 Stage 3 Ancillary Reports

Many of the feature assessments recommend an impact assessment and subsequent management of effects.

We acknowledge the Boffa Miskell stage 3 Landscape Assessment Report and Preliminary Assessment of Environmental Effects Report, as well as the Origin Cultural Heritage Assessment Report.

These go some way in assessing natural, landscape, historic and cultural values identified in the FNPMP.

Final detailed proposals will require an assessment against the full range of national park values set out in the FNPMP.

4.6 Visitor management

The FNPMP uses a three-fold approach to managing visitor activities:

1. A zoning strategy: the National Park is divided into various visitor settings which indicate where activities or development may take place. The purpose of this is to minimise conflict between visitor opportunities, manage increasing demand for changes in these opportunities, and ensure certainty for visitors so they know what experience will be provided where.
2. Specific activity management: more detailed provisions are set out for the management of specific activities or development.

3. Activity areas: places of intense use or where there are pressing issues are identified as activity areas. These have specific management provisions.

4.6.1 Zoning strategy

Table 1 is an overview of the visitor management settings which apply to the MOP features assessed in this report and what each of these settings are managed for. The assessment of each feature in this report is heavily influenced by the visitor management setting it is located within. For example, new facilities (toilets, shelters, carparks, etc) are much more likely to be consistent with the FNPMP if located within the Frontcountry Visitor Setting.

Table 1: Visitor management settings applicable to MOP

Visitor management setting	Visitor group	Example values
Remote Visitor Setting - Darran Remote Setting - Eastern Remote Setting	Remoteness Seekers, Backcountry Adventurers	Remoteness, natural quiet, unmodified landscapes, limited development and access, few encounters.
Backcountry Visitor Setting - Northern Backcountry Setting	Backcountry Adventurers	Self-reliance, basic facilities, well-marked tracks, unmodified and natural, accessible without major physical effort, likely encounters, to absorb most of increased use of National Park.
High Use Track Corridors	Backcountry Comfort Seekers	Prioritise users of Great Walks, Hollyford and Hump Ridge tracks, intensive management, moderately challenging but safe multi-day walking, natural environment, comfortable facilities, high track standards, easy access, frequent encounters.
Frontcountry Setting - Milford Road - Milford Sound / Piopiotahi	Short Stop Travellers, Day Visitors, and Overnights	Accessible, well-developed facilities, more modified, high use, frequent encounters.

4.6.2 Specific activity management

The assessment of some features is also influenced by specific activity management provisions. Specific activity management sections of the FNPMP that apply to features in this report include:

- 5.5 Aircraft Access
- 5.6 Boating and Facilities
- 5.7 Roving, Vehicle Use and Other Transport Options (Other Than Aircraft and Boating)

- 5.8 Recreation Facilities
- 5.9 Interpretation and Education
- 6.4 Water Resources
- 6.5 Hydro Electric Power Development
- 6.15 Access and Utilities

4.6.3 Activity Areas

The Milford Sound / Piopiotahi Frontcountry Visitor Setting is a place of intense use. To manage use, the FNPMP has divided the Visitor Setting into Activity Areas. Features within this Visitor Setting must be managed in accordance with their relevant Activity Area management provisions. Activity Areas consist of:

- Deepwater Basin Activity Area
- Freshwater Basin Activity Area
- Aerodrome Activity Area
- Accommodation Activity Area
- Visitor Services Activity Area
- Foreshore Activity Area
- Parking Activity Area
- Milford Lodge Activity Area

PART TWO – Feature Assessments

Individual Feature Assessment Summary

Site information		Consistency	Feedback
Site	Site Feature		
Te Anau Basin and Hub	Visitor centre and Transport interchange	N/A	Not on pcl&w.
Henry Creek	Bus shelter	likely consistent	Unclear if it is in FNP or other pcl&w but is likely consistent either way.
Te Anau Downs	Bus shelter	likely consistent	Unclear if it is in FNP, other pcl&w, (or private land) but is likely consistent either way.
Node 1 - Fiordland National Park entrance	Road layout and gateway feature	N/A	Not on pcl&w. If this changes, the FNPMP provides specific guidance for the development of a more prominent NP Entrance.
Countess Range Overnight Experience	New track	unclear	More information needed. Section of track proposed within Mavora Lakes and Snowden Conservation Areas would be likely inconsistent with the CMS due to scale.
	New hut on Countess Range	likely inconsistent	CMS Remote Visitor Zone provides for few and basic huts only. Reclassification and inclusion in FNP likely to make this a Backcountry Setting which would allow a hut with capacity for <20 people.
	Shelters and toilets on Countess Track	likely inconsistent	CMS Remote Visitor Zone and FNPMP Backcountry Setting cater to self-reliance and limit facilities.
Node 2 - Eglington Reveal	Road layout and access restriction point	likely consistent	Largely provided for under the Frontcountry Visitor Setting.
		likely inconsistent	Restricting access to FNP is likely inconsistent with the National Parks Act.
	Carpark	likely consistent	Largely provided for under the Milford Road Frontcountry Visitor Setting.

	East Eglington Track upgrade	likely consistent	Provided the track is within the Frontcountry Visitor Setting.
	Visitor shelter, information, and toilets	likely consistent	Depending on design, scale, and adequately managing effects.
Short stop - Mirror Lakes	Bus shelter, information, and toilets	likely consistent	Depending on design, scale, and adequately managing effects.
	Road layout	likely consistent	Largely provided for under the Milford Road Frontcountry Visitor Setting.
Node 3 - Te Huakaue Knobs Flat	Improved water supply and hydroelectricity	likely consistent	Caveated with likely to be declined if it involves threat or depletion of aquatic values
	Wastewater improvements	unclear	Consistency of any change in wastewater management is unclear pending further information.
	Te Huakaue Knobs Flat amenity buildings and accommodation	likely consistent	Depending on design, scale, and adequately managing effects.
	Campsite redevelopment - Te Huakaue Knobs Flat Camp	likely consistent	Depending on design, scale, and adequately managing effects.
	Campsite redevelopment - Kiosk Creek Campsite	likely inconsistent	Likely to exceed requirement to <i>maintain</i> existing campsite.
	Visitor shelters	likely consistent	Depending on design, scale, and adequately managing effects.
	Nature trail and information	likely consistent	Any commercial tourism (e.g., guiding) likely inconsistent .
	Road layout - Te Huakaue Knobs Flat	likely consistent	Largely provided for under the Milford Road Frontcountry Visitor Setting.
	Road Layout - Kiosk Creek	likely inconsistent	Likely to exceed requirement to <i>maintain</i> current access road.
	Flood protection infrastructure	likely consistent	This will depend largely on management of effects on national park values.
	Food carts	unclear	Need further information Bylaws prohibit operation of portable electric generators in the National Park.
Cycle trail - Te Anau Downs to Cascade Creek	New trail	likely inconsistent	Any sections traversing the Backcountry Visitor Setting are likely inconsistent . If constrained to Frontcountry Visitor Setting, potentially consistent depending on design and effects. However further

			analysis required of GPNP requirements interrelationship with FNPMP.
Node 4 – Cascade Creek	Camping layout	unclear	More information needed. Depends on scale of redevelopment and whether this is likely to exceed requirement to <i>maintain</i> existing campsite.
	Flood protection infrastructure	likely consistent	depend largely on management of effects on national park values.
	Carpark upgrade	likely consistent	Largely provided for under the Milford Road Frontcountry Visitor Setting.
	Bus shelter	likely consistent	Depending on design, scale, and adequately managing effects.
	Toilet facilities	likely consistent	Largely provided for under the Milford Road Frontcountry Visitor Setting.
	Wastewater improvements	unclear	Consistency of any change in wastewater management is unclear pending further information.
	Facilities for kayaking - boat storage	likely inconsistent	Not permitted.
	Facilities for kayaking - jetty	likely consistent	Only for non-powered non-commercial personal watercraft. Requires bylaw to enforce.
		likely inconsistent	Use of powered personal watercraft likely inconsistent . Concessions for boating activities likely inconsistent . Concessions for non-powered boating activities on the Eglinton River likely consistent .
Node 5 – Whakatipu Trails Head / The Divide – Short Stop	Lake Marian visitor and bus shelter upgrade	likely consistent	Depending on design, scale, and adequately managing effects.
	Toilet facilities upgrade	likely consistent	Largely provided for under the Milford Road Frontcountry Visitor Setting.
	Lake Marian carpark upgrade	likely inconsistent	Likely to exceed requirement to <i>maintain</i> existing carpark.
	Lake Marian wānanga facility	unclear	Confirmation of specific purpose and intended use will enable a more definitive assessment.
	Upgraded Lake Marian Falls track	unclear	May not be consistent with Backcountry Setting
	Lake Marian – covered walkway	likely consistent	Given relocation of proposal to front country visitor setting and downsizing

	Track connection to the Divide	likely consistent	Depending on retention of high-quality visitor experience and managing effects.
	Key Summit to Cascade Creek track	likely consistent	Depending on retention of high-quality visitor experience and managing effects.
	The Divide carpark upgrade	likely inconsistent	Likely to exceed requirement to <i>maintain</i> existing carpark.
	The Divide visitor shelter, toilets and interpretive displays	likely consistent	Depending on design, scale, and adequately managing effects.
Node 6 – Gertrude Valley	Visitor shelter, information, and toilets	likely consistent	Depending on design, scale, and adequately managing effects.
	Refuge and flood protection infrastructure	likely consistent	Consistency will depend largely on management of effects on national park values.
	Road layout	likely consistent	as long as this is constrained to the Frontcountry Visitor Setting.
	Carpark upgrade	likely inconsistent	Likely to exceed requirement to <i>maintain</i> existing carpark.
	Gertrude Valley walk	likely consistent	likely to meet the visitor setting requirements for both Front and Backcountry Visitor Settings.
Node 7 – Cleddau Cirque	Road layout	likely consistent	as long as this is constrained to the Frontcountry Visitor Setting.
	Carpark upgrade	likely consistent	not an amenity asset referred to in Table 14, so more flexibility to do more than <i>maintain</i>
	Rockfall shelter	likely consistent	Consistency will depend largely on management of effects on national park values.
Node 8 – Chasm short stop	Chasm walkway repair	likely consistent	Likely consistent with requirement to <i>maintain</i>
	Extension to Cleddau Horse Bridge	likely inconsistent	Likely to exceed Eastern Remote Zone expectations including visitor limitations.
	Improvements to Cleddau Horse Bridge	likely consistent	Must be consistent with management plan for historic site.
	Road layout	likely consistent	as long as this is constrained to the Frontcountry Visitor Setting.
	Carpark upgrade	likely consistent	Table 14 directs this carpark to be upgraded to a higher standard.

	Bus shelter and toilet	likely consistent	Depending on design, scale, and adequately managing effects.
Piopiotahi Visitor Hub	Arrival area	likely inconsistent	Not permitted in Aerodrome Activity Area.
	Covered walkway	likely inconsistent	Not permitted in Aerodrome Activity Area. Section within Visitor Services Activity Area likely consistent .
	Visitor and marine research centre	likely consistent	Consistency will depend largely on management of effects on national park values.
	Visitor accommodation	likely consistent	Assuming redevelopment of existing hotel. Note - Visitor Services Activity Area only provides for one hotel at the existing hotel site.
	Helipad	likely consistent	Only for emergency purposes or associated with DOC management activities.
	Foreshore enhancements	likely consistent	For purpose of passive day use activities within Foreshore Activity Area only.
	Barren Peak Spur walkway and treetop viewing structures	likely consistent	Consistency is dependent on being in the Frontcountry Visitor Setting.
	Staff accommodation	unclear	More information needed. Staff accommodation within Visitor Services Activity Area limited. Need to know accommodation purpose, provider, and capacity.
	Accommodation carparking and service area	unclear	More information about carpark capacity, design and users would be necessary.
	Potable water and wastewater improvements	unclear	More information needed.
Freshwater Basin node	Boat terminal redevelopment	likely consistent	Downsizing provided for. Expansion likely inconsistent .
	Refuge from hazards	likely consistent	Dependent on appropriate design, bulk, height, form, materials, colour..
	Nature walk and information	likely consistent	Consistent with Frontcountry Visitor Setting.
	Cable car / lift to Bowen Valley	likely inconsistent	Not permitted in Fiordland National Park except in amenity areas. A plan change would be required to create an amenity area.

	Bowen Falls and Valley walks, viewing platform and information	likely inconsistent	Likely to exceed Darran Remote Setting expectations including visitor limitations.
	Structures to replace on-demand boat service to Bowen Falls - floating pontoon walkway	N/A	Not on PCL.
	Structures to replace on-demand boat service to Bowen Falls - upgraded boardwalk, look out, and pontoon connection	likely inconsistent	Likely to exceed Barren Remote Zone expectations.
	Covered walkway to cable base station	likely consistent	Consistent with Frontcountry Visitor Setting.
	Electricity infrastructure upgrade	Likely consistent	Likely consistent, provided small-scale.
Cleddau Delta node	Aerodrome removal	likely inconsistent	FNPMP assumes aerodrome maintained at current site. Removal would require a plan change.
	Ecological restoration of aerodrome site (including track / access route)	likely inconsistent	Not provided for within the Aerodrome Activity Area.
	Foreshore walk and Cleddau Bush Tracks	likely inconsistent	Likely to exceed Eastern Remote Zone expectations. If re-routed to the Frontcountry Visitor Setting then likely consistent.
	Water-based viewing deck	likely inconsistent	Not permitted in Aerodrome Activity Area.
	Delta link bridge	likely consistent	For purpose of passive day use activities within Foreshore Activity Area only.
	Western refuge	likely inconsistent	Likely to exceed Eastern Remote Zone expectations.
	Eastern refuge	likely consistent	If within Frontcountry Visitor Setting.
Deepwater Basin node	Carpark and bus layover bays	likely inconsistent	New / extended carparking not permitted in Accommodation Activity Area.
	Boat ramp upgrade	likely consistent	If servicing existing level of nature-based tourism, and not in conflict with fishing fleet.
	Facilities for kayaking - boat storage	likely consistent	Likely consistent if infrastructure additions are minor and level of

			commercial use is not increased. Likely inconsistent if level of commercial use and nature-based tourism increases
	Refuge and interpretive displays	likely consistent	Depending on design, scale, and adequately managing effects.
	Helipad - Cleddau Village	likely inconsistent	Heliport inconsistent with Parking Activity Area
	Redesign of boat trailer parking	likely consistent	Short stay parking only for lease and license holders.
	Food carts	unknown	Need further information Bylaws prohibit operation of portable electric generators in the National Park.
	DOC service yard redesign for emergency evacuation landings	likely consistent	Use of site for emergency evacuation landings likely consistent.
		likely inconsistent	Significant relocation of aerodrome infrastructure likely inconsistent.
	Heliport - Little Tahiti	likely inconsistent	No aircraft landings/take-offs allowed in this Air Activity Zone catchment
	Tutoko Historic bridge walkway	likely consistent	Consistent with Frontcountry Visitor Setting.

Individual Feature Assessments

5 Te Anau Basin and Hub

5.1 Visitor centre and Transport interchange

5.1.1 Brief description of proposal

A visitor centre will form part of the overall visitor hub that is associated with the origin of Te Rua-o-te-moko Fiordland National Park experience and start of the Milford Corridor Journey. The visitor centre is co-located with the transport interchange. The location of the visitor centre is to be determined but potential options include near existing lakefront or out of town fringes. The visitor centre is essential to the beginning of visitor's journeys and in providing information to visitors.

A transport interchange is essential for providing the starting point for a bus focused visitor transport model through to Milford Sound Piopiotahi. The transport interchange would primarily serve as a bus terminal for hop on/hop off buses and short stay coaches

with cycle facilities and a modest car park. An out-of-town support hub, including a longer stay car park and bus depot would be serviced by hop on/hop off buses at the start and end of trips. This could be extended to a potential public transport circuit via the town centre and pass through visitor accommodations and other key community destinations enroute to the visitor hub. It is proposed to add jetties for local water-based experiences and opportunities to use shuttle services to connect surrounding boats, seaplane operations and Te Anau Airport Manapouri.

Neither the Visitor Centre nor the Transport interchange are proposed to be within the National Park.

5.1.2 Indicative assessment

Statutory planning analysis not required as proposed features are off pcl&w Should their location change, planning advice will be required.

6 Henry Creek

6.1 Bus shelter

6.1.1 Brief description of proposal

A bus shelter at an unspecified location on pcl&w and likely within FNP.

6.1.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objective 1, 2, 4
5.3.9.2 Milford Road	Objective 1-5, Implementation 1, 4, 6, 10, 11, 13
5.8 Recreational Facilities	Objective 1-3, Implementation 1-7
CMS	
Section	Provision(s)
3.10 Structures and utilities	Policy 3.10.1
2.3 Western High Country Mata-puke Koikoi Place	Policy 2.3.1

6.1.3 Indicative assessment

If the shelter is on the FNP, it is **likely consistent** with the FNPMP (or the CMS, if it is on pcl&w which is not the FNP).

The provision (and expansion) of such facilities are largely anticipated, and provided for in the Milford Road / Frontcountry Visitor setting. However, proposals must still consider the effects on the natural environment and existing recreational opportunities.

An environmental impact assessment is required if works involve vegetation clearance, earthworks, or erection of any structures, and this should include assessment of alternatives.

To be consistent with the Plan, the proposal should include (but not be limited to):

- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- Protection of landscape values and other National Park values,
- Not compromising recreational experiences associated with neighbouring areas;
- Meeting design standards for visitor facilities;
- Avoid, remedy, or mitigate adverse effects on natural, cultural, historical and recreational values;
- Be designed, located, and of a colour and scale that is compatible with the natural setting;
- Preferred utilisation of already modified sites,
- Appropriately manage waste and incorporate energy efficient technologies;
- Access, congestion management and regulation of visitor flows.
- Taking into account Ngāi Tahu cultural values; and
- Provide for and protect view catchments, flora and fauna, and accessible, safe visitor opportunities.

7 Te Anau Downs

7.1 Bus shelter

7.1.1 Brief description of proposal

Near overnight camping area - shelter to be on or near road reserve / state highway area. Unclear if this is going to be on pcl&w - either on the FNP or elsewhere. No further detail on design etc.

7.1.2 Relevant Statutory Provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objective 1, 2, 4
5.3.9.2 Milford Road	Objective 1-5, Implementation 1, 4, 6, 10, 11, 13
5.8 Recreational Facilities	Objective 1-3, Implementation 1-7
CMS	
Section	Provision(s)
3.10 Structures and utilities	Policy 3.10.1
2.3 Western High Country Mata-puke Koikoi Place	Policy 2.3.1

7.1.3 Indicative assessment

If the shelter is not on pcl&w, an assessment is not required.

If the shelter is on the FNP, it is **likely consistent** with the FNPMP (or the CMS, if it is on pcl&w which is not the FNP).

The provision (and expansion) of such facilities are largely anticipated, and provided for in the Milford Road / Frontcountry Visitor setting. However, proposals must still consider the effects on the natural environment and existing recreational opportunities.

