



OCEL has undertaken the wharf upgrade design for Waitohi wharf to significantly increase the wharf lateral capacity using 7 separate clusters of 4 raker piles.

OCEL has carried out regular inspections and condition assessment review of port structures for Port Marlborough New Zealand Limited at Picton including Waitohi wharf.

Zheyenne Stowers

From: Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>
Sent: Thursday, 20 January 2022 4:27 pm
To: Ren Leppens
Cc: Nick Hamlin; Mark Day
Subject: P - 10854 - Ulva Island Wharf - Advice Note 103 – Alternative Access
Attachments: DR-210902-031R1.pdf

Importance: High

Categories: Ulva Wharf

Kia -Ora Ren,

RE: P - 10854 - Ulva Island Wharf - Advice Note 103 – Alternative Access

- As previously discussed we need to understand the true value of locating the Ulva Island wharf into bathing bay.
- Business risk is driving a robust project delivery which requires sound consideration to understanding the alternative location after our marine expert undertook a high level assessment of the alternative location.
- This means we need to understand our stakeholder thoughts right at the start point before any further consideration to the feasibility of the alternative location.
- The desired outcome of this piece of work is to:
 - Understand if we have a feasible alternative option, and, how would we replicate the same legislative and operational requirement through a wharf in bathing bay, whilst also creating a sense of place and space that reflects, maintains and seeks to grow the mana of the Ulva Island experience for all.
 - Limit the assessment of Bathing Bay to a high level feasibility estimate only
- I would like to have a brief conversation with you over the phone to potentially organise a chat with our project and executive team.



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From: Gary Teear <gary.teear@ocel.co.nz>
Sent: Thursday, 20 January 2022 4:25 pm
To: Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>
Subject: ULVA ISLAND - ALTERNATIVE FLOATING WHARF LOCATION

Hello Stuart,

Herewith the drawing showing the floating berth in the bay west of Post Office Cove. The approach track to the berth would be similar to that for boats going into Post Office Cove, either drive in bow first or come in stern first

having spun around outside the bay. Radius arms look like an option for the alternative berth subject to a shoreline check.

Regards,
Gary Teear.



Offshore and Coastal Engineering Limited
14 Richardson Tce
Woolston
CHRISTCHURCH 8023
gary.teear@ocel.co.nz
Telephone 03 3790444

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Zheyenne Stowers

From: Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>
Sent: Wednesday, 26 January 2022 12:32 pm
To: Ren Leppens
Subject: P - 10854 - Ulva Island Wharf - Advice Note 105 – DoC Discussions
Attachments: DR-210902-031R1.pdf

Categories: Ulva Wharf

Hi Ren,

RE: P - 10854 - Ulva Island Wharf - Advice Note 105 – DoC Discussions

Thanks for the discussion yesterday in regard to Ulva.

We discussed:

- The organisation of the hui for Thursday to discuss where we are at.
 - The process and outcomes thus far at Ulva for a wharf at Post office Cove
 - Provide context to a possibility of moving the wharf to Bathing Bay.
 - Having a one team view of meeting the strategic outcomes at Ulva Island
 - Any agreements we need to be thinking about to allow this to occur
 - Any policy considerations, disposal of assets, procurement policy...
 - What could be the possible outcomes for the wharf at Post Office Bay
 - What we need to consider from a resource consent process prospect to bring this option forward to a business case
 - This option is appealing due to the probability every stakeholder could have a vision reflecting a positive outcomes. This is a good place to start from and build from
- To reiterate our discussion yesterday: We need to be mindful Bathing Bay is an option worth further investigation, however, if we find this option not feasible we could be back looking at Post Office Bay.
- See attached plan for Bathing Bay
- Could you please forward the attached concept plan to Matt, we had a chat following his email this morning. I enjoyed talking to Matt today and it will valuable to have him involved part of our wider team.



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Matt Schmidt

From: Matt Schmidt
Sent: Wednesday, 26 January 2022 9:24 am
To: Stuart O'Neill
Subject: RE: P - 10854 - Ulva Island Wharf - Advice Note 093 - Evidence Requirement DoC
Attachments: Ulva Island Wharf Auck Libraries 35_R01403_mm.jpg; TePapa Museum Una Garlick 027296 dated 1914.png; Ulva Island Wharf 2 September 1920 Auck Libraries AWNS_19200902_p032_i002_b.jpg; Ulva Island Wharf Auck Libraries 35_R01396_mm.jpg

Sensitivity: Private

Kia ora Stuart

I am just back from leave so a bit of delay replying, sorry. Probably answering your questions below a bit moot now after talking to Ren yesterday about the possible move to another location, but here are some pictures of the wharf. The 2 September 1920 picture gives a great profile of the structure. It's certainly early 20th century, built by 1914 it appears.

You're probably aware SDC supported the Southern Coastal heritage Inventory for about 10 years which I was part of and unfortunately the survey didn't make it to Rakiura. Many new significant historic resources were identified during this project on the mainland which weren't in any District Plans. The wharf certainly would have been identified as a significant heritage structure under the auspices of that project. The Museum has heaps more info on this wharf and a lot of other structures and nationally significant heritage sites are on SDC Road Reserve on Stewart Island e.g. at The Neck and the 1920s Norwegian Whalers Base.

When I worked on mapping and getting the Norwegian Whalers Base better protected, almost all of the whale chaser propellers were on the old Road Reserve. SDC did a great job supporting their declaration as archaeological sites to better protect them.

Speak to you on Thursday.

Na

Matt



Dr Matthew Schmidt
Senior Heritage Advisor | Kaitohu Matua Taonga Tuku Iho
Department of Conservation | Te Papa Atawhai
Ōtepoti | Dunedin Office, Level 1, John Wickliffe House, 265 Princes Street, Dunedin
Ph. s9(2)(a) | Email mschmidt@doc.govt.nz | doc.govt.nz

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i a Aotearoa, hei wahi noho i te ao





International Correspondent for the Asia-Pacific Cultural Centre for UNESCO

From: Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>
Sent: Monday, 20 December 2021 9:51 am
To: Matt Schmidt <mschmidt@doc.govt.nz>
Subject: P - 10854 - Ulva Island Wharf - Advice Note 093 - Evidence Requirement DoC
Importance: High
Sensitivity: Private

Hi Matt,

RE: P - 10854 - Ulva Island Wharf - Advice Note 093 - Evidence Requirement DoC

- Could you please send the pictures you have found that you used to start building the history of the current wharf and it's construction and use?
- As we understand it, the wharf is not a recognised heritage resource. Can you please confirm this?
- Confirming this wharf as a pre-1900 structure and that the wharf it is currently a registered heritage site would add value to us.
- As you may know the wharf is on legal road that has enabled public access for over a 100 years to the island. Council is very considerate of the social impact of the wharf function which has facilitated Hunter and DoC access to the island, and importantly the public to enjoy the sense of place and space



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Southland District Council management, staff and elected members wish you a Meri Kirihimete and a safe and happy New Year.

For information about our office hours, refuse sites and wheelie bin collection dates please click on the banner to visit our website.



Happy Holidays

From: Matt Schmidt <mschmidt@doc.govt.nz>
Sent: Friday, 17 December 2021 11:06 am
To: Dale Chittenden <dchittenden@doc.govt.nz>; Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>; Tim Cross <tcross@doc.govt.nz>

Cc: Karen Purdue <Karen.Purdue@southlanddc.govt.nz>; Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>; Mark Day <mark@southlanddc.govt.nz>; Jon Spraggon <[s9\(2\)\(a\)@doc.govt.nz](mailto:s9(2)(a)@doc.govt.nz)>; Ren Leppens <rleppens@doc.govt.nz>

Subject: RE: Ulva Island

Sensitivity: Private

Kia ora all

I reviewed the 'archaeological' assessment, and it is not an appropriate assessment for this structure.

I worked for many years on heritage harbour structures and a core problem with this assessment is that the wharf is approached as an archaeological site. Heritage wharfs are not assessed as 'archaeological', they are assessed as heritage structures or features and as such a Heritage Assessment should have been undertaken which provides a more in-depth cultural heritage consideration of the wharf.

The research on the site was poor particularly regarding teasing out the age and change over time of the structure and there was no on-site visit by the heritage consultant to assess the heritage fabric in detail which is a major failing. Key resources were not used, such as the records of the wharf in the Rakiura Museum and interviewing the Hunter family, and there was little recognition of the contribution of the structure to the history of the island overall. Within minutes of reviewing this assessment I was able to find readily past pictures of the wharf to start to build up a history of its construction and use. In summary, the tangible and intangible cultural heritage values of the current wharf structure have not been assessed properly.

Key to heritage assessments for structures like this in remote places is talking to those who have the most direct connection to them, and in this instance, this is the Hunter family and DOC, irrespective of who owns the structure. This relates to the intangible values which need to be assessed. Ultimately, it is the landowners on the island who over the generations have allowed people to access the island and hence they are a key part of the social association with the current wharf. The people here to consider in culture heritage terms when looking at social impacts of any wharf design proposals are the occupiers of the island, not other parties such as commercial operators and the public.

I am happy to discuss, and a workshop is a good idea.

Nga mihi

Matt



Dr Matthew Schmidt

Senior Heritage Advisor | Kaitohu Matua Taonga Tuku Iho

Department of Conservation | Te Papa Atawhai

Otepoti | Dunedin Office, Level 1, John Wickliffe House, 265 Princes Street, Dunedin

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From: Dale Chittenden <DCHITTENDEN@doc.govt.nz>

Sent: Thursday, 16 December 2021 5:34 pm

To: Nick.Hamlin@southlanddc.govt.nz; Matt Schmidt <mschmidt@doc.govt.nz>; Tim Cross <tcross@doc.govt.nz>

Cc: Karen Purdue <Karen.Purdue@southlanddc.govt.nz>; Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>; Mark Day <mark@southlanddc.govt.nz>; DLVC_STEWART ISLAND PAVILION TRUST <[s9\(2\)\(a\)](#)>; Ren Leppens <rleppens@doc.govt.nz>

Subject: FW: Ulva Island

Sensitivity: Private

Hi Nick

Thanks for the information, I have added comments at the bottom (in blue) to clarify some points of interest. I'll have shared this with our Engineer (Tim Cross) and Historic Advisor (Matt Schmidt) and they will let you know if they have any further questions themselves. Also attached FYI are the original meeting notes between SDC, DOC and the Hunter Family Trust around the track agreement and proposed wharf. I have also attached a segment from the Coastal Plan that you will need to be consider for any further implications. I'm not able to interpret all the details in the information above, so I leave this with the experts Tim & Mat from our end and however you appoint at your end as their contacts.

Option 3 in the "workshop with the Hunter Family" is an appealing option which would certainly fit the values and current needs of the site. Perhaps raising the platform and causeway would also be needed.

What date did you have in mind for final decision on the way forward?

Dale

Regional Coastal Plan 2013

Section 7(e) of the Resource Management Act 1991 states that particular regard is to be given to the "recognition and protection of the heritage values of sites, buildings, places, or areas".

Sites from the Historic Resources Strategy which are to be protected from the effects of activities in the coastal marine area:

H40 Ulva Island, Tourism/Nature Reserve, Paterson Inlet - First Post Office for Stewart Island (1-9-1872); first area set aside for preservation of native game and vegetation (23-10-1899)

From: Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>

Sent: Monday, 13 December 2021 3:19 p.m.

To: Dale Chittenden <DCHITTENDEN@doc.govt.nz>; Ren Leppens <rleppens@doc.govt.nz>

Cc: Karen Purdue <Karen.Purdue@southlanddc.govt.nz>; Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>; Mark Day <mark@southlanddc.govt.nz>; Jon Spraggon <[s9\(2\)\(a\)](#)>

Subject: Ulva Island

Sensitivity: Private

Hi Dale, Ren

Dale Thanks for your responses and providing some feedback on our project documents to date, I have summarised below our response and provided some other key considerations.

