



Nelson/Marlborough Conservancy recreation opportunities review

Submissions analysis and decisions

OCTOBER 2004



Department of Conservation
Te Papa Atawhai

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Published by:
Department of Conservation
Southern Regional Office
P.O. Box 13-049
Christchurch, New Zealand

This report is the conclusion of the department's public consultation process 'Towards a Better Network of Visitor Facilities', a Recreation Opportunity Review aimed at confirming with the public the mix of visitor facilities needed to provide the recreational opportunities most desired on public conservation land.

CONTENTS

1.	Conservator's foreword	1
2.	Executive summary	1
3.	Nelson/Marlborough Conservancy overview	4
	Conservancy overview	4
	Golden Bay	4
	Motueka	5
	Sounds	6
	South Marlborough	6
	St Arnaud	7
4.	Introduction	8
	Iwi	8
	Process of submission consideration	8
	Submission analysis process	8
	What decisions now mean	9
5.	Submitters and submissions	10
	5.1 Number of submissions	10
	5.2 Main proposals commented on, by order of total submissions	11
	5.3 Proposals that received the most submissions and summary of submissions, by location	13
	5.4 Other submissions on proposals	23
	5.5 Proposals that did not receive submissions	23
	5.6 New proposals	23
6.	User group meetings	24
7.	Summary of general points from submissions	26
8.	Decisions	28
	Golden Bay Area	29
	Motueka Area	47
	Sounds Area	62
	South Marlborough Area	73
	St Arnaud Area	89
9.	Summary of decisions	120
10.	Overview of decisions in terms of recreation opportunities	122
Appendix 1		
	What the decisions mean	123

1. Conservator's foreword

The following report details the content of submissions received by Nelson/Marlborough Conservancy as part of the public consultation for recreation opportunity review (ROR) and feedback received through public meetings and discussion with stakeholders.

Taking account of the submissions and other information received, decisions have been made by this conservancy which are detailed in this report. These decisions align with the strategic direction as covered by the Principles to Guide a Core Facility Network and the key Policy and Strategic Directions referred to within these; or, where there has been identified a preference through submissions to vary from this direction, these cases have been noted.



Martin Heine
Acting Conservator

2. Executive summary

- Consultation was launched on 30 September 2003, with a Press Release from the Minister of Conservation, and a press release from this conservancy. Letters had already been sent to 42 local recreation groups and other key associates inviting them to attend a public meeting on the 4 and 5 of October 2003 at St Arnaud to learn about the consultation process. Proposal documents and background resource material were provided to these groups and also available on the DOC website to provide the basis for making submissions. 29 groups attended the meeting.
- 237 submitters provided submissions representing comment on over 200 proposals
- While Iwi have not submitted in the formal process, iwi have been briefed and have had involvement in many of our current work programmes (see 2.6, page 15 for detail).
- All proposals put forward by the Nelson/Marlborough Conservancy received submissions.
- Submitters were made up of 38 group submissions (19 recreation clubs, 11 interest groups, 7 schools representatives and 1 local authority) and 199 individual submissions (includes 63 school children on one site).

- One submission made direct reference to the Principles to Guide the Core Facility Network (contained in the National Resource Document).
- The highest number of submissions were entered against the proposal for Pine Valley road upgrade - 58 (53 against/5 for)
- Management proposals which have been influenced by consultation include:
 - The proposal to “Close Site/Remove All Assets” has been changed to “Cease Maintenance” due to a strong argument for markers to be left on site, by a number of groups. There is a feeling that markers are more important to the track than maintenance.
 - Seven tracks with the proposal to “Cease Maintenance” have been changed to “Maintain” due to disagreement with the departments user numbers, the fact that in many cases the cost of maintenance was minimal, safety issues and in some cases the intense public opposition to closures (Saddle Hill Route, Loveridges Route, Mt Stevens Route, Richmond Flat Track, 1000 Acres Route, Beebys Knob Route, Hopeless Track and Gibbs Walk).
 - One hut has been changed from “Minimal Maintenance” to “Maintain” due to the need for an overflow from Fennella Hut and as a base for side trips from the valley. (Cobb Hut).
 - The Matiri Plateau area was a strategic discussion point. Following submissions the proposal for Larrikins Hut has been changed from “Remove” to “Maintain and replace with larger hut.” The track across the Matiri Plateau will be upgraded and maintained to BCA tramping track standard.
 - Red Hills Hut proposal has been changed from “Remove and not Replace” to “Replace, possibly at alternative site” following submissions from family groups and Te Araroa Trail.
 - Two huts have been changed from “Remove” to “Replace with Day Shelter” due to submissions from tramping clubs (Moa Park) and one which was a strategic discussion point (Flora).
- A number of new proposals have been put forward by the public. We wish to consider 11 as new facilities (See section 7).

SUMMARY OF DECISIONS

PROPOSAL	NUMBER PROPOSED	NUMBER OF DECISION
Hut		
Change classification to shelter	3	6
Replace with shelter	0	2
Seeking Community Maintenance	0	1
Proposed (new)	0	0
Maintain by Community	1	1
Non-visitor DOC managed	1	1
Minimal maintenance	5	4
Remove	10	6
Maintain/Replace/Upgrade/Maintain to lower standard/ Move to another location/replace with existing asset	149	147
Not DOC ownership		1
Total	169	169
Track		
Owned by DOC but maintained by Community	0	0
Proposed (new)	6	9
Seeking Community Maintenance	2	1
Non-visitor DOC managed	1	1
Cease maintenance	13	8
Remove	3	0
Maintain/Replace/Upgrade/Maintain to lower standard	356	365
Total	381	384
Shelter		
Maintain/replace/upgrade/maintain to lower standard	11	14
Remove	2	2
Minimal maintenance		1
Cease maintenance		2
Proposed New	0	2
Total	13	17
Campsite		
Maintain/replace/upgrade/maintain to lower standard	58	57
Cease maintenance	2	3
Total	60	60

3. Nelson/Marlborough Conservancy overview

CONSERVANCY OVERVIEW

In the Nelson/Marlborough region a wide range of recreational activities can be enjoyed in an array of remarkable natural landscapes—from tranquil bays to rugged mountainous areas. There are three national parks to explore—Nelson Lakes, Kahurangi and the Abel Tasman—along with forest-clad Mt Richmond Forest Park and numerous conservation areas and reserves. With 2500km of coastline, activities on and near the sea feature strongly in the local lifestyle and tourist industry. The region attracts many holidaymakers from around New Zealand—especially to the Marlborough Sounds, Lake Rotoiti and the Abel Tasman National Park—as well as tourists wanting to experience the outdoors.

People have a wide choice in ways and places to recreate in the outdoors. Families can walk or picnic in attractive easily accessed locations, kayaking and sailing can be undertaken alongside stunningly beautiful coastlines, there is ample opportunity for fishing, hunting and tramping in a variety of backcountry areas, the mountains offer climbing opportunities and the region has some excellent mountain biking. More mountain biking, horse riding and some 4WD opportunities should become available in the Conservancy as a result of high country tenure review.

The network of huts, tracks and other recreation facilities in the Nelson/Marlborough Conservancy has not significantly changed as a result of the Recreation Opportunities Review. The region continues to have facilities to support an extensive range of both backcountry and day-based activities. Some rationalisation of huts is to occur in a few places but for the most part the facilities will remain the same or are being improved. Some huts and tracks proposed for removal are being retained because of the high public support for their retention. In some places, huts will be replaced with shelters to take account of growing use of those areas for day trips.

Facilities that allow for day or short trip activities are being enhanced in recognition of the growing numbers of people seeking such opportunities due to busier lifestyles and an aging population. Improvements to tracks, putting in viewing areas and upgrades to car parks and toilet and sewerage facilities are among measures being taken to provide better access, to cater for higher numbers of visitors and to better protect the environment from people impacts.

The review has sought to ensure that the region's outstanding remote and wilderness areas retain the naturalness and isolation for which they are valued.

GOLDEN BAY

The Golden Bay Area has golden beaches, forests, mountains and wilderness providing opportunity for day excursions as well as longer tramps into remote areas. It contains the northern part of the Abel Tasman Coast Track—a Great Walk—including the less busy sections of the track north of Totaranui. It is an easy track

suitable for people of all ages and it can be enjoyed for a day or short trips, staying overnight at huts or campsites in picturesque bays. The Totaranui campground is a very popular holiday spot for New Zealand families over the Christmas period.

A contrasting experience is found in the park's hinterland with the backcountry Inland Track passing through forest of changing character and along mountain ridges. The consultation process highlighted the increasing use of the more accessible parts of this track for day walks. As a result, a proposal to remove the Moa Park Hut on this track has been amended to replacing it with a shelter with day users in mind.

In Kahurangi National Park more remote experiences can be had including hunting, tramping and fishing. The Cobb is the park's most accessible glacial landscape and the area gets high use for weekend and day activities as well as being an entry point for trips deeper into the park. There is to be some rationalisation of facilities in the Cobb. Cobb Hut is now to be retained as a basic hut and Chaffey's Hut and Tent Camp will no longer be maintained but will be kept as shelters for the time being. Trilobite Hut is eventually to be moved further up the valley.

The Heaphy Track is Golden Bay's other Great Walk and it crosses to the West Coast. The track is renowned for its ever-changing landscapes and views and accommodation at its huts and campsites is in demand at peak holiday times. Two campsites—by Saxon and Perry Huts—are to be reinstated, at the suggestion of submitters, and camping platforms and cooking shelters put in.

Comment was sought on facilities on the Douglas Range and, as a result, the bivvys there are to remain for safety reasons and the track is to stay unmarked to preserve the remoteness of this area.

Improvements are to be made at a number of sites popular for day visits. The track to Harwoods Hole is to be upgraded, and car parking and sewage facilities are to be improved at a number of road-ends to reduce environmental impacts from visitor use including Wainui Falls, Wharariki Beach, Puponga and the Aorere Goldfields.

MOTUEKA

The Motueka Area has scenic coastal areas and some popular backcountry tracks. The Wangapeka, Leslie-Karamea and Tablelands, in Kahurangi National Park, are important backcountry tramping areas for New Zealanders and their relative remoteness is being retained. Moves to rationalise huts in the Karamea Valley drew support. Crow Hut is to be upgraded. Venus and Thor huts are to be amalgamated through replacing Thor in five years with a larger hut and removing Venus. Plans to reduce huts in the Wangapeka were not supported so both Stone and Helicopter huts are to be retained. Some tracks it was proposed to close are instead to be no longer maintained but the markers left so the routes can still be followed, a move requested during the consultation.

The road to Flora Saddle is used by many for access to Kahurangi National Park and the car park is to be extended to cater for growing use. There are several walking options from the car park and the area is popular with local people for day and weekend trips. Flora Hut is to be removed at the end of its present life (5years) and replaced by a shelter for use by day visitors.

The Mt Owen area, with its spectacular karst landforms, has attracted a growing number of visitors in recent years putting pressure on the Granity Pass Hut. It has been decided to replace the current six-bunk hut with a 12-bunk hut, to upgrade the toilet and sewage systems and to create a camping area. The measures are aimed at reducing impacts on the fragile environment as well as alleviating crowding.

The Motueka Area contains the southern sections of the Abel Tasman National Park's Coast and Inland tracks. This is the busiest part of the Coast Track, attracting numerous day visitors as well as track walkers, all wanting to enjoy sun, sand, sea and bush. Kayaking is an increasingly popular way of exploring this attractive coastline with many kayakers stopping overnight at the park's campsites and huts. On the Inland Track, Holyoakes Shelter is to be replaced with a day shelter for the benefit of those making day trips in the area.

SOUNDS

The Sounds Area provides attractive camping, tramping and boating opportunities amidst the serene coves and bush-covered mountains of the Marlborough Sounds. Many sites can be reached by road or sea. As a result of the review, improvements are to be made to a number of its most visited sites.

The very popular Queen Charlotte Track, open to both mountain bikers and walkers, is to be upgraded in places. Some improvements are also planned for the Nydia Track but it will remain a more challenging tramping track.

In the Sounds are predator-free islands that have a vital role as safe havens for endangered native species. People out on boats can stop at many of the islands to picnic, view historic sites or to roam through bush bustling with birdlife. Additional walking track is to be put in on Motuara Island to create a loop track and a new walking track is planned for Blumine Island to open up the island more for visitors. A new larger jetty is to be erected at Motuara to allow for growing use and larger boats.

Improvements are to be made at a number of Sounds campsites, including upgrades to toilet and sewerage systems.

SOUTH MARLBOROUGH

The South Marlborough Area is notable for its backcountry opportunities many of which occur in dramatic high country landscapes. Hunting and fishing are popular activities along with tramping in its remote areas. The area also has some of the best 4WD opportunities in the Nelson/Marlborough region.

In the Leatham Conservation Area the Upper Branch Track is to be upgraded and a footbridge put in below Siberia Hut. This allows some rationalisation of huts to take place. Siberia Hut is to be removed but the five smaller huts—Griegs, Bottom Misery, Top Branch, Lost, and Top Misery—are to be retained.

South Marlborough's coastal areas include picnic and camping spots, and the rocky Kaikoura coastline is a popular stop for viewing seals. Because of the growth in numbers visiting the Kaikoura Peninsula, the Peninsula Walkway is to be upgraded.

The car park at South Bay will also be upgraded.

A proposed revamp of facilities in the Pine Valley area of Mt Richmond Forest Park, has been downscaled because of submissions opposing change, particularly because of the area's use by schools. It is now planned to retain the swingbridge for as long as it is safe to use and then replace it with a small suspension bridge. Minor improvements will be made to the existing car park and the 4WD road to Mill Flat.

There is support for a move to rationalise huts along the Clarence River however further consultation will take place with user groups about placement and size of huts and camping areas.

ST ARNAUD

The St Arnaud Area's Nelson Lakes National Park, in the northernmost ranges of the Southern Alps, offers alpine experiences including mountain climbing and tramps amidst striking mountain ranges. The Travers-Sabine Circuit, which reaches deep into the park, and the tramp to Angelus Hut, nestled beside mountain lakes, are routes treasured by New Zealanders and overseas visitors alike. In Kahurangi National Park, the Matiri and 1000 Acre Plateau area is also highly valued for tramping.

Comment was sought on options for Hopeless Hut in Nelson Lakes which has been identified as being at high risk of being hit by an avalanche. There was strong support for keeping the hut. The hut will remain on its current site provided the avalanche hazard can be managed to an acceptable level in light of legal restrictions and Departmental policy. In line with the hut decision the proposal to cease maintaining Hopeless Track has changed to maintain as a tramping track or route. Submitters emphasised the importance of a walking link between the Travers Valley and Lake Angelus over Sunset Saddle.

It was proposed to change Coldwater Hut to a shelter, given its lakeside location and closeness to Lakehead Hut. Submissions favoured retaining the hut. The hut will be upgraded and extended to 10 bunks.

There was general support for rationalising the three shelters on Mt Robert. The three are to be reduced to one shelter, probably near the current Bushedge shelter.

It is sought to keep the Matiri and 1000 Acre Plateau area as a remote experience. Huts in the area are to be rationalised with Poor Pete's and Haystack Huts removed and Larrikins Hut replaced with a larger 10-12 bunk hut. The 1000 Acre route is to be upgraded and maintained as a tramping track to reduce environmental damage.

Red Hills Hut, in Mt Richmond Forest Park, is to be removed because of its very poor condition. However in response to submissions received and in light of its location as part of the Te Araroa trail, Red Hills Hut will be replaced. The replacement hut may be on a different site but will be within a day's walk of St Arnaud.

Tracks around Murchison are to be retained for the most part and the feasibility of a loop return on the Skyline Walk is to be investigated.

4. Introduction

Public consultation was undertaken as part of the department's recreation opportunity review 'Towards a Better Network of Visitor Facilities'.

Consultation was launched on 30 September 2003, with a Press Release from the Minister of Conservation, and a press release from this conservancy. Letters had already been sent to 42 local recreation groups and other key associates inviting them to attend a public meeting on the 4 and 5 of October 2003 at St Arnaud to learn about the consultation process. Proposal documents and background resource material were provided to these groups and also available on the DOC website to provide the basis for making submissions. Twenty-nine groups attended the meeting.

Further information about the submission process was provided by way of later public meetings at Area levels (Kaikoura, Blenheim, Picton, Takaka, St Arnaud, Murchison and Motueka.)

Individual meetings were held with three groups (Waimea and Marlborough Tramping Clubs and the Nelson Alpine Club) or their representatives to explore issues further.

IWI

Iwi consultation was carried out by Area Managers who contacted their local iwi, provided copies of the document and offered to discuss the proposals. Some managers or staff did presentations and follow up phone calls.

PROCESS OF SUBMISSION CONSIDERATION

- Submissions entered into database
- Submissions and full details for each area provided to Areas.
- Submission information considered by submission analysis team in each Area (members being two Recreation Planners and Technical Support Manager, and Area Manager plus Area Programme Manager in each Area) and decisions drafted.
- Submission Analysis Report written up by Recreation Planner.
- Conservator signs off with the Area Manager's support.

SUBMISSION ANALYSIS PROCESS

- Submission points all entered into customised database—generally verbatim.
- Submission points categorised according to their nature: in support, not in

support, neither. (Neither may represent submissions that are unclear.)

- Proposals with many 'not supporting' submissions had submissions considered for merit, and possible decisions considered in view of weight of submissions with merit, and in view of the strategic objectives for that location, if there are specific objectives (e.g. from Conservation Management Strategy, recreation strategy).
- Proposals with a mix of 'support' and 'not support' submissions had submissions considered for merit, and the strategic intent behind the proposal checked for consistency with submission points.
- Proposals with few submissions had submissions considered for merit, and the strategic intent behind the proposal checked for consistency.
- All decisions that differed from proposals were considered together to take account of the effect this may have had on the overall range of opportunities.

WHAT DECISIONS NOW MEAN

The Department of Conservation is making these decisions in order to provide the public of New Zealand and the associated user groups with some surety about the future core facility network of visitor facilities to support their recreation activities into the foreseeable future. These decisions will guide resource commitment and work programmes for the department.

There remain some factors that cannot be accurately forecast or guaranteed at this point in time, such as; future construction costs, the durability of existing and new facilities, the effects of changing weather patterns, and changing user group priorities. As a result these decisions are a negotiated outcome rather than conclusions set in stone.

Formal planning processes will continue to provide the mechanism for change of these decisions as needed and ensuring public input (e.g. CMS review, National Park Management Plan reviews). Conservation Boards will assist the department to manage issues relating to specific facilities that might arise from time to time.

Section One

5. Submitters and submissions

This section provides information on the number of submissions, the nature of submissions and a description of their content

5.1 NUMBER OF SUBMISSIONS

- 237 submitters provided submissions representing comment on over 200 proposals
- Submitters were made up of 38 group submissions (19 recreation clubs, 11 interest groups, seven schools' representatives and one local authority) and 199 individual submissions (includes 63 school children on one site).
- One submission made direct reference to the Principles to Guide the Core Facility Network (contained in the National Resource Document).
- No submissions were received from iwi.

SUMMARY BY GEOGRAPHIC ORIGIN OF SUBMITTERS

GEOGRAPHIC ORIGIN	NUMBER	PERCENTAGE
Nelson/Marlborough	202	85%
Southern North Island	11	5%
Northern North Island	11	5%
Canterbury	9	4%
West Coast	2	1%
Otago	1	0%
TOTAL	237	100%

5.2 MAIN PROPOSALS COMMENTED ON, BY ORDER OF TOTAL SUBMISSIONS

ASSET NAME	SUBMISSIONS	
Pine Valley road	58	(53 against/5 for)
Mill Flat Swingbridge	56	(51 against/5 for)
Larrikins Hut	42	(33 against/9 for)
Trilobite Hut	39	(16 against, 12 for and 11 other options.)
1000 Acre Route	32	(19 against/13 for)
Chaffey's Hut	31	(21 against/ 10 for)
Hopeless Hut	31	(29 against/2 for)
Poor Pete's Hut	31	(22 against/9 for)
Coldwater Hut	30	(27 against/3 for)
Cobb Hut	28	(20 against/8 for)
Lakehead Hut	27	(5 against/20 for, 2 unclear)
Moa Park Hut	28	(25 against/3 for)
Waingaro Forks Hut	27	(14 against/13 for)
Red Hills Hut	26	(19 against/7 for)
Myttons Hut	26	(17 against/9 for)

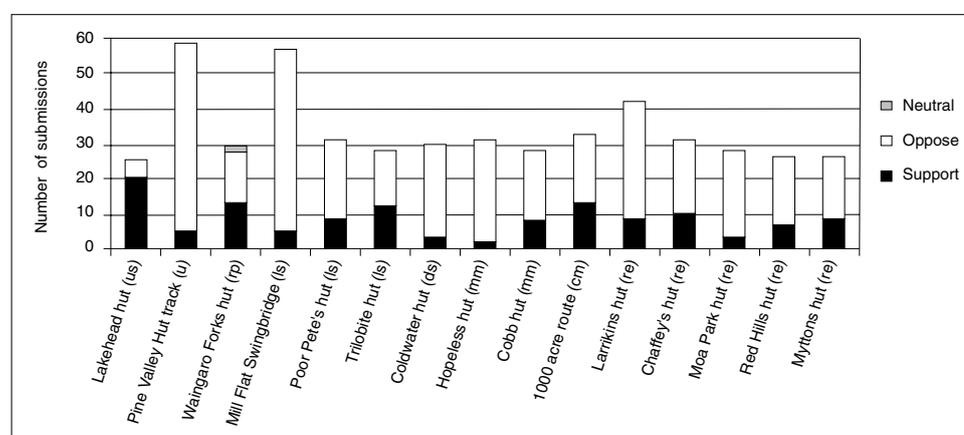


Figure 1: Top 15 proposals with the most submissions.

