

5.3.9.4 Supply Bay Road and Supply Bay

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

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

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

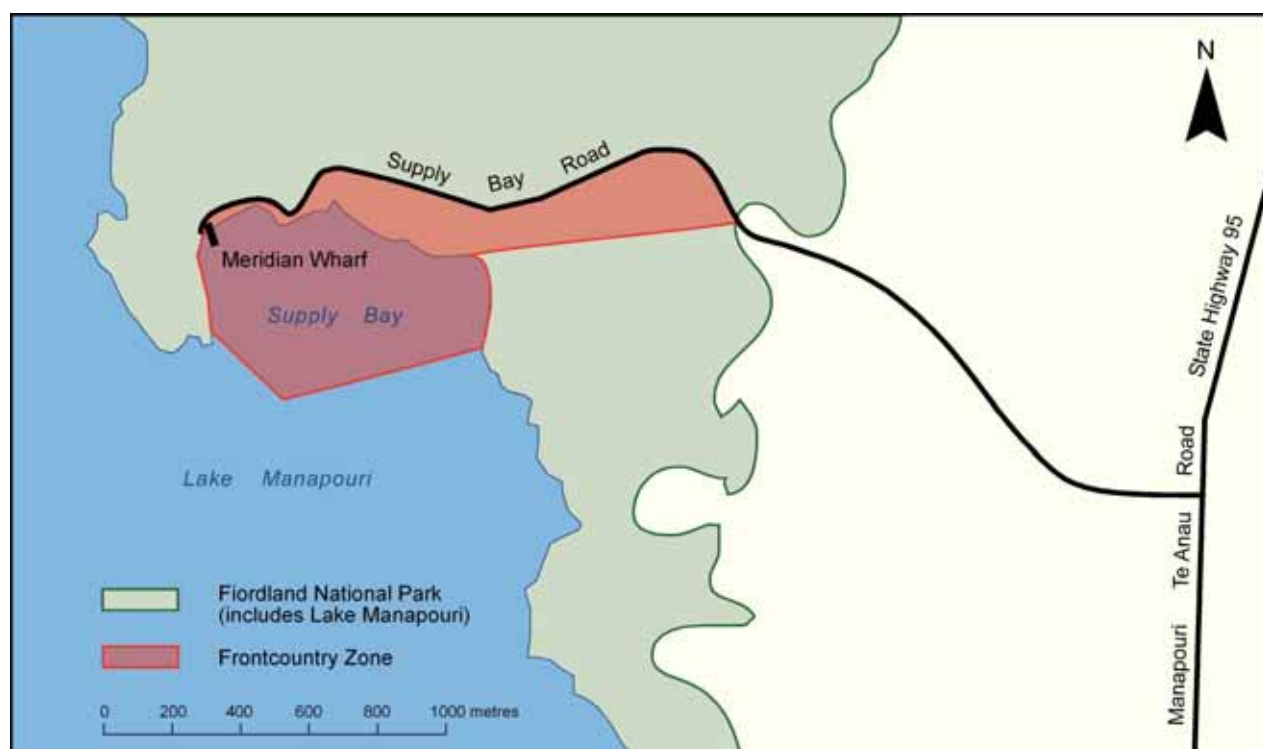
Objective

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

Implementation

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

MAP 13. SUPPLY BAY FRONTCOUNTRY



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

5.3.9.5 Te Anau Lakefront

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

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

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

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

Objectives

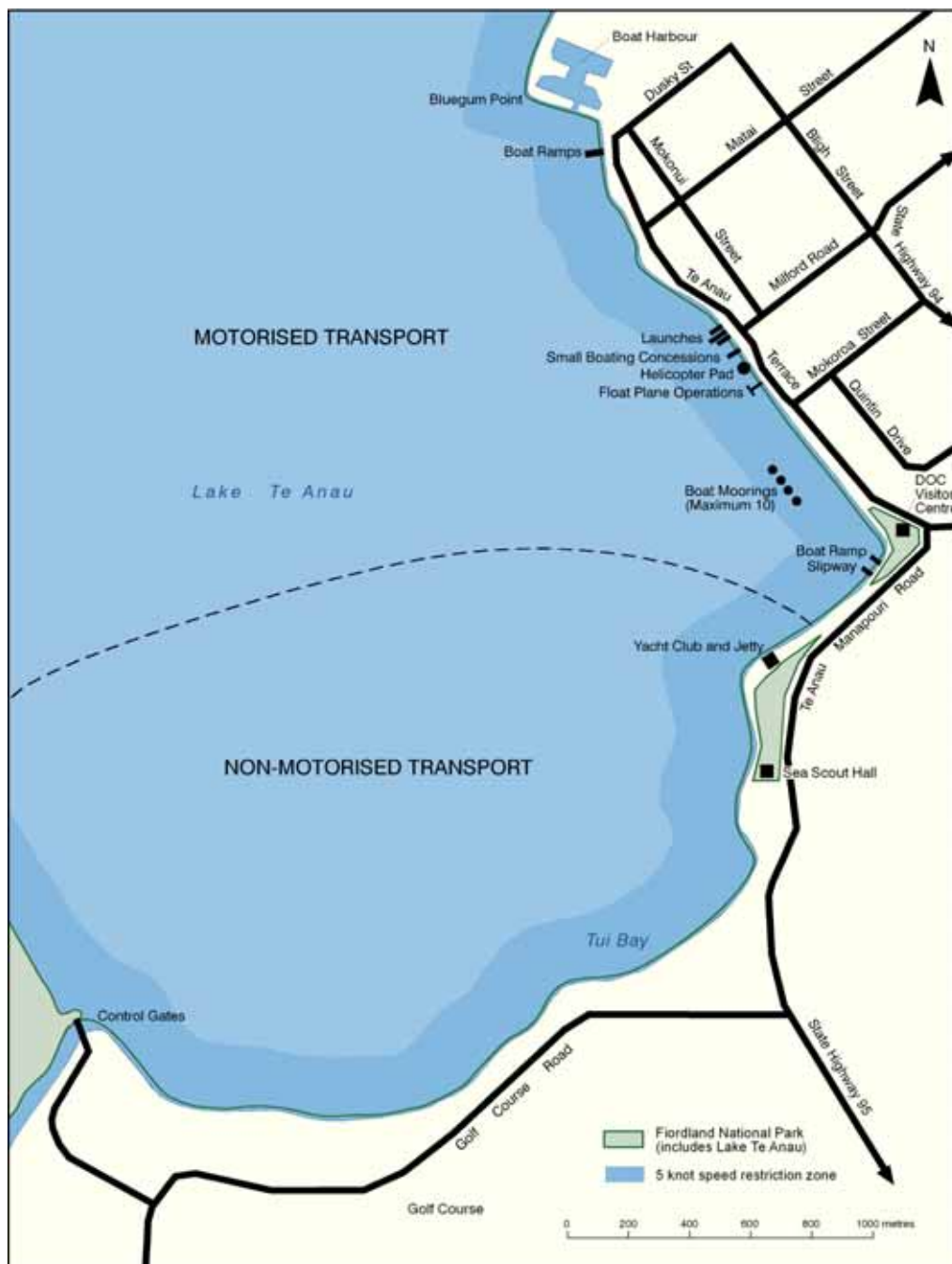
1. To protect and maintain the natural shoreline and amenity values of the Te Anau lakefront.
2. To manage the lakefront in full co-operation with the agencies that have legal responsibilities for the management of the Te Anau lakebed and waters and the legal road and reserve areas adjoining the lake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