1. Thanks for the visitor information and while this is good information without the survey being specific to Health and Safety or accessibility it doesn't provide the detail required for any sort of design input **Correct – just highlighting that visitors to Ulva are not have any H&S or accessibility issues.**
2. I attach the response to the Hunter Family on operational and various building code requirements that have to be considered and included in any project - **Thanks as requested by DOC engineer.**
3. All of our documents and reports provide full detail on why a like for like structure is not appropriate in this instance
We need to fully understand all the issues, engineer, historic etc.
4. Provided is a copy of SDC design expert and design engineer OCEL which demonstrates their experience in all wharf construction types **Should the DOC engineer be talking to him directly?**
5. Thank you for the review and input into the historic inputs – we will certainly take these back to our experts **cc Contact and further details on coastal plan implications**
6. You will see from all of our correspondence that SDC is proactively engaging with the Hunter Family and providing detailed responses and information to all their concerns they have raised to date **Good to see.**
7. We agreed to discuss collaboratively between: Archaeologists and ecologist. **Contact details attached**

Information provided to the Hunter Family so far FYI

1. Ecological report
2. Operational report
3. Geotech reports
4. Archaeological report
5. Land Survey
6. All design drawings including all options considered
7. Formal presentation to Family

To clarify some matters raised in your emails I draw to DOC's attention clauses within the DOC and Hunter agreement and SDC and Hunter family MOU

1. This project at this stage does not include the causeway and is only relating to the Wharf, the project team is considering ideas and options but this is not part of the project at this stage and the community have committed no funds to this **Ok, but need to keep in mind the causeway and one may effect the other.**
2. SDC sought legal advice on its responsibilities as a PCBU prior to taking ownership of wharves in 2018 so have a very clear understanding of our responsibilities. **Yes we need a fit for proposed structure and the new one on Rakiura are a good example.**
3. Clause 2.3 of your agreement states members of the public having access by foot, pushchair and wheel chair this is in line with your short walks NZ Standard **Correct but Ulva is not a short walk it is a **Day Visitor track** which caters for inexperienced people with a low level of fitness. The standard for People for Mobily difficulties is **Short work or Path standard** this is a much higher standard of track. We are not excluding these users but it not what the track is designed for. We had to put into the agreement what may be used as to exclude what we don't what used e.g mountain bikes which were actually taken on by a Cruise ship tender once!**
4. While SDC is aware discussions have taken place on a like for like structure this is recorded nowhere in either the DOC agreement and SDC MOU FYI - **Have attached the meeting notes**
5. The SDC MOU states that it relates to the causeway not the wharf and also states that the final design is at SDC discretion.
6. The design of the proposed wharf is based on existing operators and vessels only, DOC control the number of visitors to the Island not SDC **Good to know that no larger vessel are not proposed as there have been issues in the past the Cruise ship tenders and comment from operators seem to have concerns with larger vessels monopolising this wharf at times.**

I trust this information provides wider context to how the project has progressed and full due diligence is nearing completion, SDC is required to meet as many of all the requirements as reasonability practicable

Happy to provide to DOC any updated documents in the coming weeks

Kind Regards
Nick



Nick Hamlin
Group Manager Programme Delivery
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Zheyenne Stowers

From: Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>
Sent: Monday, 31 January 2022 9:52 am
To: Ren Leppens
Cc: Dale Chittenden
Subject: P - 10854 - Ulva Island Wharf - Advice Note 107 – DoC - Bathing Bay

Importance: High

Ren,

RE: P - 10854 - Ulva Island Wharf - Advice Note 107 – DoC - Bathing Bay

Thank you for the discussion regarding a preferred alternative location for the Ulva Island Wharf at Bathing Bay.

1. As discussed Southland District Council (SDC) is required to undertake further due diligence to confirm that the preferred alternative Ulva Island wharf location is feasible.
2. An explicit requirement before proceeding with any further due diligence is that the Department of Conservation (DoC) confirm:
 - a. The location is suitable for a wharf location to support ongoing access to the Ulva Island for concession and other significant purposes.
 - b. That if, SDC determines from a balance of matters, and therefore confirms the feasibility of the wharf at this location, DoC will:
 - i. Support the wharf being in this location including the investment by DoC for the provision of supporting track infrastructure to provide one contiguous route from disembarking to the wharf to the DoC PCL land
 - ii. Support the resource consent process in full by written approval as an affected party
 - iii. SDC reserves the final decision on the outcome of the Post Office Cove wharf which could involve decommissioning of the wharf, and that, the causeway remains as status quo
 - iv. DoC and SDC will work collaborative and constructively to achieve further broader outcomes that can feasibly be achieved to support the Island experience and strengthen the long term partnership with SDC and DoC in relation to Ulva Island matter
3. There is time pressure on the development of this project due to the availability of Tourism Infrastructure Funding, therefore SDC require that DoC please confirm points a and b in full to allow preliminary work to proceed immediately



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Zheyenne Stowers

From: Mark Day <mark@southlanddc.govt.nz>
Sent: Thursday, 10 February 2022 12:51 pm
To: Stuart O'Neill; Ren Leppens
Cc: Nick Hamlin; DLVC_OFFSHORE & COASTAL ENGINEERING LTD
Subject: RE: P - 10854 - Ulva Island Wharf - Advice Note 112 – SDC DOC Track

Categories: Ulva Wharf

Hi

The only day I have available is Friday.

Mark



Mark Day

Community Facilities Manager

Southland District Council

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From: Stuart O'Neill

Sent: Thursday, 10 February 2022 12:22 p.m.

To: Ren Leppens <rleppens@doc.govt.nz>

Cc: Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>; Mark Day <mark@southlanddc.govt.nz>; Gary Tear <gary.tear@ocel.co.nz>

Subject: P - 10854 - Ulva Island Wharf - Advice Note 112 – SDC DOC Track

Hi Ren,

RE: P - 10854 - Ulva Island Wharf - Advice Note 112 – SDC DOC Track

Context

- We have had our marine engineer review the wharf situation at Bathing Bay and he has confirmed that this location can work. His evidence will follow.
- He is suggesting the linking track is wonderful, with some work on a step ledge to work through, but no big deal.
- Below is a sketch of what we are looking at bringing forward

Situation

- In the interim, and with some urgency, we need to get to Ulva Island as a team and look at the connecting track that is required.
- The outcomes we need from this are.
 - To agree on the connection point
 - To agree on where the connecting track starts and ends
 - What the best fit construction outcome for the connecting track is at a level of detail that can provide for a reasonably accurate cost

Required Actions

- Can you please advise of your availability next week to do a walk over and generate the scope we need to progress this option
- I would prefer Tuesday.
- If I hear from you today I can then book flights and transfers to Ulva in advance and confirm arrival



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Zheyenne Stowers

From: s9(2)(a)
Sent: Friday, 25 February 2022 12:00 pm
To: Dale Chittenden; Ren Leppens; s9(2)(a) | s9(2)(a)
Subject: Ulva wharf discussion follow up
Attachments: Track considerations.docx

Categories: Ulva Wharf

Ren and Dale,

Thank you for the discussion today.

Just a quick follow up to share the map shown during our meeting, displaying some initial draft track options and comments.

Regards,

s9(2)(a)

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Initial considerations for track routes.



Comments:

Option 1: Hunter's do not support. This is too close to Hunter buildings.

Prefer for new track to maintain a radius away from Hunter buildings, and the junction of new track to meet with existing tracks no closer to Houses than the Sydney Cove Junction (option2). We are open for the track to meet at a junction further south (option 3 or 4) on track to West End, which may offer loop options to avoid congestion.

Prefer options 2-4

From: [Stuart O'Neill](#)
To: [Dale Chittenden](#)
Subject: RE: Wharf location
Date: Thursday, 31 March 2022 9:55:04 am
Attachments: [imaged381f8.GIF](#)

Dale,

Thanks,

The depth range needs to represent allowance for the lowest and highest tide and prop clearance.

We looked at coming into the beach however the gangway span and connections that were bridging that gap meant the quantum of work and cost was higher.

[cid:imaged381f8.GIF@a02f324b.43bfc661]<<http://www.southlanddc.govt.nz>> Stuart O'Neill
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-----Original Message-----

From: Dale Chittenden <DCHITTENDEN@doc.govt.nz>
Sent: Thursday, 31 March 2022 9:45 am
To: Stuart O'Neill <Stuart.ONeill@southlanddc.govt.nz>
Subject: Wharf location

Hi Stuart

Great catching up with you yesterday.

I have flicked an email (cc attachment) to our engineer on other boardwalk options will let you know how I get on.

Question the bay looks to have good depth, why is the proposed wharf not just heading into the bank above the beach? This would reduce the need of 160m track to DOC hut and 15m gantry and may also provide more shelter than the location proposed on the point.

Dale

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Joanne Liew

From: Ren Leppens <rleppens@doc.govt.nz>
Sent: Friday, 6 May 2022 3:18 pm
To: Nick Hamlin
Subject: Department of Conservation supporting letter for the proposed Ulva Island Wharf
Attachments: R 22 4 13836 DOC letter - Ulva Island wharf replacement.pdf
Importance: High

Kia ora Nick,

Please find attached the signed letter of support in principle for the Ulva Island Wharf replacement.

The Department of Conservation are committed to providing quality service, access and facilities. We would like to offer our support to the SDC project, we recognise and understand the effort it has taken to get to this point and feel the proposal for the new wharf at Bathing Bay is a good alternative that will be beneficial for all into the future.

Ulva Island is internationally recognised as a bird sanctuary, it is managed to a pest free status, it's a place of tranquillity and beauty and attracts visitors from all around the globe, its Rakiura's jewel in the crown and provides economic benefits and opportunities to Rakiura and Southland businesses and communities. International visitation is forecasted to increase with the identified trend pointing to 2025 where the numbers will align to the figures recorded pre-Covid, if we get this project heading in the right direction the monetary gain from an improved site will be noticeable.

Ulva Island is also a place for wellbeing, providing a connection to nature and an example of what our lands could look like, flora and fauna flourishing, this is a cord that is not only being recognised in Aotearoa nationally but also internationally. More and more people are connecting with nature, it's the future, Ulva Island will guarantee a return over time if we invest wisely.

The Department would like to initiate a multi-agency approach to the ongoing development of infrastructure on PCL (Public Crown Land).

The opportunity exists to provide a quality product that will meet the expectations for visitors to Ulva Island and provide the "Wow Factor", from disembarking from the vessels onto the new proposed wharf until their return for pick up.

The collaborative multi agency approach would include

- **SDC -DOC** -overall joint management – each agency to take the lead on their respective derestriction with agreement from other party ie: SDC would lead wharf and abutment installation - DOC would lead track design and construction
- **s9(2)(a)** – manufacture of track components - managed by DOC
- **s9(2)(a) Mana Whenua**– Advisory cultural role - Interpretation signage
- **Environment Southland** - Bio security – Coastal Plan
- – investor/ Funds

There will be others that will have been missed that will be included if we progress

To realise this vision there will be a need to carefully plan and agree on new assets for construction,

- **Large shelter** - to allow up to 20 visitors in close proximity to the wharf. This would have seating, interpretation panels with various content, cultural, bio-security, wildlife / conservation.
- **Signage** - will also be a part of this package.
- **Connecting Track.** The Department are specialists in this field, we have investigated the best options and have secured further agreement with the Hunter Family Trust to the proposed alignment across the back of their property. This ensures the shortest possible route and also would have the proposed track meet the existing track network at an identified junction.

The Department has investigated all options for the proposed connecting track, in our opinion the most suitable option is a raised boardwalk.