An environmental impact assessment is required if works involve vegetation clearance, earthworks, or erection of any structures, and this should include assessment of alternatives.

To be consistent with the Plan, the proposal should include (but not be limited to):

- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- Protection of landscape values and other National Park values,
- Not compromising recreational experiences associated with neighbouring areas;
- Meeting design standards for visitor facilities;
- Avoid, remedy, or mitigate adverse effects on natural, cultural, historical and recreational values;
- Be designed, located, and of a colour and scale that is compatible with the natural setting;
- Preferred utilisation of already modified sites,
- Appropriately manage waste and incorporate energy efficient technologies;
- Access, congestion management and regulation of visitor flows.
- Taking into account Ngāi Tahu cultural values; and
- Provide for and protect view catchments, flora and fauna, and accessible, safe visitor opportunities.

8 Node 1 – Fiordland National Park entrance

8.1 Road layout and gateway feature

8.1.1 Brief description of proposal

Proposed entrance feature at legal boundary of FNP and wider WHA. Proposal likely to consist of signage, artwork, and several pou. Unclear of proposed change to road layout. Not intended to be a stopping point. Location likely on private land/road reserve.

8.1.2 Indicative assessment

Statutory planning analysis not required as proposed features are off pcl&w. Should their location change, planning advice will be required. Note that if the gateway feature was to be located on the FNP, s5.3.9.2, Implementation 8 provides specific guidance on considerations for development of a more prominent National Park Entrance.

9 Countess Range overnight experience

9.1 New track

9.1.1 Brief description of proposal

The proposal is to create an overnight walk loop track from State Highway 94 near Walker Creek Campsite. The track will traverse the lower and mid slopes of the Countess Range Between Walker Creek and Mackay Creek before looping back towards Walker Creek Campsite. A hut is also proposed near the halfway point, just above the bushline.

The proposed track will cross FNPMP frontcountry and backcountry visitor settings in FNP, and the CMS remote visitor management zone in the Mavora Lakes (Manawapōpore/ Hikuraki) and Snowden Conservation Areas (Stewardship areas).

At the meeting with the MOP team on 14 May 2024 the team clarified that the proposed track was not to be a benched-track akin to a great walk but closer to the standard appropriate for the backcountry adventurer visitor group (BCA).

9.1.2 Relevant statutory provisions

CMS	
Section	Provision(s)
1.5.1 Natural heritage	Objective 1.5.1.1 (a) [Within Eglington Priority Ecosystem, Appendix 4]
1.5.3 Recreation	Objective 1.5.3.3.12
2.3 Western High Country Mata-puke Koikoi Place	Outcome; Policies 2.3.1, 2.3.2; 2.3.15
Part Three – Specific policy requirements for Southland Murihiku	Policy 3.1.5
Appendix 12 Prescriptions for the management of visitor management zones	Remote Zone
FNPMP	
Section	Provision(s)
5.3.3 Visitor settings	Table 4
5.3.7 Backcountry	Objective 1 Implementations 2-10
5.3.7.1 Northern Backcountry Setting	Objective 1
5.3.9 Frontcountry Visitor Setting	Objectives 1, 4
5.3.9.2 Milford Road	Objectives 1-5

	Implementations 4, 6, 13
5.8 Recreation Facilities	Objectives 1-3 Implementations 1-6, 20

9.1.3 Indicative assessment

Under the FNPMP, tracks come within the definition of 'recreation facilities'. FNPMP Section 5.8, implementation 1, requires assessments of effects to be undertaken of major recreation developments and implementations in that section together with those in the Frontcountry and Backcountry settings identify a wide range of matters that must be considered.

It is noted that this proposal was not in the Masterplan and is therefore possibly one that is still under development. Until it is developed further there is insufficient information to assess the proposal and it is **noted** as to whether it is consistent with the FNPMP.

That section of the track proposed within the Mavora Lakes (Manawapōpore/ Hikuraki) and Snowden Conservation Areas would be most **likely inconsistent** with the CMS – given the size and scale of feature, the CMS focus on environmental protection and preservation in this area, and the location of part the experience within the remote visitor management zone which emphasises low use tracks, few interactions with other groups, self-reliance and basic facilities.

9.2 New hut on Countess Range

9.2.1 Brief description of proposal

Up to three potential hut sites appear to be proposed above the treeline on the Countess Range, on the eastern most part of the proposed Countess Range Track. This area is within pcl&w, held as stewardship land. It is subject to the remote visitor management zone of the CMS.

At the workshop with the MOP team on 14 May 2024 the team indicated that proposed hut would be 20-40 bunks.

9.2.2 Relevant statutory provisions

CMS	
Section	Provision(s)
1.5.1 Natural heritage	Objective 1.5.1.1 (a) [Within Eglington Priority Ecosystem, Appendix 4]
1.5.3 Recreation	Objective 1.5.3.12
2.3 Western High Country Mata-puke Koikoi Place	Outcome Policies 2.3.1, 2.3.2; 2.3.15
Part Three – Specific policy requirements for Southland Murihiku	Policy 3.1.5

Appendix 14 Statement of outstanding universal values for World Heritage Areas in Southland Murihiku	
Appendix 12 Prescriptions for the management of visitor management zones	Remote Zone

9.2.3 Indicative assessment

This assessment assumes that all of the proposed hut sites are located outside of FNP.

The remote visitor zone in the CMS focuses on environmental protection and preservation. These areas are described as forming the wild lands in the interior of large protected areas with the prescriptions providing for 'huts in some places'. Where huts are provided, they are to be basic in terms of standard.

While little information is provided about the proposed hut, given the direction of the CMS, the hut is **likely inconsistent** with the CMS.

It is noted that Policy 2.3.2 identifies the possible reclassification of this area and inclusion into FNP. If this were to occur it may be incorporated into the adjoining backcountry setting or at least managed consistent with these settings; in which hut capacity is limited to 20 people.

In order to confirm this assessment, it is recommended that additional detail be provided relating to the proposed hut.

9.3 Shelters and toilets on Countess Track

9.3.1 Brief description of proposal

In addition to a hut, 2 shelters and vault toilets are proposed along the Countess Track. It is not clear whether these would be located within FNP or on pcl&w outside of the national park.

The material provided does not indicate any other infrastructure is required, such as bridges, parking areas or interpretation/ signage.

9.3.2 Relevant statutory provisions

CMS	
Section	Provision(s)
1.5.1 Natural heritage	Objective 1.5.1.1 (a) [Within Eglington Priority Ecosystem, Appendix 4]
1.5.3 Recreation	Objective 1.5.3.3
2.3 Western High Country Mata-puke Koikoi Place	Outcome Policies 2.3.1, 2.3.2 and 2.3.15
Part Three – Specific policy requirements for Southland Murihiku	Policy 3.1.5

Appendix 12 Prescriptions for the management of visitor management zones	Remote Zone
FNPMP	
Section	Provision(s)
5.3.3 Visitor settings	Table 4
5.3.7 Backcountry	Objective 1 Implementations 2-10
5.3.7.1 Northern Backcountry Setting	Objective 1
5.3.9 Frontcountry Visitor Setting	Objectives 1, 4
5.3.9.2 Milford Road	Objectives 1-5 Implementations 4, 6, 13
5.8 Recreation Facilities	Objectives 1-3 Implementations 1-6, 20

9.3.3 Indicative assessment

The two shelters and associated toilets are **likely inconsistent** with the FNPMP and CMS.

The remote visitor setting in the CMS caters for 'backcountry adventurers' and 'remoteness seekers' who have considerable self-reliance. Facilities and evidence of control is limited within remote visitor settings.

The backcountry zone in the FNPMP also provides for 'backcountry adventurers' (BCA) with visitor service standards associated with 'tramping tracks' being identified for this zone. These standards recognise that BCAs have a high degree of self-reliance and moderate to high level of backcountry skill. Objectives and implementations in section 5.8 of the FNPMP require facility development to be consistent with national park values, including the visitor group and settings in which the facility is to be located.

It is likely that shelters would represent a higher level of control/ facility provision that anticipated by the CMS and NPMP.

10 Node 2 – Eglinton Reveal

10.1 Road layout and access restriction point

10.1.1 Brief description of proposal

Proposed changes to the road layout are unclear but thought to consist of a slight veer off SH94 leading to an 'entrance' or barrier where permit access would begin, which then reconnects to SH94 (as per Master Plan figure 18).

10.1.2 Relevant statutory provisions

FNPMP	
Section	Provision
5.3.9 Frontcountry Visitor Setting	Objectives 1-3
5.3.9.2 Milford Road	Objectives 1-2 Implementations 1, 3, 4, 6, 7, 10(b), 11
5.7 Rooding, Vehicle Use and Other Transport Options	Objectives 1 and 2 Implementations 1, 4, 5, 6
5.8 Recreation Facilities	Implementation 11

10.1.3 Indicative assessment

Any proposed changes to road layout or new roading are **likely consistent** given they will be constrained to the Frontcountry Visitor Setting. Any new roading is only appropriate in this visitor setting, and only if it will improve visitor access and enjoyment of Fiordland National Park without impacting significantly on other recreation opportunities and national park values (FNPMP 5.7 Objective 2). An assessment of effects will be required, outlining the need for the work and how potential adverse effects on visitor experience and other conservation values will be dealt with.

To be consistent with the Plan, the proposal should include (but not be limited to):

- protection of National Park values,
- preservation of indigenous species and habitats and management of introduced plants, particularly during the construction phase,
- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- provision and retention of high-quality visitor experience,
- effects management,
- consideration of design speed,
- sympathetic design,
- acceptable aggregate sourcing,
- acceptable dumpsites,
- visitor safety and management of visitor flows to avoid congestion and overcrowding,
- demand and need for more capacity
- access for vehicle-based visitors, and
- appropriate visitor signage.

There is an expectation that new roading proposals will involve full public consultation.

The access restriction point is **likely inconsistent** with the National Parks Act (Section 4(2)(e) of the National Parks Act 1980) which provides for public to have freedom of entry and access to national parks. While the access restriction point itself may be able to be developed consistently with the FNPMP, the act of restricting access is likely not.

10.2 Carpark

10.2.1 Brief description of proposal

A proposed non-permit access carpark will provide a stopping and turning area, where visitors can have access to activities such as a river trail and interpretative viewing area. The area is depicted on figure 18 of the Master Plan. It appears to be of significant size.

10.2.2 Relevant statutory provisions

FNPMP	
Section	Provision
5.3.9 Frontcountry Visitor Setting	Objectives 1-4
5.3.9.2 Milford Road	Objectives 1-5 Implementations 1, 4, 6, 10(b), 11, 13
5.8 Recreational Facilities	Objectives 2-3 Implementations 1-6

10.2.3 Indicative assessment

The proposal to create a carpark is **likely consistent** with the FNPMP. It is provided for in the Milford Road Frontcountry Visitor Setting if it improves visitor access and enjoyment of Fiordland National Park without impacting significantly on other recreation opportunities and national park values.

To be consistent with the Plan, the proposal should include (but not be limited to):

- protection of National Park values,
- preservation of indigenous species and habitats and management of introduced plants, particularly during the construction phase,
- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- provision and retention of high-quality visitor experience,
- effects management,
- promoting future growth in visitor use,
- demand and need for more capacity
- sympathetic design,
- acceptable aggregate sourcing,
- acceptable dumpsites, and
- visitor safety and management of visitor flows to avoid congestion and overcrowding.

10.3 Eglington short walking track

10.3.1 Brief description of proposal

These tracks are more of an upgrade of existing tracks that go down to springs / tributaries of Eglington River. Note, the proposed multi use cycle track through the Eglington Valley is dealt with separately in the assessment of the Cycle Trail - Te Anau

Downs to Cascade Creek. This short track is planned to start from the Eglinton Reveal car park located 1.6km south of the East Eglinton River bridge on SH94. To the extent the track upgrade is within 200m of the Milford Road, it is within the Milford Road visitor area (5.3.9.2), which is part of the broader Frontcountry Visitor Setting (5.3.9).

10.3.2 Relevant statutory provisions

FNPMP	
Section	Provision
5.3.9 Frontcountry Visitor Setting	Objectives 1
5.3.9.2 Milford Road	Objectives 1 - 5 Implementation 6

10.3.3 Indicative assessment

This proposal is **likely consistent** with the FNPMP. Provisions for recreation opportunities at this location generally support well-designed and well-managed short walks which have minimal adverse effects on national park values.

10.4 Visitor shelter, interpretive displays and toilets

10.4.1 Brief description of proposal

A Visitor Shelter, interpretive information and toilet facilities are proposed to be located at the Eglinton Reveal Node close to the short river trail. The use of sunken areas, low profile structures and naturalistic (planted) bunding are proposed to integrate into the grassy flats and maintain the wide-open vistas strongly associated with this node.

10.4.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1, 4
5.3.9.2 Milford Road Frontcountry Setting	Objectives 1-4 Implementations 1, 6, 7, 9, 13
5.8 Recreation Facilities	Objectives 1-3 Implementations 2-6, 20
5.9 Interpretation and Education	Objectives 1, 2, 4 Implementations 4-7, 12

10.4.3 Indicative assessment

This proposal is **likely consistent** with the FNPMP.

The development of visitor shelters is an example of recreational facilities consistent with the Frontcountry Visitor Setting as it enables visitors to appreciate the values of FNP. Options for toilet facilities along the Milford Road are specifically encouraged.

This ensures visitor safety, a high-quality visitor experience, and provides easily accessible recreational opportunities.

Guidance for developing appropriate Interpretative panels is provided at section 5.9 of the FNPMP. They need 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. Working with the community and concessionaires to develop them is encouraged. Working with Ngāi Tahu to ensure appropriate cultural information is provided, and consented to, is essential.

To be consistent with the FNPMP, the structural developments should include (but not be limited to):

- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- Protection of landscape values and other National Park values,
- Not compromising recreational experiences associated with neighbouring areas;
- Meeting design standards for visitor facilities;
- Avoid, remedy, or mitigate adverse effects on natural, cultural, historical and recreational values;
- Be designed, located, and of a colour and scale that is compatible with the natural setting;
- Preferred utilisation of already modified sites,
- Appropriately manage waste and incorporate energy efficient technologies;
- Access, congestion management and regulation of visitor flows.
- Taking into account Ngāi Tahu cultural values; and
- Provide for and protect view catchments, flora and fauna, and accessible, safe visitor opportunities.

11 Short stop – Mirror Lakes

11.1 Bus shelter, information, and toilets

11.1.1 Brief description of proposal

There is limited information on these features. They are described on page 42 of the Masterplan, where the existing Mirror Lakes short stop is located. This is on the western side of Milford Road at the existing Mirror Lakes site. The short stop will be enhanced with additional infrastructure, including weather/bus shelter, interpretive displays and toilet facilities.

11.1.2 Relevant statutory provisions

FNPMP

Section	Provision
5.3.9 Frontcountry Visitor Setting	Objectives 1, 4
5.3.9.2 Milford Road	Objectives 1-4 Implementations 1,4, 6, 7, 9, 13
5.8 Recreation Facilities	Objectives 1-3 Implementation. 2-6, 20
5.9 Interpretation and Education	Objectives 1, 2, 4 Implementations 4-7, 12

11.1.3 Indicative assessment

This feature is **likely to be consistent** with the FNPMP. Options for toilet facilities along the Milford Road are encouraged. Additional facilities such as the bus shelter should be appropriately sited, designed and accompanied by an assessment of adverse effects.

Options for toilet facilities along the Milford Road are specifically encouraged.

The Plan highlights a preference for facility development that uses existing modified sites, such as the Mirror Lakes stop.

Guidance for developing appropriate Interpretative panels is provided at section 5.9 of the FNPMP. They need 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. Working with the community and concessionaires to develop them is encouraged. Working with Ngāi Tahu to ensure appropriate cultural information is provided, and consented to, is essential.

To be consistent with the Plan, the structural developments should include (but not be limited to):

- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- Protection of landscape values and other National Park values,
- Not compromising recreational experiences associated with neighbouring areas;
- Meeting design standards for visitor facilities;
- Avoid, remedy, or mitigate adverse effects on natural, cultural, historical and recreational values;
- Be designed, located, and of a colour and scale that is compatible with the natural setting;
- Preferred utilisation of already modified sites,
- Appropriately manage waste and incorporate energy efficient technologies;
- Access, congestion management and regulation of visitor flows.
- Taking into account Ngāi Tahu cultural values; and
- Provide for and protect view catchments, flora and fauna, and accessible, safe visitor opportunities.

11.2 Road layout

11.2.1 Brief description of proposal

Proposed changes to road layout at Mirror Lakes short stop are unclear but assumed to consist of improved access to the existing boardwalk and viewing platform and facilitation of a hop on/hop off bus service.

11.2.2 Relevant statutory provisions

FNPMP	
Section	Provision
5.3.9 Frontcountry Visitor Setting	Objectives 1-3
5.3.9.2 Milford Road	Objectives 1-2 Implementations 1, 3, 4, 6, 7, 10(b), 11
5.7 Roothing, vehicle use and other transport options (other than aircraft and boating)	Objectives 1 and 2 Implementations 1, 4, 5, 6
5.8 Recreation Facilities	Implementation 11

11.2.3 Indicative assessment

Any proposed changes to road layout or new roading are likely consistent given they will be constrained to the Frontcountry Visitor Setting. An assessment of effects will be required, outlining the need for the work and how potential adverse effects on visitor experience and other conservation values will be dealt with.

To be consistent with the Plan, the proposal should include (but not be limited to):

- protection of National Park values,
- preservation of indigenous species and habitats and management of introduced plants, particularly during the construction phase,
- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- provision and retention of high-quality visitor experience,
- effects management,
- consideration of design speed,
- sympathetic design,
- acceptable aggregate sourcing,
- acceptable dumpsites,
- visitor safety and management of visitor flows to avoid congestion and overcrowding,
- demand and need for more capacity
- access for vehicle-based visitors, and
- appropriate visitor signage.

12 Node 3 – Te Huakaue Knobs Flat

12.1 Improved water supply and hydroelectricity

12.1.1 Brief description of proposal

The proposal is for potential improved hydroelectricity and water supply, to support an increase in demand facilitated by proposals for increased development at this node. The Master Plan and ancillary reports do not include detail.

Currently, the visitor centre is powered by a small hydro scheme with an offtake from a northern tributary of Kiosk Creek, c.160 m in elevation above the village. Drinking water appears to be sourced from infrastructure such as an intake gallery supplying storage tanks adjacent to Kiosk Creek southeast of the village. It is also understood that the proposals may require upgrades to an existing micro-hydro system. The existing hydro infrastructure is unobtrusive and has apparently required very little permanent vegetation clearance. (Milford Opportunities Project: Stage 3. Preliminary Assessment of Environmental Effects Prepared for Milford Opportunities Project. 15 March 2024. Boffa Miskell.).

12.1.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
4.7 Water and Fish	Objectives 1, 2, 5 Implementation 10
5.3.9 Frontcountry Visitor Setting	Objective 4
5.3.9.2 Milford Road	Objectives 1, 4 Implementation 6
5.8 Recreational Facilities	Objectives 1, 2 Implementations 2, 6
6.4 Water Resources	Objectives 1, 2 Implementations 1
6.5 Hydro Electric Power Development	Objectives 1 Implementations 3

12.1.3 Indicative assessment

The proposal is likely consistent with the FNPMP.