The Proposals for facilities ranged across 12 options. For simplicity, the following proposal types have been used in the figures using the short code listed:

Proposed (new)	(p)
Replace larger size	(ls)
Upgrade (significant) to higher standard	(u)
Upgrade to standard	(us)
Replace	(rp)
Move to another location	(mo)
Maintain	(m)

Maintain to lower standard (or downsize)	(ds)
Maintain by community	(co)
Minimal maintenance	(mm)
Cease maintenance	(cm)
Close	(cl)
Remove	(re)

5.3 PROPOSALS THAT RECEIVED THE MOST SUBMISSIONS AND SUMMARY OF SUBMISSIONS, BY LOCATION

GOLDEN BAY AREA

VISITOR FACILITY NUMBER	VISITOR FACILITY NAME	PROPOSAL	PROPOSAL EXPLANATION	SUBMISSIONS "I SUPPORT"	SUBMISSIONS "I DO NOT SUPPORT"	SUBMISSIONS UNCLEAR	SUBMISSIONS ISSUES SUMMARY
213	Trilobite Hut	Replace- Bigger Size & Move to Another Location	Trilobite hut (site 1000065)- Maintain Site The proposal for Trilobite Hut is to rebuild/replace on the clearing above the lake on the Mount Peel Track when it becomes uneconomic to continue maintenance. The regime until such time will be "maintain". When Trilobite Hut and toilet are removed, the site will be revegetated and upgraded to provide additional carparking for Cobb Valley Track. While it is a roadend hut, it also acts as a link in the Cobb - Tablelands Circuit. The Hut will be moved from the roadend to a suitable site approximately 15mins walk from the carpark. Relevant "Hut Principles" should be waived in this case	12	16 - Keep where it is	5 at other sites 6 other	Submitters varied considerably on how Trilobite should be managed and the submissions were long and complex. The suggestion of moving a hut was criticised for the cost. Supporters for a hut away from the road end stated the new site would be good for family groups and less fit trampers, and vandalism would be reduced, and the new site has a lovely outlook. Opposers do not want large huts, are concerned that vehicle accessible accommodation in valley will be reduced and some suggest a shelter is more suitable at a road end. Another suggestion was for the road end to be at the end of the reservoir. While no dates were specified in the proposal, some submitters suggested the decision could be deferred or delayed. The Cobb Valley (and more so Trilobite Hut) is also a very popular overnighting site for family groups who appreciate having a nice hut at or close to a roadend. Not all want to camp, especially later in the season. Present hut capacity is often exceeded. Will leave it at 20, but undertake to monitor use closely up to retirement date and reassess size at that time.
302	Chaffey's Hut	Remove (and not replace)	Hut has been on a cease maintenance programme since 1994. Hut is now dilapidated and will be removed.	10	21	0	Opposers all wrote of the historic importance of the hut, along with character and originality. Supporters think the hut is past saving, and there are other more suitable huts and campsites in the valley. Submissions were mostly text comments rather than clear support/opposition to the proposal. While most people don't stay there, they like it for its historic interest and asked for the building to be left to gradually break down over time

VISITOR FACILITY NUMBER	VISITOR FACILITY NAME	PROPOSAL	PROPOSAL EXPLANATION	SUBMISSIONS "I SUPPORT"	SUBMISSIONS "I DO NOT SUPPORT"	SUBMISSIONS UNCLEAR	SUBMISSIONS ISSUES SUMMARY
167	Cobb Hut	Minimal maintenance	Hut has been on a cease maintenance programme since 1994. There has been little public interest in maintaining it. Fireplace has been removed. Remove hut when it becomes insanitary or dangerous and do not replace. Only 30mins from Fennella Hut.	8	20	1	The strong opposition stated: the Cobb hut is needed as overflow for Fenella which is often full of school and family groups, historic importance as part of the Cobb power scheme, is in a prime intersection for doing side trips to Round Lake, Cobb Lake, Mt Gibbs, Aorere Peak, Xenecus, etc, some people prefer older basic hut than grand new huts being built, and questioned the sanity of the proposers. Supporters of the Cobb hut minimal maintenance comments included: the hut is superfluous in its current location and could be removed General opposition. While not following principles of huts 3 to 4 hours apart, the submitters put forward reasons to retain the hut as an overflow from Fennella and an option for different user groups—hunters stay at Cobb hut while families and large groups go to Fennella. Allows for easier access to Cobb/Round Lake circuit. Submitters preferences: upgrade/retain 20; cease maintenance 6; remove 2 Majority want it maintained and upgraded.
411	Moa Park Hut	Remove and not replace	Maintain track, remove and not replace Moa Park Hut. Moa Park Hut is in poor condition and has less capacity than other huts on the Inland Track. It receives very low use. Castle Rocks Hut is only 1 to 1.5 hours down the track. Canaan carpark is approximately 1 hour away. Awapoto Hut is 4 hours to the north. The Inland Track caters primarily for experienced trampers capable of handling the 5 to 6 hours between the two huts.	3	24	1	Opposers acknowledged the hut does not receive much overnight use, and value the building as a day shelter and lunch stop. Other frequent concern was the historical importance. Other points raised were unique surroundings, good hut for slower walkers eg family with young children, older people, favourite hut, delightful hut, low use is good for remote experience. Several submitters suggested replacing hut with a shelter as that was the main purpose it was used for. The site is used regularly by Whenua Iti Outdoor Pursuits Centre 'Youth at Risk' trips who camp and would like toilets and shelter. While submitters would like to see the hut remain a large number want at least a day shelter and lunch stop facility especially with changeable alpine weather. Investigate if there is a better site for shelter.

VISITOR FACILITY NUMBER	VISITOR FACILITY NAME	PROPOSAL	PROPOSAL EXPLANATION	SUBMISSIONS "I SUPPORT"	SUBMISSIONS "I DO NOT SUPPORT"	SUBMISSIONS UNCLEAR	SUBMISSIONS ISSUES SUMMARY
217	Waingaro Forks Hut	Replace With Existing Asset	Hut to be replaced with Mackay Downs Hut. This will provide a standard 6 bunk (SF 70) hut to contribute to the Anatoki/Waingaro Circuit.	14	11	0	Opposers stated: significant historic character, historic connection with Golden Bay residents, and fits with other historic hut in valley (Riordans), recent upgrade has given hut a new lease of life, homely feel. Supportive submitters want accommodation on site and aren't concerned with what hut is used. Submitter suggested: move another hut in and have two huts (10 beds) in the same clearing, need larger hut (12 bunk) to match Sylvester. Most of the supportive comments were that a hut would be retained at the Waingaro Forks site. Opposing comments related to the removal of hut with feeling of historic significance at the current hut.
411	Myttons Hut	Remove (and not replace)	Lake Peel Track (site 1000065)- Maintain Site Hut on nearby clearing (See Site proposal No. 1000065) Myttons Hut has been on a cease maintenance regime since 1994. The new Trilobite Hut site is proposed in the clearing 200m away. Retention of this hut is not warranted with a new 20 bunk facility so close. When Trilobite is completed Myttons Hut will be removed unless future management is officially taken over by a visitor group or suitable trust.	9	17	0	Opposers like Myttons as it is a lovely old hut, just right for a family or small group, sound hut, great atmosphere, with historic and sentimental values, and is suitable for handing over to a community group. A single female trapper stated she prefers Myttons to Trilobite (which being a roadend hut attracts 'unsavoury elements'). Supporters state there is little point in retaining Myttons while another hut is so close, and that Myttons no longer serves any useful purpose.

MOTUEKA AREA

No sites in top 15

SOUNDS AREA

No sites in top 15

SOUTH MARLBOROUGH AREA

VISITOR FACILITY NUMBER	VISITOR FACILITY NAME	PROPOSAL	PROPOSAL EXPLANATION	SUBMISSIONS "I SUPPORT"	SUBMISSIONS "I DO NOT SUPPORT"	SUBMISSIONS UNCLEAR	SUBMISSIONS ISSUES SUMMARY
General Comment	Pine Valley facilities	Upgrade- To Higher Standard	Pine Valley facilities (site 1000591)- Upgrade-To Higher Standard Use of this site by school groups and public is growing. Now that logging operations are completed there is an option to construct a single span, restricted road bridge across Pine Valley Stream where, by utilising the existing logging road, vehicle access could be gained direct to Mill Flat picnic/camping area. This would allow for removal of the swingbridge (does not meet current service standard for day visitors), closure of the existing carpark and approx. 1km of track. Upgrading of the picnic /camping area and associated toilets would then be appropriate.				Submissions were received from 105 people - the highest number of submissions during the ROR. This Pine Valley site included seven individual proposals and caused some confusion as to where submitters were commenting. It depended on whether it was "Discuss with Community" or the actual Picnic Area. Submissions have been moved to the most appropriate proposal. Submissions were overwhelmingly opposing any upgrade in the area due to the want to retain a safe setting for school groups and stop boy racers from having vehicle access. The new proposal to be taken back to Pine Valley Outdoor Education Centre for the whole area is to: upgrade carpark at current site, upgrade road to 4WD for service vehicles, upgrade toilets, maintain hut, and retain swingbridge if possible until fails load test or end of lifecycle when it will be replaced by small suspension bridge
98066	Pine Valley road	Upgrade- To Higher Standard	Upgrade of 4WD road to 2WD to allow vehicle access to Mill Flat. This would entail closure of existing carpark and 1km of track and would negate need for new suspension bridge.	5	53	0	Submissions were overwhelmingly opposing any upgrade in the area due to the want to retain a safe setting for school groups and stop boy racers from having vehicle access. Public submissions show major opposition to any upgrade of this road from 4WD standard
2967	Mill Flat Swingbridge	Replace- Bigger Size	Service standard for user group requires suspension bridge - minimum 5 person load.	5	51	0	Major opposition particularly from school children

ST ARNAUD AREA

VISITOR FACILITY NUMBER	VISITOR FACILITY NAME	PROPOSAL	PROPOSAL EXPLANATION	SUBMISSIONS "I SUPPORT"	SUBMISSIONS "I DO NOT SUPPORT"	SUBMISSIONS UNCLEAR	SUBMISSIONS ISSUES SUMMARY
1775	Larrikins hut	Remove and not replace	<p>This is an important area for remote experiences but the route across the 1000 acre plateau is in poor condition. Larrikins Creek and Poor Pete's huts present problems due to their condition and/or small size. However, due to the fragile nature of the terrain, upgrading of either the route or the huts will probably lead to higher use and more damage. It is considered that the best option for the plateaux is to replace the two huts with a single, 10-14 bunk hut near the Poor Pete's site, and to cease maintenance on the route across the plateau. The Department considers that the higher-grade track system on the Mt Arthur Tablelands is far more robust, and provides easier access to a similar landscape.</p>	9	33		<p>Several submitters dispute the DOC assessment that the plateau is a similar landscape to the Tablelands and recognise the importance of planning for 1000 acre plateau as a whole before deciding on individual facilities. Opposing submissions state: hut should be maintained, the hut is important for safety and shelter in bad weather, it's an 'iconic' hut important, spectacular location, hut is in good condition. The area is important for remote experience, Supportive submissions state that the unique environment should be turned into a remote experience by the removal of Larrikins.</p> <p>N/M comments to hut specialist group. The present capacity of this hut is 4 bunks, which is often exceeded. While the camping option is available some trampers will still arrive without tents. It is not uncommon to have 15 to 20 people at the site and on long weekends it can be up to 50+.The hut is therefore overcrowded on a number of occasions. We agree that with situations like this you will never be able to cater for all however it just does not make sense to replace it at the same size. By limiting it to 12 we believe we have recognised some concerns with having too large a hut at this site. Another issue that needs to be taken account of is that the upgrading of the track across the 1000 Acres may well increase use further.</p>

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1776	Poor Pete's Hut	Replace Hut -larger size	This is an important area for remote experiences but the route across the 1000 acre plateau is in poor condition. Larrikins Creek and Poor Pete's huts present problems due to their condition and/or small size. However, due to the fragile nature of the terrain, upgrading of either the route or the huts will probably lead to higher use and more damage. It is considered that the best option for the plateaux is to replace the two huts with a single, 10-14 bunk hut near the Poor Pete's site, and to cease maintenance on the route across the plateau. The Department considers that the higher-grade track system on the Mt Arthur Tablelands is far more robust, and provides easier access to a similar landscape.	9	22		<p>Submitters dispute the DOC assessment that the plateau is a similar landscape to the Tablelands and recognise the importance of planning for 1000 acre plateau as a whole before deciding on individual facilities. Submitters had theories of either hardening facilities to manage impacts or removing facilities and making access more difficult to limit damage. Some opposing submitters don't want a larger hut (which would encourage more visitors) but suggest a basic hut at Poor Pete's for shelter in bad weather, don't want a large hut at a site where there's nothing to do. Supportive submissions: endorse hut is needed for safety reasons and for long time required to get to Larrikins, and preserving backcountry opportunities. Several submitters said they value Larrikins more than Poor Petes.</p> <p>The decision for the plateau area (see 1000 acre route for detail) is to upgrade to standard a BCA track across the plateau to Larrikins Hut, which will be maintained and on retirement replaced with a larger 10-12 bunk hut. With the proposed upgrading of the 1000 Acres track through to Larrikins, trip times will be reduced.</p> <p>Poor Pete's itself is in significant disrepair providing little more than basic shelter.</p> <p>This track system caters for more experienced visitors at a BCA Tramping Track standard. With a distance of 16kms between Lake Matiri Hut and Larrikins Hut it would not seem necessary for an additional hut at the Poor Pete's site.</p> <p>Our original aim was to enhance the remoteness of this area by pulling back the track and building a new hut near the Poor Pets site. However a number of submitters supported the retention of Larrikins rather than Poor Pete's.</p>

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95864	1000 acre route	Cease maintenance	This is an important area for remote experiences but the route across the 1000 acre plateau is in poor condition. Larrikins Creek and Poor Pete's huts present problems due to their condition and/or small size. However, due to the fragile nature of the terrain, upgrading of either the route or the huts will probably lead to higher use and more damage. It is considered that the best option for the plateau is to replace the two huts with a single, 10-14 bunk hut near the Poor Pete's site, and to cease maintenance on the route across the plateau. The Department considers that the higher-grade track system on the Mt Arthur Tablelands is far more robust, and provides easier access to a similar landscape.	12	19		<p>Opposers argue that landscape is different from Mt Arthur tableland, there are increasing visitor numbers and it's better to concentrate trampers on 1 track.</p> <p>The decision is to upgrade and maintain the track on the plateau to BCA Tramping Track standard to concentrate use and limit impacts</p>
1505	Coldwater Hut	Maintain at Lower Standard	Lakehead Hut only 30 minutes away by foot via shortcut, however, access across to Lakehead is subject to river levels. This facility primarily functions as a shelter for day visitors on the Lakeside Track and those exiting the Travers Valley track system. Consult about long term options for this site: <ol style="list-style-type: none"> 1. Change to a shelter. 2. Enclose existing porch to make into a 10 bunk facility. 	3	27		<p>The proposal included long terms options of changing to shelter or make into a 10 bunk hut. Supportive submissions didn't state reasons.</p> <p>Opposing submissions commented on current conditions (cold, dark and ratty with lots of insects), the hut is popular with boaties and popular with school groups, the hut is frequently crowded, the river crossing is often not safe.</p> <p>One submitter provided a plan for a hut design.</p> <p>Others submitters don't want change and express concern of Travers Sabine becoming a Great Walk.</p> <p>Suggestion to upgrade fireplace and increase to 16 bunks.</p> <p>3 supported retention as a shelter (other 4 not really valid), 3 retain as is. Issues include: fishing opportunity, families, safety (no bridge across to Lakehead Hut), 700 bed nights, and boating, day visitors. Submissions were clearly in favour of retaining this facility as a hut, with an increase capacity. People obviously have a high level of affection for Coldwater Hut</p>

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1508	Lakehead Hut	Upgrade-to Standard	New toilet required at Lakehead Hut. Recommendation by Geotech Engineers is to move Lakehead Hut a minimum of 200m upstream to ensure it is well out of the flood debris flow path. One proposal is to move the hut one hour upstream (closer to Travers swingbridge) to provide better trip times (4hrs) between Lakehead and John Tait huts and also allow a closer overnight stop for those accessing the Hopeless/Hukere Valleys. This needs to be discussed with visitor groups (especially Rotoiti Lodge).	5	20	2	<p>Submitters views showed the variety of users of the area: school groups and young families prefer the hut close, fitter faster trampers are happy with hut further up the valley. Some submitters queried engineers report, and questioned the cost of moving hut.</p> <p>Of the 27 submitters.</p> <ul style="list-style-type: none"> - move short distance upstream 10 - move 1 hour upstream 10 - move to east side of valley 2 - do nothing 3 - unclear 2 <p>The majority of submitters support a short move or up to 1 hour upstream.</p> <p>A Geotech report has indicated that the hut should be moved. If this is required then the majority of submitters support a short move or up to one hour upstream. The Department will seek a review of the Geotech Report and further investigate any alternative options for protecting the hut at its present location.</p>

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1537	Hopeless Hut	Minimal maintenance	<p>A recent report has stated that Hopeless Hut has a very high avalanche danger rating. The recommendation is that it may be retained until it comes to the end of its useful life unless it needs substantial upgrading within that timeframe, in which case it should then be moved to a safer location.</p> <p>The issues that need to be considered are:</p> <ol style="list-style-type: none"> 1. Minimal options available for a new site. 2. Alpine Club interest is thought to be high. 3. Historic background (it was opened by Sir Edmund Hillary). 4. Long term safety concern for the Department re avalanche issue. 5. 1999 engineer's report recommends that a minimum of \$7000 remedial upgrading is now required to meet safety standards. <p>Options for Resolution:</p> <ol style="list-style-type: none"> 1. Cease maintenance until such time as final resolution has been obtained. Continue avalanche monitoring until then. 2. Investigate options for resiting. 3. Discuss options for involvement of the Alpine Club in resiting and future maintenance. 4. Remove hut and downgrade track to Route status. 	2	29		<p>The proposal was designed to generate discussion which it certainly did. Submissions showed a very high level of affection for this hut and some disagreement with the risk management concepts involved in the avalanche hazard assessment completed to date. 16 submitters want a new site, 9 suggested retaining on its current site and closing when necessary due to avalanche risk. A further 5 wanted the hut retained with users responsible for themselves.</p> <p>Opposition to minimal maintenance of Hopeless hut came from many angles: historical significance of hut, important base for climbers, important to track network, high user numbers, scenic value, dispute avalanche assessment, and DOC becoming overly risk averse. Suggested alternative management options: close hut when avalanche danger is high, lock hut when avalanche danger is high, find safe site nearby, have sign on track explaining wintertime risk to users and making users responsible for their own decisions, gifting hut to an organisation willing to accept risk along with safety conditions eg signage installed.</p> <p>Supportive submissions did not state reasons. The decision is to retain the current hut on the current site, provided the avalanche hazard can be managed to an acceptable level in light of legal restrictions and Departmental policy. If it can't remain on site the Department will actively consider alternative sites in the valley .The Department will continue to seek additional information about the avalanche hazard. The Area will continue to liaise with the NZ Alpine Club as they work through this process.</p>

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1341	Red Hills Hut	Remove and not replace	Te Araroa Trail provides justification to maintain the key assets on the site (road, track), but does not justify replacement of the Red Hills Hut. It is only 5 hours maximum from Porters Hut to the roadend, allowing trail walkers time to get to St Arnaud from Porters Hut in 1 day.	7	19		<p>6 of the 19 opposing submissions were identical. They stated Red Hills hut is well used, ideally located, with historic values and importance for safety. Other opposing submitters raised additional points: it's a good base for exploring Red Hills unique geology and biodiversity, favourite place, sub-alpine environment accessible by family groups, for people with 2WD vehicles it is a considerable walk from the road end, and the 'dangerous' hut is disputed. The site is nationally important as being on the Te Araroa trail with long times to the next nearest accommodations. Supporters affirm the dangerous hut condition and easy 4WD road access.</p> <p>Of the oppositional submissions, 6 were identical (and identical to Rainbow hut submissions); 3 were from one family. The review group considered the submissions carefully and the inclusion of the Red Hills area in Te Araroa. The decision is to replace Red Hills Hut, but to consider alternative sites that still allow Te Araroa users to walk from a hut to St Arnaud in one day.</p> <p>The current hut is in a dangerous state and beyond the possibility of upgrade. The Department will begin the steps necessary for its removal.</p>

5.4 OTHER SUBMISSIONS ON PROPOSALS

A number of specific submitters noted in their submissions that they agreed with all other proposals that the Conservancy put forward.

Also a number of submitters had specific objections e.g. to upgrading toilets, to DOC managing roadend facilities.

5.5 PROPOSALS THAT DID NOT RECEIVE SUBMISSIONS

All proposals put forward by the Nelson/Marlborough Conservancy received submissions against them.

5.6 NEW PROPOSALS

A number of new proposals have been put forward by the public.

New proposals were considered by the relevant Area review group in terms of their strategic contribution to the overall network of facilities.

Eleven of the submissions for new proposals are being supported:

- Aorere Goldfields improve access road to the Doctors Creek carpark.
- Reintroduce camping at Perry and Saxon and provide camp platforms and cooking shelters at these sites. Desperately require a booking system!
- Paynes Ford Scenic Reserve – additional toilet.
- Manage Rawhiti Cave track to Route standard, construct viewing platform and install toilet.
- Canaan: investigate option to provide camping.
- Kiwi Saddle Track - Wire across the Kiwi Stream. A poorly located slack wire. Can something be done about it?
- New toilet needed at beach near Split Apple Rock.
- New bridge on Pelorus track
- Leatham wet weather route: Change from cease maintenance to maintain route (approx 6 km)
- Wairau Lagoons walkway: Build new viewing platform and interpretation
- Turn the Skyline Walk track into a loop track. Support in principle. (Before full commitment can be made, this proposal requires further investigation).