Reasoning behind this is the longevity of the asset and the cost for ongoing maintenance . Boardwalk constructed out of treated timber will have a book life of approx. 50 years incl asset life ... the maintenance is minimal VS Gravel ..life expectancy of approx. 20 years and ongoing maintenance incl re graveling is far more expensive over time . Note ; I don't have actual figures at hand but are happy to provide this in more detail if required

Regarding the construction of a new connecting track, this is the only area I have concern.

I have agreed in principle with all but one of the conditions outlaid in the DOC letter – Ulva Island Wharf Replacement attached..... this being

Condition

3. Agree to provide and maintain a connecting track between the new gangway and the existing track network.

DOC has no funding or budget to assist with the construction of a new track asset currently, our Capital process has already been identified for the next 5 years. Our Capital Bids , scoping documents and initial business cases are elevated through our Planning Teams Nationally and then endure a stringent prioritising process. There is a limited amount of funds in the Capital bucket and only the top ranked projects receive funding .

If I were to put a case forward it would take quiet sometime before I would have a decision and then it would have compete with what has already been approved. The time delays could be significant let alone there is no guarantee that approval would be given.

I propose that the Department can invest in kind , we have engineers and designs, Ranger who are skilled in project management and experts in track building. We have identified proven contractors ,we are well rehearsed in all aspects of constructing new infrastructure, we have resource to assist with construction and finally we have the right relationships .

I look forward to the final decision and the opportunity to work collaboratively together .

Nga mihi



Ren Leppens

Pou Matarautaki Operations Manager – Rakiura/Stewart Island

Te Papa Atawhai Department of Conservation

Rakiura National Park Visitor centre

s9(2)(a) | E: rleppens@doc.govt.nz | W: doc.govt.nz

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8 April 2022

Ren Leppens
rleppens@doc.govt.nz

Dear Ren

Ulva Island Wharf replacement

Southland District Council (SDC) has undertaken sufficient design and consultation with the key stakeholders to confirm that with consideration to the limits of construction the option for a wharf at Bathing Bay could be feasible.

SDC now require the Department of Conservation (DOC) to confirm support for integration of the new wharf to the existing track infrastructure. Support will be recognised with DOC agreeing in principal to the follow conditions:

1. That DOC will support a Coastal Permit including a charging right.
2. Agree to receive and process a Concession for the wharf structure including the gangway on DOC land.
3. Agree to provide and maintain a connecting track between the new gangway and the existing track network.
4. That DOC will support the surrender or transfer of a coastal permit for the Post Office Cove wharf.
5. That DOC will support centralising the public access to Ulva Island through a single point of entry which would be the new Bathing Bay wharf.
6. That DOC and SDC shall work to define any collaborative means for delivery of the connecting track including a joint collaborative multi agency approach to delivery.
7. That DOC will confirm that the options for providing a connecting track that are provided to SDC can be executed in future contractual agreements following approval of funding from MBIE.

Please see the following two attachments:

- Schedule 1: Plan of proposed wharf structure and track network
- Schedule 2: Schedule of Quantities for connecting track network.

To confirm DOC support please do the following:

Sign and return this letter confirming DOC agreement in principal to points 1 to 7 above by 20 April 2022 and Complete the attached Schedule of Quantities with any conditions

Can you also please provide commentary that is representative of the multi-agency approach suggested by DoC for the construction of the new track network. This should include the organisational structure, facilitation and proposed outcomes with expected social, environmental and financial benefits

Yours faithfully

s9(2)(a)

Nick Hamlin
Group manager programme delivery

s9(2)(a)

06/05/2022

Name: Ren Leppens
Department of Conservation

Date

RELEASED UNDER THE OFFICIAL INFORMATION ACT

Zheyenne Stowers

From: Ren Leppens <rleppens@doc.govt.nz>
Sent: Tuesday, 10 May 2022 12:24 pm
To: Stuart O'Neill; Nick Hamlin
Subject: Ulva.SDC.DOC - Schedule 2 - Schedule of Quantities for Connecting Track Network (004) - DOC-7013441.xlsx
Attachments: Ulva.SDC.DOC - [REDACTED] (004) - DOC-7013441.xlsx
Importance: High

Kia ora Team,

Please find attached the Ulva SDC – DOC – Schedule of Quantities for the Connecting Track Network signed and dated.

Nga mihi
Ren



Ren Leppens

Pou Matarautaki *Operations Manager – Rakiura/Stewart Island*

Te Papa Atawhai *Department of Conservation*

Rakiura National Park Visitor centre

M: [REDACTED] | E: rleppens@doc.govt.nz | W: doc.govt.nz

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Schedule of Prices

Item	Description	Unit	Qty	Rate	Amount
A OPTION- Continuous Boardwalk					
1	Legal Fees and Administration	LS	1	\$ 1,000.00	\$ 1,000.00
2	Consession	LS	1	\$ 500.00	\$ 500.00
3	DOC quarenteen and supervision	LS	1	\$ 3,000.00	\$ 3,000.00
4	Track Engineering Design and Risk Assessment	LS	1	\$ 6,000.00	\$ 6,000.00
5	Section 1 - Wharf to Shelter	lm	50	\$ 700.00	\$ 35,000.00
6	Section 2 - Shelter to 3Ways	lm	300	\$ 700.00	\$ 210,000.00
7	Section 3 - Beach Access (staircase required)	LS	1	\$ 3,000.00	\$ 3,000.00
8	Bio Security Shelter	LS	1	\$ 50,000.00	\$ 50,000.00
9	DOC Construction Contract administration and supervision	LS	1	\$ 5,000.00	\$ 5,000.00
10	Toilet and signage upgrade	LS	1	\$ 15,000.00	\$ 15,000.00
11	Internal Funding DOC (1,2,3,4,8,9,10)	LS	1	\$ 80,500.00	\$ 80,500.00
12	External Funding Requirement (5,6,7) Market Rate	lm	350	\$ 900.00	\$ 315,000.00
13	External Funding Requirement (5,6,7) Multi-Agency Approach	lm	350	\$ 700.00	\$ 245,000.00
Subtotal					
B OPTION- Continuous Gravel Track					
1	Legal Fees and Administration	LS	1	\$ 1,000.00	\$ 1,000.00
2	Consession	LS	1	\$ 500.00	\$ 500.00
3	DOC quarenteen and supervision	LS	1	\$ 3,000.00	\$ 3,000.00
4	Track Engineering Design and Risk Assessment	LS	1	\$ 1,000.00	\$ 1,000.00
5	Section 1 - Wharf to Shelter	lm	50	\$ 300.00	\$ 15,000.00
6	Section 2 - Shelter to 3Ways	lm	300	\$ 300.00	\$ 90,000.00
7	Section 3 - Beach Access (staircase required)	LS	1	\$ 3,000.00	\$ 3,000.00
8	Bio Security Shelter	LS	1	\$ 50,000.00	\$ 50,000.00
9	DOC Construction Contract administration and supervision	LS	1	\$ 5,000.00	\$ 5,000.00
10	Toilet and signage upgrade	LS	1	\$ 15,000.00	\$ 15,000.00
11	Internal Funding DOC (1,2,3,4,8,9,10)	LS	1	\$ 60,500.00	\$ 60,500.00
12	External Funding Requirement (5,6,7) Market Rate	lm	350	\$ 400.00	\$ 140,000.00
13	External Funding Requirement (5,6,7) Multi-Agency Approach	lm	350	\$ 300.00	\$ 105,000.00
Subtotal					
C OPTION- Continuous Clearance Only Natural Surface Track					
1	Legal Fees and Administration	LS	1	\$ 1,000.00	\$ 1,000.00
2	Consession	LS	1	\$ 500.00	\$ 500.00
3	DOC quarenteen and supervision	LS	1	\$ 1,000.00	\$ 1,000.00
4	Track Engineering Design and Risk Assessment	LS	1	\$ -	\$ -
5	Section 1 - Wharf to Shelter	lm	50	\$ 25.00	\$ 1,250.00
6	Section 2 - Shelter to 3Ways	lm	300	\$ 25.00	\$ 7,500.00
7	Section 3 - Beach Access (staircase required)	LS	1	\$ 3,000.00	\$ 3,000.00
8	Bio Security Shelter	LS	1	\$ 50,000.00	\$ 50,000.00
9	DOC Construction Contract administration and supervision	LS	1	\$ 1,000.00	\$ 1,000.00
10	Toilet and signage upgrade	LS	1	\$ 15,000.00	\$ 15,000.00
11	Internal Funding DOC (1,2,3,4,8,9,10)	LS	1	\$ 53,500.00	\$ 53,500.00
12	External Funding Requirement (5,6,7) Market Rate	lm	350	\$ 50.00	\$ 17,500.00
13	External Funding Requirement (5,6,7) Multi-Agency Approach	lm	350	\$ 25.00	\$ 8,750.00
Subtotal					

The scheduled rates and amounts are provided as a best estimate at the time of issue to SDC. Provision for price escalation or contingency is excluded.

Signature:

s9(2)(a)

10/05/2022



Ren Leppens
 Pou Matarautaki Operations Manager – Rakiura/Stewart Island
 Te Papa Atawhai Department of Conservation
 Rakiura National Park Visitor centre
 M: 027 536 8742 | E: leppens@doc.govt.nz | W: doc.govt.nz

Zheyenne Stowers

From: Dale Chittenden
Sent: Thursday, 18 August 2022 5:07 pm
To: Nick Hamlin
Cc: Karen Purdue; Brendan Gray
Subject: RE: Ulva wharf

This message is from an external sender

Hi Nick

Thanks for the update.

MBIE are wanting a DOC point to contact in regard to funding of the track, I have just been appointed to this role in Ren absents.

DOC funding is limited so will be seeking assistance.

Once they have contacted me, I'll let you know how I got on.

Dale



Dale Chittenden | Senior Ranger Visitor/Historic – Rakiura
Department of Conservation Te Papa Atawhai
Rakiura National Park Visitor Centre
15 Main Rd, Halfmoon Bay, Stewart Island 9846
VPN: 5909 | Mobile: 027 542 8583
Email dchittenden@doc.govt.nz

From: Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>
Sent: Wednesday, 17 August 2022 7:42 pm
To: Dale Chittenden <DCHITTENDEN@doc.govt.nz>
Cc: Karen Purdue <Karen.Purdue@southlanddc.govt.nz>; Brendan Gray <brendan.gray@southlanddc.govt.nz>
Subject: RE: Ulva wharf

Hi Dale

Just touching base – **Out of scope**

As you may have heard Council signed off the project and location so we are full steam ahead

RC will be going in very soon and we have engaged an extra PM to help us get it going

Market pricing will be happening soon and we have having a last connection with some key operators

I will be meeting with the Ulva Island Trust on the 30th of August and hoping to get some support from them

Keen to know if you have progressed looking at funding options for track as noted below ?