FNPMP 6.4 Implementation 1 recognises that some visitor facilities within FNP require water use rights as an integral part of their operation. FNPMP 6.5 Implementation 3 allows for consideration of small-scale hydroelectric power schemes for local requirements in conjunction with facility development.

To be consistent with the Plan, the proposal will:

- Be considered on its merits;
- Be subject to an assessment of environmental effects; and
- Will likely be declined if it involves threat or depletion of aquatic values.

12.2 Wastewater improvements

12.2.1 Brief description of proposal

Meeting with MOP team on 14 May 2024 clarified this feature largely as a continuation of the wastewater management already taking place at the site. For example, pumping out and removing waste from upgraded and/or new containment toilets. The scale may change with changes in scale proposed for visitors and accommodation.

12.2.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
4.7 Water and Fish	Objectives 1, 2 Implementation 10
5.3.9 Frontcountry Visitor Setting	Objective 4
5.3.9.2 Milford Road	Objectives 1, 4, Implementations 4, 6, 13
5.8 Recreational Facilities	Objectives 1, 2 Implementations 2, 5, 6
6.4 Water Resources	Objectives 1-2 Implementation 1

12.2.3 Indicative assessment

Consistency of any change in wastewater management is **unclear** pending further information. FNPMP 6.4 Implementation requirement 1 directs consideration of alternative methods of waste disposal (other than those requiring water use rights) where practicable.

To be consistent with the Plan, the proposal should include (but not be limited to):

- protection of freshwater systems, indigenous fish, and their habitats;
- protection of other National Park values;
- effects management;
- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi); and
- appropriate waste management and energy efficient technologies, including cultural appropriateness.

12.3 Te Huakaue Knobs Flat amenity buildings and accommodation

12.3.1 Brief description of proposal

There is potential for a range of family-friendly accommodation choices, depending on market demand to facilitate a diverse range of visitors. The Te Huakaue Knobs Flat side of the node is already a heavily modified grassy clearing. It is being proposed for redevelopment and expanding the existing accommodation with amenity buildings and simple cabins with a few extras, including Wi-Fi and seasonal food carts. (*Milford Opportunities Project: A Masterplan for Milford Sound Piopiotahi and the Journey*. 3 May 2021 (A). Stantec and Boffa Miskell.)

12.3.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1, 4
5.3.9.2 Milford Road Frontcountry Setting	Descriptive text Objectives 1, 4 & 5 Implementations 1, 4, 6, 13

12.3.3 Indicative assessment

The proposal is **likely consistent** with the FNPMP if well-designed at an appropriate scale.

The descriptive text of Section 5.3.9.2 states further commercial development in this setting which enhances the visitor appreciation of the natural characteristics and values or national park setting is likely to be acceptable. Existing modified sites such as Knobs Flat are the preferred option and the FNPMP states preference for providing new opportunities not offered elsewhere in FNP or the surrounding area.

Chapter 9 of the GPNP deals specifically with accommodation and related facilities in national parks and is applied directly to new accommodation at Milford Road through Implementation 13(e) of section 5.3.9.2 of the FNPMP. It is noted in 2007 it was considered there was adequate travellers accommodation in the Park, or at nearby locations.

Implementation 13(f) states preference should be given to any facility that utilises previously modified sites (ie Knobs Flat) and provides new opportunities for the Park visitors but is still in keeping with national park values.

To be consistent with the Plan, any facility would need to:

- Be an opportunity new to the Park;
- Be designed sympathetic to the national park setting -ie not adversely impact on the Eglinton Valley's open and uninterrupted views;
- Not compromise the visitor experience;
- Manage adverse effects;

12.4 Campsite redevelopment

12.4.1 Brief description of proposal

The proposal seeks to redevelop two existing campsites – Te Huakaue Knobs Flat Camp (also known as Eglinton Valley Camp) and the Kiosk Creek Campsite.

At Te Huakaue Knobs Flat Camp, the proposal is for improvements including designated caravan and camping sites, and cabins. Additional vegetative screening of toilet block and three small cabins may also be included.

At Kiosk Creek Campsite extensive redevelopment is proposed. This includes construction of a 25-bed lodge and several cabins as well as setting the campsite back from the State Highway and against the forest edge.

12.4.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objective 4
5.3.9.2 Milford Road	Objectives 1-5 Implementations 4, 6, 13
5.8 Recreational Facilities	Objectives 2-3 Implementations 1-8, 16-20 Table 15
Appendix G Definitions for Visitor Facilities Management	1 and 4

12.4.3 Indicative assessment

The proposal for Te Huakaue Knobs Flat Camp is **likely consistent** with the FNPMP if well-designed at an appropriate scale.

The descriptive text of Section 5.3.9.2 states further commercial development in this setting which enhances the visitor appreciation of the natural characteristics and values or national park setting is likely to be acceptable. Existing modified sites such as Knobs Flat are the preferred option and the FNPMP states preference for providing new opportunities not offered elsewhere in FNP or the surrounding area.

Implementation 13(e) allows for consideration of new accommodation along the Milford Road in accordance with Chapter 9 of the General Policy for National Parks 2005. It is noted in 2007 it was considered there was adequate travellers accommodation in the Park, or at nearby locations.

Implementation 13(f) states preference should be given to any facility that utilises previously modified sites and provides new opportunities for the Park visitors but is still in keeping with national park values.

To be consistent with the Plan, any facility would need to:

- Be an opportunity new to the Park;

- Be designed sympathetic to the national park setting;
- Not compromise the visitor experience; and
- Manage adverse effects.

Proposed changes to the Kiosk Creek Campsite, including the addition of a lodge, constitute an upgrade and would be **likely inconsistent** with the FNPMP. The existing campsite must be maintained according to FNPMP 4.5 Table 15.

12.5 Visitor shelters and interpretation displays

12.5.1 Additional description of feature proposal, if applicable

It is proposed to co-locate the existing research base with a series of covered shelters containing interpretation displays and pūrākau cultural narratives (*Milford Opportunities Project: A Masterplan for Milford Sound Piopiotahi and the Journey*. 3 May 2021 (A). Stantec and Boffa Miskell.)

12.5.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objective 1, 2, 4
5.3.9.2 Milford Road	Objective 1-4, Implementation 1, 4, 6, 10, 11, 13
5.8 Recreation Facilities	Objectives 1-3 Implementations 2-6, 20
5.9 Interpretation and Education	Objectives 1, 2, 4 Implementations 4-7, 12

12.5.3 Indicative assessment

This proposal is **likely consistent** with the FNPMP.

The development of visitor shelters supports recreational facilities that are consistent with the visitor setting in this location and enables visitors to appreciate the values of FNP.

This ensures visitor safety, a high-quality visitor experience, and provides easily accessible recreational opportunities.

To be consistent with the FNPMP, any development proposal would need to:

- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- Protection of landscape values and other National Park values,
- Not compromising recreational experiences associated with neighbouring areas;
- Meeting design standards for visitor facilities;
- Avoid, remedy, or mitigate adverse effects on natural, cultural, historical and recreational values;

- Be designed, located, and of a colour and scale that is compatible with the natural setting;
- Preferred utilisation of already modified sites,
- Appropriately manage waste and incorporate energy efficient technologies;
- Access, congestion management and regulation of visitor flows.
- Taking into account Ngāi Tahu cultural values; and
- Provide for and protect view catchments, flora and fauna, and accessible, safe visitor opportunities.

12.6 Nature trail and information

12.6.1 Additional description of feature proposal, if applicable

A looped nature trail and observation points that enhance existing tracks or new tracks carefully integrated into the forest, avoiding the more sensitive bush edges (*Milford Opportunities Project: A Masterplan for Milford Sound Piopiotahi and the Journey*. 3 May 2021 (A). Stantec and Boffa Miskell.).

12.6.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.7 Backcountry Visitor Setting	Objective 1 Implementation 2
5.3.7.1 Northern Backcountry Setting	Objective 1(a)
5.3.9 Frontcountry Visitor Setting	Objective 1
5.3.9.2 Milford Road	Objectives 1-5 Implementation 6

12.6.3 Indicative assessment

This proposal is **likely consistent** with the FNPMP. Provisions for recreation opportunities and this location, especially within the Milford Road Frontcountry Setting, generally support well-designed and well-managed short walks which have minimal adverse effects on national park values.

- To be consistent with the Plan, the proposal should also include (but not be limited to):
 - Protection of National Park values;
 - provision and retention of high-quality visitor experience, particularly that of the Backcountry user;
 - effects management;
 - appropriate signage.
 - sympathetic design; and
 - be managed consistently with the visitor group size and frequency provisions set out in the relevant outcomes and objectives for the Backcountry Visitor Setting.

However, related activities such as commercial tourism and guiding are **likely inconsistent**, especially in the Backcountry Setting. These activities may be incompatible with expected visitor interaction numbers and the protection of backcountry experiences.

12.7 Road layout

12.7.1 Brief description of proposal

Proposed changes to road layout at Knobs Flat and Kiosk Creek are unclear but assumed to consist of improved access to the proposed development at Te Huakaue / Knobs Flat and the proposed development at Kiosk Creek. Figure 22 of the Milford Opportunities Project Masterplan used for reference.

12.7.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1-3
5.3.9.2 Milford Road	Objectives 1-2 Implementations 1, 3, 4, 6, 7, 10(b), 11
5.7 Rooding, Vehicle Use and Other Transport Options	Objectives 1-2 Implementations 1, 4, 5, 6
5.8 Recreation Facilities	Implementation 11 Table 18
Appendix G Definitions for Visitor Facilities Management	1 and 4

12.7.3 Indicative assessment

The roading layout proposal in Knobs Flat is **likely consistent** with the FNPMP. Realignment works in FNP that have minimal adverse impacts on national park values and are well-designed in coordination with NZTA Waka Kotahi are likely consistent with FNPMP provisions for the Milford Road Frontcountry Setting.

To be consistent with the Plan, the proposal should include (but not be limited to):

- protection of National Park values,
- preservation of indigenous species and habitats and management of introduced plants, particularly during the construction phase,
- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- provision and retention of high-quality visitor experience,
- effects management,
- consideration of design speed,
- sympathetic design,
- acceptable aggregate sourcing,
- acceptable dumpsites,

- visitor safety and management of visitor flows to avoid congestion and overcrowding,
- demand and need for more capacity
- access for vehicle-based visitors, and
- appropriate visitor signage.

The roading layout proposal in Kiosk Creek is **likely inconsistent** with the FNPMP as it would contravene the FNPMP which specifies the Kiosk Creek campsite access road must be maintained (see 5.8 implementation requirement 11 and Table 18).

If the proposed road layout in Kiosk Creek were to match the existing scale and location of the Kiosk Creek campsite access Road, the proposal would be **likely consistent**.

12.8 Flood protection infrastructure

12.8.1 Brief description of proposal

Assumed to consist of construction of a stop bank for flood protection from Kiosk Creek. This will protect the improved campsite and other Node facilities. Minimal information available.

12.8.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
4.7 Water and Fish	Objective 1 Implementations 1, 5, 10
5.3.9.2 Milford Road	Objectives 1-2 Implementations 1, 4, 6
6.15 Access and Utilities	Implementation 1
CMS	
3.10 Structures and Utilities	Policies 1(d), (e), (h), (i)

12.8.3 Indicative assessment

The proposal is **likely consistent** with the FNPMP. This will depend largely on management of effects on national park values. A stop bank is likely to involve vegetation clearance and earthworks, requiring an environmental impact assessment, including assessment of alternatives. This should include impacts on freshwater values, given it has the potential to generate adverse effects on the creek.

To be consistent with the Plan, the proposal should include (but not be limited to):

- protection of freshwater systems, indigenous fish, and their habitats
- protection of landscape values and other National Park values,
- visitor safety and high-quality visitor experience,
- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- effects management,

- promotes or enhances retention of any historic features, and
- adaptive reuse of an existing structure.

12.9 Food carts

12.9.1 Brief description of proposal

Seasonal food carts are proposed to accompany the cabins, bus stops, and track access points.

12.9.2 Relevant statutory provisions

FNP Bylaws 1981	
Section	Provision(s)
13 Portable Generators	1

12.9.3 Indicative assessment

The proposal, if it is to occur within FNP and not the State Highway corridor, is **unclear**. Further information is need around the proposed power source. The FNP Bylaws prohibit the operation of portable electric generators in any part of the park.

13 Cycle trail – Te Anau Downs to Cascade Creek

13.1 New trail

13.1.1 Brief description of proposal

A shared trail for cycling and walking would be supported by Node 3 Te Huakaue Knobs Flat, with accommodation and shared facilities. The trail would use extensive grasslands on the west side of Milford Road for open travel and viewing opportunities (*Milford Opportunities Project: A Masterplan for Milford Sound Piopiotahi and the Journey*, 3 May 2021 (A). Stantec and Boffa Miskell). There are two options proposed for this trail.

13.1.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.7 Rooding, Vehicle Use and Other Transport Options	Objective 2 Implementations 1, 4, 12
5.3.9.2 Milford Road	Objective 2 Implementations 4, 6, 7

13.1.3 Indicative assessment

This proposal is **likely inconsistent** with the FNPMP.

The Department of Conservation map: *Milford Corridor - Node 1 - Te Rua-O Te-Moko Fiordland National Park* shows a portion of both options for the proposed cycle trail traversing the Backcountry Visitor Setting. The proposal would be likely inconsistent with the FNPMP in this setting, as it would contravene 5.7 Objective 2 and Implementation 1, which state that new roading should not be authorised anywhere except in the Frontcountry Visitor Setting.

The proposal may be able to be consistent with the FNPMP if the cycle trail exclusively stays within the Frontcountry Visitor Setting and is well-designed at an appropriate scale.

Bike usage is restricted to only formed roads. To facilitate a cycle trail, a new formed road would have to be built. This road could be purpose-formed for bikes as a vehicle type and prevent other vehicle types, such as motorised vehicles. The Objectives and Implementations governing the construction of new roads are very restrictive, but not prohibitive. A new road would therefore have to be extremely well-designed and robust evidence of need and minimisation of adverse effects would be needed to achieve consistency with the FNPMP.

14 Node 4 - Cascade Creek

14.1 Camping layout

14.1.1 Brief description of proposal

Improved layout of the existing Ōtāpara / Cascade Creek camping and campervan site. Campervan and camping sites will be formed and improved through the planting of native vegetation within the campsite, to soften and screen the sites. The number of sites might be increased from 120. It is unclear if this is within the existing campsite footprint or an expansion of the footprint.

14.1.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objective 4
5.3.9.2 Milford Road	Objective 1-5 Implementation 4, 6, 13
5.8 Recreational Facilities	Objective 2-3 Implementation 1-7, 16-20 Table 15
Appendix G Definitions for Visitor Facilities Management	1 and 4

14.1.3 Indicative assessment

Consistency of the proposal with the FNPMP is **unclear**. It depends on whether the campsite will be expanded or not and how significant the improvements are. FNPMP 5.8 implementation requirement 7 and Table 14 require the Cascade Creek campsite to be maintained. In accordance with Appendix G *Definitions for Visitor Facilities Management* this means the campsite must be “maintained to the appropriate standard, providing recreation opportunities the same as, or similar to, those currently available”. This specifically excludes upgrading the campsite to a higher standard or larger size, which are covered by the definition of *upgrade*.

If the campsite size and footprint are increased, then this constitutes an upgrade and would be **likely inconsistent** with the FNPMP.

If the campsite was kept to the same standard, then it would be **likely consistent** depending particularly on management of effects on landscape values (Boffa Miskell (2024) *Milford Opportunities Stage 3 Landscape Feasibility Advice*. Report prepared by Boffa Miskell for Milford Opportunities). FNPMP 5.3.9.2 Objective 1(a) and (d) require management to provide for and protect open grassland values and uninterrupted views. The campsite currently provides open views to the South of the Eglinton Valley and surrounding mountain range. The campsite is also at the original site of the Cascade Creek Camp, which has moderate archaeological and historical significance (Origin Consultants Ltd (2024) *Milford Opportunities Project Cultural Heritage Assessment*. Report prepared by Origin Consultants Ltd for the Milford Opportunities Project.). The proposal should seek to retain or enhance these values.

If kept to the same standard, then to be consistent with the Plan, the proposal should include (but not be limited to):

- protection of landscape values,
 - protection of other National Park values,
 - provision and retention of high-quality visitor experience,
 - promoting future growth in visitor use,
 - working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
 - effects management,
 - preferred utilisation of already modified sites,
 - promotes or enhances retention of any historic features
 - sympathetic design, consistent with DOC’s design standards for visitor facilities, and
- appropriate waste management and energy efficient technologies, including cultural appropriateness.

14.2 Flood protection infrastructure

14.2.1 Brief description of proposal

Construction of a single stop bank for flood protection from Ōtāpara / Cascade Creek. This will protect the improved campsite and other Node facilities. A small existing bund already exists between the creek and campsite. The proposed stop bank is more substantial, extending the length of the campsite on the true right of the creek, and partially extending north-east along the Eglinton River West Branch.

14.2.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
4.7 Water and Fish	Objective 1 Implementations 1, 5, 10
5.3.9.2 Milford Road	Objectives 1-2 Implementations 1, 4, 6
6.15 Access and Utilities	Implementation 1
CMS	
3.10 Structures and Utilities	Policies 1(d), (e), (h), (i)

14.2.3 Indicative assessment

Proposal **likely consistent** with the FNPMP. This will depend largely on management of effects on national park values. As noted in the Landscape Assessment Report, care needs to be taken to ensure the stop bank does not become a dominant feature within the valley. The stop bank is likely to involve vegetation clearance and earthworks, requiring an environmental impact assessment, including assessment of alternatives. This should include impacts on freshwater values, given it has the potential to generate adverse effects on the creek.

To be consistent with the Plan, the proposal should include (but not be limited to):

- protection of freshwater systems, indigenous fish, and their habitats
- protection of landscape values and other National Park values,
- visitor safety and high-quality visitor experience,
- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- effects management,
- promotes or enhances retention of any historic features, and
- adaptive reuse of an existing structure.

14.3 Carpark

14.3.1 Brief description of proposal

Unclear what changes are proposed to the existing Ōtāpara / Cascade Creek carpark. Is it assumed the changes include improvements to accommodation the proposed park and ride bus service.

14.3.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1-4
5.3.9.2 Milford Road	Objectives 1-5

	Implementations 1, 4, 6, 10(b), 11, 13
5.8 Recreational Facilities	Objectives 2-3 Implementations 1-6

14.3.3 Indicative assessment

Either an improvement or expansion of the existing gravel pull in bay carpark are likely consistent with the FNPMP. The existing carpark is not an amenity asset referred to in Table 14 of the FNPMP, so there is no existing management obligation.

