

Hump Ridge Great Walk Project

Annual Community Information Session

13 October 2022



Department of
Conservation
Te Papa Atawhai

New Zealand Government



Opening Karakia
Ōraka Aparima Rūnaka Representative



Welcome
Aaron Fleming – Director Operations, Southern South Island

Programme



- ▶ Welcome
- ▶ Hump Ridge Great Walk Project –
 - ▶ Visitor Experiences
 - ▶ Heritage
 - ▶ Infrastructure
 - ▶ Communication
- ▶ Hump Ridge Great Walk Project Partners
- ▶ General Discussion / Q & A
- ▶ Farewell



Visitor Experience and Storytelling

Kate Woodall – Interpretation Advisor

What we've done this year

- Further developed the concept that was shared last year into a more detailed plan, in readiness for contracting the work out.
- Continued to work with others, including Ōraka Aparima, Rowallan Alton Inc and the Tuatapere Hump Track Charitable Trust on storytelling touchpoints along the track.
- The start of the track will have a waharoa / gateway and we have been working with iwi carver Steven Solomon (Kāti Māmoe, Waitaha, Kāi Tahu) around this.
- Getting ready to go to market, to contract out the development of the storytelling and information for visitors, with a view to having everyone contracted early 2023.

What's next

- Over the first half of next year, we will be working with the contractors to develop the storytelling and getting everything installed for the opening of the Great Walk.

Visitor Experience and Storytelling

Overview: Storytelling package

Stag Point

- Text/graphic panels

Ōkaka Lodge

- Lodge story book
- New supporting interpretation to accompany existing fixed external binoculars

Water Bridge shelter

- Text/graphic panels incorporated into existing shelter

Rarakau

START

Rarakau Carpark and lodge buildings

- Text/graphic panels incorporated into shelter

Track start area

- Waharoa/gateway and welcome

END

16 Track end area

- Text/graphic panels with call to action messages

Luncheon Rock

- Text/graphic panels incorporated into existing shelter

SILNA land

- Replacement text/graphic panels

Tram line junction

- Free-standing text/graphic panel

Viaducts

- Text/graphic panels for each of the three viaducts

KEY

Day 1

Day 2

Day 3



P Parking

5

3

6

Ōkaka Lodge

7

8

9

10

11

Edwin Burn Viaduct

Percy Burn Viaduct

12

Sand Hill Point Viaduct

4

Raukiokio (Camp Creek/Flat Creek)

- Free-standing text/graphic panel

13

Port Craig arrival area

- Welcome signage
- Directional signage
- Replacement map

14

Port Craig Lodge

- Lodge story book

15

Port Craig Township

- Corten steel silhouettes of Port Craig townspeople, with text and graphics
- Replacement text/graphic panels
- Historic overlay panels - panels with images on transparent backing, through which the historic scene can be seen overlaid on the current landscape
- Replacement text/graphic panels - Te Wae Wae Bay Marine Mammal Sanctuary