Cheers Nick



Nick Hamlin

Group Manager Programme Delivery

Southland District Council

PO Box 903

Invercargill 9840

P: 0800 732 732

www.southlanddc.govt.nz



From: Dale Chittenden <DCHITTENDEN@doc.govt.nz>

Sent: Tuesday, 28 June 2022 9:04 am

To: Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>

Subject: RE: Ulva wharf

This message is from an external sender

Thanks

Dale

From: Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>
Sent: Monday, 27 June 2022 4:05 p.m.
To: Dale Chittenden <DCHITTENDEN@doc.govt.nz>
Cc: Ren Leppens <rleppens@doc.govt.nz>; Mark Day <mark@southlanddc.govt.nz>
Subject: RE: Ulva wharf

Afternoon Dale

Thanks for your email, in regards to Ulva Island we have the final report going to Council on 13th of July for a decision on the project proceeding which it will

Staff are making recommendation for the new Bathing bay location and this has been endorsed by the Community Board

We have the \$1.2m funding still in place which we believe will be using for the whole project so still need to look at how the extended track is funded

I have reached out to the Trail Trust but haven't had any feedback to date

Have also reached out to MBIE to seek another \$200k but again no guarantee there at this stage

I would suggest that DOC continue to look at any funding that could assist until we know more

Will let you know as soon as we get the last approval then we will be onto the RC process

Regards

Nick



Nick Hamlin
Group Manager Programme Delivery
Southland District Council
PO Box 903
Invercargill 9840
P: 0800 732 732
www.southlanddc.govt.nz

From: Dale Chittenden <DCHITTENDEN@doc.govt.nz>
Sent: Monday, 27 June 2022 9:30 am
To: Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>
Subject: Ulva wharf

This message is from an external sender

Hi Nick
Where are things at with the Ulva Isl wharf replacement?
I'm currently doing scope for DOC capital funds so just wanting to find out how much effort I need to put into this!
Ren is also keen on an update.
Dale



Dale Chittenden | Senior Ranger Visitor/Historic – Rakiura
Department of Conservation Te Papa Atawhai
Rakiura National Park Visitor Centre
15 Main Rd, Halfmoon Bay, Stewart Island 9846
VPN: 5909 | Mobile: **s9(2)(a)**
Email dchittenden@doc.govt.nz

From: Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>
Sent: Thursday, 16 June 2022 9:01 p.m.
To: Dale Chittenden <DCHITTENDEN@doc.govt.nz>
Cc: Mark Day <mark@southlanddc.govt.nz>
Subject: RE: Ulva wharf sign

Hi Dale

Thanks for letting us know, we don't have any trips planned in the near future but if you can refit it again with one of your team that would be great – will owe you a beer

Other wise we will try and do it next time we have staff there, have copied in Mark who's in charge of wharfs as well

Nick



Nick Hamlin

Group Manager Programme Delivery

Southland District Council

PO Box 903

Invercargill 9840

P: 0800 732 732

www.southlanddc.govt.nz

From: Dale Chittenden <DCHITTENDEN@doc.govt.nz>

Sent: Thursday, 16 June 2022 4:22 pm

To: Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>

Subject: Ulva wharf sign

This message is from an external sender

Hi Nick

One of my team sent me this.

If one of the team is heading over I'll ask them to refit it. No trips planned just yet

Dale

From: Christina Paterson <cpaterson@doc.govt.nz>

Sent: Thursday, 16 June 2022 10:08 a.m.

To: Dale Chittenden <DCHITTENDEN@doc.govt.nz>

Subject: Ulva

Hey Dale this sign is stashed behind Post office cove shelter. Can you let whoever looks after the wharf know? Also please let the Ulva Island trust know their donations box is full.

Cheers

Christina

Sent from Workspace ONE Boxer

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Joanne Liew

From: Jennifer Ross
Sent: Friday, 17 February 2023 8:14 am
To: Brendan Gray
Cc: Dale Chittenden; Aaron Fleming
Subject: RE: Affected Party Written Approval - Southland District Council - Ulva Island Wharfs

Kia ora Brendan,

I can confirm that we have recently received the affected party written approval request for Ulva Island/Te Wharawhara wharves.

Reading the application documents, I've noted the following statements about the proposed track:

- "A small area of boardwalk, level landing and section of track will need to be formed to link the existing track on the Island to the level landing which extends out towards the pontoon." Page 11
- "The new wharf location has been selected to avoid visitors needing to cross private property and for accessibility to the existing tracks on Ulva Island." Page 24
- "Replacing existing wharf: The option of replacing the existing wharf with a new wharf structure at the same location was considered. However, the existing access arrangement from the wharf requires most visitors to Ulva Island to cross private land to access existing tracks and other areas of the Island." Page 29

My understanding from talking to Dale is that the previously identified track alignment would cross private land, so seems contradictory to the above statements.

In the process of due diligence regarding the Ulva Island/Te Wharawhara wharf replacement request I have identified some critical issues:

1. As a stakeholder, DOC has little clarity of the Ulva Island/Te Wharawhara wharf project proposal and associated track due to staff changes. Because of this we are unable to understand diverging ideas and concepts regarding the proposal
2. No assessment of environmental impacts or compliance with the *Stewart Island/Rakiura Conservation Management Strategy* and *Rakiura National Park Management Plan* has been considered for the proposed track
3. Has there been mana whenua consultation?
4. Have concerns raised by the Hunter Family been addressed?

As you've mentioned, previous Operations Manager Ren Leppens was party to an letter of support in principal for SDC to replace the existing wharf on Ulva Island/Te Wharawhara. Since Ren has left the Department I would appreciate a meeting with you to reset DOC's commitment to SDC as a stakeholder and address the following key points:

- Establish a common operating picture
- Capture risks associated with the project
- Understand what the commitments and resources requested from DOC by SDC are
- Firm up a timeline with the key milestones of the project.

Thanks and I look forward to hearing from you,

Jen

Kind Regards,

Jennifer Ross

Operations Manager Rakiura | Pou Matarautaki ki Rakiura
Department of Conservation | Te Papa Atawhai
DDI: +64 3 219 0006 | M: +64 27 542 8450

Rakiura National Park Visitor Centre | Stewart Island

15 Main Road | PO Box 3, Oban, 9846
T: +64 3 219 0009

Kia piki te oranga o te ao tūroa, i roto i te ngātahitanga, ki Aotearoa.
To work with others to increase the value of conservation for New Zealanders

www.doc.govt.nz

From: Brendan Gray <brendan.gray@southlanddc.govt.nz>
Sent: Tuesday, 14 February 2023 1:07 pm
To: Jennifer Ross <jross@doc.govt.nz>
Subject: FW: Affected Party Written Approval - Southland District Council - Ulva Island Wharfs

Hi Jen

I hope the new role is going well.

We are taking a breath with regards to Ulva Island and the new jetties and are focusing on pursuing the written approvals for the RC through ^{s9(2)(a)} Opus.
With that said, can you please advise if you or someone within DOC has received the affected party written approval request for Ulva Island wharfs?

I know we have the letter of support in principal for the new location at Bathing Beach, but I just wondered if the official request for approval had been received?

If you could let me know that would be greatly appreciated.

Regards

Brendan



Brendan Gray
Project Delivery Manager
Southland District Council
PO Box 903
Invercargill 9840
P: 0800 732 732
www.southlanddc.govt.nz

From: s9(2)(a)
Sent: Tuesday, 14 February 2023 11:55 am
To: Brendan Gray <brendan.gray@southlanddc.govt.nz>
Subject: FW: Affected Party Written Approval - Southland District Council - Ulva Island Wharfs

This message is from an external sender

Hi Brendan

We don't have a contact name at DOC yet but the DOC reference # is: RC2846.
I'd suggest you touch base with your DOC contact and quote that reference.
Most likely it has been allocated to someone local at DOC and is sitting with them at the moment.

Regards



s9(2)(a)
Work Group Manager - Planning

s9(2)(a)

wsp.com/nz

From: s9(2)(a)
Sent: Tuesday, 14 February 2023 11:52 am
To: s9(2)(a)
Subject: FW: Affected Party Written Approval - Southland District Council - Ulva Island Wharfs

From: RMA <RMA@doc.govt.nz>
Sent: Wednesday, 18 January 2023 4:14 pm
To: s9(2)(a)
Subject: RE: Affected Party Written Approval - Southland District Council - Ulva Island Wharfs

Kia ora s9(2)(a)

Thank you for sending your information to the Department of Conservation. I have lodged your request into our system for response. Your request has been assigned the reference number **RC2846**, so please refer to this in any future correspondence.

What happens next

Your request will firstly be assessed to see what interest DOC has, and how conservation values could be affected. If the result is that DOC has no concerns, we will let you know (this usually takes about a week).

If there are concerns that need to be considered further, your application will be forwarded to the local DOC office for assessment, and they will let you know the outcome (that process usually takes 4-6 weeks).

Note that if the outcome is that DOC does not support your request, you will be able to discuss this further with staff to see whether concerns can be addressed in some way.

If you have any further queries, or there are any changes to your proposal in the interim, please contact RMA@doc.govt.nz .

Ngā mihi

Trix Heigan
Statutory Process Support Officer - RMA
Department of Conservation | Te Papa Atawhai

www.doc.govt.nz



From: s9(2)(a)
Sent: Wednesday, 18 January 2023 3:50 pm
To: RMA <RMA@doc.govt.nz>
Subject: Affected Party Written Approval - Southland District Council - Ulva Island Wharfs

Tēnā koe,

The Southland District Council have lodged two separate resource consent applications with Environment Southland for the removal of the existing wharf at Post Office Bay, Ulva Island, and for the construction of a new wharf and occupation of the coastal marine area at Post Office Bay, Ulva Island.

Environment Southland have identified the Department of Conservation as an affected party for the removal of the existing wharf at Post Office Bay. We are also seeking the written approval of DOC for the second application for the construction of the new wharf at Post Office Bay.

I have attached a copy both resource consent applications, and relevant appendices which include an ecological assessment for both locations, an archaeological assessment for the existing wharf at Post Office Bay, and the relevant plans for the construction of the new wharf at Bathing Bay.

Please feel free to contact me if you require any further information.

Ngā mihi

s9(2)(a)

s9(2)(a)
Graduate Planner

s9(2)(a)

WSP
65 Arena Ave
Invercargill, 9810
New Zealand

wsp.com/nz

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S18(f)

From: Brendan Gray <brendan.gray@southlanddc.govt.nz>

Sent: Friday, 3 February 2023 11:45 am

To: Jennifer Ross <jross@doc.govt.nz>

Subject: RE: Ulva Island track

Hi Jen

Congrats!!!

Thanks for the response. We will have a chat here at SDC and get back in touch to progress.

Happy long weekend!!

Regards

Brendan



Brendan Gray
Project Delivery Manager
Southland District Council
PO Box 903
Invercargill 9840
P: 0800 732 732
www.southlanddc.govt.nz

From: Jennifer Ross <jross@doc.govt.nz>
Sent: Friday, 3 February 2023 8:11 am
To: Brendan Gray <brendan.gray@southlanddc.govt.nz>; Karen Purdue <Karen.Purdue@southlanddc.govt.nz>; Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>
Cc: Dale Chittenden <DCHITTENDEN@doc.govt.nz>; Meg Embleton-Muir <memuir@doc.govt.nz>; Aaron Fleming <afleming@doc.govt.nz>; Patrik Eschenmoser <peschenmoser@doc.govt.nz>
Subject: Re: Ulva Island track

This message is from an external sender

Hi Brendan,

Thank you for getting in touch and my apologies for my delayed response.

I'm now in the Operations Manager role permanently!

Director Aaron Fleming is aware of the situation around the Ulva Island/Te Wharawhara wharf and associated track. He had a conversation about it with Karen Purdue on Monday and I briefed him on Tuesday about where Dale, myself and Meg Embleton-Muir got to before Christmas.

As I understand it, the commitment made to Southland District Council by Ren Leppens specifically excluded condition 3 of the *Ulva Island Wharf replacement* letter. Condition 3 reads "Agree to provide and maintain a connecting track between the new gangway and the existing track network." Ren returned the "letter confirming DOC agreement in principle" signed in an email on 6 May 2022 to Nick Hamlin and stated, "DOC has no funding or budget to assist with the construction of a new track asset currently." Please see attached email.

I want to re-iterate that at present DOC is still not able to fund building and maintaining the connecting track.

Being new to the Operations Manager role and relatively new to this project, I have done a bit of digging and identified that we have not yet undertaken iwi consultation, formal heritage, biodiversity, or management plan (CMS and Rakiura National Park Plan) assessments to date.