To be consistent with the Plan, the proposal should include (but not be limited to):

- protection of National Park values,
- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- provision and retention of high-quality visitor experience,
- effects management,
- promoting future growth in visitor use,
- demand and need for more capacity
- sympathetic design,
- acceptable aggregate sourcing,
- acceptable dumpsites, and
- visitor safety and management of visitor flows to avoid congestion and overcrowding.

14.4 Bus shelter

14.4.1 Brief description of proposal

Construction of a bus stop shelter. To facilitate access as part of a park and ride bus service. Within footprint of existing Ōtāpara / Cascade Creek campsite.

14.4.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1, 2, 4
5.3.9.2 Milford Road	Objectives 1-5 Implementations 1, 4, 6, 10, 11, 13
5.8 Recreational Facilities	Objectives 1-3 Implementations 1-7

14.4.3 Indicative assessment

Proposal is likely consistent with the FNPMP. The provision (and expansion) of such facilities are largely anticipated, and provided for in the Milford Road / Frontcountry

Visitor setting. However, proposals must still consider the effects on the natural environment and existing recreational opportunities.

An environmental impact assessment is required if works involve vegetation clearance, earthworks, or erection of any structures, and this should include assessment of alternatives.

To be consistent with the Plan, the proposal should include (but not be limited to):

- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- Protection of landscape values and other National Park values,
- Not compromising recreational experiences associated with neighbouring areas;
- Meeting design standards for visitor facilities;
- Avoid, remedy, or mitigate adverse effects on natural, cultural, historical and recreational values;
- Be designed, located, and of a colour and scale that is compatible with the natural setting;
- Preferred utilisation of already modified sites,
- Appropriately manage waste and incorporate energy efficient technologies;
- Access, congestion management and regulation of visitor flows.
- Taking into account Ngāi Tahu cultural values; and
- Provide for and protect view catchments, flora and fauna, and accessible, safe visitor opportunities.

14.5 Toilet facilities

14.5.1 Brief description of proposal

Upgrade / construction of new toilet facilities within the footprint of the existing Ōtāpara / Cascade Creek campsite.

14.5.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1, 2, 4
5.3.9.2 Milford Road	Objectives 1-5 Implementations 1, 4, 6, 9, 13
5.8 Recreational Facilities	Objectives 1-3 Implementations 1-7

14.5.3 Indicative assessment

Proposal **likely consistent** with the FNPMP. This will depend largely on management of effects on national park values. FNPMP 3.9.2 implementation requirement 9 specifically refers to the exploration of options for funding and provision of new toilet facilities along the Milford Road.

To be consistent with the Plan, the proposal should include (but not be limited to):

- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- Protection of landscape values and other National Park values,
- Not compromising recreational experiences associated with neighbouring areas;
- Meeting design standards for visitor facilities;
- Avoid, remedy, or mitigate adverse effects on natural, cultural, historical and recreational values;
- Be designed, located, and of a colour and scale that is compatible with the natural setting;
- Preferred utilisation of already modified sites,
- Appropriately manage waste and incorporate energy efficient technologies;
- Access, congestion management and regulation of visitor flows.
- Taking into account Ngāi Tahu cultural values; and
- Provide for and protect view catchments, flora and fauna, and accessible, safe visitor opportunities.

14.6 Wastewater improvements

14.6.1 Brief description of proposal

Meeting with MOP team on 14 May 2024 clarified this feature as including an assessment of more of the same wastewater management already taking place at the site. For example, the pumping out and removal of waste from the upgraded / new containment toilets.

14.6.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
4.7 Water and Fish	Objectives 1, 2 Implementation 10
5.3.9 Frontcountry Visitor Setting	Objective 4
5.3.9.2 Milford Road	Objectives 1, 4 Implementations 4, 6, 13
5.8 Recreational Facilities	Objectives 1, 2 Implementations 2, 5, 6
6.4 Water Resources	Objectives 1-2 Implementation 1

14.6.3 Indicative assessment

Consistency of any change in wastewater management is **unclear** pending further information. FNPMP 6.4 implementation requirement 1 directs consideration of

alternative methods of waste disposal (other than those requiring water use rights) where practicable.

To be consistent with the Plan, the proposal should include (but not be limited to):

- protection of freshwater systems, indigenous fish, and their habitats;
- protection of other National Park values;
- effects management;
- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi); and
- appropriate waste management and energy efficient technologies, including cultural appropriateness.

14.7 Facilities for kayaking – jetty and boat storage

14.7.1 Brief description of proposal

The MOP Master Plan proposes amenity facilities including a jetty and boat storage, to facilitate recreational opportunities at Ōtāpara / Lake Gunn. These opportunities include kayaking and packrafting. It is not clear where exactly these facilities would be located. It is assumed they will be on and near the lake. It is also not clear whether the facilities will be part of a concession and/or are intended to provide for concession opportunities.

14.7.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1, 4
5.3.9.2 Milford Road	Objectives 1-5 Implementations 4, 6, 13
5.4 Concessions	Objectives 1-2 Implementations 1-5
5.6 Boating and Facilities	Objectives 1, 4, 5 Implementations 1, 6, 24, 29, 30, 33
5.8 Recreational Facilities	Objectives 1-3 Implementations 1-4
5.9 Interpretation and Education	Objectives 2 Implementations 5

14.7.3 Indicative assessment

FNPMP 5.6 implementation requirement 1(d) is clear that boat sheds should not be permitted unless specifically provided for in the plan, which this one is not. The boat storage is therefore **likely inconsistent** with the FNPMP.

A jetty for non-powered, non-commercial personal watercraft only is **likely consistent**, subject to impact assessment. Use restrictions will need to be carefully communicated, for instance through signage at the site. Compliance would also need to be carefully monitored. The latter will require updating of the Fiordland National Park Bylaws 1981, specifically to enforce the restriction on powered non-commercial personal watercraft. Commercial watercraft are subject to an authorisation and can be enforced under s71D(3)(a) of the National Parks Act 1980.

To be consistent with the Plan, the proposal should include (but not be limited to):

- protection of National Park values,
- effects management,
- conflict between users,
- visitor settings,
- appropriate signage,
- development of bylaws
- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi), and
- sympathetic design, consistent with DOC's design standards for visitor facilities.

FNPMP 5.6 implementation requirement 6 implies that it is only non-powered personal watercraft which would be allowed on Lake Gunn. The use of powered personal watercraft would be **likely inconsistent**.

FNPMP 5.6 implementation requirement 29 directs that concessions for boating activities should not be granted on Lake Gunn. Any concession for boating activity on Lake Gunn will be **likely inconsistent**.

Alternatively, while not proposed, concessions for non-powered boating activity on the Eglinton River are **likely consistent**, subject to consideration of impacts, effects management, and appropriate limit setting (see FNPMP 5.6 implementation requirement 24,(c), 30 and 33).

15 Node 5 – Whakatipu Trails Head / The Divide – Short Stop

15.1 Lake Marian visitor and bus shelter upgrade

15.1.1 Brief description of the proposal

Upgrade the visitor shelter in the vicinity of the existing Lake Marian Falls walking track carpark. The shelter will be enlarged and modified to also act as a bus shelter for a proposed hop on / hop off bus service. It will remain within the footprint of the existing Lake Marian Carpark.

15.1.2 Relevant statutory provisions

FNPMP

Section	Provision(s)
5.3.9 Front Country Visitor Setting	Objectives 1, 2, 4
5.3.9.2 Milford Road	Objectives 1-5 Implementations 1, 4, 6, 10, 11, 13
5.8 Recreation Facilities	Objectives 1-3 Implementations 1-7

15.1.3 Indicative assessment

This feature is likely consistent with the FNPMP, given FNPMP objectives and implementations seeking improved vehicle and visitor movements along the Milford Corridor, and the location of the facility within an existing modified setting adjacent to popular walking tracks. Consistency will ultimately depend on whether the final design, location and delivery is compatible with the natural setting. Key considerations for consistency include:

- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- Protection of landscape values and other National Park values,
- Not compromising recreational experiences associated with neighbouring areas;
- Meeting design standards for visitor facilities;
- Avoiding, remedying, or mitigating adverse effects on natural, cultural, historical and recreational values;
- Design, location, colour and scale that is compatible with the natural setting;
- Preferred utilisation of already modified sites,
- Appropriately managed waste and incorporate energy efficient technologies;
- Access, congestion management and regulation of visitor flows.
- Taking into account Ngāi Tahu cultural values; and
- Providing for and protecting view catchments, flora and fauna, and accessible, safe visitor opportunities.

15.2 Toilet facilities upgrade

15.2.1 Brief description of the proposal

Upgrade the existing toilet facility in the vicinity of the existing Lake Marian Falls carpark. The toilet will remain within the footprint of the existing Lake Marian carpark.

15.2.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Front Country Visitor Settings	Objectives 1,2,4.

5.3.9.2 Milford Road	Objectives 1-5 Implementations 1, 4, 6, 9, 13
5.8 Recreation Facilities	Objectives 1-3 Implementations 1-7

15.2.3 Indicative assessment

This feature is **likely consistent** with the FNPMP, given FNPMP 5.3.9.2 impl 9 which seek the funding and provision of additional toilet facilities along the Milford Road. Consistency will ultimately depend on whether the final design, location and delivery is compatible with the natural setting. Key considerations for consistency include:

- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- Protection of landscape values and other National Park values,
- Not compromising recreational experiences associated with neighbouring areas;
- Meeting design standards for visitor facilities;
- Avoid, remedy, or mitigate adverse effects on natural, cultural, historical and recreational values;
- Be designed, located, and of a colour and scale that is compatible with the natural setting;
- Preferred utilisation of already modified sites,
- Appropriately manage waste and incorporate energy efficient technologies;
- Access, congestion management and regulation of visitor flows.
- Taking into account Ngāi Tahu cultural values; and
- Provide for and protect view catchments, flora and fauna, and accessible, safe visitor opportunities.

15.3 Lake Marian carpark upgrade and Lower Hollyford Road layout

15.3.1 Brief description of the proposal

The proposal is to upgrade the Lake Marian carpark . The existing carpark will be reconfigured to give priority to a hop on - hop off bus service and express coaches. The proposal includes development of a turnaround / drop off area for buses, within the footprint of the existing Lake Marian Carpark area. A small car park area will be reserved for short term vehicle and campervan parking.

It is unclear whether this parking will be available overnight, or during the day only.

15.3.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Front Country Visitor Settings	Objectives 1, 2, 4
5.3.9.2 Milford Road	Objectives 1-5

	Implementations 1, 4, 6, 10(b), 11, 13
5.8 Recreation Facilities	Objectives 1-3 Implementations 1-7, Table 14
Appendix G Definitions for Visitor Facilities Management	1 and 4

15.3.3 Indicative assessment

The proposed car park is **likely inconsistent** with the FNPMP as it would contravene an Implementation which specifies the carpark must be maintained (see 5.8 implementation requirement 7 and Table 14). The proposal specifically seeks to downsize the provision of carparking, with the site altered to instead prioritise the provision of a hop-on hop-off bus service. By removing carparking, and altering the existing site, the change proposed falls under the definition of *Upgrade* in the FNPMP (see Appendix G).

If the proposal was amended to minor improvements encapsulated by the FNPMP definition of *Maintain* (see Appendix G) then it would be **likely consistent**. For example, a smaller scale hop-on hop-off transport option than that originally proposed and minor changes to carparking may be consistent.

To be consistent with the Plan, a *maintained carpark* proposal should include (but not be limited to):

- protection of National Park values,
- preservation of indigenous species and habitats and management of introduced plants, particularly during the construction phase,
- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- provision and retention of high-quality visitor experience,
- effects management,
- promoting future growth in visitor use,
- demand and need for more capacity
- sympathetic design,
- acceptable aggregate sourcing,
- acceptable dumpsites, and
- visitor safety and management of visitor flows to avoid congestion and overcrowding.

15.4 Lake Marian wānanga facility

15.4.1 Brief description of proposal

A wānanga / living classroom would be provided primarily for Ngāi Tahu rangatahi (young people) to learn about the protection and endorsement of tangible and intangible cultural heritage of Ngāi Tahu. It will include a cultural storytelling element with ownership of culture, practices, rituals and stories to be held by Ngāi Tahu.

There may be opportunities for a tourism aspect to the structure for visitors to learn about the connection mana whenua have to the area.

15.4.2 Relevant statutory provisions

FNPMP	
Section	Provision
2.1.1 Kaitiakitanga	Descriptive text Objective 1 Implementation 2
5.3.9.2 Milford Road	Objectives 1, 3, 4 Implementations 6, 13
5.9 Interpretation and Education	Objectives 1, 4. Implementation 3 – 8, 12, 13.
CMS	
Section	Provision
1.4 Treaty Partnership with Ngāi Tahu	Objectives 1.4.1.10 and 1.4.2.16
3.10 Structures and Utilities	Policy 3.10.1

15.4.3 Indicative assessment

The consistency of the proposed wānanga facility with the FNPMP is **unclear**. Confirmation of specific purpose and intended use will enable a more definitive assessment.

On the one hand, provision of a cultural education facility is consistent with FNPMP objectives seeking interpretative facilities and services which enrich the public's understanding of human history in the park. If the facility provides an opportunity for visitors to appreciate and understand the rich human history surrounding exploration and settlement of the area, it will go some way to addressing the relative paucity of such opportunities along the Milford Road corridor identified by the FNPMP. Further, the provision of a cultural education facility for Ngāi Tahu rangatahi may be consistent with higher level CMS objectives which seek to enable Ngāi Tahu to explore and develop opportunities to support intergenerational wellbeing.

On the other hand, however, the planning framework generally only contemplates facilities, interpretation and education opportunities which are open and available to the public in general. The creation of new facilities specifically reserved or set aside for particular group is generally not provided for. Provided the facility enriches the visitor experience for the public at large, alongside more specific educational purposes for rangatahi, it may be consistent with the planning framework.

Aside from these more fundamental questions of use and purpose, it will be important to locate and design any new cultural education facility in a way that does not detract from natural values of the park and minimises development outside existing footprints.

15.5 Upgraded Lake Marian Falls track

15.5.1 Brief description of proposal

The existing Lake Marian Falls track will be upgraded to become a one-way loop. The new loop track will provide access to the true left of Marian Creek. Two suspension bridges are proposed at the mid to lower extent of Marian Creek, located above and below Marian falls. These two bridges will create a smaller loop track option, associated with Marian Falls, reducing congestion of the upper reaches of the catchment towards Lake Marian. The existing Lake Marian Track itself, on the true right of Marian Creek, will not be substantially redeveloped.

15.5.2 Relevant statutory provisions

FNPMP	
Section	Provision
5.3.7.1 Northern Backcountry Setting	Descriptive text Objective 1 Implementation 1
5.8 Recreation Facilities	Table 17

15.5.3 Indicative assessment

The consistency of the proposed upgrades and extensions of the Lake Marian Track with the FNPMP are **unclear**.

The proposed extension of the Lake Marian track to create a one way loop, and the related construction of two new bridges to create a smaller (Marian Falls) loop, may well disperse and spread visitors in the area. Arguably this is consistent with section 5.3.7.1 objectives which seek to protect backcountry experiences of this setting.

However, the new longer and shorter walking options proposed are geared towards and are likely to be popular with the Short Stop Traveller / Day Visitor and Overnights visitor group. These features are more consistent with the Front country visitor management setting. However, the track is within the backcountry visitor setting. Section 5.7.3.1 Objective 1 and Implementation 1 clearly seek to manage the Lake Marian Track above the Gantry in a way that is more consistent with the surrounding Darran Remote Setting. While Table 17 contemplates an upgrade of the Lake Marian Track (depending on the outcome of visitor survey work), a large-scale expansion of the track network as proposed is not provided for in the management actions table.

At a minimum, changes to visitor management settings or the management actions specified in Table 17 would be necessary in order for the proposed track works to be consistent with the FNPMP.

15.6 Covered walkway

15.6.1 Brief description of the proposal

Based on discussions with members of the Milford Opportunities Project Team, it is understood this proposal involves the development of a new covered nature trail between the Lake Marian carpark / bus stop area and the true right of the Hollyford River. This would provide a short all-weather experience for all ages and abilities, on or near a level grade for wheelchair accessibility with rich interpretation along the route. This proposal assessed below, and as discussed with members of the Milford Opportunities Project Team, is smaller than that proposed in the Master Plan – and the location has been shifted from the true left of the Hollyford River (Master Plan) to the true right.

15.6.2 Relevant statutory provisions

FNPMP	
Section	Provision
5.3.9 Front Country Visitor Settings	Objectives 1, 2, 4
5.3.9.2 Milford Road	Objectives 1-5 Implementations 6, 13
5.8 Recreation Facilities	Objectives 1-3, Implementations 1-6, 10

15.6.3 Indicative assessment

The proposed covered all weather walkway is **likely consistent** with the FNPMP.

Although in the vicinity of starting point for the existing Lake Marian Track, the covered walkway is a distinct feature, located entirely within the Front Country Visitor Setting (Milford Road). Accordingly, it is not subject to Table 17 of the FNPMP sets management direction for that Lake Marian Falls Track walk.

The proposal is generally consistent with objectives and implementations seeking a range of experiences along the road corridor. To ensure consistency with the Plan, the proposal should also include (but not be limited to):

- protection of National Park values,
- preservation of indigenous species and habitats and management of introduced plants, particularly during the construction phase,
- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- provision and retention of high-quality visitor experience,
- effects management,
- promoting future growth in visitor use,
- demand and need for more capacity and
- sympathetic design.

15.7 Track connection to the Divide

15.7.1 Brief description of the proposal

The proposed Whakatipu Trails Head (likely near the existing Lake Marian carpark) is intended to connect with the Divide short stop via a link track that includes stronger connections to the wider track network, including the established Routeburn and Greenstone / Caples tracks. Proposed locations are shown on the Department of Conservation map: *Milford Corridor Cascade Creek to Lake Marian Proposed Tracks and Cycle Trails*. The proposed Divide Link Track is predominantly within the Milford Road Front Country Visitor Setting, but also crosses into the Backcountry and High Use Track Corridors Visitor Settings. Final locations of the trail head and proposed track connection to the Divide are unconfirmed. It is unclear for which visitor group the track is intended.

15.7.2 Relevant Statutory provisions

FNPMP	
Section	Provision
5.3.7 Backcountry Visitor Setting	Objective 1 Implementation 2
5.3.7.1 Northern Backcountry Setting	Objective 1
5.3.8 High Use Track Corridors	Objectives 1-2 Implementation 5
5.3.9 Front Country Visitor Settings	Objectives 1, 2, 4
5.3.9.2 Milford Road	Objectives 1-5 Implementations 4, 6
5.8 Recreation Facilities	Objectives 1-3 Implementations 1-4

15.7.3 Indicative assessment

The proposed track is **likely consistent** with the FNPMP. The proposal is likely to meet the visitor setting requirements for Frontcountry and Backcountry if expected visitor group sizes do not exceed 12 people (expected group size for Backcountry Setting).

The proposal connects to existing High Use Track Corridors such as the Key Summit and Routeburn tracks. These are intended as overnight, multi-day walking opportunities and the proposal will need to consider how to avoid conflict with this user group (FNPMP 5.3.8 Objective 2 and Implementation 5).