Examples of new proposals which were not supported included proposals:

- To re-open previously closed/removed facilities and tracks, e.g. Mt Evans track, Cullifords track
- Which are outside ROR e.g. Cobb road, Heaphy track hut booking systems, mountain biking on the Heaphy track

- Regarding long term issues e.g. Torrent Bay toilets
- For some work which has recently been done or is about to be done e.g. Kiwi Saddle hut toilet to be upgraded in 04/05
- For new long tracks e.g. a new track instead of 40 km of road between the Queen Charlotte walking track at Anakiwa and Pelorus Bridge the start of the Pelorus track for the Te Araroa trail.
- For sites not managed by DOC e.g. proposed bridge over the Onamalutu River at Briggs Road

6. User group meetings

A selection of general comments from the principal User Group Meeting at St Arnaud:

- Huts being removed should be taken off maps now.
- Question intention to leave track markers till they “naturally disappear”. Could be around for thousands of years. Not environmentally pleasing. There is a good argument for markers to be left and maintained. Markers are more important to track than maintenance.
- The increasing number of visitors are not all doing day visits. Increasing numbers of overseas visitors want a backcountry experience in places like Nelson Lakes National Park.
- Irritated by term backcountry comfort seekers. Better to call them backcountry seeker. No one should go into the backcountry seeking comfort - many at the meeting also expressed dislike of comfort seeker term.
- Maintenance levels are an issue of concern. Increasing numbers using the Abel Tasman and Travers Circuit. As numbers increase where are people going to go. As level of use of tracks gets high people look for other places to go that are not so busy. Not everyone wants to go to the Abel Tasman. In order to spread the visitor load instead of ceasing maintenance why don't keep maintenance up. Give people wider opportunities. Avoid impacts on other tracks.
- New Zealanders are a large part of tourism nationwide. One of the largest growth areas in this region is visiting friends and family. This also puts pressure on places. Both Nelson and Marlborough are pushing domestic tourism in the next few years —that is New Zealanders.
- Don't want mountain bike tracks too good. Nydia Bay track ideal mountain bike experience. Track improvements mean bikes travel quicker. Narrow and rough tracks slow bikes down. Water bars are too deep and narrow in places - are a hazard for bikers and walkers.
- We have very much appreciated having close-in tracks in good order for our members who are older and have had knee and hip replacements and the like.

We need those places – both for young people and old. We appreciate the campsites. DOC is doing a good job in rationalising facilities. I have learnt a lot about DOC and what DOC does. I have a better appreciation from the meeting of what DOC does. Would ask that we be able to overnight at road ends. Self-containment vans only should be allowed to park overnight at some road ends. We leave nothing and we don't want to stay too long. It is very nice to wake up to the birdsong and the smell of the bush. It takes us back to when we could go into the wilderness. Think you are doing a bloody good job. We have more than 22,000 members. Last year our membership increased by 16%. This Conservancy is smack in the middle of NZ and it is one of the favourite places to visit. People coming through here often stop to have a look around.

- We don't all do the same thing on tracks. Flexibility is as important as rationalisation. Huts don't all have to be four hours apart. The Heaphy is an example. There is no rational reason to have the Goulard Downs and the Lewis Hut but they serve a useful purpose currently.
- It is annoying for trampers to have a hut pass and encounter overseas visitor in huts without passes. DOC should do more to publicise the fact that people need to have hut passes.

A meeting was held with members of the Waimea Tramping Club, in Richmond at the Fish & Game Office on 3 December 2003 to discuss the departments ROR proposals.

General comments on proposals were as follows:

- In general the group felt that instead of increasing the size of smaller huts in the backcountry the Department should look at building camping platforms instead.
- Very definite steer from the meeting that we should not be closing tracks, by all means cease maintenance, put up a sign and leave the MARKERS. Do not remove them. Discussion on why the Department was doing this and where responsibility lies if we leave markers in place. One member agreed with closures for that reason.
- Discussed booking systems in specific huts as a way of limiting use. Moderate support for this.

Comments on Takaka Community Forum held 11 November 2003.

- Thank you for the opportunity to meet with you and discuss the various proposals you have for the future. It is very difficult for Trampers to accept the removal of huts which are still useable. I do not myself, have too much trouble with removal of anything derelict. However "historical" it may be, although I realise when people have affinity to an area, it is difficult for them. I feel that the Department generally, should not be liable for asset charges on huts or structures which are not being maintained. I know this is just money going from one government department to another, but it makes planning very difficult. I wonder if a case could be put to the Minister to abolish an asset charge once a hut is not on the maintenance programme. This would take the pressure of removing an existing hut while it is still able to be used. I feel Moa Park is in this category.
- I don't think the Department should upgrade tracks which trampers are capable of negotiating unless the increased use is making them continually worse. I don't

feel it is necessary to upgrade the track to Fenella. It is perfectly easy for me to negotiate, and I would be one of the “less fit” people in the hills today. No trampers should expect main highways to walk on and visitors can just get used to the idea. I am very much against the idea that the “less able should be able to visit these areas” concept. They could have tramped when they were younger. The whole idea of going tramping is to pit one’s skill against the environment and the elements and enjoy the outdoors. Making it easier doesn’t make it better. The road end hut problem is very difficult. A thought I have had is to put up a notice at Trilobite Hut stating that it is a “No Alcohol” area. Would this help solve the “undesirable element” problem? It was an interesting evening and the problems of the Department are clearer to those attended. Thanks again.

7. Summary of general points from submissions

We have been impressed with the numbers of submitters who have put an immense amount of work into their submissions.

Also the fact that while they may be unhappy with some of our proposals, they still appreciate much of the work we are doing and the effort staff are putting in.

People still do not like change.

In summary a number of themes have come through:

- Retention of markers on tracks that we are closing. Worth noting that cease maintenance allows for this.
- The issue of hut distances has come through regularly, especially in relation to anglers and hunters. This group feels that they are not being fairly dealt with in the case of the 4 hours between huts principle. It is also noted by this group that we are moving towards bigger huts, however they still see a need for smaller huts to be retained. I do have some sympathy here as the larger huts all seem to be catering more to trampers. At the same time many tramping clubs have also noted a concern with large huts. The concept of providing a number of smaller strategically located huts for anglers and hunters should be supported as part of the provision of a range of recreation opportunities.
- The mountain bike clubs seem happy with the facilities provided in N/M; however still want access to national parks.
- As a conservancy N/M has attempted to retain a number of roadend (or within one to two hours) huts for family use and beginners. This concept has been well supported by submitters and adds to the range of opportunities. It also provides training opportunities as an incentive for the young to get out into and use the backcountry.
- A number of the tramping clubs have also noted a concern with upgrading of tracks, however this may be due to a misunderstanding of the proposal “Upgrade

to Standard". The proposal was not for a major upgrade or change of hut or track category but to bring facilities up to the required standard. These proposals have now been changed to maintain.

- One submission supporting disabled access noted that they were willing to work with us on further provision of opportunities in N/M.
- A number of 4WD clubs submitted, generally positive. We will be looking to open more opportunities in this area as Tenure Review negotiations allow.
- The New Zealand Motor Caravan Association has called for DOC to allow self contained vehicles to overnight at designated road ends and carparks. This is a CMS issue which we will cover during that process.

Section Two

8. Decisions

GOLDEN BAY AREA

VISITOR FACILITY NUMBER	VISITOR FACILITY NAME	PROPOSAL	PROPOSAL EXPLANATION	NUMBER OF SUBMISSIONS "I SUPPORT"	NUMBER OF SUBMISSIONS "I DO NOT SUPPORT"	NUMBER OF SUBMISSIONS UNCLEAR	SUBMISSIONS ISSUES SUMMARY	DECISION	COMMENT
213	Anatoki Forks Hut	Upgrade-to Standard	Over 300 users a year. Part of Waingaro/Anatoki Circuit with access/safety egress from Boulder Lake Hut and Douglas Range route via Yuletide Peak Route. Assists access to a nationally important remote experience zone. Upgrade required to meet Service Standard and Baseline Inspection.	16	2	0	Opposers state the hut is fine as it is.	MAINTAIN	Minor work is required to get the hut to meet minimum service standards.
247	Riordans Hut	Upgrade-to Standard	Upgrade required to meet Service Standard. Hut is to be retained in semi-historic state until the end of its life.	13	3	0	Supporters state the hut is historic, has character and it's on an excellent track. Opposers believe that visitor use is low and doesn't warrant upgrading.	Maintain	Needs toilet to complete upgrade to standard
248	Tin Hut shelter	Minimal Maintenance	Hut has been on a cease maintenance programme since 1994, quickly deteriorating. Remove when it becomes insanitary or dangerous.	11	0	0	Submissions were supportive acknowledging that the shelter is too far gone.	CHANGE CATEGORY TO SHELTER INSTEAD OF HUT	This shelter may be maintained as a historic asset in the future

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217	Waingaro Forks Hut	Replace With Existing Asset	Hut to be replaced with Mackay Downs Hut. This will provide a standard 6 bunk (SF 70) hut to contribute to the Anatoki/Waingaro Circuit.	14	11	0	<p>Opposers stated: significant historic character, historic connection with Golden Bay residents, and fits with other historic hut in valley (Riordans), recent upgrade has given hut a new lease of life, homely feel. Supportive submitters want accommodation on site and aren't concerned with what hut is used. Submitter suggested: move another hut in and have two huts (10 beds) in the same clearing, need larger hut (12 bunk) to match Sylvester.</p> <p>Most of the supportive comments were for a hut to be retained at the Waingaro Forks site. Opposing comments related to the removal of hut with feeling of historic significance at the current hut.</p>	CHANGE TO MAINTAIN	<p>Site visit by the Conservancy historic specialist Steve Bagley noted that we could produce appropriate sympathetic upgrade to improve light in hut without destroying historic integrity.</p> <p>Analysis of hut occupancy figures shows that current capacity is adequate. Decision is to maintain existing Waingaro Forks hut and leave Mackay Downs hut on a minimal maintenance programme with a view to utilising it somewhere else in the Conservancy if required.</p>

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213	Mackay Downs Hut	Move to Another Location	Low use opportunity in good condition. Department proposal is to use this hut to replace the Waingaro Forks Hut.	8	9	0	<p>Opposers wrote about voluntary work maintaining the hut in 1985 and that moving the hut is not practical. Opposers also stated the heritage value of hut, and use as an emergency shelter. One submitter thought the proposal was about James Mackay hut on the Heaphy track (which is proposed to maintain). Submitters acknowledge lack of use but believe use could be increased with new route and promotion.</p> <p>Supporters didn't give reasons, they just agreed with proposal.</p>	<p>CHANGE TO MINIMAL MAINTENANCE AND INVESTIGATE OPTIONS FOR RELOCATION</p>	<p>Hut isn't required at current site. Low use N/M response to specialist hut group. We have Arnold Heine's information regarding the huts history. The connection to the Coast from this hut and also to the Heaphy Track is not something we wish to promote. The value in this area is its remoteness and that the ROS zone along this section of coastline is classed as Wilderness Coast. This is the only section with such values in the Conservancy apart from some sections of Fiordland; it is the only section like this left in NZ. We intend to leave the hut on minimal maintenance until such time that we can consult with local clubs and look at moving it to a more strategic location, possibly in the Stanley River area.</p>

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95084	Richmond Flat Track	Cease Maintenance	Low use track with access issues. Not a priority. Cease maintenance. Investigate using savings to construct a track into Johnston's United Battery to provide a far better historic/interpretive opportunity.	5	7	0	Opposers stated historic importance, as well as the access issues. Submitters suggested the name should be changed to Parapara Dam track and signs and historic interpretation panel should be installed.	CHANGE TO MAINTAIN AS ROUTE	General opposition to closure of this route. Assessment by Conservancy historic specialist Steve Bagley noted old reports (20 years) available. Decision is to maintain and investigate a new route into Johnston's United Battery as part of a proposed Aorere Goldfields Tracks development.
95781	Mt Stevens route	Cease Maintenance	Very low-use track. Previous counter data shows fewer than 100 persons a year.	2	17	0	Opposition reasons included being only track access to Wakamarua Range and views. Improvements to carpark and signs suggested. DOC stats of less than 100 walkers per year were disputed by several submitters. GBATC schedule trips and offered to help with maintenance.	CHANGE TO MAINTAIN AS ROUTE	Significant local opposition to the closure of this track is noted. Decision is to maintain as a route and monitor use closely.

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302	Chaffey's Hut	Remove (and not replace)	Hut has been on a cease maintenance programme since 1994. Hut is now dilapidated and will be removed.	10	21	0	Opposers all wrote of the historic importance of the hut, along with character and originality. Supporters think the hut is past saving, and there are other more suitable huts and campsites in the valley. Submissions were mostly comments rather than clear support/opposition to the proposal. While most people don't stay there, they like it for its historic interest and asked for the building to be left to gradually break down over time.	CHANGE CATEGORY TO SHELTER AND MINIMAL MAINTENANCE	Majority opposition. While most people don't stay there, they like it for its historic interest and asked for the building to be left to gradually break down over time. The valley has enough huts with Tribolbite, Cobb and Fennella being maintained. There is no need for Chaffey's to provide accommodation The decision is to now remove the bunks and change its status to a shelter on minimal maintenance which will allow it to gradually deteriorate. While the Conservancy would rather remove it, the strength of local submissions has led to our present proposal.

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167	Cobb Hut	Minimal maintenance	Hut has been on a cease maintenance programme since 1994. There has been little public interest in maintaining it. Fireplace has been removed. Remove hut when it becomes insanitary or dangerous and do not replace. Only 30mins from Fennella Hut.	8	20	1	The strong opposition stated: the Cobb hut is needed as overflow for Fennella which is often full of school and family groups, historic importance as part of the Cobb power scheme, is at a prime intersection for doing side trips to Round Lake, Cobb Lake, Mt Gibbs, Aorere Peak, Xenecus, etc, some people prefer older basic hut than grand new huts being built. Supporters of the Cobb hut minimal maintenance comments included: - the hut is superfluous in its current location and could be removed. General opposition. While not following principles of huts 3 to 4 hours apart, the submitters put forward reasons to retain the hut as an overflow from Fennella and an option for different user groups.- hunters stay at Cobb hut while families and large groups go to Fennella. Allows for easier access to Cobb/Round Lake circuit. Submitters preferences: - upgrade/retain 20 - cease maintenance 6 - remove 2 Majority of submitters want it maintained and upgraded.	CHANGE TO MAINTAIN AS BASIC HUT	Strong opposition to department's proposal. Decision is to maintain the hut as an overflow from Fennella and provide options for different user groups.- Upgrading will now be required to bring this hut up to standard.

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172	Tent Camp	Move to Another Location This asset will be moved to or nearby its original location and rebuilt and maintained as a historic/interpretive feature in the Valley showing how staff worked and lived in the past. Interpretive panel to be produced. It is proposed not to provide overnight accommodation at this site.	12	13	0	Submitters commented on three aspects of the proposal: whether accommodation should be provided at the site, whether the tent camp has inherent value and whether it should be moved. Some opposers want some building at the site, some opposers dispute historic value and some think maintaining the flimsy structure would be a waste of money for limited value. Other views are that moving the tent camp would be expensive and difficult. Supporters appreciate the historic value, and support the proposal for an interpretation panel. The historic significance of the Tent camp was mentioned by submitters both for and against the proposal. Opposing comments mentioned it would be a waste of money to move the camp to a new site. There were suggestions to leave it at the same site. With three huts being proposed in the valley it is not needed as accommodation but can be left to deteriorate. Change to shelter status allows department to manage at lower standard. Bunks will be removed from the camp. Original plans and specs are available for historical documentation. The original proposal to interpret the site is has now been dropped.	CHANGE CATEGORY TO SHELTER AND CEASE MAINTENANCE	The historic significance of the Tent camp was mentioned by submitters both for and against the proposal. Opposing comments mentioned it would be a waste of money to move the camp to a new site. There were suggestions to leave it at the same site. With three huts being proposed in the valley it is not needed as accommodation but can be left to deteriorate. Change to shelter status allows department to manage at lower standard. Bunks will be removed from the camp. Original plans and specs are available for historical documentation. The original proposal to interpret the site is has now been dropped.

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095343	Cobb Valley Track	Upgrade-To Standard	The section of track between Cobb River bridge and Fenella Hut will be upgraded.	8	6	0	Opposition to higher standard	Maintain	Some sections of the track need to be upgraded to meet tramping track standard. This proposal was not about increasing the standard overall, more one of bringing the track up to a consistent standard.

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213	Trilobite Hut		<p>Replace-Bigger Size & Move to Another Location</p> <p>The proposal for Trilobite Hut is to rebuild/replace on the clearing above the lake on the Mount Peel Track when it becomes uneconomic to continue maintenance. The regime until such time will be "maintain".</p> <p>When Trilobite Hut and toilet are removed, the site will be revegetated and upgraded to provide additional carparking for Cobb Valley Track.</p> <p>While it is a roadend hut, it also acts as a link in the Cobb - Tablelands Circuit. The Hut will be moved from the roadend to a suitable site approximately 15mins walk from the carpark. Relevant "Hut Principles" should be waived in this case</p>	12	16 - Keep where it is	5 at other sites 6 other	<p>Submitters varied considerably on how Trilobite should be managed and the submissions were long and complex. The suggestion of moving a hut was criticised for the cost. Supporters for a hut away from the road end stated the new site would be good for family groups and less fit trampers, and vandalism would be reduced, and the new site has a lovely outlook. Opposers do not want large huts, are concerned that vehicle accessible accommodation in valley will be reduced and some suggest a shelter is more suitable at a road end. Another suggestion was for the road end to be at the end of the reservoir. While no dates were specified in the proposal, some submitters suggested the decision could be deferred or delayed.</p>	<p>CHANGE TO MAINTAIN AND AT END OF LIFE BUILD NEW HUT AWAY FROM ROAD END IN THE LOWER COBB VALLEY WITHIN 1 HRS WALK FROM ROAD END</p>	<p>The Cobb Valley and more so Trilobite Hut, is a very popular overnighing site for family groups who appreciate having a nice hut at or close to a roadend. Not all want to camp, especially later in the season. Present hut capacity is often exceeded. Will leave it at 20, but undertake to monitor use closely up to retirement date and reassess size at that time.</p>

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411	Myttons Hut	Remove (and not replace)	Myttons Hut has been on a cease maintenance regime since 1994. The new Trilobite Hut site is proposed in the clearing 200m away. Retention of this hut is not warranted with a new 20 bunk facility so close. When Trilobite is completed Myttons Hut will be removed unless future management is officially taken over by a visitor group or suitable trust.	9	17	0	Opposers like Myttons as it is a lovely old hut, just right for a family or small group, sound hut, great atmosphere, with historic and sentimental values, and is suitable for handing over to a community group. A single female trampster stated she prefers Myttons to Trilobite (which being a roadend hut attracts 'unsavoury elements'). Supporters state there is little point in retaining Myttons while another hut is so close, and that Myttons no longer serves any useful purpose.	CHANGE TO SEEKING COMMUNITY MAINTENANCE	More opposition than support, showing that this facility is valued by some. The change to maintain by community is the department's best option as groups are unofficially maintaining this hut at the present time. Area to establish a legal agreement with an interested group or party to maintain the hut to a suitable standard. If this cannot be accomplished the hut is to be removed.

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411	Moa Park Hut	Remove and not replace	Maintain track, remove and not replace Moa Park Hut. Moa Park Hut is in poor condition and has less capacity than other huts on the Inland Track. It receives very low use. Castle Rocks Hut is only 1 to 1.5 hours down the track. Canaan carpark is approximately 1 hour away. Awapoto Hut is 4 hours to the north. The Inland Track caters primarily for experienced trampers capable of handling the 5 to 6 hours between the two huts.	3	24	1	Opposers acknowledged the hut does not receive much overnight use, and value the building as a day shelter and lunch stop. Other frequent concern was the historical importance. Other points raised were unique surroundings, good hut for slower walkers eg family with young children, older people, favourite hut, delightful hut, low use is good for remote experience. Several submitters suggested replacing hut with a shelter as that was the main purpose it was used for. The site is used regularly by Whenua Iiti Outdoor Pursuits Centre 'Youth at Risk' trips that camp and would like toilets and shelter. While submitters would like to see the hut remain a large number want at least a day shelter and lunch stop facility especially with changeable alpine weather. Investigate if there is a better site for shelter.	CHANGE TO REMOVE AND REPLACE WITH SHELTER	Overall opposition, however while submitters would like to see the hut remain, a large number want at least a day shelter and lunch stop facility especially with changeable alpine weather.

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372	Wainui Falls	Replace- Bigger Size	Requires structure with higher loading rate than present swingbridge - a minimum 5 persons suspension bridge.	6	4	0	Opposers state replacing the bridge is not necessary. The current restriction of 1 person at a time is acceptable and people like the swingbridge. Objectors questioned the need for upgrading	CHANGE TO MAINTAIN	The proposal to upgrade to allow for more than 1 walker on the bridge at a time was not supported.
587	Tidal Stream Bridge	Replace- Bigger Size	Remove bridge across stream on road to Awaroa carpark and replace with concrete culvert.	6	1	0	Opposition is that the facility is a local body/community responsibility not DOC	Replace - bigger size	Section where culvert is proposed is within National Park.
255	Cobb Reservoir Camp Toilet	Upgrade- Size/Capacity	New toilet and septic system proposed.	10	2	0	One opposer wants to defer toilet upgrades. The other opposer is against DOC managing facilities which should be local body/community responsibilities. Supporters stated their support for toilet upgrades or for improving Golden Bay facilities.	CHANGE TO REMOVE ONCE OTHER CAMPSITE UPGRADED	Even though public submission generally supported the proposal, the review team considered the site in relation to other Cobb sites. It was decided that two toilets at the lake were not necessary and that only one site should be upgraded.
100496	Grove Lookout Carpark	Upgrade- Size/Capacity	Track recently upgraded. Carpark now requires upgrading to meet demand.	7	1	0	Opposition is that the facility is a local body/community responsibility not DOC. Support for Golden Bay facilities to cope with increasing numbers of visitors.	Upgrade size/capacity.	