I am concerned that many agreements made about this track so far have been between staff members who have since left both DOC and SDC.

While we are committed to working closely with SDC to achieve a good outcome, I recognise that each organisation is working within constraints.

From here, I suggest that all parties involved (SDC, DOC, Hunter Family) meet together asap to provide context, identify critical issues, and create an agreed action plan outlining where to from here.

Thanks & keen to hear your thoughts,

Jen

Kind Regards,

Jennifer Ross

Operations Manager Rakiura | Pou Matarautaki ki Rakiura
Department of Conservation | Te Papa Atawhai
DDI: s9(2)(a) | M: s9(2)(a)

Rakiura National Park Visitor Centre | Stewart Island
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From: Brendan Gray <brendan.gray@southlanddc.govt.nz>

Sent: Thursday, 19 January 2023 10:03 am

To: Jennifer Ross <jross@doc.govt.nz>

Subject: Ulva Island track

Hi Jen

Hope you had a fantastic Christmas and New Year and are ready for 2023!!

I'm not sure if you are still in the boss's seat but we are still in the throws of figuring out how we can make the Ulva Island pontoon and track network link funding applications and provisions workable.

I just wanted to check if the upper food chain of DOC (Aaron Fleming) was aware of the struggles we are having in regards to this project?

I know you mentioned that it was possibly not discussed or possibly passed on/ up by Ren but I guess we are wondering if a direct contact by our CE to Aaron would be possible/ appropriate.

I didn't want to assume this hadn't already been done hence the query...

If you could let me know your thoughts on this it would be greatly appreciated.

Regards

Brendan



Brendan Gray
Project Delivery Manager
Southland District Council
PO Box 903
Invercargill 9840
P: 0800 732 732
www.southlanddc.govt.nz

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Joanne Liew

From: Karen Purdue <Karen.Purdue@southlanddc.govt.nz>
Sent: Monday, 6 February 2023 11:00 am
To: Aaron Fleming
Subject: RE: Ulva Wharf

Thanks Aaron. Yes it was great to meet you too!
I believe Jen has responded to SDC.
Have a great time in South Africa!



Karen Purdue
Community Partnership Leader
Southland District Council
PO Box 903
Invercargill 9840
P: 0800 732 732
www.southlanddc.govt.nz

From: Aaron Fleming <afleming@doc.govt.nz>
Sent: Tuesday, 31 January 2023 8:12 pm
To: Karen Purdue <Karen.Purdue@southlanddc.govt.nz>
Subject: Ulva Wharf

This message is from an external sender

Kia ora Karen,
Nice to meet yesterday.
I have met with our new Operations Manager Rakiura Jennifer Ross, and she will reach out to her SD Council colleagues on this project.
I acknowledge that with leadership changes for DOC Rakiura our involvement with the project may have been intermittent. Arohamai.
We want to continue working with SDC on the project, and Jennifer remains the key contact. As I mentioned yesterday and as covered in the email you provided from Ren Leppens, how the track re-alignment is funded is something that we will need to work with Southland District Council on.
Next step will be for Jen to reach out to your colleagues.
Aaron



Aaron Fleming (ia/he/him)
Kaihautū Matarautaki Director Operations – Southern South Island
Te Papa Atawhai Department of Conservation
Whakatipu-wai-Māori Office
1 Arthurs Point Road | PO Box 811 | Queenstown 9348
M: s9(2)(a) | E: afleming@doc.govt.nz | W: doc.govt.nz
Kaiwhina-Manahautu PA: Joanne Liew jliew@doc.govt.nz

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Zheyenne Stowers

From: s9(2)(a)
Sent: Tuesday, 21 February 2023 1:28 pm
To: Dale Chittenden; Jennifer Ross
Subject: Request for Ulva Island wharf discussion

Follow Up Flag: FollowUp
Flag Status: Flagged

Categories: Ulva Wharf

Jennifer and Dale,

We have recently been advised by WSP that resource consent applications have been lodged with Environment Southland for Ulva island wharf projects and had a conference call last week with Nick Hamlin at SDC to seek an update to some of our questions.

It has been about a year since we discussed the SDC wharf project at Ulva with DOC and we would like the opportunity to discuss with you both. Could you please advise a few available date/time options for yourselves for a conference call. I will work with s9(2)(a) to schedule into those options.

Sincere thanks,

s9(2)(a)

Zheyenne Stowers

From: Jennifer Ross
Sent: Wednesday, 8 March 2023 10:21 am
To: Nick Hamlin; Brendan Gray
Cc: Patrik Eschenmoser; Dale Chittenden; Meg Embleton-Muir
Subject: RE: Ulva Island Wharf discussion this week

Morena Nick,

Works for me.

Jen

Kind Regards,

Jennifer Ross

Operations Manager Rakiura | Pou Matarautaki ki Rakiura
Department of Conservation | Te Papa Atawhai
DDI: s9(2)(a) | M: s9(2)(a)

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From: Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>
Sent: Wednesday, 8 March 2023 10:03 am
To: Brendan Gray <brendan.gray@southlanddc.govt.nz>; Jennifer Ross <jross@doc.govt.nz>

Cc: Patrik Eschenmoser <peschenmoser@doc.govt.nz>; Dale Chittenden <DCHITTENDEN@doc.govt.nz>; Meg Embleton-Muir <memuir@doc.govt.nz>

Subject: RE: Ulva Island Wharf discussion this week

Morning everyone

Would next Tuesday afternoon suit for a 2nd discussion say 3pm

Kind Regards

Nick



Nick Hamlin

Group Manager Programme Delivery

Southland District Council

PO Box 903

Invercargill 9840

P: 0800 732 732

www.southlanddc.govt.nz

From: Brendan Gray <brendan.gray@southlanddc.govt.nz>

Sent: Wednesday, 8 March 2023 7:23 am

To: Jennifer Ross <jross@doc.govt.nz>; Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>

Cc: Patrik Eschenmoser <peschenmoser@doc.govt.nz>; Dale Chittenden <DCHITTENDEN@doc.govt.nz>; Meg Embleton-Muir <memuir@doc.govt.nz>

Subject: RE: Ulva Island Wharf discussion this week

Morning Team

Apologies but we have a Council meeting today so we will have to reschedule.

I will speak with Nick and see if we can make a time for next Tuesday or Wednesday....

What is your availability like on those days next week??

Regards

Brendan



Brendan Gray
Project Delivery Manager
Southland District Council
PO Box 903
Invercargill 9840
P: 0800 732 732
www.southlanddc.govt.nz

From: Jennifer Ross <jross@doc.govt.nz>
Sent: Tuesday, 7 March 2023 4:29 pm
To: Brendan Gray <brendan.gray@southlanddc.govt.nz>; Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>
Cc: Patrik Eschenmoser <peschenmoser@doc.govt.nz>; Dale Chittenden <DCHITTENDEN@doc.govt.nz>; Meg Embleton-Muir <memuir@doc.govt.nz>
Subject: Ulva Island Wharf discussion this week

This message is from an external sender

Kia korua Brendan & Nick,

It was great to catch up with you last week.

Since Nick only works Tuesday and Wednesdays I'm wondering if you were wanting to meet about Ulva Island wharf this week?

Dale and I are available at 9:00am tomorrow if that's suitable.

Thanks & talk soon,

Jen

Kind Regards,

Jennifer Ross

Operations Manager Rakiura | Pou Matarautaki ki Rakiura
Department of Conservation | Te Papa Atawhai
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Zheyenne Stowers

From: Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>
Sent: Tuesday, 14 March 2023 1:22 pm
To: Jennifer Ross; Brendan Gray
Cc: Patrik Eschenmoser; Dale Chittenden; Meg Embleton-Muir; Karen Purdue
Subject: RE: Ulva Island Wharf discussion this week

Sorry Jen

I will send one now

Kind regards

Nick



Nick Hamlin
Group Manager Programme Delivery
Southland District Council
PO Box 903
Invercargill 9840
P: 0800 732 732
www.southlanddc.govt.nz

From: Jennifer Ross <jross@doc.govt.nz>
Sent: Tuesday, 14 March 2023 11:55 am
To: Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>; Brendan Gray <brendan.gray@southlanddc.govt.nz>
Cc: Patrik Eschenmoser <peschenmoser@doc.govt.nz>; Dale Chittenden <DCHITTENDEN@doc.govt.nz>; Meg Embleton-Muir <memuir@doc.govt.nz>; Karen Purdue <Karen.Purdue@southlanddc.govt.nz>
Subject: RE: Ulva Island Wharf discussion this week

This message is from an external sender

Hi Nick,

I haven't seen a meeting invitation come through from you for our meeting today at 3:00pm.

Will you send one soon?

Jen

Kind Regards,

Jennifer Ross

Operations Manager Rakiura | Pou Matarautaki ki Rakiura
Department of Conservation | Te Papa Atawhai
DDI: s9(2)(a) | M: s9(2)(a)

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From: Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>

Sent: Wednesday, 8 March 2023 10:43 am

To: Jennifer Ross <jross@doc.govt.nz>; Brendan Gray <brendan.gray@southlanddc.govt.nz>

Cc: Patrik Eschenmoser <peschenmoser@doc.govt.nz>; Dale Chittenden <DCHITTENDEN@doc.govt.nz>; Meg Embleton-Muir <memuir@doc.govt.nz>; Karen Purdue <Karen.Purdue@southlanddc.govt.nz>

Subject: RE: Ulva Island Wharf discussion this week

Morena Jennifer

As discussed last week we advised we would share all key correspondence between DOC and SDC as part of the Ulva Island jetty wharf replacement and the agreements that SDC understood were in place allowing SDC to progress the design / consent and tender of the new Bathing bay location. I summarise the below

1. Before SDC moved to design and consent of the new location we meet with both DOC and the hunter Family on multiple occasions and received letters of support from both the Hunters and DOC on the new Wharf and Location
2. Based on that support SDC moved to design the new Wharf and progress with RC

3. In all correspondence SDC was fully aware that DOC did not have funding for the new track (Capital) however it was only in recent discussions SDC were advised this also extended to no maintenance funding
4. In our recent discussion you indicated that DOC seen it as SDC to resolve the track, track location and any consultation
5. At no time during our discussions with both Ren and Dale was SDC expected to lead the track development – in Rens response to SDC on the 6th of May 2022 it clearly stated that DOC would lead the Design and construction of the new connecting track and that SDC would work to look at options for funding, his email also advised DOC had meet with the Hunters and agreement on track location had been agreed

As you are aware SDC are fully committed to this project but without DOC support especially with the connecting track we will reach a point that SDC will have to make a major call to cancel the project and remove the old wharf which will have a major adverse effect on the Ulva Island attraction and experience.

We are happy to meet and discuss again next week and work towards a way forward but we need DOC to take the lead on the track development as a priority fully understanding that SDC will need to resolve the funding gap

Look forward to discussing again next week

Kind Regards

Nick



Nick Hamlin

Group Manager Programme Delivery

Southland District Council

PO Box 903

Invercargill 9840

P: 0800 732 732

www.southlanddc.govt.nz

From: Jennifer Ross <jross@doc.govt.nz>

Sent: Tuesday, 7 March 2023 4:29 pm

To: Brendan Gray <brendan.gray@southlanddc.govt.nz>; Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>

Cc: Patrik Eschenmoser <peschenmoser@doc.govt.nz>; Dale Chittenden <DCHITTENDEN@doc.govt.nz>; Meg Embleton-Muir <memuir@doc.govt.nz>

Subject: Ulva Island Wharf discussion this week

This message is from an external sender

Kia korua Brendan & Nick,

It was great to catch up with you last week.

Since Nick only works Tuesday and Wednesdays I'm wondering if you were wanting to meet about Ulva Island wharf this week?

Dale and I are available at 9:00am tomorrow if that's suitable.