To be consistent with the Plan, the proposal should also include (but not be limited to):

- protection of National Park values;
- provision and retention of high-quality visitor experience, particularly that of the Backcountry and High Use Track Corridor user;
- effects management;
- sympathetic design; and
- be managed consistently with the visitor group size and frequency provisions set out in the relevant outcomes and objectives for the Backcountry Visitor Setting.

15.8 Key Summit to Cascade Creek track

15.8.1 Brief description of the proposal

The proposed track links the existing High Use Track at Key Summit to Node 4 Ōtapara Cascade Creek via the ridge of the Livingstone Mountains and a descent down the slope north of Cascade Creek. This proposed track would travel through the Frontcountry Visitor Setting, High Use Track Corridors, Backcountry Setting, and include a portion off pcl&w. For further details see Department of Conservation map: *Milford Corridor Cascade Creek to Lake Marian Proposed Tracks and Cycle Trails*.

15.8.2 Relevant Statutory provisions

FNPMP	
Section	Provision(s)
5.3.7 Backcountry Visitor Setting	Objective 1(c) Implementation 2
5.3.7.1 Northern Backcountry Setting	Objective 1(c)
5.3.9.2 Milford Road	Objectives 1-5 Implementations 6, 13

15.8.3 Indicative assessment

The proposal is **likely consistent** with the FNPMP.

The proposal largely falls within the Northern Backcountry Setting, with objectives that specifically provide for well-marked tracks and backcountry tramping opportunities which can be accessed from the Routeburn Track. The proposal is likely to meet the visitor setting requirements for Frontcountry and Backcountry if expected visitor group sizes do not exceed 12 people (expected group size for Backcountry Setting).

The proposal connects to existing High Use Track Corridors such as the Key Summit and Routeburn tracks. These are intended as overnight, multi-day walking opportunities and the proposal will need to consider how to avoid conflict with this user group (FNPMP 5.3.8 Objective 2 and Implementation 5).

To be consistent with the Plan, the proposal should also include (but not be limited to):

- protection of National Park values;
- provision and retention of high-quality visitor experience, particularly that of the Backcountry and High Use Track Corridor user;
- effects management;
- sympathetic design; and
- be managed consistently with the visitor group size and frequency provisions set out in the relevant outcomes and objectives for the Backcountry Visitor Setting.

15.9 The Divide carpark upgrade

15.9.1 Brief description of the proposal

The proposal is to upgrade the carpark. The existing carpark will be reconfigured to give priority to a hop on – hop off bus service and express coaches. A small car park area will be reserved for short term vehicle and campervan parking.

It is unclear whether this parking will be available overnight, or during the day only.

15.9.2 Relevant Statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1, 2, 4
5.3.9.2 Milford Road	Objectives 1-5 Implementations 1, 4, 6, 10(b), 11, 13
5.8 Recreational Facilities	Objectives 1-3 Implementations 1-7
Appendix G Definitions for Visitor Facilities Management	1 and 4

15.9.3 Indicative assessment

The proposed car park is **likely inconsistent** with the FNPMP as it would contravene an Implementation which specifies the carpark must be maintained (see 5.8 implementation requirement 7 and Table 14).

If the proposal was amended to minor improvements encapsulated by the FNPMP definition of *Maintain* (see Appendix G) then it would be **likely consistent**.

To be consistent with the Plan, the *maintained* carpark proposal should include (but not be limited to):

- protection of National Park values,
- preservation of indigenous species and habitats and management of introduced plants, particularly during the construction phase,
- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- provision and retention of high-quality visitor experience,
- effects management,
- promoting future growth in visitor use,
- demand and need for more capacity
- sympathetic design,
- acceptable aggregate sourcing,
- acceptable dumpsites, and
- visitor safety and management of visitor flows to avoid congestion and overcrowding.

15.10 The Divide visitor shelter, toilets and interpretive displays

15.10.1 Brief description of the proposal

The proposal is to upgrade the existing shelter and toilet facilities and provide a bus shelter and interpretative displays.

15.10.2 Relevant Statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1-4
5.3.9.2 Milford Road	Objectives 1-5 Implementations 1, 4, 6, 10(b), 11, 13
5.8 Recreational Facilities	Objectives 1-3 Implementations 1-7
5.9 Interpretation and Education	Objectives 1, 2, 4 Implementations 4-7, 12

15.10.3 Indicative assessment

The proposal is **likely consistent** with the FNPMP.

The development of visitor shelters supports recreational facilities that are consistent with the visitor setting in this location and enables visitors to appreciate the values of FNP. This ensures visitor safety, a high-quality visitor experience, and provides easily accessible recreational opportunities.

Options for toilet facilities along the Milford Road are specifically encouraged.

Guidance for developing appropriate Interpretative panels is provided at section 5.9 of the FNPMP. They need 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. Working with the community and concessionaires to develop them is encouraged. Working with Ngāi Tahu to ensure appropriate cultural information is provided, and consented to, is essential.

To be consistent with the FNPMP, any development proposal would need to:

- work with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- Protect of landscape values and other National Park values,
- Not compromise recreational experiences associated with neighbouring areas;
- Meet design standards for visitor facilities;
- Avoid, remedy, or mitigate adverse effects on natural, cultural, historical and recreational values;
- Be designed, located, and of a colour and scale that is compatible with the natural setting;
- Preferred utilisation of already modified sites,
- Appropriately manage waste and incorporate energy efficient technologies;

- Consider access, congestion management and regulation of visitor flows.
- Take into account Ngāi Tahu cultural values; and
- Provide for and protect view catchments, flora and fauna, and accessible, safe visitor opportunities.

16 Node 6 – Gertrude Valley

16.1 Visitor shelter, toilets and interpretive displays

16.1.1 Brief description of proposal

Construction of a visitor shelter with information boards and toilets at the trailhead of a new looped nature walk down the Gertrude Valley and the existing Gertrude Saddle walking route. It is unclear from the Master Plan if the visitor shelter is proposed within the existing modified footprint of the gravel carpark. For this assessment, it's assumed the shelter is within 200m of the state highway and therefore within the Milford Road Frontcountry Visitor setting. It is also assumed from the Master Plan the toilets are part of the visitor shelter structure.

16.1.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1, 2, 4
5.3.9.2 Milford Road	Objectives 1-5 Implementations 1, 4, 6, 9, 13
5.8 Recreational Facilities	Objectives 1-3 Implementations 1-7
5.9 Interpretation and Education	Objectives 1, 2, 4 Implementations 4-7, 12

16.1.3 Indicative assessment

Proposal **likely consistent** with the FNPMP. This will depend largely on management of effects on national park values. The proposal should require an impact assessment, given it involves erection of a structure and is likely to involve vegetation clearance and earthworks. The impact assessment should consider impacts on the full range of National Park values set out in the FNPMP.

FNPMP 3.9.2 implementation requirement 9 specifically refers to the exploration of options for funding and provision of new toilet facilities along the Milford Road.

To be consistent with the Plan, the proposal should include (but not be limited to):

- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),

- Protection of landscape values and other National Park values,
- Not compromising recreational experiences associated with neighbouring areas;
- Meeting design standards for visitor facilities;
- Avoid, remedy, or mitigate adverse effects on natural, cultural, historical and recreational values;
- Be designed, located, and of a colour and scale that is compatible with the natural setting;
- Preferred utilisation of already modified sites,
- Appropriately manage waste and incorporate energy efficient technologies;
- Access, congestion management and regulation of visitor flows.
- Taking into account Ngāi Tahu cultural values; and
- Provide for and protect view catchments, flora and fauna, and accessible, safe visitor opportunities.

16.2 Refuge and flood protection infrastructure

16.2.1 Brief description of proposal

Master Plan refers to “strategically located bunding and a refuge will provide protection for internal and external viewing areas from flooding, rock fall and avalanche hazards.” The location of the bunding and refuge are unclear. For this assessment, it’s assumed they will be within 200m of the state highway and therefore within the FNPMP Milford Road Frontcountry Visitor setting.

Meeting with MOP team on 14 May 2024 signalled building as a possible flood protection measure. Other flood protection measures could include rip rap at the northern end of the carpark where it meets the riverbed. It could also include works in the bed of the river. No further details exist.

16.2.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
4.7 Water and Fish	Objective 1 Implementations 1, 5, 10
5.3.9 Frontcountry Visitor Setting	Objectives 2, 4
5.3.9.2 Milford Road	Objectives 1-2 Implementations 1, 4, 6
6.15 Access and Utilities	Implementation 1
CMS	
3.10 Structures and Utilities	Policies 1(d), (e), (h), (i)

16.2.3 Indicative assessment

Proposal for a refuge and flood protection works (including bunding) are likely consistent with the FNPMP. Consistency will depend largely on management of effects on national park values. The proposal should require an impact assessment, given it involves erection of a structure and is likely to involve vegetation clearance and earthworks. The impact assessment should consider impacts on the full range of National Park values set out in the FNPMP. This should include impacts on freshwater values, given it has the potential to generate adverse effects on the creek.

To be consistent with the Plan, the proposal should include (but not be limited to):

- protection of freshwater systems, indigenous fish, and their habitats
- protection of National Park values,
- provision and retention of high-quality visitor experience,
- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- effects management,
- promotes or enhances retention of any historic features
- preferred utilisation of already modified sites, and
- sympathetic design, consistent with DOC's design standards for visitor facilities.

16.3 Road layout

16.3.1 Brief description of proposal

Unclear what changes are proposed to the existing road layout.

16.3.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1-3
5.3.9.2 Milford Road	Objectives 1-2 Implementations 1, 3, 4, 6, 7, 10(b), 11
5.7 Roding, vehicle Use and Other Transport Options (Other Than Aircraft and Boating)	Objective 1-2 Implementations 1, 4, 5, 6
5.8 Recreation Facilities	Implementation 11

16.3.3 Indicative assessment

Any proposed changes to road layout or new roading are likely consistent with the FNPMP, but only as long as this is constrained to the Frontcountry Visitor Setting. An assessment of effects will be required, outlining the need for the work and how potential adverse effects on visitor experience and other conservation values will be dealt with.

To be consistent with the Plan, the proposal should include (but not be limited to):

- protection of National Park values,
- preservation of indigenous species and habitats and management of introduced plants, particularly during the construction phase,
- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- provision and retention of high-quality visitor experience,
- effects management,
- consideration of design speed,
- sympathetic design,
- acceptable aggregate sourcing,
- acceptable dumpsites,
- visitor safety and management of visitor flows to avoid congestion and overcrowding,
- demand and need for more capacity
- access for vehicle-based visitors, and
- appropriate visitor signage.

16.4 Carpark upgrade

16.4.1 Brief description of proposal

Upgrade / extension of existing gravel carpark at lower end of Gertrude Valley. To include a drop off area for busses and carparking for personal vehicles. Meeting with MOP team on 14 May 2024 signalled the need for an assessment of two options: 1) a doubling in size of the existing carpark, 2) improvements to the existing carpark with no change in footprint.

16.4.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1, 2, 4
5.3.9.2 Milford Road	Objectives 1-5 Implementations 1, 4, 6, 10(b), 11, 13
5.8 Recreational Facilities	Objectives 2-3 Implementations 1-7 Table 14
Appendix G Definitions for Visitor Facilities Management	1 and 4

16.4.3 Indicative assessment

The proposed carpark under options 1 and 2 is **likely inconsistent** with the FNPMP. Both option 1 and 2 would contravene the FNPMP which specifies the carpark must be maintained (see 5.8 implementation requirement 7 and Table 14).

If the proposal was amended to minor improvements encapsulated by the FNPMP definition of *Maintain* (see Appendix G) then it would be likely consistent.

If this were the case, then to be consistent with the Plan, the proposal should include (but not be limited to):

- protection of National Park values,
- preservation of indigenous species and habitats and management of introduced plants, particularly during the construction phase,
- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- provision and retention of high-quality visitor experience,
- effects management,
- promoting future growth in visitor use,
- demand and need for more capacity
- sympathetic design,
- acceptable aggregate sourcing,
- acceptable dumpsites, and
- visitor safety and management of visitor flows to avoid congestion and overcrowding.

16.5 Gertrude Valley walk

16.5.1 Brief description of proposal

A new 1.9 km looped nature walk is proposed in the lower Gertrude Valley, on or near a level grade for wheelchair accessibility, with rich interpretation along the track. The new track would be separate to the existing Gertrude Valley Track. It includes construction of a 16 m long foot bridge across the Whakatipu-ka-tuku / Hollyford River, enabling access to the true left of the Gertrude Valley. It will have several short spans (4-6 m) and multiple piers. The new track replaces the former Hommer Tunnel Nature Walk, now closed due to rockfall. It would extend to about the uppermost forest margin of the valley on the true left. It spans both FNPMP Frontcountry and Backcountry Visitor Zones.

16.5.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.7 Backcountry Visitor Setting	Objective 1 Implementation 2, 10
5.3.9 Frontcountry Visitor Setting	Objective 1 and 4
5.3.9.2 Milford Road	Objectives 1-5 Implementations 4, 6, 13
5.8 Recreation Facilities	Objectives 1-3 Implementations 1-7 Table 17
5.9 Interpretation and Education	Objectives 1, 4, Implementations 3-7, 12-13

16.5.3 Indicative assessment

The proposed Nature Loop walk and associated infrastructure is **likely consistent** with the FNPMP. The proposal is likely to meet the visitor setting requirements for both front and backcountry visitor settings. Visitors will expect moderate to high use. For the backcountry visitor setting, it's expected visitor group sizes do not exceed 12 people. The proposal must include an assessment of effects on the natural environment and existing recreational opportunities.

To be consistent with the Plan, the proposal should also include (but not be limited to):

- protection of National Park values,
- provision and retention of high-quality visitor experience,
- effects management,
- sympathetic design, and
- appropriate signage.

17 Node 7 – Cleddau Cirque

17.1 Road layout

17.1.1 Brief description of proposal

Meeting with MOP team on 14 May 2024 confirmed only very minor changes are anticipated to the existing road layout. It's assumed these are primarily to service a hop on/hop off bus service and express coaches with a small area for short-term parking.

17.1.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1-3
5.3.9.2 Milford Road	Objectives 1-2 Implementations 1, 3, 4, 6, 7, 10(b), 11
5.7 Rooding, vehicle Use and Other Transport Options (Other Than Aircraft and Boating)	Objectives 1-2 Implementations 1, 4, 5, 6
5.8 Recreation Facilities	Implementation 11

17.1.3 Indicative assessment

Any proposed changes to road layout or new roading are **likely consistent** with the FNPMP, given they will be constrained to the Frontcountry Visitor Setting. An assessment of effects will be required, outlining the need for the work and how potential adverse effects on visitor experience and other conservation values will be dealt with.

To be consistent with the Plan, the proposal should include (but not be limited to):

- protection of National Park values,
- preservation of indigenous species and habitats and management of introduced plants, particularly during the construction phase,
- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- provision and retention of high-quality visitor experience,
- effects management,
- consideration of design speed,
- sympathetic design,
- acceptable aggregate sourcing,
- acceptable dumpsites,
- visitor safety and management of visitor flows to avoid congestion and overcrowding,
- demand and need for more capacity
- access for vehicle-based visitors, and
- appropriate visitor signage.

17.2 Carpark upgrade

17.2.1 Brief description of proposal

Improvement / expansion of an existing gravel pull in bay on the second corner of the road after the Homer Tunnel, already shielded by a rockfall barrier and bund. Proposal is for a formalised observation point and park and ride bus stop with limited carparking for visitors to experience the expansive views of the Cleaddau Cirque.

17.2.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1, 2, 4
5.3.9.2 Milford Road	Objectives 1-5 Implementations 1, 4, 6, 10(b), 11, 13
5.8 Recreational Facilities	Objectives 2-3 Implementations 1-6

17.2.3 Indicative assessment

Either an improvement or expansion of the existing gravel pull in bay carpark are **likely consistent** with the FNPMP. The existing carpark is not an amenity asset referred to in Table 14 of the FNPMP, so there is no existing management obligation.

To be consistent with the Plan, the proposal should include (but not be limited to):

- protection of National Park values,
- preservation of indigenous species and habitats and management of introduced plants, particularly during the construction phase,

- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- provision and retention of high-quality visitor experience,
- effects management,
- promoting future growth in visitor use,
- demand and need for more capacity
- sympathetic design,
- acceptable aggregate sourcing,
- acceptable dumpsites, and
- visitor safety and management of visitor flows to avoid congestion and overcrowding.

17.3 Rockfall shelter

17.3.1 Brief description of proposal

A refuge structure accommodation one or two coach loads at a time (45 – 90 people). The refuge would provide protection against rockfall and avalanches, which are common hazards in this area.

17.3.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 2, 4
5.3.9.2 Milford Road	Objectives 1-2 Implementations 1, 4, 6
6.15 Access and Utilities	Implementation 1
CMS	
3.10 Structures and Utilities	Policies 1(d), (e), (h), (i)

17.3.3 Indicative assessment

Proposal for a refuge is **likely consistent** with the FNPMP. Consistency will depend largely on management of effects on national park values. The proposal should require an impact assessment, given it involves erection of a structure and is likely to involve vegetation clearance and earthworks. Design of the refuge should particularly seek to be sensitive and sympathetic to the high landscape values of the area¹.

To be consistent with the Plan, the proposal should include (but not be limited to):

- Protection of landscape values and other National Park values,
- Not compromising recreational experiences associated with neighbouring areas;

¹ See Boffa Miskell (2024) *Milford Opportunities Stage 3 Landscape Feasibility Advice*. Report prepared by Boffa Miskell for Milford Opportunities.

- Meeting design standards for visitor facilities;
- Avoid, remedy, or mitigate adverse effects on natural, cultural, historical and recreational values;
- Be designed, located, and of a colour and scale that is compatible with the natural setting;
- Preferred utilisation of already modified sites,
- Appropriately manage waste and incorporate energy efficient technologies;
- Access, congestion management and regulation of visitor flows.
- Taking into account Ngāi Tahu cultural values; and
- Provide for and protect view catchments, flora and fauna, and accessible, safe visitor opportunities.

18 Chasm short stop

18.1 Chasm walkway repair and extension to Cleddau Horse Bridge

18.1.1 Brief description of proposal

Repair and upgrade the existing (partially closed) Chasm walkway. Includes reinstatement of two foot-bridges at the Chasm, construction of a 175 m gantry on the lower slopes of Sheerdown Peak, and improvement and reconstruction of the historic Cleddau Horse Bridge, an 80 year old suspension bridge located on the Waipāteke / Cleddau River. The footbridges will be constructed near the locations of the existing footbridges which were washed away, but not within the same footprint. Upgrade of the Chasm walkway includes a new section of track connecting the Chasm to Horse Bridge via the gantry.

18.1.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
4.12 Historical and Cultural Heritage Management	Objective 3 Implementations 4, 6, 7 Table 3
5.3.6 Remote Visitor Setting	Objective 1 Implementations 1-3, 5
5.8 Recreation Facilities	Objectives 1-3 Implementations 1-7 Table 17

18.1.3 Indicative assessment

Repairs to the existing Chasm path short walk are likely consistent with the FNPMP. This short walk is a visitor asset for Short Stop Travellers that must be maintained (Table 17).