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100515	Wainui Falls Carpark	Upgrade- Size/Capacity	Upgrade required. Proposal for joint funding with Tasman District Council.	9	2	0	One opposer doesn't want the carpark made bigger. The other opposer feels that the facility is a local body/ community responsibility not DOC. Supporters endorse upgrades of Golden Bay facilities to cope with increasing numbers of visitors and that the current carpark is often full	Upgrade size/ capacity	
100519	Wharariki Beach Carpark	Upgrade- Size/Capacity	Often overflowing. Requires extension to allow for at least 50 vehicles.	10	2	1	One opposer disputes the need for a larger carpark. The other opposer thinks the facility is a local body/ community responsibility not DOC. Supporters endorse upgrades of Golden Bay facilities to cope with increasing numbers of visitors and that the current carpark is averages 70 cars at any time in the summer peak.	Upgrade size/ capacity	Upgrading requires moving fence, plantings and getting cars to park more efficiently

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1000108	Totaranui	Upgrade-to Standard	Major sewerage upgrade proposed and approved. Initial priority is the underground system; the buildings will gradually be upgraded over time.	9	2	0	One opposer wants to defer toilet upgrades. The other opposer is against DOC managing facilities which should be local body/community responsibilities. Supporters stated their support for toilet upgrades and for improving Golden Bay facilities. There was concern that the campground shouldn't be further upgraded other than the sewerage.	Maintain	Principally about sewage issues. Expired resource consents mean we have to upgrade the system to gain a new consent from the council.
100494	Aorere Goldfields car park	Upgrade-To Higher Standard	Construct carpark at start of track system.	7	1	0	The opposer is against DOC managing facilities which should be local body/community responsibilities. Supporters also want the access road upgraded to 2WD standard.	Upgrade to higher standard	Road needs upgrading (TDC). Goldfields Recreation plan required in the next few years to plan and manage future use. Carpark needs to be bigger, formed and preferably accessible by 2WD vehicles
100490 and 260	Canaan car park and toilet	Upgrade-To Higher Standard	Upgrade to a standard suitable for existing use. New toilet system required that will operate suitably in a karst environment.	5	1	0	The opposer is against DOC managing facilities which should be local body/community responsibilities. Supporters endorse upgrades of Golden Bay facilities to cope with increasing numbers of visitors.	Upgrade to higher standard	Upgrading here will complement land recently purchased in the Area. Toilet facilities urgently require upgrading

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95094	Harwoods Hole Track	Upgrade- To Higher Standard	Track through karst area requires upgrading (possibly with structures) to reduce visitor impacts.	6	3	1	Opposers were either content with current standard, want upgrades delayed or are against DOC managing facilities which should be local body/community responsibilities. Supporters endorse upgrades of Golden Bay facilities to cope with increasing numbers of visitors and protection of karst environment.	Upgrade to higher standard	Upgrade track to Day Visitor standard to reduce visitor impacts.
387	Kaihoka Lakes Toilet	Upgrade- To Higher Standard	Present toilet facility inadequate; replace with new system.	7	2	0	One opposer wants to defer toilet upgrades. The other opposer is against DOC managing facilities which should be local body/community responsibilities. Supporters stated their support for toilet upgrades and for improving Golden Bay facilities.	Upgrade to higher standard	General support and little opposition to toilet upgrades. Environmental impacts need to be addressed.
10507	Puponga Carpark	Upgrade- To Higher Standard	Landscape and development plan required.	6	2	0	One opposition submission states the carpark is adequate. The other opposer is against DOC managing facilities which should be local body/community responsibilities. Supporters endorse upgrades of Golden Bay facilities to cope with increasing numbers of visitors.	Upgrade to higher standard	Also known as Triangle Flat. Increasing use and impacts are driving the need for this upgrade.

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10296	Cobb River Campsite	Upgrade- To Higher Standard	Campsite requires upgrading to Standard Campsite status.	8	2	0	One opposition submission states the campsite is adequate. The other opposer is against DOC managing facilities which should be local body/community responsibilities. Supporters endorse upgrades of Golden Bay facilities to cope with increasing numbers of visitors and note the high usage of campers and picnickers, and endorse the building of a cooking shelter.	Upgrade to higher standard	Improvements to include landscaping, fireplace, cooking shelter, toilet and plantings.
26764	Wharariki Carpark Toilet	Upgrade- To Higher Standard	Increasing high use has led to continual overcrowding in this carpark and serious environmental impacts of the present sewerage system. Upgrade track, carpark and toilet.	7	2	0	One opposer wants to defer toilet upgrades. The other opposer is against DOC managing facilities which should be local body/community responsibilities. Supporters stated their support for toilet upgrades and for improving Golden Bay facilities and the high use at Wharariki.	Upgrade to higher standard	Environmental impacts need to be addressed.
95075	Wharariki Beach Track	Upgrade- To Higher Standard	Track requires complete upgrade and realignment in some places.	5	6	0	Opposers state the track can be walked in bare-feet now so it doesn't need upgrading, and that the rough track is charming and part of the appeal of approaching the remote beach. Supporters endorse improving Golden Bay facilities.	CHANGE TO MAINTAIN	While the proposal has changed to MAINTAIN two small sections of track need work to bring them up to standard and check erosion impacts.

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Site 1000071	Kakapo Peak Route/ Adelaide Tarn/ Lonely Lake huts	(Discuss with community)	Douglas Range Huts The Douglas Range presents a unique remote experience opportunity within this region. To enhance this, the huts on the Douglas Range (Adelaide Tarn and Lonely Lake) will be maintained but not be replaced. These huts are not essential for safety and most parties using this unmarked route are experienced and carry tents. Hut design and capacity presently encourages camping with many party sizes exceeding bunk space. Other options to this proposal could be to remove these huts now for the same reasons and enhance remote experience immediately	3 support removal	38 Retain Huts	3 Move to new location 1 Change to Shelter 1 Unsure	Submitters value the wilderness experience, exposed route and believe huts are necessary for safety in severe weather. Other submitters raised the point that the Adelaide hut is badly sited leading to pollution in the tarn and shouldn't be in a Wilderness area Analysis of submissions: - retain 38, - move to other locations 3 - change to shelters 3 - remove 4 - unsure 1 People want the huts/shelters kept for safety and to protect the environment. Little call for track to be marked - retain as unmarked route.	MAINTAIN AS BASIC HUTS, BUT IMPROVE INFORMATION	The department's decision is to maintain them in the and decide whether to replace them at the end of their lifetimes. Both huts have 20 years left with 2025 as retirement dates.
1000012	Triangle Flat, Pупonga carpark	Install new toilet system.	Triangle Flat, Pупonga carpark, new system required to cope with increasing demand.	5	1	0	The opposer wants to defer toilet upgrades. Supporters stated their support for toilet upgrades and for improving Golden Bay facilities.	Install new toilet system	Environmental impacts need to be addressed.

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1000071	Adelaide Tarn Hut	Toilet	Provide a dry vault toilet at Adelaide Tarn Hut.	8	1	0	Opposer questioned the suitability of site and the bigger Boulder Lake - Anatoki - Cobbb route. Supporters state the current situation is unacceptable with toilet waste amongst the tussock.	Provide a toilet	Environmental impacts need to be addressed. System will be total containment with sewerage flown out as required.
Signs		11 new Interpretation Signs proposed 6 new Orientation/Information Signs proposed	4	0	0		New signs		

MOTUEKA AREA

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				"I SUPPORT"	"I DO NOT SUPPORT"				
646	Thor hut	Move to Another Location	Maintain Thor and Venus Huts in interim, until or near retirement date is reached with the intention of replacing them with a new larger hut approx. 3.5 hrs from the new Trevor Carter Hut and the same distance from Crow Hut. This is dependent on a suitable new hut site being found.	13	7	0	Supporters are happy with rationalisation of two huts into one. Opposers are concerned that all huts are turning into a few large tourist structures, safety about river crossing in both directions, disagreeing with hut principles of time between huts not suiting anglers, a delightful site with swimming/water supply	CHANGE TO REPLACE WITH 12 BUNK in 5 years (2008)	5 tramping clubs (major submitters) endorse rationalising. Consider replacing Thor at same site (12 bunks). Consider emergency creek crossings at Mars, Apollo and Kendal. Fits with hut principles. Need to discuss further with Fish and Game and user groups.
651	Venus Hut	Replace- Bigger Size	Maintain Thor and Venus Huts in interim, until or near retirement date is reached with the intention of replacing them with a new larger hut approx. 3.5 hrs from the new Trevor Carter Hut and the same distance from Crow Hut. This is dependent on a suitable new hut site being found.	15	7	0	Supporters are happy with rationalisation of two huts into one. Opposers appreciate the unique design of Venus hut, historic value, use of river by anglers, and are against large huts.	CHANGE TO REMOVE	Remove Venus after Thor replacement in 5 years 5 tramping clubs (major submitters) endorse rationalisation of Thor and Venus huts. Original proposal was to site 1 new hut somewhere between Thor and Venus which would then both be removed. Review team decided that Thor current site is the best site and that rationalisation of the two huts was still supported. Need to discuss further with Fish and Game and user groups

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658	Crow Hut	Upgrade- Size/Capacity	This hut is a popular destination for fishers. Although only 2hrs from Venus, the proposal for a new hut to replace both Venus and Thor would allow more realistic trip times between huts. Upgrade and extend facility to 16 bunks.	14	4	0	Opposers don't see a need to increase hut size. Submitters raised issue that hut is used frequently by anglers who fly in. Supporters noted the increased track use and associated need for larger huts but would like a sensitive design which retained a simple backcountry atmosphere and isn't a large tourist structure.	Upgrade size/capacity	Extension design will be in keeping with existing hut design to retain present atmosphere.
95392&1000232	Luna/Orbit Creek Track	Maintain at Lower Standard	Route standard is all that is required for this alternative route to and from the new Trevor Carter Hut.	7	0	0	No opposition to this proposal.	Maintain at Lower Standard	
629	Stag Flat Shelter	Replace - smaller size	Geological hazard report advised that Stag Flat shelter be relocated to a safer site. Due to present condition of shelter, decision is to replace with an emergency shelter (seating and bench only), on a nearby site.	8	6	0	Opposition issues are siting of shelter close to Taipo, costs, and argument to retain as is. Supporters included suggestion on shelter site and facilities to include.	Replace - smaller size	Present shelter to be replaced as soon as possible to mitigate geological hazard issues.

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	Rolling Junction Hut	Move to Another Location	Replace Rolling Junction Hut with a shelter capable of providing basic shelter for trampers and day visitors. With the construction of the swingbridge at the Dart Ford visitors are no longer at risk of being stranded in the valley and, therefore, supplying accommodation at the Wangapeka Track entrance is no longer necessary or warranted. This will be sited at Prices Clearing adjoining the information kiosk and phone box.	10	7	0	Supporters state that the hut is no longer required, it's too close to a road end, and it's a pit. Opposers state that the hut is important for safety after heavy rain when rivers aren't passable, historical importance, and convenient for sorting gear at start or end of tramp.	REPLACE WITH SHELTER IN NEW LOCATION	Move to another location is probably misleading, the intention is to remove it from its site altogether and build a shelter 400 metres back down the road at the Prices Clearing Information site. This would then act as basic shelter for both day visitors and trampers.
95371	Loveridges Spur Track	Remove (and not replace)	Loveridge Hut is no longer required for wild animal control purposes. The hut is in poor condition and will be removed. With the hut removed, the track would have low use and its continued maintenance cannot be justified.	3	12	0	Opposers requested for the markers to be left and stated the importance of the route to get to the tops.	CHANGE TO MAINTAIN TO ROUTE STANDARD	Considerable opposition to proposal. Decision is to retain and maintain as a basic route.
756	Loveridges Hut	Remove (and not replace)	No longer required for wild animal control purposes; this hut is now in poor condition and will be removed. Note, the hut has been managed for use by the department's biodiversity section.	9	4	0	Submitters acknowledge the lack of water is a major problem with the hut site. The historic importance with Loveridge family has been considered. The family has been consulted and agreed to removal. Opposers don't want any huts removed.	Remove (and not replace)	

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1063	Holyoake's Clearing Shelter	Remove (and not replace)	With the removal of Moa Park Hut, Castle Rocks Hut will be maintained to present standard as the principal hut on the lower end of the Inland Track. The department does not wish to replace Holyoake's Shelter or the toilet as it is principally only used as a lunch-stop by day visitors. It is only 2hrs from the roadend and 1.5hrs from Castle Rocks Hut.	1	14	0	Opposition to removal and not replace Issue is not so much removal of old hut, but more about increasing popularity of track and requirement for day shelter, lunch stop, shade on a hot day and a good point for regrouping a party.	CHANGE TO REPLACE WITH SHELTER	Replace with day shelter, seat and toilet at /or near present site. Consult with key visitor groups on new site Some clubs within conservancy are seeking day shelters at a number of sites where day visitor use on a section of backcountry adventurer track is high.
1064	Holyoake's Clearing Toilet	Remove (and not replace)	See above.	2	7	0	Opposing submissions are best summarised by one submitter who wrote 'Very, very popular day trip. The shelter is important and the toilet vital!' Supporters didn't include reasons.	CHANGE TO REPLACE TOILET	Since decision on shelter has changed, toilet needs to follow. Replace toilet along with shelter
95787	Mt Gomorrah Route	Close Site/ Remove All Assets	Very low use track that has received only minimal maintenance for approximately 10 years. There are a number of alternative access points onto this section of the Mt Arthur Range (Chummies, Gibbs and Kiwi Tracks).	5	6	0	Opposition, including three tramping clubs, opposed to removal of markers	CHANGE TO CEASE MAINTENANCE - LEAVE MARKERS IN PLACE	Conservancy has noted (and agreed) many submitters call to retain markers if ceasing maintenance on tracks.

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95789	Kiwi/ Taylor Flats Route	Close site/ Remove all assets	Very low use site, originally maintained for DOC staff doing biodiversity work and animal control. There is no reason to continue maintenance. Close site and remove markers.	4	13	0	Opposers note it is a popular route. Opposition to proposal to "close site/remove all assets. Most groups favour "Cease Maintenance "allowing the retention of markers. Route guide required for Kiwi/ Patriarch /Luna/Biggs area	CHANGE TO CEASE MAINTENANCE - LEAVE MARKERS IN PLACE	Conservancy has noted (and agreed) many submitters call to retain markers if ceasing maintenance on tracks.
100545	Wilkes Reserve Amenity Area	Cease Maintenance	The high quality Hackett Picnic Area is only 500m from this site. Access is poor for 2WD vehicles.	7	1	0	The opposer is against DOC managing facilities which should be local body/ community responsibilities	Cease Maintenance	Little opposition to this proposal.
100532 & 874	Lee Valley Picnic Area and Toilets	Maintain by Community	Discuss with Tasman District Council the option of the council taking over management of this amenity area. It is not in line with DOC's core facilities provision.	7	0	0	No opposition to this proposal	CHANGE TO SEEKING COMMUNITY MAINTENANCE	
95113 & 100525	Dun Mountain walkway and Carpark	Maintain by Community	Negotiations are presently underway for Nelson City Council to take over future management of this walkway. Urban recreation not essentially core work for DOC.	7	0	1	No opposition to this proposal	CHANGE TO SEEKING COMMUNITY MAINTENANCE	
719	Lower Gridiron Shelter	Maintain at Lower Standard	Reduce to backcountry shelter standard. Significant opportunity, however, only 5 mins from Rock Shelter Hut and 2.5 hrs from Salisbury Hut. Option still retains the historic character of the site.	5	7	0	Opposers questioned what lower standard meant, and stated the historic importance and that it's a popular site for family groups.	CHANGE TO MAINTAIN AS SHELTER	Opposition to reducing standard

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100535	Mid Wairoa Gorge Amenity Area	Maintain at Lower Standard	Re-assess need for this site, given the department is presently maintaining 3 picnic areas in the Wairoa catchment. In the long-term it is proposed to reduce to one enhanced amenity area.	7	2	0	One opposer wants to all three amenity areas maintained The other opposer is against DOC managing facilities which should be local body/community responsibilities.	CHANGE TO MAINTAIN	Decision to maintain the Mid Wairoa site and cease maintenance at the other two.
100542	Wairoa (left branch) Amenity Area	Maintain at Lower Standard	Re-assess need for this site, given the department is presently maintaining 3 picnic areas in the Wairoa catchment. In the long-term it is proposed to reduce to one enhanced amenity area.	7	2	0	One opposer wants to all three amenity areas maintained The other opposer is against DOC managing facilities which should be local body/community responsibilities.	CHANGE TO CEASE MAINTENANCE	Maintain Mid Wairoa amenity area, cease maintenance at left branch and right branch amenity areas
100543	Wairoa Gorge (right branch) Amenity Area	Maintain at Lower Standard	Re-assess need for this site, given the department is presently maintaining 3 picnic areas in the Wairoa catchment. In the long-term it is proposed to reduce to one enhanced amenity area.	7	2	0	One opposer wants to all three amenity areas maintained The other opposer is against DOC managing facilities which should be local body/community responsibilities.	CHANGE TO CEASE MAINTENANCE	Maintain Mid Wairoa amenity area, cease maintenance at left branch and right branch amenity areas
988	Hackett Swing-bridge	Replace-Bigger Size	Requires new suspension bridge to replace existing swingbridge – new bridge to have a minimum loading of 5 persons.	7	2	0	One opposer questioned the need for upgrade to 5 person bridge. The other opposer is against DOC managing facilities which should be local body/community responsibilities.	Replace-Bigger Size	Visitor type and group size is the principal driver for this proposal. Large groups (clubs, schools) can take up to 30mins to cross this bridge one person at a time.

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95401	Hacket Track	Upgrade-to Standard	High mountain bike use as well as walkers/trampers. Mountain bike impacts will be monitored and information material may be needed to limit conflicts between those on foot and bike riders.	9	4	0	Opposing submissions raised issues of walker/MTB conflicts, standards preferred by MTB as well as the frequently listed issues of delay upgrades and that the site shouldn't be a DOC responsibility.	Maintain	
705 & 706	Balloon Hut Toilets X 2	Upgrade-Size/Capacity	Present toilets are not meeting demand and the water table is too high. Need to replace with improved system.	8	1	0	The opposer wants toilet upgrades deferred.	Upgrade size/capacity	Environmental impacts need to be addressed.
1011	Marahau Carpark Toilets	Upgrade-Size/Capacity	Upgrade of sewerage system required along with additional toilet pans.	8	2	0	One opposer wants to defer toilet upgrades. The other opposer is against DOC managing facilities which should be local body/community responsibilities	Upgrade size/capacity	Environmental impacts need to be addressed.
100527	Flora Saddle Carpark	Upgrade-Size/Capacity	Extension required because of overcrowding.	8	2	0	One opposer doesn't see the need to increase the size of the carpark. The other opposer is against DOC managing facilities which should be local body/community responsibilities	Upgrade size/capacity	
95111	Whispering Falls Track	Upgrade-to Standard	Track from new bridge to waterfall requires an extensive upgrade to bring it up to day visitor standard.	6	1	0	The opposer wants upgrades delayed.	Maintain	

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95786	Pyramid Route	Upgrade-to Standard	The bush section up to Pyramid is impacted with very muddy sections caused by high use. Upgrading urgently required.	5	2	0		Maintain	
100529	Hawkes Lookout Track car park	Upgrade-to Standard	Sealing required at some stage.	4	4	1		CHANGE TO MAINTAIN TRACK and seal the car park	Some misinterpretation of this proposal. It was never the intention to seal the track, the intention was to seal the car park.
726	Salisbury Rock Shelter Toilets	Upgrade-To Higher Standard	Present toilet inadequate for site and demand. Upgrade to most suitable system dependent on site restrictions.	9	2	0		Upgrade to higher standard	Environmental impacts need to be addressed.
730	Growler Shelter Toilets	Upgrade-To Higher Standard	Upgrade to new improved vent pit toilet.	9	1	0		Upgrade to higher standard	Environmental impacts need to be addressed.
736	Upper Gridiron Rock Shelter Toilet	Upgrade-To Higher Standard	Upgrade to new improved vent pit toilet.	10	1	0		Upgrade to higher standard	Environmental impacts need to be addressed.
741	Mt Arthur Carpark Toilet	Upgrade-To Higher Standard	New system (hybrid) required to cope with demand.	8	1	0		Upgrade to higher standard	Environmental impacts need to be addressed.
902	John Reid Hut - Toilet	Upgrade-To Higher Standard	Replace in new location more than 50m from Chummies Stream.	9	1	0		Maintain	Environmental impacts need to be addressed.

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1024	Riwaka Resurgence Toilet Block	Upgrade- To Higher Standard	Sewerage system requires upgrading.	6	1	0		Upgrade to higher standard	Environmental impacts need to be addressed.
95361	Mt Arthur/ Flora Hut Track	Upgrade- To Higher Standard	Option to upgrade to Walking Track standard has always been a consideration. Would provide high standard round trip for day visitor usc.	12	6	1		Upgrade to higher standard	Environmental impacts need to be addressed.
905	Top Cable Bay Toilet	Upgrade- To Higher Standard	Sewerage system requires upgrading.	7	1	0		Upgrade to higher standard	Environmental impacts need to be addressed.
979	Mt Arthur Hut Toilet	Upgrade- To Higher Standard	Present toilet inadequate for site and demand. Upgrade to most suitable system dependent on site restrictions	10	1	0		Upgrade to higher standard	Environmental impacts need to be addressed.
915	Flora Hut Toilet	Upgrade- To Higher Standard	Upgrade pit toilet to a containment system due to issues with high water tables.	9	1	0		Upgrade to higher standard	Environmental impacts need to be addressed.