Thanks & talk soon,

Jen

Kind Regards,

Jennifer Ross

Operations Manager Rakiura | Pou Matarautaki ki Rakiura
Department of Conservation | Te Papa Atawhai
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Zheyenne Stowers

From: Jennifer Ross
Sent: Thursday, 23 March 2023 8:31 am
To: Nick Hamlin; Karen Purdue; Brendan Gray
Cc: Matt Schmidt; Dale Chittenden; Meg Embleton-Muir; Patrik Eschenmoser
Subject: RE: Ulva Island progress meeting

Kia ora Nick,

Understandable choice to postpone this meeting.

I'm unavailable to attend the meeting next week but in the interest of keeping things moving I'm happy for it to go ahead in my absence and have the key DOC folk attend and update me afterwards.

Will you invite the Hunter Family to the meeting next week, as discussed in our last meeting?

Thanks & talk soon,

Jen

Kind Regards,

Jennifer Ross

Operations Manager Rakiura | Pou Matarautaki ki Rakiura
Department of Conservation | Te Papa Atawhai
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From: Nick Hamlin <Nick.Hamlin@southlanddc.govt.nz>

Sent: Wednesday, 22 March 2023 9:25 am

To: Jennifer Ross <jross@doc.govt.nz>; Dale Chittenden <DCHITTENDEN@doc.govt.nz>; Meg Embleton-Muir <memuir@doc.govt.nz>; Karen Purdue <Karen.Purdue@southlanddc.govt.nz>; Patrik Eschenmoser <peschenmoser@doc.govt.nz>; Brendan Gray <brendan.gray@southlanddc.govt.nz>

Cc: Matt Schmidt <mschmidt@doc.govt.nz>; Phillip Brooks <pbrooks@doc.govt.nz>

Subject: RE: Ulva Island progress meeting

Morena everyone

Unfortunately we haven't been able to connect all the SDC teams internally to move the thinking and options forward on Ulva Island wharf replacement and we are awaiting some critical feedback from ES

As such I don't fee there is value in holding todays meeting so we will connect again next week once we have more information to discuss

Thanks for your assistance on this project again so far

Ngā Mihi

Nick



Nick Hamlin

Group Manager Programme Delivery

Southland District Council

PO Box 903

Invercargill 9840

P: 0800 732 732

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-----Original Appointment-----

From: Nick Hamlin

Sent: Tuesday, 14 March 2023 4:03 pm

To: Nick Hamlin; Jennifer Ross; Dale Chittenden; Meg Embleton-Muir; Karen Purdue; Patrik Eschenmoser; Brendan Gray

Cc: Matt Schmidt; Phillip Brooks

Subject: Ulva Island progress meeting

When: Wednesday, 22 March 2023 2:00 pm-3:00 pm (UTC+12:00) Auckland, Wellington.

Where: Microsoft Teams Meeting

Microsoft Teams meeting

Join on your computer, mobile app or room device

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Zheyenne Stowers

From: Matt Schmidt
Sent: Tuesday, 4 April 2023 4:48 pm
To: Brendan Gray
Cc: Dale Chittenden; Jennifer Ross
Subject: Ulva Is. Wharf - notes on assessing its heritage and the purpose of the wharf from a heritage perspective
Attachments: nlnzimage (1).jpg; Prior Ulva Wharf 1880s MA_I405050_TePapa_Ulva-Stewart-Island_full.jpg; Prior Ulva Wharf 1880s MA_I405051_TePapa_Ulva-Stewart-Island_full.jpg; TePapa Museum Una Garlick 027296 dated 1914.jpg; Ulva Island Wharf 2 September 1920 Auck Libraries AWNS_19200902_p032_i002_b.jpg; Ulva Island Wharf Auck Libraries 35_R01396_mm.jpg; Ulva Island Wharf Auck Libraries 35_R01403_mm.jpg; Ulva Island wharf Hocken 2526_01_003A.tif.jpg

Kia ora Brendan

Thanks for catching up last week about the heritage of the Ulva Is. wharf. You asked for some feedback on the archaeological assessment of the wharf, so here are some notes below. I have attached some historic photos of the wharf I provided to wsp last year.

In regard to the archaeological assessment undertaken, it appeared from my reading that the site was not visited by the heritage consultant and was based on photos etc provided. If so, then the heritage assessment is not rigorous.

A site visit by the heritage consultant should have been undertaken with an engineer so as the condition of the wharf and options for conservation or adaptive re-use of the structure could have been discussed and evaluated in terms of effects on the overall heritage fabric. The heritage of the wharf of course is not just the pre-1900 stonework but the whole structure and so a holistic heritage evaluation and approach should have been used. Hence, the assessment should not have been an *Archaeological Assessment* but a *Heritage Assessment* which is not limited to pre-1900 fabric only as per the definition of historic place in Section 6 of the Heritage New Zealand Pouhere Taonga Act 2014 (which DOC uses as it's heritage definition).

As with any heritage structure in a dynamic environment, parts of the wharf needed repairs and replacement over time due to environmental and human inducted affects. These works have not distracted from the overall heritage value of the wharf as these changes were more-or-less sympathetic to the original built-as structure. This means that if the wooden section of the wharf had the 1920s timbers repaired or replaced in the 1970s in timber, then those changes are acceptable and are part of the wharfs history particularly as they roughly match the original fabric used, the look of the wharf from when approaching the island and when standing on the wharf is similar, and the overall bulk of change to the whole structure is not significant. This is not dissimilar from when a heritage house, for example, has its original 1890s iron roof replaced with modern short-run corrugated iron i.e. a modern material is used but the roof overall matches the original look and profile.

One important aspect of the history of the wharf is the history and purpose of the Road Reserve on which parts of the wharf lie. The Road Reserve was created for access to the parcel of land where the Post Office was established in 1872, as seen on the 1878 survey plan DP 1523. The remainder of the island was a scenic reserve by at least 1898 (see SO 4454, I don't have an earlier map showing the scenic reserve) with access restricted by way of limiting the extent of the Road Reserve around the island. This

is important to recognise as the perceived function today of the wharf today is that it was created as a major thoroughfare to the Scenic Reserve and later National Park. People of course did visit the scenic reserve over the decades before it became National Park, but the intent of limiting the Road Reserve was to protect the islands natural values and provide access to the Post Office. In summary, I would argue the purpose of the Road Reserve and hence wharf was never originally to open up Ulva Is. for numerous visitors, and the heritage values of the wharf should be retained to reflect its original purpose in accessing what is today the Hunter property.

Described above are the tangible heritage values of the wharf and how it should be approached when being assessed for these values. Just as valuable are the intangible values of the wharf such as the personal association with it (today the Hunter family and DOC) and how it is recognised as part of their heritage including their stories, traditions and lifeways on the island. These values can be just as important as the tangible values and do carry weight in a heritage evaluation.

A few heritage things there to think about.

Ka pai

Matt

Dr Matthew Schmidt
Senior Heritage Advisor | Kaitohu Matua Taonga Tuku Iho
Department of Conservation | Te Papa Atawhai

Ōtepoti | Dunedin Office, Level 1, John Wickliffe House, 265 Princes Street, Dunedin

Ph. s9(2)(a) Email mschmidt@doc.govt.nz | doc.govt.nz

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i a Aotearoa, hei wahi noho i te ao

International Correspondent for the Asia-Pacific Cultural Centre for UNESCO

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Women Landing at Hillys Stewart Island N.Z.



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198



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2173 - ULLA STEWART 19
SEASIDE BRAC. DUNEDIN

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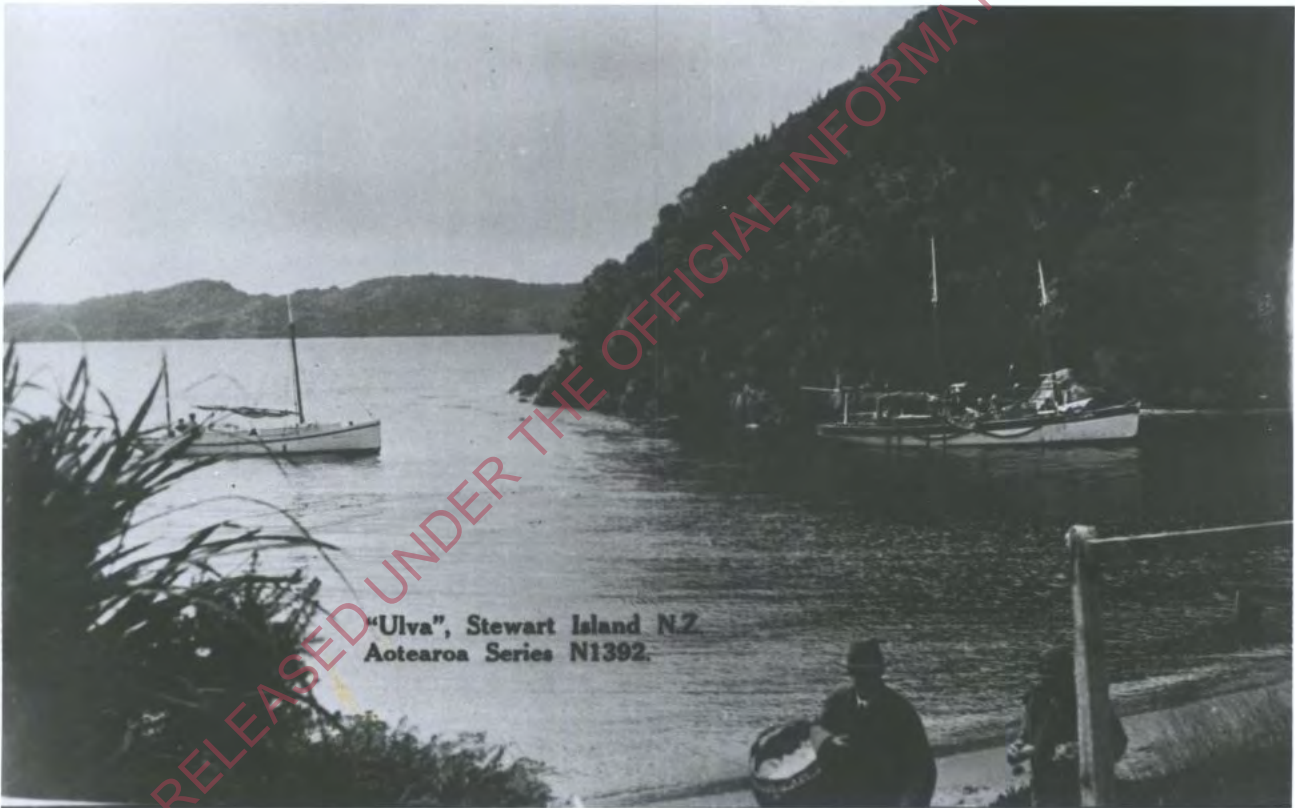
Landing on Long Island, Stewart Island, New Zealand, 1957





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"Ulva", Stewart Island N.Z.
Aotearoa Series N1392.

Joanne Liew

s18(f)

s18(f)

s18(f)

s18(f)

Jen
Kind Regards,
Jennifer Ross
Operations Manager Rakiura | Pou Matarautaki ki Rakiura
Department of Conservation | Te Papa Atawhai
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From: Simon Moran <Simon.Moran@southlanddc.govt.nz>
Sent: Thursday, May 4, 2023 2:04 PM
To: Jennifer.Ross <jross@doc.govt.nz>
Subject: Ulva Island track discussion

Hi Jen,

Just a quick email as a summary of what we talked about this morning – let me know if you recollect anything differently or there is anything else to add.