The proposal to extend the walk to the Cleddau Horse Bridge is **likely inconsistent** with the FNPMP.

The new connecting trail to Cleddau Horse Bridge is largely within the Eastern Remote Zone. This zone sets limitations (7 persons and 1 group a day) that would likely be exceeded as a result of upgrading the track for improved access. Provisions seek to keep development to a minimum and manage visitor numbers rather than expand facilities. Remote Visitor Settings are generally managed for low impact recreation, where visitors can expect few encounters with others, few recreation facilities and not to be aware of sights and sounds of human influence. Remote settings provide for Remoteness Seekers and Backcountry Adventurers not Short Stop Travellers.

Improvement and reconstruction of the historic Cleddau Horse Bridge is **likely consistent** with the FNPMP. This is a nationally important historical site. It is actively managed through a conservation management plan. The proposal must be consistent with this management plan.

18.2 Road layout

18.2.1 Brief description of proposal

Area of sealed road proposed to be reconfigured to service a hop on/hop off bus service and express coaches with a small area for short-term parking.

18.2.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1-3
5.3.9.2 Milford Road	Objectives 1-2 Implementations 1, 3, 4, 6, 7, 10(b), 11
5.7 Rooding, vehicle Use and Other Transport Options (Other Than Aircraft and Boating)	Objectives 1-2 Implementations 1, 4, 5, 6
5.8 Recreation Facilities	Implementation 11

18.2.3 Indicative assessment

Any proposed changes to road layout or new roading are **likely consistent** with the FNPMP, but only as long as this is constrained to the Frontcountry Visitor Setting. An assessment of effects will be required, outlining the need for the work and how potential adverse effects on visitor experience and other conservation values will be dealt with.

To be consistent with the Plan, the proposal should include (but not be limited to):

- protection of National Park values,
- preservation of indigenous species and habitats and management of introduced plants, particularly during the construction phase,
- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),

- provision and retention of high-quality visitor experience,
- effects management,
- consideration of design speed,
- sympathetic design,
- acceptable aggregate sourcing,
- acceptable dumpsites,
- visitor safety and management of visitor flows to avoid congestion and overcrowding,
- demand and need for more capacity
- access for vehicle-based visitors, and
- appropriate visitor signage.

18.3 Carpark upgrade

18.3.1 Brief description of proposal

Existing sealed carpark reconfigured to service a hop on/hop off bus service and express coaches with a small area for short-term vehicle parking.

18.3.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objective 1, 2, 4
5.3.9.2 Milford Road	Objectives 1-5 Implementation s1, 4, 6, 10(b), 11, 13
5.8 Recreational Facilities	Objectives 2-3 Implementations 1-7, Table 14
Appendix G Definitions for Visitor Facilities Management	4

18.3.3 Indicative assessment

The proposal is **likely consistent** with the FNPMP.

FNPMP Table 14 directs this carpark to be upgraded to a higher standard. It identifies it as a major visitor site on the Milford Road. See Appendix G for what is in scope of an *upgrade*.

To be consistent with the Plan, the proposal should include (but not be limited to):

- protection of National Park values,
- preservation of indigenous species and habitats and management of introduced plants, particularly during the construction phase,
- working with the tourism industry and Transit New Zealand (now NZ Transport Agency Waka Kotahi),
- provision and retention of high-quality visitor experience,
- effects management,

- promoting future growth in visitor use,
- demand and need for more capacity
- sympathetic design,
- acceptable aggregate sourcing,
- acceptable dumpsites, and
- visitor safety and management of visitor flows to avoid congestion and overcrowding.

18.4 Bus shelter and toilet

18.4.1 Brief description of proposal

Bus/weather shelter, interpretative displays, and toilet facilities at the area of the Chasm carpark.

18.4.2 Relevant statutory provisions

FNMPM	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1, 2, 4
5.3.9.2 Milford Road	Objectives 1-5 Implementations 1, 4, 6, 9, 13
5.8 Recreational Facilities	Objectives 1-3 Implementations 1-7
5.9 Interpretation and Education	Objectives 1, 2, 4 Implementations 4-7, 12

18.4.3 Indicative assessment

Proposal **likely consistent**. This will depend largely on management of effects on national park values. The proposal should require an impact assessment, given it involves erection of a structure and is likely to involve vegetation clearance and earthworks. The impact assessment should consider impacts on the full range of National Park values set out in the FNMPM.

FNMPM 3.9.2 implementation requirement 9 specifically refers to the exploration of options for funding and provision of new toilet facilities along the Milford Road.

To be consistent with the Plan, the proposal should include (but not be limited to):

- Protection of landscape values and other National Park values,
- Not compromising recreational experiences associated with neighbouring areas;
- Meeting design standards for visitor facilities;
- Avoid, remedy, or mitigate adverse effects on natural, cultural, historical and recreational values;
- Be designed, located, and of a colour and scale that is compatible with the natural setting;

- Preferred utilisation of already modified sites,
- Appropriately manage waste and incorporate energy efficient technologies;
- Access, congestion management and regulation of visitor flows.
- Taking into account Ngāi Tahu cultural values; and
- Provide for and protect view catchments, flora and fauna, and accessible, safe visitor opportunities.

19 Piopiotahi Visitor Hub

19.1 Arrival area

19.1.1 Brief description of proposal

The arrival area will include a bus terminal and a gathering area.

19.1.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1, 2 & 4
5.3.9.1 Milford Sound/ Piopiotahi	Objectives 1 – 3, 7 Implementations 1, 5, 12, 14, 15, 24, 37; Map 10
5.5.2 Milford Aerodrome	Implementation 1

19.1.3 Indicative assessment

The arrival area is located within the Aerodrome Activity Area (Map 10) within the Frontcountry Zone.

While some aspects of the proposal achieve outcomes for the Frontcountry Zone, FNPMP 5.5.2 implementation requirement 1 (b)(iii) is clear that any activities and facilities provided within the Aerodrome Activity Area will be those that are essential for operating the aerodrome only. The arrival area is therefore **likely inconsistent** with the FNPMP.

19.2 Covered walkway

19.2.1 Brief description of proposal

Construction of a covered walkway which will extend between the arrival area and visitors centre and visitor accommodation.

19.2.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1, 2 & 4
5.3.9.1 Milford Sound/ Piopiotahi	Objectives 1 – 3 Implementations 1, 5, 12, 14, 15, 24, 37 Map 10
5.5.2 Milford Aerodrome	Implementation 1

19.2.3 Indicative assessment

The proposed covered walkway is likely to traverse both the Visitor Service Activity Area and Aerodrome Activity Areas within the Milford Sound Frontcountry Visitor Setting of the FNPMP.

FNPMP 5.5.2 Implementation 1(b)(iii) is clear that any activities and facilities provided within the Aerodrome Activity Area will be those that are essential for operating the aerodrome only. Structures such as covered walkways are therefore **likely inconsistent** with the FNPMP.

Any section within the Visitor Activity Area is **likely consistent** with the FNPMP. This will depend largely on effects on visitors.

Considerations for the decision-maker include but are not limited to:

- management of visitor flows so as to avoid congestion and overcrowding,
- preservation of natural park values,
- impacts on adjoining areas,
- effects management including effects on adjoining areas, other visitor experiences,
- natural hazard risks, and
- whether the location, design bulk, height, form, materials, colour and reflectivity of the structure or building is in keeping with the area.

19.3 Visitor and marine research centre

19.3.1 Brief description of proposal

A co-located visitor and marine centre will be located on the existing hotel site, carefully integrated within the landscape setting and the cultural identity of Ngāi Tahu to be expressed in the built environment. It will provide a central location for learning about Milford Sound Piopiotahi; booking; leaving for experiences on foot (walking tracks to Bowen Falls and environs) or shuttle (to boat terminal).

It will be a place where visitors can socialise, rest, and restore, supported by food and beverage services.

19.3.2 Relevant statutory provisions

FNPMP

Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1, 2 & 4
5.3.9.1 Milford Sound/ Piopiotahi	Objectives 1, 2, 9 Implementations 1, 5, 12, 14, 46, 48 Map 10

19.3.3 Indicative assessment

Proposal **likely consistent** with the FNPMP. The FNPMP Visitor Activity Area provides for a hotel, cafes, bars, an information centre with small scale retail and public toilets to be located within the area.

Consistency will largely depend on ensuring that buildings do not adversely impact on the national park values, the setting and ensuring that development does not compromise the redevelopment of the hotel. As the site is already heavily modified considerations for the decision-maker are likely to be focussed on building scale, design and appearance.

Other matters for consideration by the decision-maker include but are not limited to:

- management of visitor flows so as to avoid congestion and overcrowding,
- preservation of natural park values,
- impacts on adjoining areas,
- effects management including effects on adjoining areas, other visitor experiences,
- natural hazard risks, and
- whether the location, design bulk, height, form, materials, colour and reflectivity of the structure or building is in keeping with the area.

19.4 Visitor accommodation

19.4.1 Brief description of proposal

A new hotel is proposed in an elevated position above the visitor centre. Its size and configuration will be subject to detailed commercial feasibility. At a minimum it will maintain existing capacity.

It will be orientated to the north-west towards Rahotu/ Mitre Peak with carparking to the east.

From Figure 42 of the Masterplan it appears as if the hotel is to be located on a modified site within the vicinity of, or overlaying all or part of the existing hotel site

19.4.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1, 2 & 4
5.3.9.1 Milford Sound/ Piopiotahi	Objectives 1, 2, 9

	Implementation s1, 5, 12, 14, 46, 48 Map 10
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19.4.3 Indicative assessment

Proposal **likely consistent** with the FNPMP provided the hotel replaces the existing hotel. The FNPMP Visitor Activity Area provides for a single hotel to be located within the area and encourages redevelopment of the site to provide a world-class visitor accommodation facility.

A detailed assessment will be required to establish that any buildings, structures or facilities do not compromise the key objectives of the FNPMP and the natural character values of Milford Sound/ Piopiotahi.

Considerations for the decision-maker are likely to be focussed on building scale, design and appearance.

To be consistent with the FNPMP, the proposal will need to address other matters including but not limited to:

- management of visitor flows so as to avoid congestion and overcrowding
- preservation of natural park values
- impacts on adjoining areas
- effects management including effects on adjoining areas, other visitor experiences
- natural hazard risks, and
- whether the location, design bulk, height, form, materials, colour and reflectivity of the structure or building is in keeping with the area.

19.5 Staff accommodation

19.5.1 Brief description of proposal

Relocation of staff accommodation from Accommodation Activity Area in Cleddau Village into new purpose built, multi-storey development adjacent to the hotel in the Visitor Services Activity Area.

19.5.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objective 4
5.3.9.1 Milford Sound/ Piopiotahi	Objectives 1, 2 Implementations 5, 6, 8, 12, 14, 24, 33, 46, 47, 48 Map 10

19.5.3 Indicative assessment

From the available information, the status of the proposed staff accommodation is **unclear**.

The FNPMP anticipates staff accommodation being provided within the Accommodation Activity Area except for staff accommodation associated with the existing hotel lessee in the Visitor Services Activity Area which is capped at 2006 occupancy levels. Information on the accommodation purpose, numbers of people to be housed and accommodation provider (i.e. existing hotel lessee or other) will be required to provide an indicative assessment.

If consistency is established, a detailed assessment will be required to establish that any buildings, structures, or facilities do not compromise the key objectives of the FNPMP and the natural character values of Milford Sound/ Piopiotahi.

19.6 Visitor and staff accommodation carparking/ service area

19.6.1 Brief description of proposal

Figure 42 of the Masterplan identifies a carpark/ service area at the end of the service lane behind the hotel and staff accommodation. No further information appears to be provided.

19.6.2 Relevant statutory provisions

19.6.3 Indicative assessment

From the available information, the status of the proposed staff carparking/ service area is **unclear**.

While this area appears to be within a modified hard serviced area used for parking, Implementation 46 restricts activities in this area to listed activities which do not include carparking.

The FNPMP anticipates staff accommodation being provided within the Accommodation Activity Area except for staff accommodation associated with the existing hotel lessee in the Visitor Services Activity Area which is capped at 2006 occupancy levels. The FNPMP is silent with respect to the carparking associated with staff accommodation.

Implementation 38 provides for existing non-bus visitor parking to be retained around the hotel site.

Implementation 11 states that existing car parking areas (2006) should not be extended or further carparking areas provided.

The FNPMP therefore sets limitations on carparking in this area and thus, vehicle movements and parking requirements are a significant consideration in relation to this element as per Implementation 12 d).

More information about carpark capacity, design and users would be necessary to establish the likely status of this element in terms of the FNPMP.

Further information around servicing and infrastructure proposed associated with this would also be required.

If consistency is established, a detailed assessment will be required to establish that any buildings, structures, or facilities do not compromise the key objectives of the FNPMP and the natural character values of Milford Sound/ Piopiotahi.

19.7 Helipad

19.7.1 Brief description of proposal

A rooftop helipad is proposed above the visitor centre/ hotel for emergency evacuation landings.

19.7.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objective 4
5.3.9.1 Milford Sound/ Piopiotahi	Objectives 2, 9 Implementations 5, 12, 14, 24, 46, 48; Map 10
5.5 Aircraft access	5.5.1 – descriptive text
5.5.2 Milford Aerodrome	Implementation 1

19.7.3 Indicative assessment

Proposal **likely consistent** with the FNPMP. This will depend largely on the helipad being integrated into the building on which it is located (either visitor centre or hotel) and the design of the building as a whole not adversely impacting on national park values.

Aircraft activity for emergency purposes are not regulated by DOC but if the helipad was to be used for landings for other purposes, controls in the FNPMP would apply. Implementation 1, section 5.5.2 restricts aircraft landings to the Milford Aerodrome Activity area except those associated with DOC management activities heavy lifting associated with the fishing industry. Thus, aircraft activity for any purposes other than emergency purposes would be inconsistent with the FNPMP.

19.8 Foreshore enhancements

19.8.1 Brief description of proposal

Enhancements to foreshore to provide better access and amenity to the waterfront. This will include removal of the existing foreshore carpark, restoration of the coastal edge, realignment of the existing walkway to improve connections between visitor centre and Freshwater Basin, construction of a boardwalk and land-based viewing deck or lookouts.

19.8.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objectives 1, 4
5.3.9.1 Milford Sound/ Piopiotahi	Objectives 1-3, 8 Implementations 5, 9, 12, 24, 42, 43, 44, 45

19.8.3 Indicative assessment

The proposal is **likely consistent** with the FNPMP.

Foreshore enhancements are proposed within the Foreshore Activity Area. The FNPMP intends for this area to be restored to its natural state. The removal of carparking is specifically contemplated by FNPMP 5.3.9.1 Implementations 9 and 42. Implementation 43 directs that no building or structures be placed in this Activity Area, except for those associated with passive day use activities. The enhancements proposed would fir this purpose.

19.9 Barren Peak Spur walkway and treetop viewing structures

19.9.1 Brief description of proposal

Enhancement and extension of the existing Barren Peak Spur walkway will provide views to the north-west towards Rahotu/ Mitre Peak.

A bridge/ walkway will link the visitor centre to the existing track. The track will be upgraded to Short Stop Travellers (SST) standard with 50m of stairs and 1-2 new viewing structures. Limited earthworks and vegetation clearance will be required.

19.9.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.3 Visitor settings	Table 4 Map 7
5.3.9 Frontcountry Visitor Setting	Objectives 1, 2, 5
5.9.1 Milford Sound/ Piopiotahi	Objectives 1, 2 Implementations 5, 14, 19
5.8 Recreation facilities	Objectives 2, 3 Implementations 1-4, 6

19.9.3 Indicative assessment

The proposed covered walkway, track extension and viewing structures and **likely consistent** with the FNPMP.

The proposal would appear to straddle the Visitor Activity Zone within Milford Sound/ Piopiotahi Frontcountry Setting and the general Frontcountry Setting outside of Milford.

Implementation 19 supports the development of day walk opportunities within the Milford Sound / Piopiotahi Frontcountry Visitor Setting (section 5.3.9). The Visitor Services Activity Visitor Setting also supports the development of infrastructure to support visitor activities.

Parts of the proposal within the Frontcountry setting also appear consistent with the requirements of this setting. Frontcountry Areas provide for SST and day visitors by

providing passive to mildly active recreation activities with high vehicle accessibility in a low risk environment where minimal skills are required.

To be consistent with the FNPMP an assessment of environmental effects will be required. The proposal will need to address other matters including but not limited to:

- management of visitor flows so as to avoid congestion and overcrowding
- preservation of natural park values
- effects management including effects on adjoining areas, other visitor experiences
- consistency with visitor settings
- natural hazard risks, and
- whether the location, design bulk, height, form , materials, colour and reflectivity of the structure or building is in keeping with the area and natural setting.

19.10 Potable water and wastewater improvements

19.10.1 Brief description of proposal

Meeting with MOP team on 14 May 2024 clarified that portable water is currently supplied by Milford Sound Infrastructure and is generally taken from Bowen Stream unless turbidity is high in which case it is extracted from a groundwater bore and that similar provision is likely in future.

Options for wastewater are still under consideration. A wastewater treatment facility will be required and could be either in current location or at Little Tahiti. The discharge to Deepwater Basin will most likely be retained but discharge to land is also a possibility.

19.10.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
4.7 Water and Fish	Objectives 1, 2 Implementation 10
5.3.6.1 Darren Remote Setting	Implementation 1
5.3.9 Frontcountry Visitor Setting	Objective 1
5.3.9.1 Milford Sound/ Piopiotahi	Objectives 1, 2 Implementations 1, 8, 14
5.8 Recreational Facilities	Objectives 1, 2 Implementations 2, 5, 6
6.4 Water Resources	Objectives 1-2 Implementation 1
6.5 Hydro Electric Power Development	Objective 1 Implementations 3

6.15 Access and Utilities	Objective 1, 2 Implementations 1-8
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19.10.3 Indicative assessment

Unable to provide a statutory assessment until the details of what is proposed are made clear. Until then it is **unclear** whether this is consistent with the FNPMP.

20 Freshwater Basin Node

20.1 Boat terminal redevelopment

20.1.1 Brief description of proposal

Potential downsizing of terminal to serve as a covered gateway to boat services or repurposing of existing terminal spaces for other activities (e.g. observation deck). Development of a consolidated bus terminal and shuttle service to visitor hub which would result in potential opportunity to remove coach parking at terminal and landscape this area, reducing impermeable surfaces.

20.1.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9.1 Milford Sound / Piopiotahi	Rationale Objectives 1, 2, 5 Implementations 4, 9, 29, 31 Map 10

20.1.3 Indicative assessment

The proposal is **likely consistent** with the FNPMP.