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803	Granity Pass hut	(Discuss with community) & replace bigger Size.	Increasing high use of the upper section of this track is causing major environmental impacts. For social and environmental reasons, options to limit use rather than upgrade need to be investigated. This is a significant remote site and its environmental and recreational values need to be protected. Granity Pass Hut should be limited to a maximum of 10 bunks. A new toilet system that operates suitably in a Karst environment is needed. Impacts on track need to be monitored.	18	6	0	Most submissions were supportive of a larger hut to cope with the increasing number of visitors and protect the environment. Submitters reported problems with current facilities: stinky toilet, toilet waste near campsites. There were suggestions to: keep old hut and build a second hut, put new hut in different location, build camping platforms, upgrade toilet, take out facilities to reduce visitor numbers. Opposers are in the same dilemma as DOC that a larger hut may encourage more visitors. Other comments include: the Lord of the Rings has raised popularity of the area and encourages inexperienced visitors.	REPLACE BIGGER SIZE	The present 6-bunk capacity of this hut is often exceeded. While the camping option is available, it is limited and often trampers arrive without tents. It is not uncommon to have 30+ people at the site. The hut is therefore often overcrowded. It does not make sense to replace it at the same size. Limiting it to 12 recognises the concerns with having too large a hut at this site, however incorporating a camping /cooking area into it and levelling more camping sites, minimises further expansion of camping into the karst surroundings. Decision is to replace with a 12 bunk hut with extended covered veranda and cooking area for campers. Clear and level camping area around hut and provide camping platforms if necessary.

cont. overleaf

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803 cont.									
									Upgrade toilet to mitigate environmental impacts. Include information/interpretation. LOTR promotion could be an issue which needs to be managed at visitor information level - inexperienced people wanting to go to BCA sites such as Mt Owen and Mt Olympus. Track impacts to be monitored. Track counter to be installed.
805	Granity Pass Hut Toilet	Upgrade- To Higher Standard	Provide a new toilet system that will operate suitably in a karst environment.	11	1	0	Little opposition to this proposal.	Upgrade to higher standard	General support for toilet upgrades
95104	Marahau Coastal Walk	Upgrade- To Higher Standard	Track requires upgrading to allow for disabled access along its length.	3	4	0	Two submitters disagreed with upgrade to disabled standard	Upgrade to higher standard	Decision is to proceed, because of need to provide more recreation facilities for the disabled.

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1000286	Wangapeka Track	Discuss with Community	<p>The present spacing of huts on the Wangapeka Track is not well set up. Stone and Helicopter Huts (both 10-bunk) have evolved from past organisations with little strategic thought.</p> <p>One proposal that has been discussed is to remove these two huts and replace them with a 20 bunk facility in the vicinity of Wangapeka Saddle. Trip times would then be about 3-4hr between huts, throughout the system.</p> <p>Your thoughts/ideas on this proposal would be appreciated.</p>			0	<p>Most submitters don't want changes to facilities in the Wangapeka. Wangapeka is a nationally important backcountry trout fishery. Need to consider weather conditions and frequent heavy rain and rivers rising. Several submitters argued the hut principle of times between huts should not be applied in the Wangapeka valley as there are numerous opportunities for side trips. Stone hut and Helicopter hut were mentioned as favourite huts. Some submitters prefer many small huts to few large huts.</p> <p>21 submissions (including 7 tramping clubs and F&G). Issues include anglers as significant user group, main track as access for side trips and opposition to removal of Stone and Helicopter and replacement with a single larger hut at Chime Creek</p> <p>While this does not support the hut principles both huts should now be recognised as popular destinations.</p>	<p>MAINTAIN STONE AND HELICOPTER HUTS</p>	<p>Both huts to be retained.</p> <p>21 submissions (including 7 tramping clubs and F&G). Issues include anglers as significant user group, main track as access for side trips and opposition to removal of Stone and Helicopter and replacement with a single larger hut at Chime Creek</p> <p>While this does not support the hut principles both huts should now be recognised as popular destinations.</p>

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1000204	Leslie/ Karama Track	Discuss with Community	Since the 1994 Hut and Track Review, Thor Hut has been on a non-maintenance regime with the long term plans being to remove. Since then we have built the new Karama Bend and Trevor Carter Huts and removed Luna and Leslie Clearing (accidentally burnt) huts. An opportunity now exists to enhance the spacing of the remaining huts in the mid-Karama catchment. Our proposal is to replace both Thor and Venus with a new 12 bunk hut on a site midway between Trevor Carter Hut and the Grow Hut. Grow Hut (to be upgraded to 12 bunks) is a popular destination for fishers. This hut would be retained at its current location.			7	Submitters questioned hut principles 3 - 4 hours apart where anglers are present.	Decisions covered in Venus and Thor Huts Proposals above.	Decisions covered in Venus and Thor Huts Proposals above.

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1000187	Flora Hut	Discuss with community	Since the 1994 Hut and Track Review, Flora Hut has been maintained to a Standard Hut status. It is highly valued by the community and by a wider range of visitors. Under current asset management practices it is up for replacement in 2005 at which stage it becomes uneconomic to continue with its maintenance. It has been assessed for historic value and found to have been modified to a great extent therefore giving it a low rating. A number of options are available: 1. Continue present maintenance regime at considerable cost. 2. Significantly upgrade the hut. 3. Replace with a shelter. 4. Replace with a new hut on the terrace above the existing hut. Or 5. Remove hut and toilet and not replace. Your views on these options would be appreciated.			36	A huge range of submitter comments, including:- historic value, special character (even with modifications), - good for families with children, - valued highly by local community, - good for late arrivals, - acknowledge vandalism and repair costs, good in winter when snow is around - it is a dilemma. Suggestions:- keep as is, - replace with hut on terrace, - shelter, toilet and interpretation, - remove and not replace, - have toilet, - upgrade Mt Arthur hut instead of Flora Of the five options, submitters preferred: 1. Maintain (8) 2. Upgrade (0) 3. Replace with shelter (13) 4. Replace with hut on terrace (6) 5. Remove hut and toilet (3) Multiple preferences (4) Neutral (2)	CHANGE TO REPLACE WITH A REASONABLE SIZED SHELTER INCLUDING COOKING SHELTER AT END OF LIFETIME (5 years)	Vandalism - 2 serious cases in last 11 months Mt Arthur hut and the rock shelters still provide easily accessed overnight opportunities for family groups. Shelter option will provide best facility to cater for mixed range of visitors

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1000166	Appletree Bay	Toilet	Provide an additional pit toilet at Appletree Bay campsite, ATNP.	4	0	0		Additional toilet	Environmental impacts need to be addressed.
1000177	Hawkes Lookout	Toilet	Provide a toilet at Hawkes Lookout carpark, Takaka Hill.	5	0	0		Provide toilet	Environmental impacts need to be addressed.
1000169	Marahau carpark toilets	Toilet	Provide an additional toilet block at Marahau carpark, ATNP.	9	2	0	One opposer wants to defer toilet upgrades. The other opposer is against DOC managing facilities which should be local body/ community responsibilities	Upgrade size/ capacity	Environmental impacts need to be addressed.
Signs		6 new Interpretation Signs proposed 1 new Orientation/ Information Sign proposed		4	0	0		New signs	
1000150	Onetahuti	Significant Structures	Construct a new suspension bridge at Onetahuti on the Abel Tasman Coast Track Beach to facilitate high tide access/egress from this site.	5	2	0	Opposers state the tide is part of the experience and difficulty of building a bridge in a constantly changing coastal environment.	New bridge	

SOUNDS AREA

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95136	Momorangi Bay Track	Cease Maintenance	This track will be leased with the camp as its principal users are campground visitors. There is no real public access from Grove road.	4	1	0	Opposer wants public access	Cease maintenance	
95459	Ferndale/ Long Bay Track and Anchorage	Cease Maintenance	Two walks available at this site. Cease maintenance on the Long Bay section and retain short loop to Tractor Bay as an opportunity for campers and other visitors. It has very low usc.	4	0	0	No opposition to this proposal.	Cease maintenance	No opposition to this proposal.
95828	Saddle Hill Route	Cease Maintenance	Very low use track accessing the Doubles (Bryant Range) from Maungatapu Saddle. The principal access to the Doubles is from the Hira Forest on the northern side of the Range. Two track accesses are not needed.	4	4	0	Opposers report that this is a popular loop route and that access to the Maungatapu Saddle is now improved.	CHANGE TO MAINTAIN TO ROUTE STANDARD	Install track counter to collect accurate visitor stats.
100101	Chance Bay Campsite	Cease Maintenance	Interim assessment for Sounds Campsite Strategy. This campsite has minimal use in the peak summer period and no facilities with access only by boat.	5	2	0	Opposers want more campsites and toilets in the sounds to reduce social and environmental impacts.	Cease maintenance	Opposition may be as result of misunderstanding of where site is. There is no walking access to this site.

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100129	Sheep Pen Bay Campsite	Cease Maintenance	Interim assessment for Sounds Campsite Strategy. It has very low use in the peak summer period, no facilities and boat access only	5	2	0	Opposers want more campsites and toilets in the sounds to reduce social and environmental impacts.	Cease maintenance	Opposition may be as result of misunderstanding of where site is. There is no walking access to this site.
100553	Goulter Bay Anchorage Amenity Area	Cease Maintenance	This site has low use and is not a priority.	4	0	0	No opposition to this proposal.	Cease maintenance	No opposition to this proposal.
2027	Goulter Bay Toilet	Remove and not replace	Low use and not a priority site.	4	1	0	Opposer objects to any removal of toilets.	Remove and not replace	Environmental impacts need to be addressed.
2320	Ship Cove Toilet	Replace- Bigger Size	The underground sewerage system requires replacement	6	1	0	Opposer wants toilet upgrades deferred	Replace - bigger size	Environmental impacts need to be addressed.
2323	Ship Cove Shelter	Replace- Same Size	Has reached the end of its economic life. Replace during landscape upgrade of Ship Cove site.	5	0	0		Replace - same size	
100570	Ship Cove amenity area	Upgrade- To Higher Standard	Landscape plan required to upgrade site	4	1	0	Opposer states area is lovely as it is	Upgrade to higher standard	
2551	Motuara Island Jetty	Replace- Bigger Size	Replacement required within 5 years. Extension required due to increases in use and boat size.	5	0	0		Replace - bigger size	
1937	French Pass Toilet	Upgrade- Size/Capacity	Sewerage system not coping with increased use; the system crashed in 2000. Requires urgent upgrade.	7	1	0	Opposer wants toilet upgrades deferred	Upgrade size/	Environmental impacts need to be addressed.

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2247	Momorangi Bay Picnic Area Toilet Block	Upgrade- Size/Capacity	Upgrade sewerage system to meet capacity needs and resource consent conditions.	6	1	0	Opposer wants toilet upgrades deferred	Upgrade - size/ capacity	Environmental impacts need to be addressed.
2252	Momorangi Bay Camp - Toilet Block on Foreshore near Jetty	Upgrade- Size/Capacity	Upgrade sewerage system to meet capacity needs and resource consent conditions.	6	0	0		Upgrade - size/ capacity	Environmental impacts need to be addressed.
2565	Ratimera Bay Camp Toilet	Upgrade- Size/Capacity	Change toilets to septic system.	6	1	0	Opposer wants toilet upgrades deferred	Upgrade size/ capacity	Environmental impacts need to be addressed.
101337	Nydia Track Entrance - Duncan Bay Carpark	Upgrade- Size/Capacity	More parking spaces needed. Plan to remodel and increase capacity to 8 cars.	6	0	0		Upgrade size/ capacity	
101955	Duncan Bay Picnic Area Carpark	Upgrade- Size/Capacity	Upgrade roadside carparking to allow 10 parks above existing picnic area.	8	1	0	Opposer doesn't see need for larger carpark	Upgrade size/ capacity	As well as ROR submissions, the local community has given support through separate local community process
95005	French Pass Lookout Track	Upgrade-to Standard	Too steep and narrow at present standard. Upgrade track to short walk standard.	4	1	0	Opposer wants upgrades delayed	Maintain	
95127	Waikakaho Cullen's Creek Walkway	Upgrade-to Standard	Received an extensive upgrade and re-route in 1997. A further 300m of upgrading is required to link up to bench track in bush section.	4	0	0		Maintain	

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95137	Governors Bay Track	Upgrade-to Standard	Grades too steep; upgrade to meet standard.	4	1	0	Opposer wants upgrades delayed	Maintain	
95448 & 95450	Nydia Walking Track	Upgrade-to Standard	Track surface requires widening, upgrading and re-alignment.	6	3	0	Opposers are happy with current standard and don't want the track upgraded as high as Queen Charlotte walking track	Maintain	Upgrades will only bring track up to Tramping Track standard allowing for a more physical experience than that provided on the Queen Charlotte Walking Track.
95449	Nydia Walking Track	Upgrade-to Standard	Track surface requires widening, upgrading and re-alignment. Approximately 4kms of track requires re-routing from end of new section to Kaiuma Saddle.	6	3	0	Opposers are happy with current standard and don't want the track upgraded as high as Queen Charlotte walking track	Maintain	Upgrades will only bring track up to Tramping Track standard allowing for a more physical experience than that provided on the Queen Charlotte Walking Track. Approximately 4 km of track requires re-routing from end of new section to Kaiuma Saddle to move track off private land.
95458 & 100107	Ferndale Campsite/ Loop Track	Upgrade-to Standard	Upgrade Loop Track and cease maintenance on Ferndale /Long Bay Track. Loop is more popular with families and older people. Maintain to short walk standard. Upgrade and define campsites, and level.	4	1	0	Opposer wants upgrades delayed	Maintain	

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100103	Cowshed Bay Campsite	Upgrade-to Standard	Further levelling and upgrade of campsite required.	5	0	0		Maintain	Also community support but no written submission
100109	Harvey Bay Campsite	Upgrade-to Standard	Interim assessment for Sounds Campsite Strategy. Upgrade to higher standard.	4	0	0		Maintain	Part of agreement with local community to provide a quality overnight camping opportunity in the Duncan Bay area. This site will specifically cater for longer term campers and reduce the need for a camping option on the Duncan Bay foreshore.
100111	Kauauroa Bay Campsite	Upgrade-to Standard	Interim assessment for Sounds Campsite Strategy. Has minimal use in peak summer period but important remote kayaker and summer boating site.	4	0	0	No opposition to this proposal.	Maintain	Also community support but no written submission
100130	Tawa Bay Campsite	Upgrade-to Standard	To be discussed further with the community in line with Sounds Campsite Strategy. Issue has arisen with proliferation of freedom camps in Tennyson Inlet area. Tawa Bay will require upgrading and extension due to increased kayak use, and fact that it is the principal campsite in the area.	7	0	0	No opposition to this proposal.	Maintain	Also community support but no written submission

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101327	Mistletoe Bay Campsite/Lodge	Upgrade-to Standard	Option to lease out site is being pursued. Lease would still retain public access for picnicking and camping on foreshore and walking access to opposite boundary of reserve. New toilets would be required.	5	1	0	Opposer objects to leasing of lodge.	Maintain	Department feels that option to lease to a School Trust will ensure retention of outdoor educational experiences while still allowing public access, camping and day visitor opportunities.
1926	Carluke Carpark Toilet	Upgrade-to Higher Standard	Replace with new improved vent pit system.	5	0	0		Upgrade to higher standard	Environmental impacts need to be addressed.
1932	Elaine Bay Campsite Toilet	Upgrade-To Higher Standard	Septic system required.	5	1	0	Opposer wants toilet upgrades deferred	Upgrade to higher standard	Environmental impacts need to be addressed.
1965	Kenepuru Head Campsite Toilet	Upgrade-To Higher Standard	Increasing use requires a septic system to be installed at this site.	5	1	0	Opposer wants toilet upgrades deferred	Upgrade to higher standard	Environmental impacts need to be addressed.
2028	Ferndale Campsite / Loop Track Toilet	Upgrade-To Higher Standard	Improved vent or single Norsk Flush System. Consider additional toilet at northern end of camp.	5	1	0	Opposer wants toilet upgrades deferred	Upgrade to higher standard	Environmental impacts need to be addressed.
2343		Upgrade-To Higher Standard	Upgrade to new improved vent pit system	5	1	0	Opposer wants toilet upgrades deferred	Upgrade to higher standard	Environmental impacts need to be addressed.
2521	Davies Bay Campsite Toilet (Queen Charlotte Walking Track)	Upgrade-To Higher Standard	Investigate option to change to septic system.	6	1	0	Opposer wants toilet upgrades deferred	Upgrade to higher standard	Environmental impacts need to be addressed.

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2546	Cannibal Cove Campsite Toilet	Upgrade- To Higher Standard	Upgrade to new improved vent system.	5	1	0	Opposer wants toilet upgrades deferred	Upgrade to higher standard	Environmental impacts need to be addressed.
2566	Ratimera Bay Campsite Toilet	Upgrade- To Higher Standard	Change toilets to septic system.	6	1	0	Opposer wants toilet upgrades deferred	Upgrade to higher standard	Environmental impacts need to be addressed.
2567		Upgrade- To Higher Standard	Upgrade to new improved system.	6	1	0	Opposer wants toilet upgrades deferred	Upgrade to higher standard	
95135	Motuara Island Wharf/ Lookout Track	Upgrade- To Higher Standard	Upgrade track to day walk standard and provide return loop extending track to a total of 2.2km in length. This track provides an opportunity for the public to view endangered bird species on the track and the Outer Sounds from the lookout above Cooks Cairn. Growing use has seen an increase in visitors with lower experience levels who now require a far higher standard of track with easier gradients. The existing jetty will be replaced and extended.	5	1	0	Opposer doesn't see need for upgrade	Upgrade to higher standard	Prime advocacy opportunity to interpret the Departments work in restoring a range of biodiversity values in such sites.

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95312	Queen Charlotte Walking Track- Te Mahia to Torea -Track	Upgrade- To Higher Standard	Upgrade section to meet standard of rest of track. Funding will be sought to upgrade it although there is the possibility of it not going ahead due to the hillside below the existing track being very unstable with some recent large slips.	5	3	0	Two opposers don't want higher track standard. The other opposer wants upgrades delayed.	Upgrade to higher standard	Required to meet a consistent standard throughout the Queen Charlotte Walking Track.
95316	Queen Charlotte Track - Kenepuru to Ship Cove-Track	Upgrade- To Higher Standard	Upgrade Ship Cove side of track to meet standard.	7	3	0	Two opposers don't want higher track standard. The other opposer wants upgrades delayed.	Upgrade to higher standard	Required to meet a consistent standard throughout the Queen Charlotte Walking Track.
95893	Pelorus Bridge - Tawa/ Totara Paths/ Totara Camp Tracks	Upgrade- To Higher Standard	Upgrade required for Totara Camp Track.	5	0	0		Upgrade to higher standard	
101342	Totara Flat Picnic Area	Upgrade- To Higher Standard	Build cooking shelter on site.	6	0	0		Upgrade to higher standard	

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1929	Cullen's Point Carpark & Toilet	Upgrade- To Higher Standard	Roadway between two carparks has deteriorated and requires major realignment and resealing. Community and local industry interest is very high with long term plans to donate and construct a lookout platform and interpretation. Investigate alternative sewerage system for this site. Present pit toilet not coping with volume of use.	5	1	0	Opposer wants toilet upgrades deferred	Upgrade to higher standard	High community support for proposal.
98012	Cullen's Point Carpark Access Road	Upgrade- To Higher Standard	Main road carpark recently upgraded. Road maintenance costs are high. Should be rescaled as soon as possible.	4	0	0		Upgrade to higher standard	High community support for proposal.
	Queen Charlotte Walking Track	Discuss with Community	Possibility to extend QCWT by 4km to Cannibal Cove campsite to allow for overnight camping.	3	1	0	Opposer is against DOC managing facilities which should be local body/ community responsibilities	Proposed (new)	Little opposition to this proposal. The department will look to include this possible development in the CMS review.
1000618	Kumutoto Bay West campsite	Remove Jetty at end of Lifecycle	Maintain until such time as it is uneconomic to repair. Remove and not replace when that time comes. This could happen within the next 5 to 6 years	4	0	0		Remove Jetty at end of Lifecycle	No opposition to this proposal

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1000503	Rene Cove campsite	Provide a pit toilet at Rene Cove campsite.		5	0	0	No opposition to this proposal	New toilet	Environmental impacts need to be addressed.
1000503	Mill Arm campsite	Provide a pit toilet at Mill Arm campsite.		5	0	0	No opposition to this proposal	New toilet	Environmental impacts need to be addressed.
1000643	Perano Whaling station	Provide a pit toilet at Perano Whaling Station.		4	0	0	No opposition to this proposal	New toilet	Environmental impacts need to be addressed.
1000650	Endeavour Inlet	Queen Charlotte Track - provide a pit toilet at Endeavour Inlet.		4	0	0	No opposition to this proposal	New toilet	Environmental impacts need to be addressed.
1000602	Mistletoe bay	Provide a septic system toilet at Mistletoe Bay amenity area.		4	0	0	No opposition to this proposal	Provide septic toilet system	Environmental impacts need to be addressed.
1000483	Collinet Point	Tracks	Construct a new Short Walk at Collinet Point, French Pass.	5	0	0		New short walk	High community support for proposal
1000624	Motuara Island	Tracks	Construct a new walking track loop at Motuara Island to link with existing track.	5	0	0	No opposition to this proposal	New walking track	

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1000644	Blumine Island	Tracks	Construct a new walking track around the coastline of Blumine Island. This proposal may be sponsored.	7	1	0	Opposer is against new tracks at sites which are costly for trampers (access by sea) and wants it sponsored and not DOC funded.	New walking track	Decision is to continue to plan for project and seek funding through sponsorship if possible.
1000644	Blumine Island	Tracks	Construct a new route across the ridge of Blumine Island for both public and staff access. This proposal may be sponsored.	5	1	0	Opposer is against new tracks at sites which are costly for trampers (access by sea) and wants it sponsored and not DOC funded.	New route	Decision is to continue to plan for project and seek funding through sponsorship if possible.
1000484	French Pass campsite	Cooking Shelters	Construct a new cooking shelter at French Pass campsite	5	0	0	No opposition to this proposal	New cooking shelter	
1000487	Cowshed Bay campsite	Cooking Shelters	Construct a new cooking shelter at Cowshed Bay campsite	5	0	0	No opposition to this proposal	New cooking shelter	
1000494	Kenepuru Head campsite	Cooking Shelters	Construct a new cooking shelter at Kenepuru Head campsite	5	0	0	No opposition to this proposal	New cooking shelter	
1000610	Camp Bay campsite	Cooking Shelters	Construct a new cooking shelter at Camp Bay campsite	5	0	0	No opposition to this proposal	New cooking shelter	
Signs		13 new	4	0	0	No	New signs		
1000645	Blumine Island	Significant structures	Construct a new jetty to facilitate access to Blumine Island campsite and the proposed new track system	4	1	0	Opposer is against new facilities at sites which are costly for trampers (access by sea) and is not supportive of DOC funding (sponsorship 100%).	Construct new jetty.	Decision is to continue to plan for project and seek funding through sponsorship if possible.