- DOC (Rakiura) have applied for a capital funding bid for the Ulva Island track and been declined – it did not meet the criteria that was being applied to determine funding priorities.
- SDC raised the issue that decisions will need to be made soon about the viability of the wharf project due to the uncertainty around the track – DOC noted that the funding issue was stated early in the project discussions.
- DOC's initial planning feedback is that a new track would not be inconsistent with the management plan
- DOC could probably 'swing' owning and maintaining the track but not the capital cost

- Conversations with DOC engineering and works team indicate that they would be able to contribute those services as 'in-kind' to the project.
- The construction standard of the track could be a gravel surface but this requires some further discussion
- Jen would like SDC to consider meeting with DOC and the Hunters' to discuss where the project is at and whether there has been any development in the thinking from the parties in recently.

Cheers
Simon



Simon Moran
Strategic Project Lead
Southland District Council
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Zheyenne Stowers

From: Jennifer Ross
Sent: Friday, 9 June 2023 5:00 pm
To: Brendan Gray; Karen Purdue; Simon Moran southland dc; Aaron Fleming; Dale Chittenden
Cc: Meg Embleton-Muir
Subject: RE: Ulva Island wharf and track meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Hi again Team,

Thank you for your time on the phone today Brendan and sorry I had to cut our call short.

Please find the additional information referenced in the below email and provided by Dale this week:

2. b. The track standard required on Ulva Island is DOC's Day Visitor standard, which requires following:

[@Dale Chittenden](#) to provide this information this week.

- i. Width min/max: 0.75m to 2.0m. As this has two way 'traffic' it is proposed that the track is 1.8m wide, which is the same width as the section between Post Office and Sydney Cove
- ii. Surface requirements: Well-formed and wet areas drained can be walked without getting footwear wet or muddy
- iii. Gradient etc: 15 degrees (1 in 3.7) excluding steps

4. The difference in track distance between Bathing Bay and three-way and four-way junction

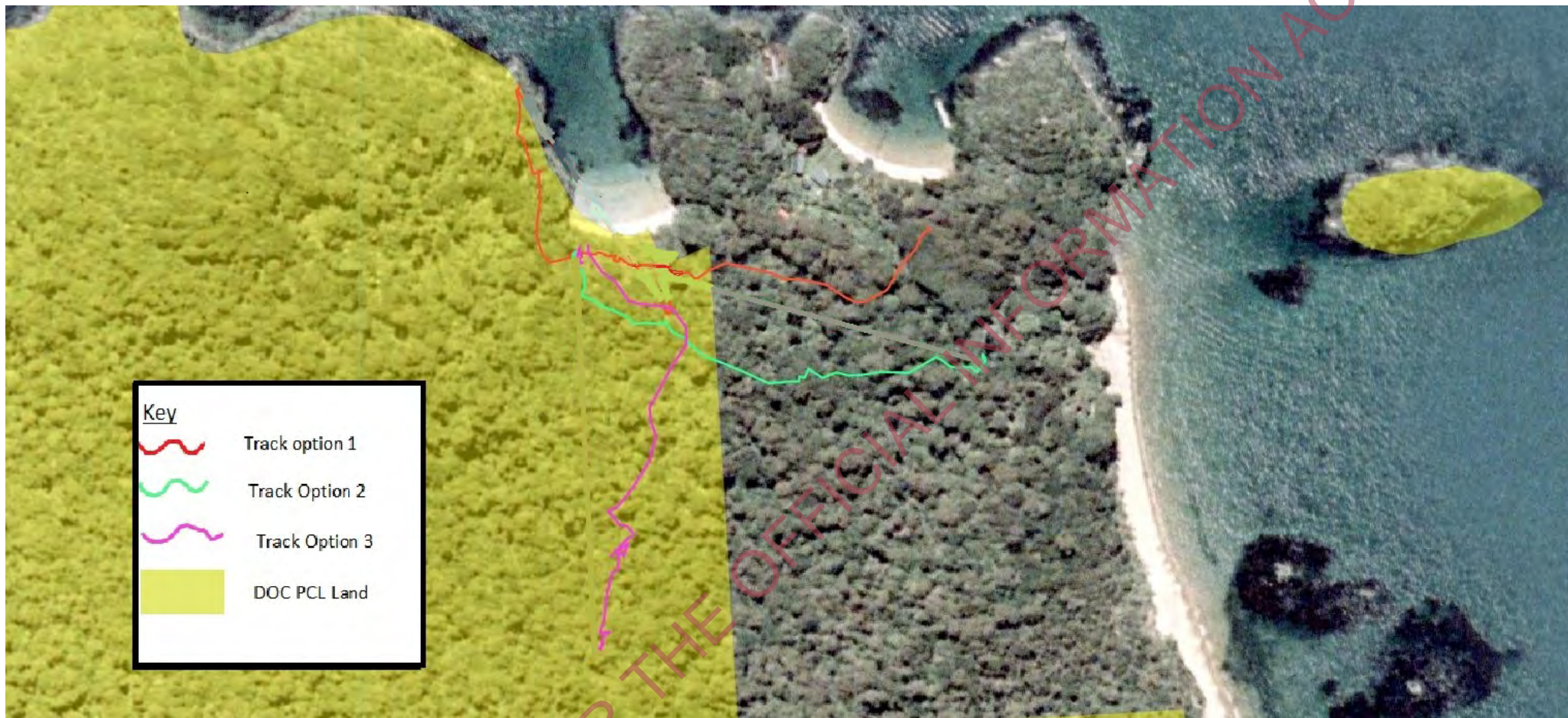
Three options were considered:

Option	Length (Metres)	Description
One	364m	Post Office Cove to the proposed Bathing Bay wharf Exit is 21 metres from Hunter Family gate This is mainly on an existing track network to the Biodiversity hut Potential issue: closest to the Hunter Family buildings.
Two	421m	3-way junction to the proposed Bathing Bay wharf Exit is 110 metres from Hunter Family gate

		Flat ground and relatively dry underfoot DOC's preferred option – to be discussed with Hunter Family .
Three	484m	4-way junction to the proposed Bathing Bay wharf Following existing track past Kakapo pen Undulating ground ranging from 18 to 35 degrees in short sections & wet areas to negotiate.
Note: This information is a guide only as the final track alignment may vary, sites were measured with a wheel.		

In our past discussions with the Hunter Family Trust, they were happy to support the proposed track to go over their land. I'm keen to revisit this topic with them during the upcoming meeting between SDC, DOC & Hunter Family. When can we get this scheduled?

An alignment from the 3-way junction (Post Office, Sydney Cove, Long Circuit) to Bathing Bay is DOC's preferred option out of these three as it gives privacy to the Hunter Family and gets visitors into key sites more directly. We would need to walk these alignments with the Hunter Family to be sure that



I would like to correct one bullet point of information from the email I passed on to you earlier this week based on new information received:

- Since there is no road reserve where the wharf is proposed to be constructed, water taxi and charter boat operators would require a concession to embark and disembark passengers into the National Park. Therefore, consultation with the community is extremely important.

I sought clarification on the above point and received the following advice:

- If the wharf is under concession with SDC and visitors are being dropped off by water taxi, then concessions to embark/disembark will not be needed

Additional advice received from the Permissions team:

- SDC would require a concession for the jetty, not the wharf, which is likely in the marine area, but the structure attaching to the land (I'm calling it the jetty) and any lines/cables that may attach to the wharf if it's not free standing
- I don't think that we need to concession the embarking and disembarking of passengers onto the wharf as that will (should) be off PCL. If guided walks are happening on Ulva Island, then concessions will be required by the operators, not SDC
- If the track is maintained by the Department this might mean we need to do some administrative variations when it is constructed so that our current concessionaires are authorised to use the new track
- Should the wharf go ahead in the Bathing Bay location, I suggest that SDC fill in the long-term concession application forms: [Private or commercial structures: Running your business or activity](#). They should likely apply for 30 years, and make it a notified process

Let's touch base again next week to talk about next steps and keep working together on a way forward.

Thanks & talk soon,

Jen

Kind Regards,

Jennifer Ross

Operations Manager Rakiura | Pou Matarautaki ki Rakiura
Department of Conservation | Te Papa Atawhai
DDI: s9(2)(a) | M: s9(2)(a)

Rakiura National Park Visitor Centre | Stewart Island
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From: Jennifer Ross

Sent: Tuesday, June 6, 2023 11:26 AM

To: Brendan Gray <brendan.gray@southlanddc.govt.nz>; Karen Purdue <Karen.Purdue@southlanddc.govt.nz>; Simon Moran <simon.moran@southlanddc.govt.nz>; Aaron Fleming <afleming@doc.govt.nz>; Dale Chittenden <DCHITTENDEN@doc.govt.nz>

Cc: Meg Embleton-Muir <memuir@doc.govt.nz>

Subject: RE: Ulva Island wharf and track meeting

Kia ora koutou,

Apologies for the delay sending this email. I had intended to send it on Friday but **Out of scope**

Please find most of the information we committed to providing after our meeting on 10 May 2023 below:

1. DOC's position on Ulva Island access:

At present, DOC's position is neutral on the need for a wharf on Ulva Island:

- Ulva Island is defined as an Icon site under DOC's visitor management framework and we want to maintain an Icon visitor experience there
Icon sites provide an authentic heritage experience for visitors, at places that hold strong cultural values, and which are recognised as having a formative role in the development of New Zealand identity. Icon sites are recognised or have the potential to be recognised as high profile places integral in inspiring people to better understand and value New Zealand's story.
- A wharf may be helpful for enabling access for visitors of different mobilities but is not essential for DOC's management activities
- Wharves are expensive and complex to own/maintain in a climate change context, and DOC is facing significant capital pressures nationally
- Visitor experiences in other locations operate without wharf access e.g. Abel Tasman water taxis
- Removing a wharf will impact operators and visitors but different ways of operating could be explored if a wharf is financially unsustainable.

2. DOC's position on a track, and the standard of track that we may be willing to accept ongoing maintenance for:

- a. Any proposal for a new track built by DOC would need to meet DOC's national Visitor Asset Capital Criteria and obtain approval through DOC's annual visitor asset capital planning process. A new track asset on Ulva Island would be classed as a third priority in the national capital pool and would require significant third-party support (capex and opex) or significant revenue generating potential to meet criteria. Note that meeting criteria does not guarantee funding, given significant pressure on the visitor asset capital pool nationally.
- b. The track standard required on Ulva Island is DOC's Day Visitor standard, which requires following:
[@Dale Chittenden](#) to provide this information this week.
 - i. Width min/max
 - ii. Surface requirements
 - iii. Gradient etc.
- c. Regardless of track standard, DOC must consider the opex and carbon costs before accepting responsibility for maintenance of any new track. Gravel surfaces on peat substrate are expensive to maintain and generate a large carbon footprint getting gravel to site. A hardened boardwalk or asphalt surface

would minimise opex costs to the Department, however this option requires greater capital investment. The cost for retiring the existing track alignment would also need to be addressed.

3. Whether DOC could provide Works Officer or Engineer support for a track if one were to be built
This support is most likely something DOC will be able to provide.
4. The difference in track distance between Bathing Bay and three-way and four-way junction
[@Dale Chittenden](#) to provide this information this week.

Another few items to consider:

- Since there is no road reserve where the wharf is proposed to be constructed, water taxi and charter boat operators would require a concession to embark and disembark passengers into the National Park. Therefore, consultation with the community is extremely important.
- In addition to the above information, it is likely that SDC will require a concession to construct the wharf (a structure attached to public conservation land)
- DOC will need to assess the suggested track alignment to ensure there are no impacts on heritage.

I look forward to working together on a way forward from here and hearing back from you about what date we are going to set to meet with the Hunter family.