Expansion of the visitor terminal is generally not supported by FNPMP 5.3.9.1 Implementation 31. The rationale for this appears to be because the breakwater limits opportunities for significant development (and expansion thereof is likely to have adverse effects on significant natural values). Downsizing of the terminal or partially repurposing it to provide for an observation deck within the existing footprint appears to be consistent with FNPMP direction. To be consistent with the FNPMP an assessment of environmental effects will be required. The proposal will need to address other matters including but not limited to:

- management of visitor flows so as to avoid congestion and overcrowding
- preservation of natural park values
- effects management including effects on adjoining areas, other visitor experiences

- consistency with visitor settings
- natural hazard risks, and
- whether the location, design bulk, height, form, materials, colour and reflectivity of the structure or building is in keeping with the area and natural setting.

The Freshwater Basin is the key area for berthing and transfer of passengers (FNPMP 5.3.9.1 Implementation 5). These functions can be achieved without bus parking being provided near the terminal.

FNPMP 5.3.9.1 Implementation 9 contemplates the operation of a shuttle to ferry passengers to the Freshwater Basin. Thus, provided additional buildings are not required to support the shuttle operation, this element is consistent with the FNPMP.

The natural reinstatement and landscaping of the bus parking area is consistent with objectives directed at protecting and enhancing natural features.

20.2 Refuge from hazards

20.2.1 Brief description of proposal

As part of a series of iconic designed, natural hazard refuges throughout Milford Sound Piopiotahi, a refuge will be placed near or integrated into the boat terminal gateway structure to protect visitors from rock fall and tsunami and will inform visitors about the risks. As a day-to-day landmark, it could also provide a range of facilities, including waiting areas and weather protections, accompanied by interpretive displays.

20.2.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9.1 Milford Sound / Piopiotahi	Objectives 2, 5 Implementations 4, 5, 14, 24, 31 Map 10

20.2.3 Indicative assessment

The proposal is **likely consistent** with the FNPMP.

The Freshwater Basin is the key area for berthing and transfer of passengers (FNPMP 5.3.9.1 Implementation 5). Expansion of the visitor terminal is generally not supported by Implementation 31, thus integration of the proposed refuge into existing structures would be required to be consistent. The range of facilities identified in the Masterplan as part of the refuge (such as weather protection and interpretive displays) appear to be compatible with berthing and transfer of passengers. If other facilities are proposed, these would need to be assessed for consistency with the FNPMP.

There are provisions for Milford Sound/Piopiotahi relating to hazard and risk management (e.g. FNPMP 5.3.9.1 Implementation 4 which supports a refuge for visitor safety in the event of natural hazards). These implementations support refuges for visitor safety.

Structures in this site are largely regulated by FNPMP 5.3.9.1 Implementation 14 which gives criteria for location, design, bulk, height, form, materials, colour, and reflectivity to

minimise visual impact of new structures. A proposed refuge complying with these criteria would be likely consistent with the FNPMP.

20.3 Nature walk and information

20.3.1 Brief description of proposal

To complement the existing foreshore boardwalk a new nature trail is proposed through nearby beech forest to create a return loop. This will provide a short walk experience, or alternative to the shuttle bus for all ages and abilities. Interpretation will be provided along the track.

20.3.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.3 Visitor Settings	Table 4
5.3.9 Frontcountry Visitor Setting	Objective 1
5.3.9.1 Milford Sound / Piopiotahi	Objective 1 Implementations 5, 19 Map 10

20.3.3 Indicative assessment

The proposal is likely consistent with the FNPMP.

Easy walks catering for all ages and abilities (Short Stop Travellers, Day Visitors and Overnights) are consistent with Frontcountry Visitor Settings.

FNPMP 5.3.9.1 Implementation 19 anticipates the possibility of new day walk opportunities being developed.

Providing an additional walk between the Visitor Centre and Boat Terminal could improve visitor flow, avoid congestion and the feeling of overcrowding consistent with Objective 1 (s 5.3.9.1).

The final proposal for this feature will need to address other matters including but not limited to:

- preservation of natural park values
- effects management including effects on adjoining areas, other visitor experiences
- consistency with visitor settings, and
- natural hazard risks.

20.4 Cable car / lift to Bowen Valley

20.4.1 Brief description of proposal

Cable car or similar lift to Bowen Valley. The base building would be near the boat terminal and it would follow the existing hydro pipeline.

20.4.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.1 Visitor Management - Planning Rationale	Objectives 1 & 2 Implementations 4 & 5
5.3.6 Remote Setting, Recreation Opportunities	Objective 1 Implementations 2 & 3
5.3.6 Darran Remote Setting	Objective 1 Implementations 1 & 3
5.3.9 Frontcountry Visitor Setting	Objective 1 & 4
5.3.9.1 Milford Sound / Piopiotahi	Objectives 2, 5 Implementations 4, 5, 14, 24, 31 Map 10
5.7 Rooding, Vehicle Use and Other Transport Options (Other than Aircraft and Boating)	Implementations 3 & 13

20.4.3 Indicative assessment

The proposed cable car or similar lift is **likely inconsistent** with the FNPMP.

The FNPMP explicitly states aerial cableways, such as gondolas, should not be authorised anywhere in FNP except in amenity areas (5.7, implementation 3). The proposed location of the cableway is not within an existing amenity area. A plan change would be required to designate an amenity area. Further, amenity areas should only be considered where the amenities cannot be located outside of FNP. In the event an amenity area is progressed via a plan change, any proposal for the cableway / gondola would need to address the necessity of the project and how it would improve effective management of the Park. A full assessment of environmental effects would also be required, addressing,

- how potential adverse effects on natural, historical, cultural, recreational, landscape and amenity values resulting from the project will be managed; and
- an audit of the assessment to determine whether effects are acceptable or can be adequately mitigated.

Although the proposed cable car base infrastructure is located within the Front Country Visitor Setting, the upper portion (and related track proposals) cross into the Darran Remote Setting. While the cable car and tracks may be within the wider Milford Sound

area, the FNPMP seeks to manage the area above Bowen Falls (and the broader Bowen River Valley) under the Darran Remote Setting framework.

20.5 Bowen Falls and Valley walks, viewing platform and information

20.5.1 Brief description of proposal

Develop a new track from the top of the proposed cableway feature (i.e. Upper Hine-Te-Awa Bowen Falls Walk) – with one branch leading west towards the top of the falls, and another heading north (upriver) towards the head of the Bowen Valley. The Proposal includes supporting infrastructure and a viewing platform overlooking the falls.

The falls track accessed from the upper terminal of the cable car will lead to a 42-metre gantry and 15m² viewing platform. The viewing platform will overlook the upper extent of Hine-te-awa / Bowen Falls and delta below, as well as out over Piopiotahi. The Bowen Valley Walk will lead north from the upper terminal of the cable car into the Bowen Valley, and the Darran Remote visitor zone. Figure 43 of the Masterplan shows the proposed layout of the Bowen Valley walk and Upper Hine-Te-Awa Bowen Falls walk and viewing platform.

20.5.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.6 Remote Setting, Recreation Opportunities	Objective 1 Implementations 2 & 3
5.3.6.1 Darran Remote Setting	Objective 1 Implementation 1 & 3
5.3.9 Frontcountry Visitor Setting	Objectives 1 and 4
5.3.9.1 Milford Sound	Objectives 1, 2, 12 Implementations 5, 12, 14, 19
5.8 Recreation Facilities	Objectives 1, 2 & 3 Implementations 1-6 Table 17
5.9 Interpretation and Education	Objectives 1, 4 Implementations 3-7, 12 & 13

20.5.3 Indicative assessment

The proposed walks and associated viewing platform are **likely inconsistent** with the FNPMP.

The area above the Bowen Falls, and the Bowen Valley itself is within the Darran Remote Setting. The values of the Remote Visitor Setting outlined in 5.3.6 Objective 1 seek to protect key attributes of self-reliance, few encounters with other visitors, non-mechanised access and to be relatively free of recreation facilities. Any facilities provided should be basic.

The Darran Remote Setting is specifically to be managed to protect its quiet atmosphere and wilderness characteristics. No new facilities will be allowed in the Darran Remote

Area unless required to aid protection of natural and historic values or for maintaining the safety of the Milford Road.

As this proposed walkway would increase use within the Remote Visitor Setting and Darran Remote Setting through mechanized access (the cableway) and would be contrary to the values of the Remote Visitor Setting of self-reliance and few encounters with other visitors, it is **likely inconsistent** with the FNPMP.

A small portion of the falls walk track crosses back into the Frontcountry and Milford Sound visitor settings. This portion is **likely consistent** with the FNPMP, given implementations seeking the consideration of options for developing day walking opportunities around Piopiotahi within this setting. However, as proposed, it does not appear to be possible to develop this consistent portion without also passing through the remote zone.

If the proposal could be redesigned so that it is located entirely within the Frontcountry and Milford Sound visitor settings, to be consistent with the Plan, design should also include (but not be limited to):

- protection of National Park values,
- provision and retention of high-quality visitor experience,
- effects management,
- sympathetic design, and
- appropriate signage.

20.6 Structures to replace on-demand boat service to Bowen Falls

20.6.1 Brief description of proposal

Proposed series of structures to replace the on-demand boat service which currently allows visitors to access Bowen Falls. Structures include a new floating pontoon walkway which avoids rock fall hazards. This would link the northern most jetty of the boat terminal with the Hine-te-awa Bowen Falls Delta. It will connect to an existing track that takes visitors through the bush to Cemetery Point. Structures also include a boardwalk and lookout at the base of Hine-te-awa Bowen Falls. Both will be enhanced to manage visitor growth.

20.6.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.6 Remote Setting, Recreation Opportunities	Objective 1 Implementations 2 & 3
5.3.6.1 Darran Remote Setting	Objective 1 Implementation 1 & 3
5.3.9 Frontcountry Visitor Setting	Objective 1 and 4
5.3.9.1 Milford Sound	Objective 1, 2, 12 Implementation 5, 12, 14, 19

5.8 Recreation Facilities	Objective 1, 2 & 3 Implementation 1, 2, 3, 4, 5, & 6, 10 Table 17
5.9 Interpretation and Education	Objective 1, 4 Implementation 3, 4, 5, 6, 7, 12 & 13

20.6.3 Indicative assessment

Overall, the proposed feature is **likely inconsistent** with the FNPMP.

The proposed pontoon, connected to an existing jetty (at both ends), will be within the Coastal Marine Area (below mean high-water spring) and therefore outside of the National Park, as such, the provisions of the FNPMP will not apply to the proposed pontoon.

However, where the pontoon connects to land at the existing track it will be connecting to the Darran Remote Visitor setting. The values of the remote visitor setting outlined in Objective 1 seek to protect key attributes of self-reliance, few encounters with other visitors, non-mechanised access and to be relatively free of recreation facilities. Facilities should be basic.

The Darran Remote Setting is to be managed to specifically protect its quiet atmosphere and wilderness characteristics. The FNPMP is clear no new facilities will be allowed in the Darran Remote Area unless required to aid protection of natural and historic values or for maintaining the safety of the Milford Road. The proposed viewing platform (or the upgrade of any existing structure), and the pontoon used for access would increase use within the Remote Visitor Setting and Darran Remote area, which would be contrary to the values of the remote zone of self-reliance and few encounters with other visitors.

Table 17 of the FNPMP directs the management of the Bowen Falls path and states that the Department “*cease management. Confirmed geological rock fall hazard – requiring closure as mitigation measures are not satisfactory*”. The proposed enhancement of the Bowen falls path by providing walking access across a pontoon and a viewing platform to view the falls would be contrary to the direction provided in Table 17. It appears the rock fall hazard identified in Table 17 is separate to that identified at page 58 of the Masterplan (and which the Masterplan seeks to avoid via a new floating pontoon), given the Masterplan proposes the new pontoon links in with the existing Bowen Falls path.

20.7 Covered walkway to cable base station

20.7.1 Brief description of proposal

Figure 43 of the *Masterplan* identifies a covered walkway between the terminal and base cable base station.

Meeting with MOP team on 14 May 2024 clarified this feature as being located within the footprint of the existing carpark area.

20.7.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)

5.3.3 Visitor Setting	Table 4
5.3.9 Frontcountry Visitor Setting	Objective 1
5.3.9.1 Milford Sound/ Piopiotahi	Objectives 1, 5 Implementations 5, 12, 14, 19 Map 10

20.7.3 Indicative assessment

The proposal is **likely consistent** with the FNPMP.

The Freshwater Basin is the key area for berthing and transfer of passengers (FNPMP 5.3.9.1 Implementation 5). The walkway is unlikely to interfere with these functions.

Easy walks catering for all ages and abilities (Short Stop Travellers, Day Visitors and Overnighters) are consistent with Frontcountry Settings. FNPMP 5.3.9.1 Implementation 19 anticipates the possibility of new day walk opportunities being developed.

The FNPMP contains criteria relating to the location, design, bulk, height, form, materials, colour and reflectivity of structures to minimise the visual impact of new structures. Provided these criteria can be met, the proposed walkway is likely to be consistent with the FNPMP.

20.8 Electricity infrastructure upgrade

20.8.1 Brief description of proposal

Upgrade existing hydroelectric penstock infrastructure behind Freshwater Basin to facilitate the generation of additional electricity to meet growing demand. Existing penstock infrastructure in this area provides hydropower for Milford.

20.8.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
4.7 Water and Fish	Objectives 1 & 2
6.4 Water Resources	Objectives 1 & 2 Implementation 1
6.5 Hydro Electric Power Development	Objective 1 Implementations 1 & 3
6.15 Access and Utilities	Objective 1; Implementations 1-8

20.8.3 Indicative assessment

It is uncertain what is proposed (and at what scale) given the lack of detail within the masterplan. However, provided the proposal is relatively small-scale, this proposal is **likely consistent**.

FNPMP 6.5, Objective 1 clearly seeks to prevent hydro-electric power developments from further adversely affecting water ways and other natural features of the Park.

Similarly, Policy 6.5, Implementation 1, is clear any large-scale works would require empowering legislation to be undertaken. However, FNPMP recognises some visitor facilities within the Park require water usage and provides for the consideration of “additional” small-scale hydro-electric power development proposals on a case-by-case basis and on their merits, while noting they will be declined if they threaten or deplete aquatic values.

Accordingly, any large-scale redevelopment or significant expansion of the existing scheme is likely to be inconsistent with the Plan. However, smaller-scale redevelopment or upgrades which do not threaten or diminish aquatic values (and are otherwise consistent with Park values) are likely to be consistent.

21 Cleddau Delta Node

21.1 Aerodrome removal

21.1.1 Brief description of proposal

The Masterplan recommends that fixed wing aviation should be discontinued and the runway removed. Helicopter access would be retained and relocated closer to other operational areas nearer to Deepwater Basin. Parts of the existing aerodrome infrastructure could be repurposed for bus access to enhance the existing arrival experience at Milford Sound Piopiotahi, providing a direct viewpoint to Mitre Peak.

21.1.2 Relevant statutory provisions

FNPMP	
Section	Provision
5.3.9 Frontcountry Visitor Setting	Objectives 1, 2 & 4
5.3.9.1 Milford Sound	Objectives 1, 2, 8 & 12 Implementations 12 & 24
5.3.9.1 Milford Sound (Aerodrome Activity Area)	Implementation 37
5.5.2 Milford Aerodrome	Implementations 1, 2

21.1.3 Indicative assessment

Considering the proposal holistically by factoring in the consequences of moving take offs and landings elsewhere, the proposal is **likely inconsistent** with the FNPMP.

This activity is within the Aerodrome Activity Area of the Milford Sound Frontcountry Visitor Setting. There are no specific policies which strictly prohibit the aerodrome from being removed. However, the FNPMP clearly envisions the Aerodrome as being managed on this site and does not contemplate its removal.

The plan assumes landings will be provided for at the Milford Aerodrome. Implementation 2 is a will policy that requires the minister to call for expressions of

interest for concessions to land and take off from the Milford Aerodrome. Removal of the Aerodrome and the designated Aerodrome Activity Area would require a plan change.

21.2 Ecological restoration of aerodrome site (including track / access route)

21.2.1 Brief description of proposal

Removal of the aerodrome runway for fixed wing flights will allow for spatial optimisation of Milford Sound Piopiotahi. Redeveloping the runway is the biggest opportunity in Milford Sound Piopiotahi, seeking to re-inhabit large areas of lowland delta landscape and improve public access to a host of new experiences. A large-scale regenerative landscape approach is proposed, reminiscent of the former braids of the Cleddau River that originally ran through the existing runway alignment. A key part of the landscape approach seeks to reduce the total area of impervious surfaces and expand areas of open, boulder habitat. An access route will be developed and maintained, and will include interpretation stations throughout.

21.2.2 Relevant statutory provisions

FNMPM	
Section	Provision
5.3.9 Frontcountry Visitor Setting	Objectives 1, 2 & 4
5.3.9.1 Milford Sound	Objectives 1, 2, & 12 Implementations 5, 12, 14, 19 & 24
5.3.9.1 Milford Sound (Aerodrome Activity Area)	Implementation 37
5.5.2 Milford Aerodrome	Implementation 1
5.8 Recreational Facilities	Objectives 1, 2 & 3 Implementations 1, 2, 3 & 4
5.9 Interpretation and Education	Objective1, 2 Implementations 5, 12

21.2.3 Indicative assessment

This activity is within the Aerodrome Activity Area of the Milford Sound Frontcountry Visitor Setting. It is **likely inconsistent** within the Aerodrome Activity Area. FNMPM 5.5.2 Implementation 1(b)(iii) states that facilities in this area will be only those that are essential for the operation of the aerodrome. This activity likely does not meet that definition.

21.3 Foreshore walk and Cleddau Bush Tracks

21.3.1 Brief description of proposal

Two wheel-chair accessible tracks are proposed in the Cleddau Bush within the Cleddau delta, located west of the Accommodation Activity Area / Deepwater Basin Activity Area. One track will link observation points along the foreshore, focusing on the estuarine margins. The other track is a nature trail through nearby bush. Both are intended to be sensitively integrated utilising existing trap lines where possible.

21.3.2 Relevant statutory provisions

FNPMP	
Section	Provision
5.3.9.1 Milford Sound	Objective 8 Implementations 5, 14, 19, 43 & 44
5.3.6 Remote Visitor Setting	Objective 1 Implementations 2, 3 & 9
5.8 Recreational Facilities	Objectives 1, 2 & 3 Implementations 1-4 & 6
5.9 Interpretation and Education	Objectives 1, 2 Implementation 5, 12

21.3.3 Indicative assessment

This proposal is **likely inconsistent** with the FNPMP, given its location within the Eastern Remote Visitor Setting.

The objectives of the Remote Visitor Setting aim to keep the setting relatively free of recreation facilities and minimise encounters with visitors. Within the remote visitor setting the implementations aim to manage visitor numbers rather than expand sites and development.

21.4 Water-based viewing deck and boardwalk extension

21.4.1 Brief description of proposal

A unique water-based observation point / viewing deck, via a board walk extension at the end of the proposed spine (the existing runway, and Aerodrome Activity Area). Refer to figure 45 of the Masterplan, Key (5).