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1000523	Cullen's Point carpark	Construct lookout platform	Cullen's Point carpark is proposed for upgrading in conjunction with local community. Proposal to construct a lookout platform	4	1	0	Opposer questions the need for upgrading	Upgrade	High community support for proposal
1000483	Collinet Point	Construct short walk track and lookout platform	Collinet Point is proposed for upgrading in conjunction with local community. Proposal to construct 50 m short walk track and lookout platform.	5	0	0	No opposition to these proposals.	New short walk	

SOUTH MARLBOROUGH AREA

VISITOR FACILITY NUMBER	VISITOR FACILITY NAME	PROPOSAL	PROPOSAL EXPLANATION	NUMBER OF SUBMISSIONS "I SUPPORT"	NUMBER OF SUBMISSIONS "I DO NOT SUPPORT"	NUMBER OF SUBMISSIONS UNCLEAR	SUBMISSIONS ISSUES SUMMARY	DECISION	COMMENT
98056	Bartletts/Kiwi Road	Cease Maintenance	Cease maintenance on road section between Quartz Creek and Wakamarina Carpark (Onamalutu end) as this is no longer required for visitor access. The remainder of road will be maintained to provide access to Wakamarina Track and the Quartz Creek Mt Royal Route.	4	1	0	Objector wants opportunities for 4WD	Cease Maintenance	Only ceasing maintenance on the part of the road between Quartz Creek and the Wakamarina Carpark. 4WD access will still be available on this section.

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3083	Gosling Hut	Maintain by Community	Marlborough Tramping Club hut maintained by club under a lease agreement. DOC to assess upgrade requirements and complete service standard needs.	5	0	0	No opposition to this proposal.	CHANGE TO OWNED AND MAINTAINED BY COMMUNITY	Marlborough Tramping Club to continue to maintain hut under current lease.
3093	Hornby Hut	Remove (and not replace)	Old station hut since replaced with relocatable bivvy.	5	0	0	No opposition to this proposal.	Remove (and not replace)	
2686	Omaka Bivvy	Maintain	A number of huts within South Marlborough and Kaikoura have changed from being for biodiversity staff use to recreation huts with public access. They provide hunting and tramping opportunities with visitor access by foot and in many cases by helicopter parties. As departmental wild animal control work in many of these locations is now minimal, use is expected to be very low. Use of these huts will be closely monitored until their retirement dates are due, at which time, if visitor use is still very low they will not be replaced.	4	1	0	Opposer wants low use huts kept	Maintain	Replacement will be considered at end of lifetime, however will be dependant on level of use and availability of opportunity.

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2895	Boulder Stream Hut (Red hills)	Maintain	See above.	4	1	0	Opposer wants low use huts kept	Maintain	Replacement will be considered at end of lifetime, however will be dependant on level of use and availability of opportunity.
3021	Jam Hut	Maintain	See Clarence Reserve Proposal.	4	1	0	Opposer wants low use huts kept	CHANGE TO REPLACE SIMILAR SIZE	Jam Hut will be replaced with a new hut of a similar size at a better location. See proposals for Clarence Reserve huts.
2828	Leatham Cableway	Replace- Bigger Size	Area proposal is to replace this cableway with a single lane/span load restricted road bridge when retirement date is up in 2005.	8	5	0	Varied strong opinions from submitters. In general clubs are opposed while a number of individuals support it. Arguments against are the huge cost and difficulties to maintain a bridge at such a site. F&G are concerned that fishery cannot sustain increased use. Supporters thought better access would open up the area and improve access to the Branch Valley. Visitor safety would also be improve significantly.	CHANGE TO MAINTAIN (FOR INTERIM) UPGRADE WHEN REQUIRED	Cableway is nearing the end of its life. DOC wants quad bike and or 4x4 access for management purposes. Decision is to investigate options for a new bridge dependant on span cost type and placement. Appropriate advice to be sort. Public safety would also be enhanced.

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2831	Marfells Beach Toilet	Upgrade Size/ Capacity	Retain existing toilet. Evaluate need for additional toilet block of similar size. Install water meters in interim to calculate total use.	6	2	0	One opposer wants to defer toilet upgrades. The other opposer is against DOC managing facilities which should be local body/ community responsibilities	Upgrade size/ capacity	Environmental impacts need to be addressed. The present toilet septic system need to be pumped out twice a year.
98071	Marfells Beach Campsite Road	Upgrade-To Standard	Requires re-sealing.	5	1	0	The opposer is against DOC managing facilities which should be local body/ community responsibilities	Maintain	Little opposition to this proposal.
98072	Marfells Beach Campsite Gravel Road	Upgrade-To Higher Standard	Requires sealing through campground.	5	1	0	The opposer is against DOC managing facilities which should be local body/ community responsibilities	Upgrade-To Higher Standard	Little opposition to this proposal.
100138	Marfells Beach Campsite	Upgrade Size/ Capacity	Need to landscape and level further sites at eastern end of beach.	5	1	0	The opposer is against DOC managing facilities which should be local body/ community responsibilities	Upgrade Size/ Capacity	Little opposition to this proposal.
2608	Whites Bay Picnic Area & Campsite	Upgrade-To Standard	Need to assess and monitor suitability of current septic and wastewater systems at surf club toilet block.	5	1	0	The opposer is against DOC managing facilities which should be local body/ community responsibilities	Maintain	Environmental impacts need to be addressed. Very old septic and soakage system.
2613	Lake Chalice Hut/Loop Tracks	Upgrade-To Standard	Upgrade Lake Chalice Hut toilet to Norski improved vent pit toilet.	5	2	0	One opposer wants to defer upgrades. The other opposer is against DOC managing facilities which should be local body/ community responsibilities	Maintain	Environmental impacts need to be addressed
3034	Kowhai/ Hapuku Route	Upgrade-To Standard	Upgrade Kowhai Hut toilet to Norski improved vent pit toilet.	4	2	0	One opposer wants upgrades delayed. The other opposer wants the toilet maintained but not upgraded.	Maintain	Environmental impacts need to be addressed

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3036	Kowhai/Hapuku Route	Upgrade-To Standard	Upgrade Hapuku Hut toilet to Norski improved vent pit toilet.	4	2	0	One opposer wants upgrades delayed. The other opposer wants the toilet maintained but not upgraded.	Maintain	Environmental impacts need to be addressed
95011	Ohau Stream Walk	Upgrade-To Standard	Realign track under railway and remove stairway.	4	1	0	The opposer is against DOC managing facilities which should be local body/community responsibilities	Maintain	Little opposition to this proposal
95139	Wairau Lagoons Walkway	Upgrade-To Standard	4km section to be upgraded with surface material and edging. Board walking should also be considered where appropriate	6	1	0	The opposer is against DOC managing facilities which should be local body/community responsibilities	Maintain	Little opposition to this proposal
95472	Rarangi/Whites Bay Track	Upgrade-To Standard	Upgrade 500m section of the track that runs alongside Whites Bay Road for visitor safety.	4	1	0	Opposer wants upgrades delayed	Maintain	Little opposition to this proposal
95476	Enchanted Lookout Track	Upgrade-To Standard	Upgrade surface and water tables.	4	2	0	One opposer wants to defer upgrades. The other opposer is against DOC managing facilities which should be local body/community responsibilities	Maintain	Little opposition to this proposal
95482	Mt Fyffe Forest Walk	Upgrade-to Standard	Upgrade track to day visitor standard, reduce length with new re-alignment. Increased tourism growth in region means public are looking for high quality walking opportunities close to Kaikoura township.	5	2	0	One opposer suggested a different route. The other opposer is against DOC managing facilities which should be local body/community responsibilities	Maintain	Little opposition to this proposal. Assessment on track route needs to be undertaken.

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100590	Omihī/Goose Bay Lookout Track	Upgrade-to Standard	Requires discussion with Transit and Transrail to move and upgrade carparks to highway standard and reduce current risk to visitors crossing on main highway	4	2	0	One opposer wants to defer upgrades. The other opposer is against DOC managing facilities which should be local body/community responsibilities	Maintain	Little opposition to this proposal
9100600 & 8070	Wairau Bar Picnic Area & Road	Upgrade-To Higher Standard	DOC to seal road prior to handing over to Marlborough District Council. There are also other land ownership issues involved. When road issue is sorted, There will be a requirement to upgrade and rezone public access areas and landscape site to better allow for day visitor use and possibly camping opportunities.	7	1	0	One opposer is against DOC managing facilities which should be local body/community responsibilities	Upgrade to higher standard	Little opposition to this proposal. A plan encompassing all issues relating to the DOC Coastal Area from Rarangi to the Wairau River is to be produced by the department.
2850 & 2851	Pine Valley toilets	Upgrade-To Higher Standard	Upgrade existing toilets to sealed vault units.	6	2	0	One opposer wants to defer upgrades. The other opposer is against DOC managing facilities which should be local body/community responsibilities	Upgrade-To Higher Standard	These toilets require upgrading to cope with use, mitigate impacts and comply with Resource Consent Requirements. Road will still require minimal upgrading to allow access for a septic tank truck.

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95142	Pine Valley Nature Track	Upgrade-To Bring to Standard	Upgrade total length of track to bring up to consistent standard.	4	2	0	While, the Pine valley site had the highest numbers of submissions, the standard of the nature trail was not a concern.	Maintain	
95141	Pine Valley Hut Track/Mill Flat Picnic Area	Upgrade-To Bring to Standard	Upgrade section from Pine Valley Hut to Pine Valley Forks at start of Fishtail route.	4	1	0	Support for this particular proposal	Upgrade-To Higher Standard	Support for this particular proposal.
98066	Pine Valley road	Upgrade-To Higher Standard	Upgrade of 4WD road to 2WD to allow vehicle access to Mill Flat. This would entail closure of existing carpark and 1km of track and would negate need for new suspension bridge.	4	53	0	Submissions were overwhelmingly opposing any upgrade in the area due to the want to retain a safe setting for school groups and stop boy racers from having vehicle access. Public submissions show major opposition to any upgrade of this road from 4WD standard	CHANGE TO UPGRADE ROAD TO 4WD STANDARD FOR SEPTIC TANK VEHICLES	Public submissions show major opposition to any upgrade of this road from 4WD standard, however road will still require minimal upgrading to allow access for a septic tank truck for sewerage removal. This will need to be carefully managed by DOC to ensure that the wishes of the principal visitor groups are met. Other implications of this proposal are: Maintain existing carpark and track to swing bridge. No requirement for a new vehicle bridge.

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2967	Mill Flat	Replace- Bigger Size	Service standard for user group requires suspension bridge - minimum 5 person load.	5	51	0	Major opposition particularly from school children	CHANGE TO MAINTAIN	DOC will retain swingbridge until it fails load test or comes to the end of its lifecycle when it will be replaced by small suspension bridge. Consultation with Pine Valley Outdoor Education Centre needs to discuss type of bridge and signage/safety requirements to meet the current track standard and limit risks.
95483 & 95484	Kaikoura Peninsula Walkway	Upgrade- To Higher Standard	This site will be part of the planned upgrade of the Peninsula to be discussed after forming a group involving local organisations to put together a future development strategy for the walkway.	3	3	0	One opposer wants sensitive improvements only and the site not over urbanised. Another opposer wants to defer upgrades. The third opposer is against DOC managing facilities which should be local body/ community responsibilities	Upgrade to higher standard	Little opposition to this proposal
100596	South Bay Carpark, Kaikoura	Upgrade- To Higher Standard	The site will be part of the planned upgrade of the Peninsula to be discussed after forming a group involving local organisations to put together a future development strategy.	4	1	0	The opposer is against DOC managing facilities which should be local body/ community responsibilities	Upgrade to higher standard	Little opposition to this proposal.

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95832	Branch River Track	Upgrade-To Higher Standard	Upgrade of track from Griegs Hut to Bottom Misery, and bridging below Siberia Hut could result in further hut rationalisation - i.e. Siberia could be removed leaving a 4 to 5 hour all-weather option tramp between Griegs Hut and Lower Misery Hut. Investigate long term option to create marked route linking Leatham and Branch valleys.	7	6	0	This proposal included upgrade of the track, new foot bridge and rationalisation of huts in the Branch Valley. Submitters wrote about all three issues: General:Upgrades will encourage more use, unspecified support for the proposal. Huts: Request to leave as is, anglers prefer more small close huts and keep Siberia hut. Some concerns re removal of Siberia. Track: Upgrade supported to provide all weather access. Bridge upgrade will open the area to much higher use (the wrong type of use). Support for bridge and track upgrade.	Upgrade-To Higher Standard	Support for bridge and track upgrade. Decision is to go ahead with this programme and when completed remove Siberia Hut as its present location does not reflect the Hut Principles. Department to investigate option for route between Leatham and Branch Valleys.

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100141 & 100595	Robin Hood Bay Campsite & Robin Hood picnic area	Upgrade- To Higher Standard	Proposal is to close existing separate campsite and picnic areas at each end of bay and amalgamate at a central site. Issues relating to fire safety and general movement across the foreshore need to be addressed. Discussions with local residents have led to this proposal. Asset provision will include landscaping, planting, fencing and provision of two toilets. Public access will be enhanced with this proposal. Requires a water supply.	5	2	0	One opposer is concerned the proposal will cause more problems than it would help. The other opposer is against DOC managing facilities which should be local body/ community responsibilities	Upgrade to higher standard	Local community support for this proposal is high.
1000774	Branch River Road	Discuss with community	Investigate replacement of cableway with single lane, load restricted road bridge to facilitate access to the Branch Valley. Demand for access is likely to increase when Tenure Review is completed on Compensation Run.			5	General theme from submitters is that present access is all that is needed. They are concerned that a 2WD bridge would open up the area to vandalism, and have very high maintenance costs.	CHANGE TO MAINTAIN (FOR INTERIM) UPGRADE WHEN REQUIRED	Cableway is nearing the end of its life. DOC wants quad bike and or 4x4 access for management purposes. Decision is to investigate options for a new bridge dependant on span cost type and placement. Appropriate advice to be sort. Public safety would also be enhanced.

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1000775	Leatham Road	Discuss with Community	Long term proposal is to remove 3 huts in the valley (Caves, Barbers and Bottom Gordon's) at the end of their lifecycle (approx. 2020) and replace with one strategically located in the valley, possibly somewhere around Spaniard Flat. Should demand increase; investigate bridging Station Creek and the Boulder Stream, which would then (with Caves swing bridge) provide all weather access to Bottom Gordon's.	2	12		In the main opposers made a strong case to retain these small huts specifically for hunters and anglers. It was proposed that a number of smaller parties were presently well catered for in this valley. Little support for bridging Boundary and Station Creek.	MAINTAIN HUTS	This proposal was entered to facilitate discussion and look to long term rationalisation. It certainly created discussion with 12 opposing and 2 supporting submissions. While opposition is in conflict with the hut principles, there has been a strong case made to retain these small huts specifically for hunters and anglers which has been supported by the Conservancy. Little support for bridging Boundary and Station Creek. Conservancy will support new proposal to re-open Leatham wet weather track.

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1000776	Branch Track	Discuss with Community	Upgrade of track from Greigs Hut to Bottom Misery and bridging below Siberia Hut could result in further hut rationalisation - i.e. Siberia would be removed leaving a 4 to 5hr all-weather option tramp between Greigs Hut and Lower Misery Hut. Investigate long term option to create marked route linking Leatham and Branch valleys.			5	General support. Several submitters object to the removal of Siberia hut.		See Proposal 95832 -Branch River Track- Upgrade-To Higher Standard for detail of decisions.
1000953	Clarence Reserve	Discuss with Community	A number of huts in Clarence Reserve are now managed by DOC as a result of Clarence Reserve Tenure Review. Four huts, the Willows, Goose Flat Jam and the Fidget, although not ideally located along the Clarence River provide for recreation opportunities i.e. 4WD, horse trekking tramping, mountain biking, canoeing, rafting fishing, and hunting (both game and bird) and will be maintained into the future. Assessments of better strategic locations for these huts are required and relocation to new sites is possible.			7	General support for ROR direction and hut proposals in the Clarence Reserve. Submitters support maintaining basic backcountry tracks and huts and requested more detail and further consultation. Access by 4WD is an issue.	CONSULT FURTHER WITH USER GROUPS	A recreation plan is being prepared covering issues such as access and linkages. Consult further with all interested user groups including: Ngai Tahu, NZMTB Assoc., Fish &Game, Federated Mountain Clubs, rafters, horse trekkers etc. Road to be maintained 4WD standard. A process for 4WD private access needs to be developed.

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1000953	cont.		A further 9 existing huts and Bivvys provide hunting and tramping opportunities with visitor access by foot and helicopter. DOC staff use is now limited, however, all huts will or have been upgraded to meet service standards. The future use of these huts will be closely monitored until retirement dates are reached when, if use is still very low, they will not be replaced. Use of historic huts in the Clarence is being assessed and this may mean overnight use is no longer allowed in historic huts. Public access track and road status to the Clarence Reserve is being clarified and an updated fact sheet will be provided in the near future for the public.						

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1000795	Pine Valley Track	Discuss with Community	Use of site by school groups and public is growing, now that logging operations are completed there is an option to construct a single span, restricted road bridge across Pine Valley Stream where by utilising the existing logging road, vehicle access could be gained direct to Mill Flat picnic/camping area. This would allow for removal of the swingbridge (does not meet current service standard for day visitor), closure of the existing carpark and approx. 1km of track. Upgrading of the picnic /camping area and associated toilets would then be appropriate. Proposal also includes eventual removal of Pine Valley Hut (at some stage if agreed through consultation) and its replacement with a cooking shelter at Mill Flat.	105			Submissions were received from 105 people (the highest number of submissions during the ROR): This Pine Valley site included seven individual proposals and caused some confusion as to where submitters were commenting. It depended on whether it was "Discuss with Community" or the actual separate proposals i.e Picnic Area, Road etc. Submissions have been moved to the most appropriate proposal. At the end of the day submissions were overwhelmingly opposing any upgrade in the area due to the want to retain a safe setting for school groups and stop boy racers from having vehicle access.	MAINTAIN STATUS QUO	The new proposal to be taken back to Pine Valley Outdoor Centre for the whole area is to: Upgrade carpark at current site. Upgrade road (Fishtail Flats) to 4WD to allow a service vehicle to access the site to remove sewerage. Upgrade toilets. Maintain Pine Valley Hut Retain swingbridge until it either fails a load test or reaches the end of its lifecycle when it will be replaced by small suspension bridge of similar character.

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1000795 cont.		Upgrading of the track section from Mill Flat through to Pine Valley Forks at start of Fishtail route would then provide a quality walking opportunity for day visitors up the valley. Assess need for bridge access across Pine Valley Stream to provide all weather access to Fishtail Route.	4	0	0		Additional septic toilet system	No opposition to this proposal.
1000933	Whalers Bay track	Proposed upgrade to walking track standard of existing unmarked route from Whalers Bay back to Peninsula carpark to form a 1-hour loop return from the Carpark	4	0	0		Construct gantry and stairways	No opposition to this proposal
	Kaikoura Peninsula Seal Colony	Construct an additional overflow carpark at Kaikoura Peninsula Seal Colony.	5	1	0	Opposer sees no need for more carparking	Construct additional overflow carpark	Little opposition to this proposal
Signs	1 new Orientation/Information Sign proposed		4	0	0		New signs	No opposition to this proposal

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1000933	Kaikoura Peninsula walkway	Significant structure	Construct a gantry and stairways on the proposed new coastal route, Kaikoura Peninsula Walkway	4	0	0		Construct gantry and stairways	No opposition to this proposal
1000776	Branch River track	Significant structure	Construct a new Suspension Bridge on the Branch River Track to facilitate all weather access/egress from the valley.	4	0	0		New foot bridge	Proposed to investigate constructing a new swing bridge on the Branch River track to facilitate all weather access/ egress from the valley.