Port Craig Lodge



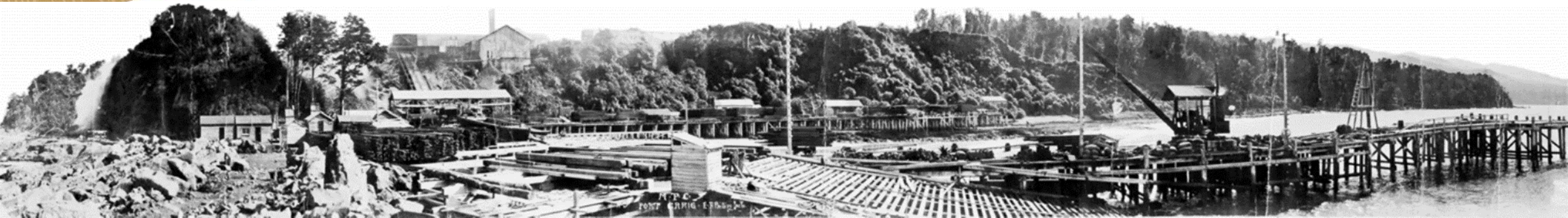
Port Craig Historic Site

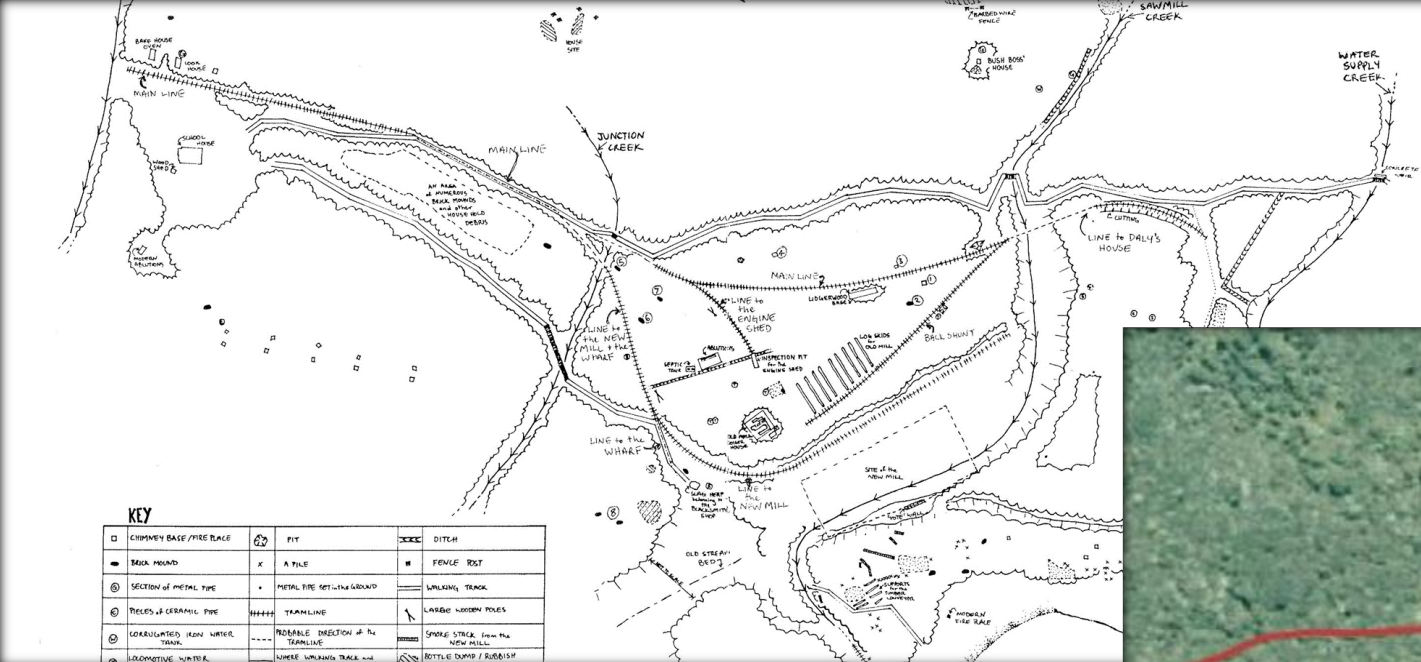


Managing the Heritage Experience
Matt Schmidt – Senior Heritage Advisor

Goals in managing heritage for track development

- ▶ Known Māori & Pakeha heritage sites identified in the project area, advise provided on management.
- ▶ All DOC information on Port Craig and its tramline in DOC files has been scanned – historic documents, maps, photographs, interviews, licences etc.
- ▶ Port Craig mapped using GIS surveying equipment.
- ▶ Port Craig Schoolhouse and other heritage fabric assessed for conservation advice and management.
- ▶ Production of guidance on heritage management for now and the future being prepared.
- ▶ Heritage Track Development Guidance & Instruction to be completed and on-site construction to be undertaken





Left: Port Craig as mapped in 1996 (Jackie Breen). Right: The settlement being re-mapped using GIS equipment.