Thanks & talk soon,

Jen

Kind Regards,

Jennifer Ross

Operations Manager Rakiura | Pou Matarautaki ki Rakiura
Department of Conservation | Te Papa Atawhai
DDI: s9(2)(a) | M: s9(2)(a)

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From: Jennifer Ross

Sent: Friday, May 12, 2023 8:06 AM

To: Brendan Gray <brendan.gray@southlanddc.govt.nz>; Karen Purdue <Karen.Purdue@southlanddc.govt.nz>; Simon Moran <simon.moran@southlanddc.govt.nz>; Aaron Fleming <afleming@doc.govt.nz>

Cc: Meg Embleton-Muir <memuir@doc.govt.nz>; Dale Chittenden <DCHITTENDEN@doc.govt.nz>

Subject: Ulva Island wharf and track meeting

Good Morning,

Thank you for attending the Ulva Island wharf & track meeting on Wednesday (10 May 2023).

I'm writing to summarise what we committed to providing:

1. DOC's position on Ulva Island access
2. DOC's position on a track, and the standard of track that we may be willing to accept ongoing maintenance for
3. Whether DOC could provide Works Officer or Engineer support for a track if one were to be built
4. The difference in track distance between Bathing Bay and three-way and four-way junction

We will get back to you asap on a timeframe in which we'll provide the above information.

To assist us with this, could you please provide:

1. Forward through the minutes from all previous meetings between DOC, SDC and the Hunter Family as agreed in the meeting
2. Your internal project plan for the proposed wharf and associated track

We understand once this information is provided by DOC, that SDC will

1. Talk to Cameron about a way forward and get back to us
2. Set up a meeting between DOC, SDC, and the Hunter Family (with a clearly defined purpose and agenda)

Aaron is happy to take a phone call from Cameron about this at any time.

I look forward to working together on this,

Jen

Kind Regards,

Jennifer Ross

Operations Manager Rakiura | Pou Matarautaki ki Rakiura
Department of Conservation | Te Papa Atawhai
DDI: s9(2)(a) | M: s9(2)(a)

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Bridget Railton

From: Bridget Railton
Sent: Thursday, 6 July 2023 3:21 pm
To: s9(2)(a) Media
Subject: RE: s9(2)(a) about Ulva Island wharf

H s9(2)(a)

Thanks for your patience, see below.

Cheers,

Attributed to Aaron Fleming DOC operations director southern South Island

Conversations between DOC and Southland District Council on their Ulva Island wharf replacement project are ongoing and we remain committed to engaging on their project.

DOC has always been clear we require more information before committing to anything beyond in principle support for a replacement wharf.

DOC has provided SDC the information they have requested to assist with their decision making. Currently, we are awaiting more information from the council, including a project plan, so we can provide more clarity going forward. DOC last heard from SDC about the project in May. As it stands, we are neutral on the project, which SDC are aware of. DOC has always been clear about our funding constraints and the need for collaboration and careful planning. We've remained open to having discussions and staying at the table as they work through their options. Ultimately, the future of the Ulva Island Wharf will be a decision made by SDC as it is their project. Public access to Ulva Island will continue to be available no matter the result.

From: s9(2)(a)
Sent: Thursday, July 6, 2023 3:12 PM
To: Media <Media@doc.govt.nz>; Bridget Railton <brailton@doc.govt.nz>
Subject: s9(2)(a) about Ulva Island wharf

Hi commes team, I have spoken to Southland District Councillor Jon Spraggon and he is very clear in hyis language. 'He says DOC has "back tracked" on earlier agreements, putting the wharf project in doubt. Just wanted to add that, so you can respond.

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Bridget Railton

From: Bridget Railton
Sent: Thursday, 6 July 2023 3:20 pm
To: s9(2)(a)
Cc: Media
Subject: RE: Ulva Island wharf - Southland DC concerns - Right of response

Kia ora s9(2)(a)

Thanks for your patience.

Attributed to Aaron Fleming DOC operations director southern South Island

Conversations between DOC and Southland District Council on their Ulva Island wharf replacement project are ongoing and we remain committed to engaging on their project.

DOC has always been clear we require more information before committing to anything beyond in principle support for a replacement wharf.

DOC has provided SDC the information they have requested to assist with their decision making. Currently, we are awaiting more information from the council, including a project plan, so we can provide more clarity going forward. DOC last heard from SDC about the project in May. As it stands, we are neutral on the project, which SDC are aware of. DOC has always been clear about our funding constraints and the need for collaboration and careful planning. We've remained open to having discussions and staying at the table as they work through their options. Ultimately, the future of the Ulva Island Wharf will be a decision made by SDC as it is their project. Public access to Ulva Island will continue to be available no matter the result.

From: Bridget Railton
Sent: Thursday, July 6, 2023 10:19 AM
To: s9(2)(a)
Subject: RE: Ulva Island wharf - Southland DC concerns - Right of response

Kia Ora s9(2)(a)

Received your query, will be in touch as soon as we can.
Cheers

From: s9(2)(a)
Sent: Thursday, July 6, 2023 10:12 AM
To: Media <Media@doc.govt.nz>
Subject: Ulva Island wharf - Southland DC concerns - Right of response
Importance: High

Kia ora,

I have a media query regarding a release sent out by the Southland District Council which says the Ulva Island wharf replacement is in doubt after increasing uncertainty over initial agreements with DOC.

I've attached the release, so DOC has an ability to respond to the points raised. The council suggests DOC had agreed to owning, maintaining, and providing a contribution through design and construction services to link the new wharf to the existing track network, but there were no funds for the physical build. The council says that's now in doubt and it's unclear what the department's position is on the resource consent process.

My areas of interest include:

- What is DOC position on the resource consent process for a new wharf at Bathing Bay?
- What is DOC's response to the concerns outlined by the council?
- Did the department agree to own, maintain, and contribute to the link track to the new wharf through construction and design? If so, does DOC stand by this agreement?
- How has this progressed to the point that one of the key stakeholders is confused by DOC's current position?
- Members of the community have raised concerns about the uncertainty, what would DOC say to these concerns?

I am filing on the concerns raised and would appreciate DOC's response as soon as one is available.

Cheers,

s9(2)(a)

s9(2)(a)

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Joanne Liew

From: Bridget Railton
Sent: Thursday, 6 July 2023 5:31 pm
To: Louise Pagan - Southland District Council; Aaron Fleming
Subject: RE: Media release - Ula Island wharf issues

Thank you Louise,

We have also received requests for this information and will consider it under the OIA for any issues and redactions necessary.

From: Louise Pagan <louise.pagan@southlanddc.govt.nz>
Sent: Thursday, July 6, 2023 5:28 PM
To: Bridget Railton <brailton@doc.govt.nz>; Aaron Fleming <afleming@doc.govt.nz>
Subject: FW: Media release - Ula Island wharf issues

Kia ora Bridget and Aaron

We have received a media request for copies of the letters of support from DOC – we are just pulling them together tonight and will forward them to you in the morning with any issues/redactions we think might be necessary.

Louise

From: Bridget Railton <brailton@doc.govt.nz>
Sent: Thursday, July 6, 2023 3:18:39 pm
To: Chris Chilton <chris.chilton@southlanddc.govt.nz>
Subject: RE: Media release - Ula Island wharf issues

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Kia Ora Chris,
Hope you're well.
FYI here is our response we are supplying media this afternoon.

Thanks,

Attributed to Aaron Fleming DOC operations director southern South Island

Conversations between DOC and Southland District Council on their Ulva Island wharf replacement project are ongoing and we remain committed to engaging on their project.

DOC has always been clear we require more information before committing to anything beyond in principle support for a replacement wharf.

DOC has provided SDC the information they have requested to assist with their decision making. Currently, we are awaiting more information from the council, including a project plan, so we can provide more clarity going forward. DOC last heard from SDC about the project in May. As it stands, we are neutral on the project, which SDC are aware of. DOC has always been clear about our funding constraints and the need for collaboration and careful planning. We've remained open to having discussions and staying at the table as they work through their options. Ultimately, the future of the Ulva Island Wharf will be a decision made by SDC as it is their project. Public access to Ulva Island will continue to be available no matter the result.



Louise Pagan
Strategic Communications and Engagement Manager
Southland District Council
PO Box 903
Invercargill 9840
P: 0800 732 732
www.southlanddc.govt.nz

From: Chris Chilton <chris.chilton@southlanddc.govt.nz>
Sent: Thursday, July 6, 2023 9:49 AM
To: Chris Chilton <chris.chilton@southlanddc.govt.nz>
Subject: Media release - Ula Island wharf issues

Good morning/Morena.

Please find attached a media release outlining issues with the Ulva Island wharf project.

Kind regards,
Chris



Chris Chilton
Team Leader Communications
Southland District Council
PO Box 903
Invercargill 9840
P: 0800 732 732
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Joanne Liew

From: Aaron Fleming
Sent: Thursday, 6 July 2023 3:27 pm
To: 'Cameron McIntosh'
Subject: SDC Media Release

Kia ora Cameron,

Further to our conversation earlier today. I am writing with respect to the Media Release from Southland District Council on 6 July 2023.


As mentioned, I am disappointed to read this media release which is critical of DOC, without the opportunity for you and I to discuss things first prior to it being released. My preference is to be able to talk these things through, rather than have them play out through the media. We have three media enquires this afternoon, and we will send our response to your communications team first, prior to the media outlets receiving it.

From DOC's perspective:

- I met with SDC on 10 May 2023 with DOC's Rakiura Operations Manager to try be helpful to provide clarity for SDC. There is acknowledgement from both parties that our engagement earlier in the project could have been better.
- DOC had actions from that meeting that we have completed. We sent our last information through to SDC on 9 June. We have received no response back from SDC.
- SDC had actions from that meeting, none of which have been completed.

At the moment we are waiting on SDC to come back to us and our response to media will refer to this. As such I believe the SDC media release today is not a fair representation of the Department's recent engagement in the project.

out of scope



Cameron, DOC remains willing to talk this through and be at the table to find a solution for the community. But as I mentioned, SDC actions from 10 May have not been completed, we have not had acknowledgement of our last email dated 9 June, and we are disappointed SDC have chosen to issue a media release without the opportunity to talk this through with us first.

I'd be happy to discuss this with you further.

Aaron



Aaron Fleming (*ia/he/him*)
Kaihautū Matarautaki Director Operations – Southern South Island
Te Papa Atawhai Department of Conservation
Whakatipu-wai-Māori Office
1 Arthurs Point Road | PO Box 811 | Queenstown 9348
M: +64 27 591 0549 | E: afleming@doc.govt.nz | W: doc.govt.nz
Kaiawhina-Manahautu PA: Joanne Liew jliew@doc.govt.nz

S18(f)

From: Simon Moran <Simon.Moran@southlanddc.govt.nz>
Sent: Tuesday, July 11, 2023 12:16 PM
To: Joanne Liew <jliew@doc.govt.nz>
Cc: Robyn Rout <Robyn.rout@southlanddc.govt.nz>
Subject: RE: Ulva Island Wharf Council Meeting

Hi Joanne

The Council meeting in September is on the 20th.

Regards
Simon



Simon Moran
Strategic Project Lead
Southland District Council
PO Box 903
Invercargill 9840
P: 0800 732 732
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From: Joanne Liew <jliew@doc.govt.nz>
Sent: Friday, 7 July 2023 8:26 am
To: Dianne Williams <dianne.williams@southlanddc.govt.nz>
Subject: Ulva Island Wharf Council Meeting

This message is from an external sender

Kia ora Dianne,

Hope you are well.

Aaron is keen to understand when in September the Council is expected to make a decision on the Ulva Island Wharf.
What Council meeting date?

I look forward to hearing from you.

Ngā mihi

Joanne Liew (she/her)

Kaiāwhina-Manahautu | Personal Assistant to Aaron Fleming, Director Operations – Southern South Island

Whakatipu-wai-Māori Office | Queenstown Office

Phone: +64 27 281 4084

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