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1432	Larrikins hut	Remove and not replace	This is an important area for remote experiences but the route across the 1000 acre plateau is in poor condition. Larrikins Creek and Poor Pete's huts present problems due to their condition and/or small size. However, due to the fragile nature of the terrain, upgrading of either the route or the huts will probably lead to higher use and more damage. It is considered that the best option for the plateaux is to replace the two huts with a single, 10-14 bunk hut near the Poor Pete's site, and to cease maintenance on the route across the plateau. The Department considers that the higher-grade track system on the Mt Arthur Tablelands is far more robust, and provides easier access to a similar landscape.	9	33	0	Several submitters dispute the DOC assessment that the plateau is a similar landscape to the Tablelands and recognise the importance of planning for 1000 acre plateau as a whole before deciding on individual facilities. Opposing submissions state: hut should be maintained, the hut is important for safety and shelter in bad weather, it's an 'iconic' hut important, spectacular location, hut is in good condition. The area is important for remote experience. Supportive submissions state that the unique environment should be turned into a remote experience by the removal of Larrikins	CHANGE TO MAINTAIN AND REPLACE WITH LARGER 10-12 BUNK HUT	The decision is to upgrade to standard a BCA track across the plateau to Larrikins Hut. There will be a need to monitor visitor numbers and impacts with a view to enlarging Larrikins Hut at or before its retirement in 2025

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1426	Poor Pete's Hut	Replace Hut -larger size	See above	9	22	0	Several submitters dispute the DOC assessment that the plateau is a similar landscape to the Tablelands and recognise the importance of planning for 1000 acre plateau as a whole before deciding on individual facilities. Submitters had theories of either hardening facilities to manage impacts or removing facilities and making access more difficult to limit damage. Some opposing submitters don't want a larger hut (which would encourage more visitors) but suggest a basic hut at Poor Pete's for shelter in bad weather, don't want a large hut at a site where there's nothing to do. Supportive submitters endorse hut is needed for safety reasons because of long time required to get to Larrikins, and preserving of backcountry opportunities. Several submitters said they value Larrikins more than Poor Petes.	CHANGE TO REMOVE	The decision for the plateau area (see 1000 acre route for detail) is to upgrade to standard a backcountry adventurer track across the plateau to Larrikins Hut, which will be maintained and on retirement replaced with a larger 10=12 bunk hut. With the proposed upgrading of the 1000 Acres track through to Larrikins, trip times will be reduced. Poor Pete's itself is in significant disrepair providing little more than basic shelter. This track system caters for more experienced visitors at a backcountry adventurer tramping track standard. With a distance of 16kms between Lake Matiri Hut and Larrikins Hut it would not seem necessary for an additional hut at the Poor Pete's site.

cont. next page

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1426 cont.								
95432 & 95433	1000 acre route	Cease maintenance See above	12	19	0	Opposers argue that landscape is different from Mt Arthur tableland, there are increasing visitor numbers and it's better to concentrate trampers on 1 track.	CHANGE TO MAINTAIN AS BCA TRAMPING TRACK	The decision is to upgrade and maintain the track on the plateau to BCA Tramping Track standard to concentrate use and limit impacts.
1537	Hopeless hut	Minimal maintenance A recent report has stated that Hopeless Hut has a very high avalanche danger rating. The recommendation is that it may be retained until it comes to the end of its useful life unless it needs substantial upgrading within that timeframe, in which case it should then be moved to a safer location. The issues that need to be considered are:	2	29	0	The proposal was designed to generate discussion which it certainly did. Submissions showed a very high level of affection for this hut and some disagreement with the risk management concepts involved in the avalanche hazard assessment completed to date. 16 submitters want a new site. cont. next page	CHANGE TO MAINTAIN (SUBJECT TO FURTHER AVALANCHE ASSESSMENT AND LEGAL OPINION)	The decision is to retain the current hut on the current site, provided the avalanche hazard can be managed to an acceptable level in light of legal restrictions and Departmental policy. If it can't remain on site the Department will actively cont. next page
1426 cont.								

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1537 cont.			<p>1. Minimal options available for a new site.</p> <p>2. Alpine Club interest is thought to be high.</p> <p>3. Historic background (it was opened by Sir Edmund Hillary).</p> <p>4. Long term safety concern for the Department re avalanche issue.</p> <p>5. 1999 engineer's report recommends that a minimum of \$7000 remedial upgrading is now required to meet safety standards.</p> <p>Options for Resolution:</p> <p>1. Cease maintenance until such time as final resolution has been obtained. Continue avalanche monitoring until then.</p> <p>2. Investigate options for resiting.</p> <p>3. Discuss options for involvement of the Alpine Club in resiting and future maintenance.</p> <p>4. Remove hut and downgrade track to Route status.</p>				<p>9 suggested retaining on its current site and closing when necessary due to avalanche risk.</p> <p>5 wanted the hut retained with users responsible for themselves.</p> <p>Opposition to minimal maintenance of Hopeless hut came from many angles: historical significance of hut, important base for climbers, important to track network, high user numbers, scenic value, dispute avalanche assessment, and DOC becoming overly risk averse. Suggested alternative management options: close hut when avalanche danger is high, lock hut when avalanche danger is high, find safe site nearby, have sign on track explaining wintertime risk to users and making users responsible for their own decisions, gifting hut to an organisation willing to accept risk along with safety conditions e.g. signage installed. Supportive submissions did not state reasons.</p>		<p>consider alternative sites in the valley .The Department will continue to seek additional information about the avalanche hazard. The Area will continue to liaise with the NZ Alpine Club as they work through this process.</p>

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95416	Hopeless Track	Cease maintenance	See above.	2	18	0	The response to this proposal was very strong, with the vast majority of submitters emphasising the need to retain a walking link between the Travers Valley and Lake Angelus (over Sunset Saddle). Of the 18 specific opposers, 14 wanted the track maintained while 4 preferred downgrading it to route standard. The two supportive submissions were general. This proposal is closely linked to that for Hopeless Hut. The review group's interim decision is retain a backcountry adventurer tramping track if Hopeless Hut is retained, but to downgrade it to a route if Hopeless Hut is ever removed.	CHANGE TO MAINTAIN AS BCA TRAMPING TRACK	The response to this proposal was very strong, with the vast majority of submitters emphasising the need to retain a walking link between the Travers Valley and Lake Angelus (over Sunset Saddle).
95426	Porika Track	Cease maintenance	Low use walking track adjacent to Porika Road. Three alternative walks within the area with better access and higher natural and scenic values. Most visitors tend to walk road section only. Savings would be used to provide interpretive opportunities on Flowers and the Nature Walks.	7	0	1	No opposition to this proposal.	Cease maintenance	No opposition to this proposal.

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95436	Six Mile Lake Track	Cease maintenance	Use is low above the 6 Mile Walk; estimated that only 10% now go up to the lake (66 per annum), mainly hunters. Ceasing maintenance will not limit access for hunters.	6	4	0	Opposers state historic importance and lack of walking tracks around Murchison	Cease maintenance	This track is an extension of the 6 Mile Walkway (which will continue to be maintained). Closure of this section will not lessen the overall experience. The department does not believe that there is a lack of walking opportunities around the Murchison area. The department puts considerable effort into this area maintaining no less than 6 walking tracks for short stop and day visitors.

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95446	Beebys Knob Route	Cease maintenance	The Department is currently working with two landowners to trial an access regime on the southern face of Beeby's Knob, with walking and mountain bike access available year-round, and limited four-wheel drive access over summer. If this trial is successful and a long-term agreement is reached with the landowners, the walking route up the western flanks of Beebys could be closed because it duplicates the southern approach, which provides a wider range of opportunities. If the trial is not a success, the Department would upgrade the western access to a tramping track.	5	13	0	There was significant opposition to this proposal based on submitters' views that the forested western route is very different to the open, southern access. The submissions showed significant opposition to closing this route. Significant opposition came from tramping clubs: WTC, NTC, MTC, FMC, and CTC.	CHANGE TO MAINTAIN	Decision is to maintain this track as a tramping opportunity. The Department will seek to negotiate longer term MTB and 4WD access through the private land as per current trial.
98001	Beebys Knob Access road	Cease maintenance	See above.	3	2	0	Opposers state it is important vehicle accessible viewpoint in the southern Richmond Range	CHANGE TO MAINTAIN	This asset is actually the 450m short road into the car park at the entrance to Beebys Knob Tramping Track. Possibly confused with the main 4WD access road up to Beebys Knob

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101371	Beebys Knob Carpark	Cease maintenance	See above.	4	2	0	Opposers state it is important vehicle accessible viewpoint in the southern Richmond Range	CHANGE TO MAINTAIN	This asset is actually the car park at the entrance to Beebys Knob Tramping Track. Possibly confused with the main 4WD access road up to Beebys Knob.
95813	Mt Mantel Route	Cease maintenance	Principal use is by staff and local hunters. Use is very low making it difficult to justify continued maintenance. Cease maintenance and remove signs. Other option is for DOC biodiversity staff to take over maintenance requirements.	3	2	1	Opposers state higher use than reported, and request markers and signs are left.	Cease maintenance AND LEAVE MARKERS	Conservancy has noted (and agreed) many submitters call to retain markers if ceasing maintenance on tracks.
95816	Dip Flat/Hellfire Stream Route	Cease maintenance	Air Force personnel undertook to maintain this route as a result of the 1994 Hut & Track Review. No maintenance has occurred since then. On top of this, the Dip Flat swingbridge gave way during testing and was subsequently removed.	4	11	1	There is majority opposition and a call to reinstate the Dip Flat swingbridge	Cease maintenance	Even though there is majority opposition and a call to reinstate the Dip Flat swingbridge, the conservancy review group has decided to continue not maintaining this route to enhance the remote opportunity. Lees Creek and the Branch valley provide access to the tops and passes of the Raglan Range.

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95816 cont.									This site has had no maintenance since 1994 hut and track review. In that time there have been no formal complaints about the state of this track.
97845	Gibbs Walk	Cease Maintenance	Low priority track within the village network of walks. A walk with no actual destination or significant features and, therefore, it serves no purpose. Due to the historical significance of the name and its association with F.G.Gibbs the department would consider naming the short walk from the Visitor Centre to Kerr Bay, Gibbs Walk.	4	2	0	Opposers state road safety issues and dispute the DOC explanation of "no significant features".	CHANGE TO MAINTAIN	The opposition to this proposal is principally from a road safety perspective. Given this, and the small size of the saving achieved by ceasing maintenance of this walk the review group's decision is to maintain the walk to short walk standard. This outcome could be reviewed in future if a footpath is ever built beside Lake Road.

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1447	Burn Creek Hut	Minimal Maintenance	Very low use hut in the Matakaitaki that appears to be on a bush edge that could have been trimmed by an avalanche. On a Cease Maintenance regime since 1994 Hut & Track Review. Continue with cease maintenance regime for limited use by biodiversity staff and remove when classed hazardous or unsanitary. Monitor avalanche concern with aerial photography and action as per avalanche hazard process.	4	3	0	Opposers state safety concerns and that it's maintenance is part of DOC's core function	Minimal maintenance	Has been on cease maintenance since conservancy 1994 review, when the route to it was closed. Continue with cease maintenance regime for limited use by biodiversity staff and remove when classed hazardous or unsanitary. Monitor avalanche concern with aerial photography and action as per avalanche hazard process.
1849	Bull Paddock Creek Hut	Minimal Maintenance	A very low use hut on a Cease Maintenance regime since 1994 Hut & Track Review. Continue with cease maintenance regime for limited biodiversity staff use and remove when classed hazardous or unsanitary.	5	3	0	Opposers state low use is due to poor state of track, lack of signs and poor promotion, and that it's maintenance is part of DOC's core function.	Minimal maintenance	Original track to this hut was closed in 1994 in order to enhance remote experience on the Raglan Range. Hut has been on cease maintenance since that time. Continue with cease maintenance regime for limited use by biodiversity staff and remove when classed hazardous or unsanitary.

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95004	Kahikatea Walk	Maintain by community	Discuss with Tasman District Council the option of council taking over management of this site. The track is essentially part of the Murchison campground with main use being by campers. The only access to the walk is through the camp. The Department considers there are adequate short walking opportunities in the Murchison area and the continued maintenance of this walk by DOC is not justified.	6	2	2	Submitters object to any downgrading or non-maintenance of DOC facilities around Murchison. Objectors state it is a popular walk for older people and young families and is a good site (next to the camping ground).	CHANGE TO MAINTAIN	While the submissions show numerical support for the proposal, they are fairly general and the opposition is specific. There is support in the local community for the track to be retained somehow. The Department would do this if support from the community was not forthcoming. The Department will discuss this track's future with Murchison Lions and TDC. Options include removing structures and reconfiguration of carparking so that there is public access without going through the camp. This reserve is a rare forest remnant.

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1441	Upper Glenroy hut	Remove and not replace	There are long-standing access difficulties in this low-use valley. Upper Glenroy Hut (in NLNP) is already on "minimal maintenance" (as a result of the 1994 Hut and Track Review) and is to be removed when it reaches a dilapidated state. Mid Glenroy Hut is situated on private land and not owned by the department. Removal of all facilities from this valley is now proposed. As well as being a practical response to the legal and access difficulties, the department considers that this option would prevent environmental degradation caused by large 4WD groups and enhance the remote experience for those who do make the trip into the Glenroy..	5	11	1	Submitters confirmed the access problems of over 60 years. Activity groups include hunters fishers, and trampers with possibilities for mountaineering opportunities. Suggest deferring decision until Acland Land Access Report is completed. Opposing submissions state: it's important for safety and suggest replacing the hut with a shelter or Bivvy. Supportive submissions state: the hut serves no purpose; there are pleasant campsites over the Rappahannock Saddle.	Remove and not replace	This proposal is linked to the others in the Glenroy valley (Mid-Glenroy Hut and the current 4WD route). While there is some opposition to the removal of this hut, it has been not been maintained since the 1994 Conservancy review and is considered unnecessary for the location and type and number of users. Its dilapidated state suggests that it should now be removed.

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1774	Mid Glenroy Hut	Remove and not replace	See above.	6	7	1	Submitters confirmed the access problems of over 60 years. Activity groups include hunters fishers, and trampers with possibilities for mountaineering opportunities. Suggest deferring decision until Acland Land Access Report is completed. Opposing submissions state: it's important for safety and suggest replacing the hut with a shelter or Bivvy. Supportive submissions state the hut serves no purpose; there are pleasant campsites over the Rappahannock Saddle.	CHANGE TO NOT DOC (PRIVATE OWNERSHIP) NEGOTIATE FOR CONTINUED PUBLIC ACCESS TO MID GLENROY HUT. IF PUBLIC LOSE ACCESS TO MID GLENROY HUT, INVESTIGATE SITE FOR NEW HUT ON DOC LAND.	There are long standing issues in this valley about public access, especially for hunting and by 4WD vehicles. The hut is on private land and does therefore not actually belong to DOC. The decision is to change its status in the departmental database accordingly. The Department will continue negotiations to maintain walking and MBT access to the Glenroy valley

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98028	Glenroy 4WD route	Remove and not replace	See above.	4	6	20	Opposers state safety, and access issue.	Remove and not replace	The submission count records significant opposition to this proposal though it would seem many of the submitters may have thought that all (and not just 4WD access) was to be removed. It should be noted that with changes in the line of the river, the legal access road through private land to the Glenroy Valley can not be followed. Public access on foot and (with some seasonal restrictions) with vehicles is presently provided for under the terms of an expired grazing licence. The department does not propose to maintain a 4WD route up the valley. The Department will continue negotiations to maintain walking and MBT access to the Glenroy valley.

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1701	Bushedge Shelter	Remove and not replace	Pinchgut Track requires significant upgrading to meet standards. There are three shelters on Mt Robert where only one is needed. The proposal is to remove Bushedge and Prospect shelters, and upgrade Relax Shelter by adding a toilet and water supply. With the Mt Robert skifield unlikely to operate again, the upper shelter (Prospect) is no longer required. It is considered that Relax Shelter offers the best site for those heading downhill, and for people (especially families) to stop and play safely in the snow. Another option is to retain Bushedge Shelter instead, perhaps moving it a very short distance. Bushedge is arguably in a better position for the safety of walkers heading uphill. However, it is not such a good spot for relaxation, and doesn't lend itself well to adding a toilet or water supply.	7	12	0	There was a wide range of opinions on the proposals for the three shelters on Mt Robert. There was general support for rationalising three into two and for removing Prospect, but differences as to which of Relax and Bushedge should be retained. Lindsay Barber (Rotoiti Lodge) is a major user and said "Good idea. Pull Bush Edge out. Relax will be fine. Good to see rationalisation". Support also from FMC, CTC and a number of individuals. Three submitters want all kept and Relax upgraded. Six would rather Bushedge stay and Relax go	CHANGE TO MAINTAIN UNTIL END OF LIFE AND REPLACE TWO SHELTERS WITH ONE AT THE BEST LOCATION	There was a wide range of opinions on the proposals for the three shelters on Mt Robert. There was general support for rationalising three into two and for removing Prospect, but differences as to which of Relax and Bushedge should be retained. The decision reflects the varied opinions of submitters and allows the Area to investigate site options for a rationalisation of Relax and Bushedge.

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1702	Prospect Shelter	Remove and not replace	See above.	7	12	0	There was a wide range of opinions on the proposals for the three shelters on Mt Robert. There was general support for rationalising three into two and for removing Prospect, but differences as to which of Relax and Bushedge should be retained. Lindsay Barber (Rotoiti Lodge) is a major user and said "Good idea. Pull Bush Edge out. Relax will be fine. Good to see rationalisation". Support also from FMC, CTC and a number of individuals. Three submitters want all kept and Relax upgraded. Six would rather Bushedge stay and Relax go	Remove and not replace.	Submissions indicated that there was support for rationalisation of the three shelters on Mt. Robert (3 down to 2; with the most support for retaining Bushedge and Relax.)

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1707	Relax Shelter	Upgrade-To Bring to Standard	Retain this shelter and add a water supply and toilet for reasons of safety and impact management. The location and size of this shelter is ideal to allow use by families to access snow conditions with some safety.	12	3	2	There was a wide range of opinions on the proposals for the three shelters on Mt Robert. There was general support for rationalising three into two and for removing Prospect, but differences as to which of Relax and Bushedge should be retained. Lindsay Barber (Rotoiti Lodge) is a major user and said "Good idea. Pull Bush Edge out. Relax will be fine. Good to see rationalisation". Support also from FMC, CTC and a number of individuals. Three submitters want all kept and Relax upgraded. Six would rather Bushedge stay and Relax go	CHANGE TO MAINTAIN UNTIL END OF LIFE AND REPLACE TWO SHELTERS WITH ONE AT THE MOST SUITABLE LOCATION	The decision reflects the varied opinions of submitters and allows the Area to investigate site options for a rationalisation of Relax and Bushedge.
95413	Pinchgut Track	Upgrade-To Bring to Standard	Track requires significant upgrading to meet standards.	8	5	1	Some opposition to this proposed upgrade was received. However, some of those opposed seemed to think the Department was proposing upgrading to higher standard. Others felt that it was more than adequate for trampers but perhaps were not aware of the very high level of use by day visitors and families.	Upgrade to BCA Tramping Track standard	The review team considers some upgrading is necessary to manage water erosion.

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1450	Rainbow Hut	Remove and not replace	Since 1994 and the commencement of a Cease Maintenance regime this hut has fallen into disrepair. There have been attempts to establish agreements to maintain Rainbow Hut but these were never formalised. This hut requires significant remedial work (\$5,500) and should be removed when it becomes dangerous or insanitary.	4	11	0	6 of the 11 opposing submissions stated the hut is well-used, well sited, with historical values, excellent location, important for safety, and used by a wide variety of user groups. The national submission by NZDA used Rainbow hut as an example of hut that has 4WD access that should not be removed and suggested DOC/ community arrangement. The supportive submissions stated that due to its position on the wrong side of the river, it renders it useless.	Remove and not replace	Of the opposing submissions, 6 were almost identical to each other and to submissions made on Red Hills Hut. The review group visited the hut which is very run down and obviously receives minimal use. After careful consideration, especially of access for 4WD enthusiasts and goose hunters, the decision is to remove this hut and not replace it. Some merit was seen in a new hut on the true left side of the river if future tenure review negotiations substantially improve the access.
1429	Haystack Hut	Remove and not replace	This is a very low use hut. Recent inspection shows it is in considerable disrepair. Remove when classed hazardous or unsanitary.	8	6	0	Supporters state that Haystack hut is little used and is dilapidated. Opposers value Haystack hut for shelter and safety in bad weather, and preserving backcountry opportunities, and there is a need for a hut on Matiri plateau. Two submitters with the same submission said "We planned to visit the Haystack this summer".	Remove and not replace	While the submissions record some opposition, the position of this hut and very low use lead the review team to the view that it should be removed and not replaced. A hut in this location is not considered necessary for people seeking to connect the 1000 acres plateau with a hut in the Matiri or Mokihinui valleys.

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1341	Red Hills Hut	Remove and not replace	Te Araroa Trail provides justification to maintain the key assets on the site (road, track), but does not justify replacement of the Red Hills Hut. It is only 5 hours maximum from Porters Hut to the roadend, allowing trail walkers time to get to St Arnaud from Porters Hut in 1 day.	6	30	0	6 of the 19 opposing submissions were identical. They stated Red Hills hut is well used, ideally located, with historic values and importance for safety. Other opposing submitters raised additional points: it's a good base for exploring Red Hills unique geology and biodiversity, favourite place, sub-alpine environment accessible by family groups, for people with 2WD vehicles it is a considerable walk from the road end, and the 'dangerous' hut is disputed. The site is nationally important as being on the Te Araroa trail with long times to the next nearest accommodations. Supporters affirm the dangerous hut condition and easy 4WD road access.	CHANGE TO REPLACE SAME SIZE POSSIBLY AT AN ALTERNATIVE SITE	Of the oppositional submissions, 6 were identical (and identical to Rainbow hut submissions); 3 were from one family. The review group considered the submissions carefully and the inclusion of the Red Hills area in Te Araroa. The decision is to replace Red Hills Hut, but to consider alternative sites that still allow Te Araroa users to walk from a hut to St Arnaud in one day. The current hut is in a dangerous state and beyond the possibility of upgrade. The Department will begin the steps necessary for its removal.