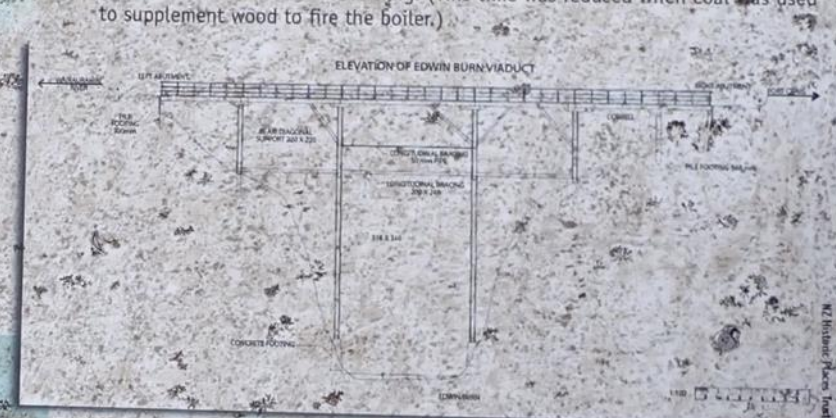
The story of the Hump Ridge Track is about people



Heritage Track Development Guidance will ensure the track retains the heritage experience

doing in the middle of nowhere?

Between 1916 and 1928 this was part of the most ambitious milling project New Zealand had ever known. You are standing on a tramway that once ran over 14 km from the mill settlement at Port Craig almost to the Wairaurahiri River.



While all four viaducts share common characteristics, there are also some differences. The Edwin Burn viaduct was designed with a longer central span (12.2 m) to avoid building concrete foundations in the river.

Point of difference

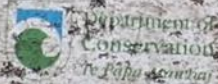
The Edwin Burn viaduct is the only one that stands on Māori land, originally granted under the South Island Landless Natives Act of 1906. How this came to be and the difficulties that resulted are explained at the Percy Burn viaduct. Today's partnership between the Māori Trustee and other stakeholders of this historic site requires respect from all users to safeguard the privilege of access.

Track-side relics

Port Craig mill closed in 1930. In 1937, when all hope of revitalising the timber milling enterprise had faded, most plant and equipment was removed including the tramline rails and points. The wooden sleepers, however, were left intact and remain a feature of the track. So too are impressive cuttings and, for the sharp-eyed, an assortment of rusting relics, largely reclaimed by the undergrowth. Please leave all relics where they are for others to appreciate.



The scale of the enterprise was breathtaking. No effort or expense was spared to ensure the most efficient supply of logs to feed the mill saws.



New interpretation will improve the heritage experience and widen the stories of the area



Infrastructure

Mark Symons – Project Manager

Track Infrastructure Works

- Track upgrade works to 70% of the track to ease grades and improve the walking surface, including additional boardwalks and bridging, surface and drainage upgrade.
- A new swing bridge across the Edwin Burn.
- Contingency planning for outyears upgrades of the Percy Burn bypass track and bypass bridge at Sandhill Viaduct.
- High tide route at Blow Holes Beach and tidal warning signs
- The track safety signage will also be upgraded to reflect its Great Walk status