Implementation

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

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

MAP 14. TE ANAU LAKEFRONT FRONTCOUNTRY



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

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

5.3.9.6 Te Anau Downs

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

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

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

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

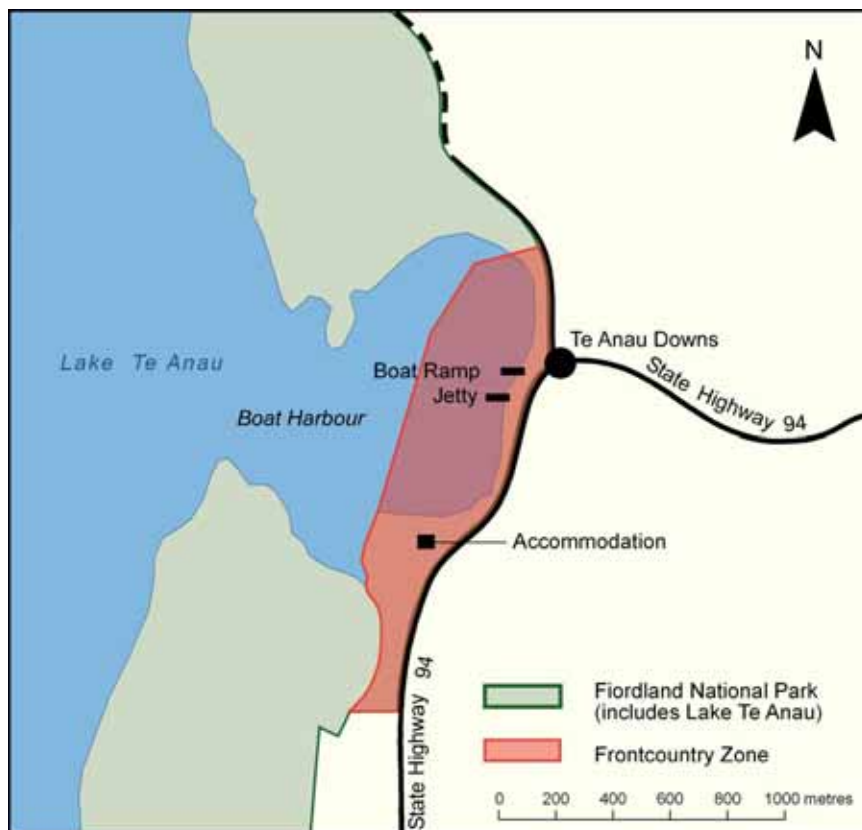
The extent of the Te Anau Downs Frontcountry visitor setting is presented in Map 15.

Objectives

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

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

MAP 15. TE ANAU DOWNS FRONTCOUNTRY



Implementation

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

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