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98076	Upper Red Hills 4WD road	Maintain at Lower Standard	<p>Since 1994 and the commencement of a Cease Maintenance regime the Red Hills Hut has now become dangerous. There have been attempts to set up agreements to maintain the hut, but to no avail. It should now be removed.</p> <p>The Red Hills have been included in Geoff Chapple's Te Araroa Trail. With the department's recent commitment to the Trail and Tenure Review on the horizon, we need to consider the future of this site. Whatever the outcome, it would seem unnecessary to retain the one kilometre section of 4WD-standard road just below the hut site. The proposal is to maintain the present 2WD road and investigate options to provide better carparking at the roadend, with a possible short loop walk to enhance public appreciation of the high botanical values of the site. Such an investigation would depend on the outcome of tenure review and negotiations with the landowner.</p>	8	2	0		Maintain at lower standard	<p>On balance the submissions show support for closing this road to 4WD users and managing it as a tramping track. The review group's view is that this will have very little impact on accessibility or safety for visitors to the Red Hills.</p> <p>Note: This decision refers only to the last 700m of the road, the remaining road will be maintained for 4WD access.</p>

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1505	Coldwater Hut	Maintain at Lower Standard	Discuss with Com-munity Lakehead Hut only 30 minutes away by foot via shortcut, however, access across to Lakehead is subject to river levels. This facility primarily functions as a shelter for day visitors on the Lakeside Track and those exiting the Travers Valley track system. Consult about long term options for this site: 1. Change to a shelter. 2. Enclose existing porch to make into a 10 bunk facility.	3	27	3	The proposal included long term options of changing to shelter or make into a 10 bunk hut. Supportive submissions didn't state reasons. Opposing submissions commented on current conditions (cold, dark and ratty with lots of insects), the hut is popular with boaties (which has implications of drunken parties and rubbish) and popular with school groups, the hut is frequently crowded; the river crossing is often not safe to cross. One submitter provided a plan for a hut design. Others submitters don't want change and express concern about Travers Sabine becoming a Great Walk. Suggestion to upgrade fireplace and increase to 16 bunks. 3 supported retention as a shelter (other 4 not really valid), 3 retain as is. Issues include: fishing opportunity, families, safety (no bridge across to Lakehead Hut), 700 bed nights, day visitors. Submissions were clearly in favour of retaining this facility as a hut, with an increase obviously have a high level of affection for Coldwater Hut.	CHANGE TO UPGRADE 10 BUNKS	33 submissions (24 want 10 bunk hut, 3 supported retention as a shelter, 3 retain as is(3 submission not really valid). Issues include: fishing opportunity, families, safety (no bridge across to Lakehead Hut), 700 bed nights, and boating, day visitors. Submissions were clearly in favour of retaining this facility as a hut, with an increase capacity. People obviously have a high level of affection for Coldwater Hut. The Department will upgrade the hut to a 10 bunk facility.

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1508	Lakehead Hut	Upgrade-To Bring to Standard	New toilet required at Lakehead Hut. Recommendation by Geotech Engineers is to move Lakehead Hut a minimum of 200m upstream to ensure it is well out of the flood debris flow path. One proposal is to move the hut one hour upstream (closer to Travers swingbridge) to provide better trip times (4hrs) between Lakehead and John Tait huts and also allow a closer overnight stop for those accessing the Hopeless/Hukere Valleys. This needs to be discussed with visitor groups (especially Rototiti Lodge).	5	20	2	Submitters views showed the variety of users of the area: school groups and young families prefer the hut close, fitter faster trampers are happy with hut further up the valley. Some submitters queried engineers report, and questioned the cost of moving hut. Of the 27 submitters: - move short distance upstream 10 - move 1 hour upstream 10 - move to east side of valley 2 - do nothing 3 - unclear 2 The majority of submitters support a short move or up to 1 hour upstream.	Maintain ON SITE IF SUPPORTED BY TECHNICAL ADVICE.	A Geotech report has indicated that the hut should be moved. If this is required then the majority of submitters support a short move or up to one hour upstream. The Department will seek a review of the Geotech Report and further investigate any alternative options for protecting the hut at its present location.
95304	Lakehead Track Travers Valley section	Upgrade-To Bring to Standard	Track requires significant upgrading to meet standards.	10	5	0	Opposers don't want track upgrades.	Maintain to BCC tramping track standard	

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1556	Speargrass Hut	Replace-Bigger Size	Many boardwalks have been removed from this track while retaining structures over major stream crossings. Significant further upgrading on the section from Speargrass Hut to Mt Robert Carpark is now required to ensure a consistent standard track surface. Even when the track is upgraded, the length of the trip from Sabine Hut to Mt Robert is such that Speargrass Hut, which is close to retirement, will need to be retained. A new site and a larger capacity are being considered for the new Speargrass Hut.	12	0	0		Replace bigger size	No opposition to this proposal
95307	Sabine-Speargrass Track	Upgrade-to Standard	Some upgrading is required to ensure consistent standards and deal with wet spots.	9	4	0	Opposers do not want track upgraded	Maintain to BCC tramping track standard	

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95412	Paddy's Track	Upgrade-to Standard	Track requires significant upgrading to meet standards.	6	2	0	Opposers don't want track upgrade	Maintain to BCA tramping track standard	Some opposition to this proposed upgrade was received. However, some of those opposers seemed to think the Department was proposing upgrading to higher standard. Others felt that it was more than adequate for trampers but perhaps forgot the very high level of use by day visitors and families. This is backed up by a significant comment from the NZMCA representative at the October review meeting. The review team considers some upgrading is necessary to manage water erosion.

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95434	Skyline Walk	Upgrade-to Standard	Upgrade steep sections of track to meet service standards.	9	0	0		Maintain to walking track standard and investigate feasibility of loop extension.	No opposition to maintenance of existing track. Proposal put forward by a number of submitters and also at the Murchison community meeting to extend the existing track by adding a loop return. Has been a long term proposal by community due to proximity of track to township and high use by day visitors. All other track opportunities end at a point, meaning return via the same route. This proposal would provide a new option for the community and not duplicate existing sites. The review team felt the proposal had merit but required further investigation before a full commitment could be made..
95437	Johnson Creek Track	Upgrade-to Standard	Upgrade to meet tramping track standard.	6	1	0	Opposer wants upgrades delayed	Maintain to BCA tramping track standard	Little opposition to this proposal, upgrade to Tramping track standard

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95438	Eight Mile Track	Upgrade-to Standard	Little maintenance has been undertaken on this track since the 1994 Hut & Track Review. Current use is very low; however, this site has received very little promotion and could fill a niche in the Murchison walks network. The proposal is to upgrade it to meet a tramping track standard, add it to the Murchison Walks publication and monitor use to ascertain its popularity.	6	2	0	One opposer doesn't think there values to warrant a track. The other opposer wants upgrades delayed.	Maintain to BCA tramping track standard	Little opposition to this proposal, upgrade to backcountry adventurer tramping track standard. This proposal is intended to enhance the range of walks available around Murchison. It will be accompanied by visitor monitoring and publicity for the 8 Mile track in the Murchison walks flier
99046	Duckpond Loop MTB Trail	Upgrade-to Standard	This easy MTB track requires hardening of its surface (Nelson MTB club have assisted with finance).	6	1	0	Opposer wants upgrades delayed	Upgrade to walking track standard	Little opposition to this proposal.
1000362	Maruia Falls	Upgrade-to Higher Standard	Carpark requires sealing, and toilets require replacing with a double toilet on a septic tank or other containment system.	5	4	0	Three objectors don't want the carpark sealed. The other wants upgrades delayed.	Upgrade to higher standard	Some local community support but no written submission.
1000341	Kawatiri campsite	Upgrade-To Higher Standard	Carpark requires sealing, and toilets require replacing with a septic tank or other containment system.	5	4	0	Three objectors don't want the carpark sealed. The other doesn't think the site is a DOC responsibility	Upgrade to higher standard	

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1672 & 1676	Bushline Hut Toilet	Requires replacement with containment system.	Upgrade- To Higher Standard		6	1	0	Opposer wants toilet upgrades deferred	Upgrade to higher standard	This is to better control environmental impacts at a Serviced Hut. There was no significant opposition to this proposal. Similar upgrades have happened or are planned at all Travers-Sabine Circuit hut toilets
	Connor's Creek Route	Consider closing this route to enhance the remote experience available in this valley.	Discuss with Community		1	7	0	Opposition was received to route closure.	Leave as is - maintain	This route obviously has a degree of popularity with clubs and its existence doesn't significantly impact on remoteness values
1508 & 95304	Lakehead Hut & Upper Lakehead Track	Siting of huts in the lower Travers Valley needs to be reconsidered in light of: the Lakehead Hut geological report, options for Hopeless Hut, visitor use, projected growth etc. Upgrade costs of the track to the swingbridge are prohibitive, but the impacts of current use are substantial.	Discuss with Community				5		RETAIN HUT ON ITS CURRENT SITE SUBJECT TO REVIEW OF SECOND GEOLOGICAL REPORT	Submitters views showed the variety of users of the area: school groups and young families prefer the hut close, fitter faster trampers are happy with hut further up the valley. Some submitters queried engineers report, and questioned the cost of moving hut.

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1766	East Matakaitaki Hut	Discuss with Community	Consider moving this hut so it is closer to Upper D'Urville Hut and further away from Bobs.	3	5	0	Submissions revealed mixed feelings about moving this hut, but generally suggested people saw little point in doing so.	CHANGE TO RETAIN HUT AT PRESENT LOCATION	The discussion provoked by the "wild heart" proposal revealed a high value is placed on the Nelson Lakes to Lewis Pass connection through the Matakaitaki. Decision is to continue to maintain this hut.
95418	Sabine/D'Urville Track	Discuss with Community	Monitor visitor use and patterns for next 5 years with a view to upgrading section from east of Misery Jetty to Sabine Hut to day visitor standard. If this was to happen the need for the four bridges west of Misery Jetty would be reviewed.			2		no issue	This proposal was included to generate discussion in light of changing use of this beautiful track. No change to the track status is planned but the Department will monitor use levels and visitor satisfaction.

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	All Matiri valley/ plateau facilities	Discuss with Community	The proposed hydro power scheme presents a significant "unknown" for this entire area. However the rugged valley is expected to remain as a low use area for more hardy visitors. It is considered that the impacts of use on the Matiri plateaux are unacceptable, and the cost to upgrade it to a standard where damage will be negated is very large. Do we need to upgrade another facility within this environment? It is considered that the Mt. Arthur tablelands offer a similar experience and that facilities on the Matiri Plateaux should be reduced, with the area being promoted as "remote experience" in the future.			7	<p>Objections were received to the proposal's description of the landscape as being similar to Mt. Arthur tablelands. In reality it has distinct geology and biology and offers a difference recreation experience. Impacts include bog and track widening.</p> <p>It is likely that road access will be improved to the Matiri River West Branch if the proposed Lake Matiri hydro development goes ahead as planned. The decision is to upgrade to standard adventurer track across the plateau to Larrikins Hut. There will be a need to monitor visitor numbers and impacts with a view to enlarging Larrikins Hut at its retirement. Poor Pete's Hut is in significant disrepair and will be removed.</p>	<p>This place includes: 1000 Acre route, Larrikins Creek Hut, Poor Pete's hut.</p>	

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	The "Wild Heart", Nelson Lakes National Park	Discuss with Community	There is a superb remote experience option available in the southern parts of Nelson Lakes National Park and the northern St James Station, connecting St Arnaud to the Lewis Pass via numerous high passes. This experience is considered to be worthy of protection and careful management. The Department is keen to discuss its future management with the community.	3	0	9	This 'proposal' generated some interesting comment. The submissions showed general support to retain the area as it is and to neither upgrade it (by marking the passes) or downgrade it (by removing huts or the tracks). Submitters clearly value this area for the semi-remote experience it provides	Retain as is	
1000317	Relax Shelter	Toilet:	Provide a wet vault toilet system at Relax Shelter on Pinchgut Track.	3	0	0	Submissions on the shelter rationalisations did provide some support for the addition of a toilet and water supply on Mt Robert	Delay toilet construction until new shelter site is agreed.	
1000303	West Bay	Toilet:	Provide a new wet vault toilet system at West Bay.	3	0	0		New toilet	This is very important to provide a year-round toilet in West Bay, thus removing the need to keep open the camp ground toilets, which are very expensive to maintain
1000351	Hurricane hut	Toilet:	Provide a new Pit toilet at Hurricane Hut.	3	0	0		New toilet	No opposition to this proposal.
1000350	Lake Matiri carpark	Toilet:	Provide a new pit toilet system at Lake Matiri carpark.	4	0	0		New toilet	No opposition to this proposal.

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1000313	Mt Robert carpark	Track: Construct a new Short Walk for the disabled at Mount Robert Carpark.	3	0	0		New short walk (disabled standard)	No opposition to this proposal.
1000301	Kerr Bay	Bus parking: Provide bus parking in Kerr Bay Picnic Area as identified in Kerr Bay Development Plan.	3	0	0		IMPLEMENT STAGED LANDSCAPE PLAN AS DEVELOPED BY THE KERR BAY WORKING GROUP	No submission against. Expect wide acceptance of landscape plan (which includes provision for bus parking) developed by broadly representative Kerr Bay Working Group.
Signs		11 new Interpretation Signs proposed. 1 new Identifier/ownership Sign proposed.	4	0	0		New signs	No opposition to this proposal.
1000336	Braeburn Walk	Construct a new viewing platform on the Braeburn Walk, Lake Rotoroa.	4	0	0		New viewing platform	No opposition to this proposal.
1000362	Maruia Falls	Construct a new viewing platform at Maruia Falls.	3	1	0		REMOVE PROPOSAL FROM VAMS	This facility was never required .
1000319	Hukere Stream	Construct a bridge across Hukere Stream below Angelus Hut	4	2	0		Construct new bridge	Little opposition to this proposal.

9. Summary of decisions

The majority of the facilities proposals are to maintain them to current standards. The following information summarises the main facility types and the proposals for Nelson/Marlborough Conservancy. Note: the original public proposal document had some incorrect summary information. The table below shows the corrected summary information of proposals and decisions.

TYPE OF FACILITY	PROPOSAL	NUMBER PROPOSED	NUMBER OF DECISION
Hut	Change to shelter	3	6
	Replace with shelter	0	2
	Seeking Community Maintenance	0	1
	Proposed (new)	0	0
	Maintain by Community	1	1
	Non-visitor DOC managed	1	1
	Minimal maintenance	5	4
	Remove	10	6
	Maintain / Replace / Upgrade / Maintain to lower standard/Move to Another Location/replace with existing asset	149	147
	Not DOC ownership		1
	Total	169	169
Tracks	Owned by DOC but maintained by Community	0	0
	Proposed (new)	6	9
	Seeking Community Maintenance	2	1
	Non-visitor DOC managed	1	1
	Cease maintenance	13	8
	Remove	3	0
	Maintain / Replace / Upgrade / Maintain to lower standard	356	365
	Total	381	384
Shelters	Maintain/replace/upgrade/maintain to lower standard	11	14
	Remove	2	2
	Minimal maintenance		1
	Cease maintenance		2
	Proposed New	0	2
	Total	13	17
Campsites	Maintain/replace/upgrade/maintain to lower standard	58	57
	Cease maintenance	2	3
	Total	60	60

- Two tracks with the proposal to “Close Site/Remove All Assets” have been changed to “Cease Maintenance” due to a strong argument for markers to be left and maintained by a number of groups. There is a feeling that markers are more important to the track than maintenance (e.g. Gomorrah route and Kiwi/Taylor Route).
- Seven tracks with the proposal to “Cease Maintenance” have been changed to “Maintain” due to disagreement with the departments user numbers, the fact that in many cases the cost of maintenance was minimal, safety issues and in some cases the intense public opposition to closures (Saddle Hill Route, Loveridges Route, Mt Stevens Route, Richmond Flat Track, 1000 Acres Route, Beebys Knob Route, Hopeless Track and Gibbs Walk.).
- One hut has been changed from “Minimal Maintenance” to “Maintain” due to the need for an overflow from Fennella Hut and as a base for side trips from the valley. (Cobb Hut).
- The Matiri Plateau area was a strategic discussion point. Following submissions the proposal for Larrikins Hut has been changed from “Remove” to “Maintain and replace with larger hut.” The track across the Matiri Plateau will be upgraded and maintained to backcountry adventurer (BCA) tramping track standard.
- Red Hills Hut proposal has been changed from “Remove and not Replace” to “Replace, possibly at alternative site” following submissions from family groups and Te Araroa Trail.
- Two huts have been changed from “Remove” to “Replace with Day Shelter” due to submissions from tramping clubs (Moa Park) and one which was a strategic discussion point (Flora).

Eleven of the submissions for new proposals are being supported:

- Aorere Goldfields improve access road to the Doctors Creek carpark.
- Reintroduce camping at Perry and Saxon and provide camp platforms and cooking shelters at these sites. Desperately require a booking system!
- Paynes Ford Scenic Reserve - additional toilet.
- Manage Rawhiti Cave track to Route standard, construct viewing platform and install toilet.
- Canaan: investigate option to provide camping.
- Kiwi Saddle Track - wire across the Kiwi Stream. A poorly located slack wire. Can something be done about it?
- New toilet needed at beach near Split Apple Rock.
- New bridge on Pelorus track
- Leatham wet weather route: change from cease maintenance to maintain route (approx 6km)
- Wairau Lagoons walkway: build new viewing platform and interpretation
- Turn the Skyline Walk track into a loop track - support in principle. (Before full commitment can be made this proposal requires further investigation).

10. Overview of decisions in terms of recreation opportunities

The public submission process has been beneficial in identifying new interest groups and raising awareness of their concerns and sites they are interested in. The public submissions have resulted in changes to around 60 decisions.

The decision have stayed much the same for day trippers who tend to use sites where decisions include upgrading carparks, more toilets at road ends, and improvements to facilities with disabled access. Some decisions have changed at sites which are popular with school groups, with young families or less fit people who want basic backcountry facilities (such as swing bridges, shelters and huts) close to road ends. Other decisions were changed in response from submissions from particular activity groups such as anglers and hunters who prefer more small huts. Other decisions were changed for experienced trampers who requested some tracks not be closed but maintenance ceased and markers left.

While decisions have been changed on around 60 facilities, decisions at the other approximately 560 facilities (huts, tracks, shelters and campsites) have stayed as proposed. This continues the progress and reviews that have been carried out since the 1994 review and the intent of continual review to ensure that the range of facilities and opportunities remains in keeping with visitor demand. More mountain biking, horse riding and some 4WD opportunities should become available in the Conservancy as a result of high country tenure review.

Overall decisions will mean that DOC offers a network of recreation facilities to support a broad range of recreation opportunities in Nelson/Marlborough Conservancy.

Appendix 1

WHAT THE DECISIONS MEAN

Decisions for facilities in the Conservancy have been made by DOC as an outcome of this process of consultation. The options for future management are grouped under 13 broad headings.

Maintain

The facility will continue to be maintained, to the appropriate standard, providing recreation opportunities the same as, or similar to, those currently available. If it is a building or a structure it will be replaced with a similar facility at the end of its useful life. DOC will bring the asset up to the required standard if it is not currently to the required standard.

Proposed (new)

A new facility will be developed in a place where there has not previously been one.

Replace

A new facility will be built replacing an existing facility that will soon reach the end of its useful life.

Upgrade to higher standard

The facility requires upgrading to a higher standard or to a larger size to meet the needs of the main visitor and/or mitigate against visitor impacts.

Maintain to lower standard

The facility will be maintained to a lower standard than has previously been the case. Often this will mean continuing to manage to a lower standard because the original standard intended for the facility was too high and never achieved.

Remove

Remove the facility (if a structure, sign, hut or building). If a hut, remove by the end of 2006. If a track, remove markers, plant out track entrances and leave the track to revert to a natural state, or assist this process if necessary.

Minimal maintenance

Used for huts and other buildings. The building will be inspected by DOC on a regular cycle. Inspectors will travel with basic tools and equipment and some minor maintenance (that can be done during the regular inspections) will be undertaken. When the building is no longer weatherproof or becomes dangerous or unsanitary,

it will be removed, unless there is a community group willing and able to bring it up to standard and maintained to standard (see Seeking Community Maintenance)

Cease maintenance

For tracks, markers will be left until they naturally disappear, but the track will be left to revert to a natural state. Roads are closed to motor vehicles. Carparks, amenity areas and campsites are left to revert to a natural state and any associated buildings or signs will be removed. Signs will be placed at track entrances stating that the track is no longer maintained.

Close site/remove all assets

Remove all assets (structures, signs, huts, track markers etc), plant out track entrances and leave the site to revert to a natural state. Closed sites will be removed from all visitor information. Where necessary the site or part of it will be rehabilitated.

Own by DOC but maintain by community

The facility is one DOC believes should be retained. It is one that could realistically be maintained by a club, community group or local authority. The facility may already be maintained by the community. A management agreement should be established if one is not already in place. The funding assumption is that DOC will not cover maintenance costs, but will fund inspections and replacement.

Owned and maintained by the community

The Department currently has a formal agreement in place with a club, community group or local authority to maintain the asset. If, in the future, that agreement falls over, the future of that asset will be determined following consultation with the community.

Seeking community maintenance

The asset currently has no formal agreement in place and is not one that DOC believes it should maintain at all. The facility should only be retained long term if the community agrees to take it on. It is one that realistically could be maintained by a club, community group or local authority. DOC will discuss ongoing maintenance and replacement of the facility with such groups and should establish a management agreement for that maintenance

Non-visitor DOC management

For facilities receiving very little or no visitor use, the facility will be managed by the department for other purposes, such as to accommodate pest control staff or to access a biodiversity conservation area. The facilities will not normally be available for visitor use.