Infrastructure Works

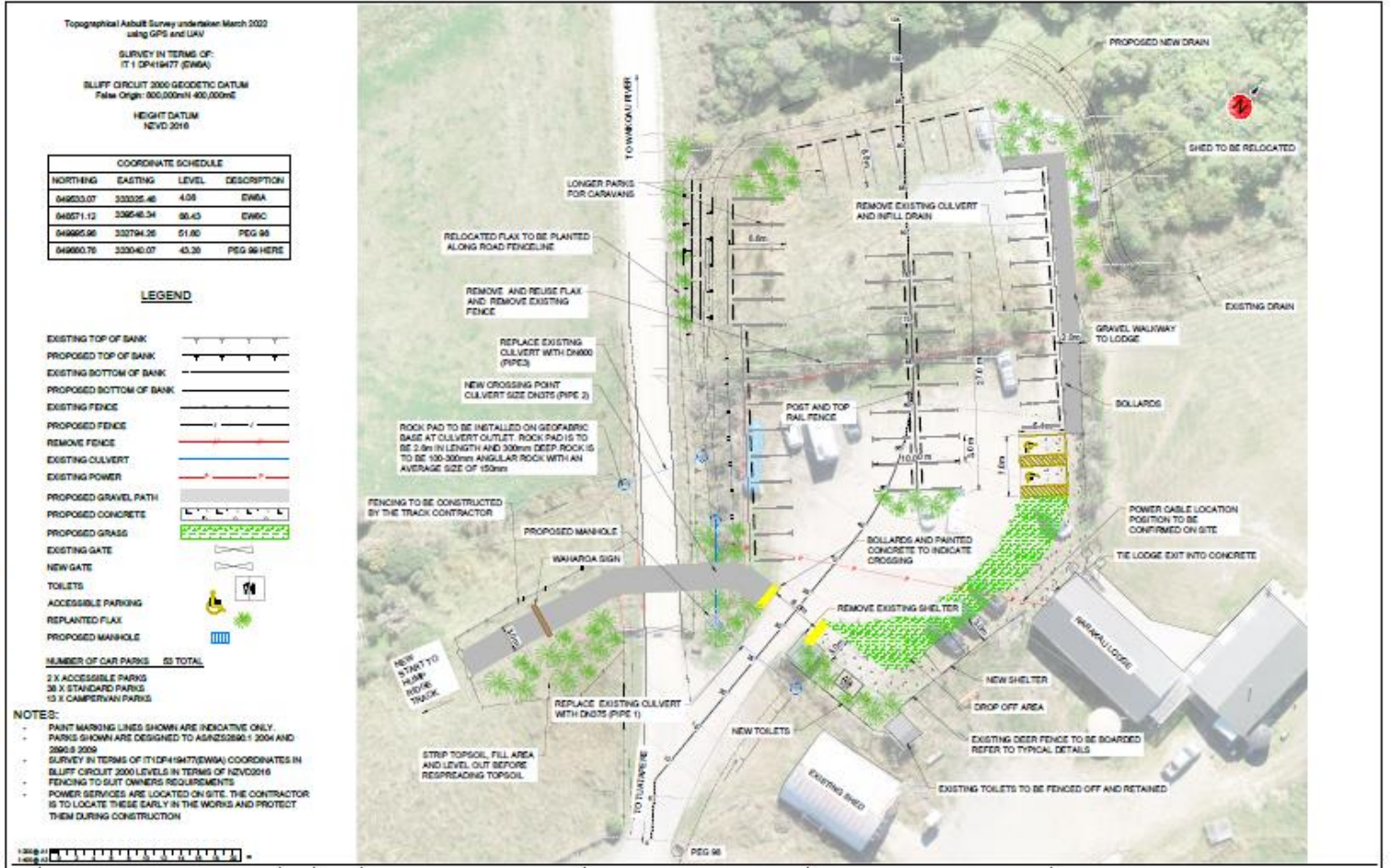
- ▶ Most of the track work is to deal with the mud and gradient issues.



- ▶ Track Section D is nearing completion
- ▶ Contract signing underway for the remaining track works

Rarakau Car Park Redevelopment

Redevelopment of the Rarakau car park including toilets, shelter, realignment of the track start and track entrance Waharoa.





Hump Ridge Great Walk Project Communications

How we shared Project news



Since our last community information session ...

- ▶ Published newsletters - October 2021, May 2022
- ▶ Project webpage
- ▶ Articles in local rags - Western Wanderer & Te Anau Trader
- ▶ Advertised for locals interested in being involved in track construction works
- ▶ Media release – April 2022 – a Whakatau Te Whenua by Ōraka Aparima Rūnaka and to settle the land, bless the track and clear the way for construction to begin.

Keeping You Informed

Stay up to date with the latest news



How we share project news, events and stories

- ▶ Project news: “It’s Happening” newsletter
- ▶ On The Web: www.doc.govt.nz/hump-ridge-great-walk-project
- ▶ Project Email: HumpRidgeGWP@doc.govt.nz
Email us to be added to our project news distribution list
- ▶ Media enquiries: please direct to media@doc.govt.nz
- ▶ Community news channels – Western Wanderer magazine, Hump Ridge Track Operations Office, Te Anau Trader, media releases
- ▶ Tonight’s handout



Tuatapere Hump Track Charitable Trust



General Discussion / Q & A's



Photos: Liz Carlson ©

Closing Karakia
Ōraka Aparima Rūnaka representative



Ngā mihi nui
Safe travels home. See you next time!