21.4.2 Relevant statutory provisions

FNPMP	
Section	Provision
5.3.9 Frontcountry Visitor Setting	Objective 1, 2 & 4
5.3.9.1 Milford Sound	Objective 8 Implementation 5, 14, 19, 43 & 44

5.3.9.1 Milford Sound (Aerodrome Activity Area)	Implementation 37
5.5.2 Milford Aerodrome	Implementation 1
5.8 Recreational Facilities	Objective 1, 2 & 3 Implementation 1, 2, 3, 4 & 6

21.4.3 Indicative assessment

This proposal is **likely inconsistent** within the Aerodrome Activity Area.

FNPMP 5.5.2 Implementation 1(b)(iii) states that facilities in the Aerodrome Activity Area will be only those that are essential for the operation of the aerodrome, which a water-based viewing deck would not meet.

A plan change would be required to remove the aerodrome runway and change the activity zoning to allow for this.

21.5 Delta link bridge

21.5.1 Brief description of proposal

The Delta link bridge is a wooden bridge linking the Cleddau Delta with the Deepwater Basin Node via a track from the regenerative landscape spine (current runway). The Bridge crosses a delta north of the spine/runway and connects to a track within the Deepwater Basin Node.

21.5.2 Relevant statutory provisions

FNPMP	
Section	Provision
5.3.9 Frontcountry Visitor Setting	Objective 1, 2 & 4
5.3.9.1 Milford Sound	Objective 8 Implementation 5, 14, 19, 43 & 44
5.8 Recreational Facilities	Objective 1, 2 & 3 Implementation 1, 2, 3, 4 & 6

21.5.3 Indicative assessment

This activity is likely within the Foreshore Activity Area and Milford Sound Frontcountry Visitor Setting. It is **likely consistent** within the Foreshore Activity Area.

FNPMP 5.3.9.1 Implementations 43 and 44 deal with development in the Foreshore Activity Area and state that only structures associated with passive day use activities will be allowed in this area and that the natural character of the area will be restored. Well-designed infrastructure used to support short day walks would meet these criteria.

To be consistent with the Plan, the proposal should include (but not be limited to):

- protection of National Park values,
- provision and retention of high-quality visitor experience,

- promoting future growth in visitor use,
- working with the tourism industry
- effects management, and natural hazards risks
- sympathetic siting, design, colour and materials to the natural setting, and
- consistent with DOC's design standards for visitor facilities.

21.6 Two refuges

21.6.1 Brief description of proposal

As part of a series of natural hazard refuges throughout Milford Sound/ Piopiotahi, two will be provided at key locations in the low-lying coastal zones of the Delta. These will be positioned near areas of higher visitor activity to inform visitors about risks and protect them in the event of a natural disaster, in this case tsunami. As day-to-day landmarks, they would also function as general-purpose shelters with facilities for rest and weather protection, accompanied by interpretive displays. Of the two proposed refuges in this node, one is western and one eastern. The proposed western refuge is in the Eastern Remote Visitor Setting, and the eastern refuge is in the Frontcountry visitor setting.

21.6.2 Relevant statutory provisions

FNPMP	
Section	Provision
5.3.6 Remote Visitor Setting	Objective 1 Implementation 2, 3 & 9
5.3.9 Frontcountry Visitor Setting	Objective 1, 2 & 4
5.3.9.1 Milford Sound	Objective 8 Implementation 5, 14, 19, 43 & 44
5.8 Recreational Facilities	Objective 1, 2 & 3 Implementation 1, 2, 3, 4 & 6
5.9 Interpretation and Education	Objective 1, 2 Implementation 5, 12

21.6.3 Indicative assessment

Western Refuge

This proposal is **likely inconsistent** with the FNPMP.

A facility such as a refuge which is aimed to facilitate high visitor activity is contrary to the remote value of the remote visitor setting, and is therefore likely inconsistent. FNPMP 5.3.6 Objective 1(a) and (c) aim to manage this setting with a predominance towards self-reliance and a setting relatively free of recreational facilities. FNPMP 5.3.6 Implementation 3 aims to keep recreation facility development to a minimum within this setting and requires developed facilities to be basic.

Eastern Refuge

A proposed refuge in this Activity Area would **likely consistent** with the FNPMP so long as it does not impact upon significant mature vegetation. There are also provisions for Milford Sound/Piopiotahi relating to hazard and risk management (e.g. FNPMP 5.3.9.1 Implementation 4) which support refuges for visitor safety in the event of natural hazards.

It is unclear if the proposed eastern refuge would be within the Accommodation Activity Area of Milford Sound/Piopiotahi within the Frontcountry Visitor Setting or within the Eastern Remote Visitor Setting. Assuming the former, structures in this site are largely regulated by FNPMP 5.3.9.1 Implementation 14 which gives criteria for location, design, bulk, height, form, materials, colour and reflectivity to minimise visual impact of new structures. FNPMP 5.3.9.1 Implementation 14(a)(i) states that buildings should be located on already modified sites rather than sites with high natural/ecological value.

22 Deepwater Basin Node

22.1 Carpark and bus layover bays

22.1.1 Brief description of proposal

A central visitor car park located at the existing staff accommodation at Cleddau Village. Vehicles and campervans will be diverted off Milford Road at the Deepwater Basin Road junction and directed up Sinbad Drive to minimise private vehicle traffic at the visitors hub. Existing and supplementary landscape planting will visually break up potentially large areas of car parking into smaller clusters with spaces that can be individually booked and effectively managed. Similarly, a bus lay-up area for electric recharging or hydrogen refuelling and driver rest time will be located within an adjacent clearing off Noel Lane (*Milford Opportunities Project: Stage 3. Preliminary Assessment of Environmental Effects Prepared for Milford Opportunities Project*. 15 March 2024. Boffa Miskell).

22.1.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objective 1-4
5.3.9.1 Milford Sound / Piopiotahi	Objective 6 Implementation 11, 34(i)
5.8 Recreational Facilities	Objective 2-3 Implementation 1-6

22.1.3 Indicative assessment

The proposal is **likely inconsistent** with the FNPMP.

The proposed car park and bus layover are in the Milford Sound Accommodation Activity Area in the FNPMP. FNPMP 5.3.9.1 Objective 6 seeks to manage this area for essential staff residences. FNPMP 5.3.9.1 According to implementation requirement 11, existing car parking areas here should not be extended and that no further car parking opportunities provided. FNPMP 5.3.9.1 Implementation 34(i) states that the design of the site will minimise roading.

22.2 Boat ramp upgrade

22.2.1 Brief description of proposal

The location of the concrete dual access boat ramp will be retained and upgraded with access and manoeuvring areas configured to reduce conflicts between activities (*Milford Opportunities Project: Stage 3. Preliminary Assessment of Environmental Effects Prepared for Milford Opportunities Project. 15 March 2024. Boffa Miskell*).

22.2.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9.1 Milford Sound / Piopiotahi	Implementation 25(d) and (f)

22.2.3 Indicative assessment

The proposal is **likely consistent** with the FNPMP.

The replacement of existing infrastructure at the boat ramp or the minor addition of new infrastructure may be permitted, provided:

- it is to service the existing level of nature-based tourism use; and
- does not conflict with the existing fishing fleet footprint and associated facilities.

22.3 Facilities for kayaking - ramp and boat storage

22.3.1 Brief description of proposal

To support existing sea kayaking enterprises, it is proposed to relocate visitor operations to a separate ramp/service area with a dedicated launching ramp and boat storage at a nearby estuarine inlet. This will provide sheltered put ins in a more natural setting and ready access to the Cleddau Delta coastline, while avoiding commercial and other larger recreational boat movements. (*Milford Opportunities Project: Stage 3. Preliminary Assessment of Environmental Effects Prepared for Milford Opportunities Project. 15 March 2024. Boffa Miskell*).

22.3.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9.1 Milford Sound / Piopiotahi	Implementation 25(d)

22.3.3 Indicative assessment

The proposal is **likely consistent** with the FNPMP.

Section 5.3.9.1 Implementation 25(d) allows for commercial kayaking operations to operate from a site in Deepwater Basin, but states they should only be permitted to transfer passengers from the boat ramp. This could be interpreted as the public boat ramp assessed above in paragraph 23.2 or a redeveloped kayaking ramp, assessed here. The accompanying minor addition of new infrastructure, such as for boat storage, is permitted.

However, any proposal which increases the level of commercial use and nature based tourism of this area would be **likely inconsistent** with the same Implementation.

22.4 Refuge and interpretative displays

22.4.1 Brief description of proposal

As part of a series of iconic designed, natural hazard refuges throughout Milford Sound Piopiotahi, a refuge will be placed at the intersection of the four main activities operating out of Deepwater Basin. It will reside within the low-lying coastal zone and inform visitors about risks and protect them in the event of a natural disaster. As a day-to-day landmark, it would also function as a general-purpose shelter with facilities for rest and weather protection, accompanied by interpretive displays. (*Milford Opportunities Project: Stage 3. Preliminary Assessment of Environmental Effects Prepared for Milford Opportunities Project. 15 March 2024. Boffa Miskell*).

22.4.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9.1 Milford Sound / Piopiotahi	Implementation 4, 14
5.9 Interpretation and Education	Objectives 1, 2, 4 Implementations 4-7, 12

22.4.3 Indicative assessment

The proposal is **likely consistent** with the FNPMP.

Provisions for Milford Sound/Piopiotahi relating to hazard and risk management (e.g. Section 5.3.9.1 Implementation 4) support a refuge for visitor safety in the event of natural hazards.

Guidance for developing appropriate Interpretative panels is provided at section 5.9 of the FNPMP. They need 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. Working with the community and concessionaires to develop them is encouraged. Working with Ngāi Tahu to ensure appropriate cultural information is provided, and consented to, is essential.

Structures in this site are largely regulated by Section 5.3.9.1 Implementation 14. To be consistent with the FNPMP, the proposal must meet criteria for:

- Location;
- design;
- bulk;
- height;
- form;
- materials;
- colour; and
- reflectivity to minimise visual impact of new structures.

22.5 Helipad - Cleddau Village

22.5.1 Brief description of proposal

A new helipad will be located on raised ground off the existing staff accommodation at Cleddau Village. This responds to an opportunity to reduce the impact of noise on the visitor hub and more closely associate it with other commercial operating environments,

such as the commercial marina. The direct, cross-spine pathway between the visitor hub and Deepwater Basin Node will also allow more convenient walking access to and from the heliport for visitors taking scenic flights. Pembroke Drive will be kept as a service road with opportunities for clear management between landside bus layby or staff parking and airside operational areas. Existing and supplementary landscape planting will visually break up the continuity of landing pads for a high amenity visitor arrival (*Milford Opportunities Project: Stage 3. Preliminary Assessment of Environmental Effects Prepared for Milford Opportunities Project. 15 March 2024. Boffa Miskell*).

22.5.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9 Frontcountry Visitor Setting	Objective 4
5.3.9.1 Milford Sound / Piopiotahi	Implementation 39
5.5 Aircraft access	5.5.1 – descriptive text
5.5.2 Milford Aerodrome	Implementation 1(a)

22.5.3 Indicative assessment

The proposal is **likely inconsistent** with the FNPMP.

Implementation 1, section 5.5.2 restricts aircraft landings at Milford Sound, to the Milford Aerodrome Activity area (the current site of the helipad) - except for landings associated with DOC management activities, and activities associated with heavy lifting associated with the fishing industry.

The helipad is proposed to be relocated to what is currently the Parking Activity Area.

Section 5.3.9.1 Implementation 39 lists the activities that will take place in that site, which includes such things as parking, storage, toilets, etc. but does not include the provision of a helipad.

Aircraft activity in in this area for non-emergency purposes would be inconsistent with the FNPMP.

22.6 Redesign of boat trailer parking

22.6.1 Brief description of proposal

Boat trailer parking will be formalised to use the available space more efficiently with a dedicated area for short stay parking nearby and long stay parking along Gravel Pit Lane (*Milford Opportunities Project: Stage 3. Preliminary Assessment of Environmental Effects Prepared for Milford Opportunities Project. 15 March 2024. Boffa Miskell*).

22.6.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.9.1 Milford Sound / Piopiotahi	Implementation 25(h)(ii), 38

22.6.3 Indicative assessment

The proposal is **likely consistent** with the FNPMP.

Short stay parking is proposed in the Deepwater Basin Activity Area. No other vehicles aside from those operated by lease and license holders are permitted to park in this

location. Short stay parking for the public in this area is **likely inconsistent** with the FNPMP.

Long stay parking is proposed in the Parking Activity Area. Implementations for this Area support that all visitor vehicle parking in Milford Sound / Piopiotahi will be relocated to this area. Long stay parking for the public in this area is **likely consistent** with the FNPMP.

22.7 Food carts

22.7.1 Brief description of proposal

Food carts are proposed to accompany the commercial marina and sell kaimoana.

22.7.2 Relevant statutory provisions

FNP Bylaws 1981	
Section	Provision(s)
13 Portable Generators	1

22.7.3 Indicative assessment

The proposal is **unclear**. Further information is required on its proposed power source. The FNP bylaws prohibit the operation of portable electric generators in any part of the park.

22.8 DOC service yard redesign for emergency evacuation landings

22.8.1 Brief description of proposal

The existing DOC service yard off Deepwater Basin Road will be adapted for emergency evacuation landings with utility sheds that could be reused for maintenance and storage for rotary operations with additional site capacity to relocate lightweight buildings from the existing aerodrome (*Milford Opportunities Project: Stage 3. Preliminary Assessment of Environmental Effects Prepared for Milford Opportunities Project*, 15 March 2024. Boffa Miskell.).

22.8.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.5 Aircraft Access in Fiordland (general)	Objective 3 Implementation 1

22.8.3 Indicative assessment

The proposal is **likely consistent** with the FNPMP.

Emergency evacuation landings are **likely consistent** with the FNPMP. Such landings are provided for in the objectives and implementations of the FNPMP and do not need a concession.

Relocating aerodrome infrastructure to this area is **likely inconsistent** with the FNPMP. FNPMP 5.5.2 Implementation 1(a) states that all landings and take-offs in Milford Sound/Piopiotahi should be restricted to the Milford Aerodrome Activity Area. The proposal is to relocate infrastructure to what is the Parking Activity Area under the

FNPMP. FNPMP 5.3.9.1 Implementation 39 lists the activities that will take place in that site, which includes such things as parking, storage, toilets, etc. but does not include the provision of aerodrome support infrastructure.

22.9 Helipad – Little Tahiti

22.9.1 Brief description of proposal

According to the Boffa Miskell Preliminary Assessment of Environmental Effects, Little Tahiti has been suggested as a possible location for the relocation of rotary aircraft (helicopters) from the existing airport. This option was not included in the Masterplan but has since been identified by MOP. To provide a similar level of service to the existing heliport (i.e. circa 10 helicopter parking stands) would require 2.2ha of land and trimming or clearing of surrounding forest vegetation.

22.9.2 Relevant statutory provisions

FNPMP	
Section	Provision(s)
5.3.6 Remote Visitor Setting	Objective 1
5.3.6.1 Darran Remote Setting	Implementation 1-3
5.5.1 Aircraft Access to Fiordland (general)	Implementation 11 Table 8 Map 16B

22.9.3 Indicative assessment

The proposal is **likely inconsistent** with the FNPMP.

The Little Tahiti site is within the Darran Remote Setting, with relevant aircraft landing limits in Table 8. Section 5.3.6.1, Implementation 2 states that aircraft access should only be allowed at designated landing sites only. Aside from two sites at Ngapunatoru Plateau and Turners Bivvy, there are no other designated landings sites in this catchment.

5.5.1 Implementation 11 creates a framework in which all aircraft landings/take-offs within FNP are managed at identified landing points or Air Activity Zone catchments. Where a site is not designated as an identified landing point under the FNPMP, it is managed according to the Air Activity Zone and catchment which it falls under, as specified in Tables 7-10 and Maps 16A-C.

22.10 Tutoko historic bridge walkway

22.10.1 Brief description of proposal

This is a proposed track from the Milford Sound Lodge to the Tutoko Historic Bridge. It is proposed to closely follow the true right bank of the Cleddau River, south of the Milford Road.

See Department of Conservation map: *Milford Corridor Proposed Track - Milford Sound Lodge to Tutoko Historic Bridge*.

22.10.2 Relevant statutory provisions

FNPMP

Section	Provision(s)
4.12 Historical and Cultural Heritage Management	Implementation 7
5.3.9 Frontcountry Visitor Setting	Objective 1
5.3.9.2 Milford Road	Objectives 1-4 Implementations 6, 13

22.10.3 Indicative assessment

The proposal is likely consistent with the FNPMP.

This walk is in the Frontcountry Visitor Setting, including the Milford Road and Milford Lodge Activity Area. Relevant objectives and implementations relating to the recreational proposal are in FNPMP 5.3.9 and 5.3.9.2. These objectives and implementations support the development of facilities:

- that provide a high-quality visitor experience;
- enhance enjoyment of FNP; and
- provided that adverse effects on national park values are avoided, remedied, or mitigated.

Section 4.12, Historical and Cultural Heritage Management, Implementation 4.12(7) may be particularly relevant, which provides for actively managed historical places to be managed in accordance with conservation plans. Any relevant conservation plan has not been fully reviewed for the purposes of this assessment, but presumably as the Tutoko Historic Bridge is already a publicly accessible short stop sight, this is in keeping with the conservation plan.

References

Relevant Statutory Planning documents

- Conservation General Policy 2005
- General Policy for National Parks 2005
- Southland Murihiku Conservation Management Strategy 2016
- Fiordland National Park Management Plan 2007

Milford Opportunities Project: A Masterplan for Milford Sound Piopiotahi and the Journey.

Ancillary Reports

- Milford Opportunities Project Stage 3 – Preliminary Assessment of Environmental Effects, prepared for Milford Opportunities Project, Boffa Miskel, 15 March 2024
- Milford Opportunities Stage 3 – Landscape Feasibility Advice, prepared for Milford Opportunities, Boffa Miskel, 28 March 2024
- Milford Opportunities Project, Walking & Cycling Experiences Report, Southern Land Ltd, 11 April 2024
- Milford Opportunities Project, Cultural Heritage Assessment, Origin Consultants. February 2024
- World Heritage Impact Assessment of Milford Opportunities Project Proposals, Feasibility Stage Assessment prepared for Milford Opportunities Project, 26 March 2024

Maps

- Countess Range Overnight Walk
- Milford Sound Lodge to Tutoko Historic Bridge Track
- Node 1 – Te Rau-O Te Moko Fiordland National Park Entrance
- Node 2 – Eglinton Reveal
- Node 3 – Te Haukaue Knobs Flat
- Node 4 – Otapara Cascade Creek Mistake Creek Overnight Walk
- Node 5 - Cascade Creek to Lake Marian
- Node 5 -The Divide
- Node 5 - The Divide to Lake Howden
- Node 5 - Whakatipu Trail Head
- Node 6 – Gertrude Valley
- Node 7 – Cleddau Cirque
- Node 7 – The Chasm Walk
- Overview – Map of Nodes along Milford Road

- Overview – Te Anau Downs to the Divide Cycle Trail Options 1 & 2
- Overview – Te Anau Downs to the Divide Cycle Trail Options 1 & 2 topo

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