



Notice is hereby given that an Extraordinary meeting of the Stewart Island/Rakiura Community Board will be held on:

Date: Thursday, 9 May 2024
Time: 7:00 PM
Meeting room: Library
10 Ayr St, Stewart Island

Extraordinary Stewart Island/Rakiura Community Board Agenda OPEN

MEMBERSHIP

Chairperson	Aaron Conner
Deputy chairperson	Aaron Joy
Members	Mike Douglass Rakiura Herzhoff Daniel Meads Andrea Young Councillor Jon Spraggon

IN ATTENDANCE

Committee advisor/customer support partner	Kirsten Hicks
Community partnership leader	Karen Purdue

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Website: www.southlanddc.govt.nz

Full agendas **are available on Council's** website
www.southlanddc.govt.nz

Health and safety – emergency procedures

Toilets – The location of the toilets will be advised at the meeting.

Evacuation – Should there be an evacuation for any reason please exit via the exits indicated at the venue.

Earthquake – Drop, cover and hold applies in this situation and, if necessary, once the shaking has stopped we will evacuate the building to a safe location.

Phones – Please turn your mobile devices to silent mode.

Recording - These proceedings may be recorded for the purpose of live video, both live streaming and downloading. By remaining in this meeting, you are consenting to being filmed for viewing by the public.

Community board terms of reference

TYPE OF COMMITTEE	Community board (board)
RESPONSIBLE TO	Boards are responsible to Council Each board will also have relationships with Council committees (these committees are outlined in the delegations manual).
SUBCOMMITTEES	Some subcommittees will report to community boards – these are outlined in section 8.5 of the delegations manual.
MEMBERSHIP	Oreti and Waihopai Toetoe boards have seven members elected by the local authority triennial elections plus a member appointed by Council. All other boards have six members plus a member appointed by Council. The chairperson is elected by the board. Councillors who are not appointed to boards can only remain for the public section of the board meeting. They cannot stay for the public excluded section unless the board agrees.
FREQUENCY OF MEETINGS	Every second month, but up to 12 ordinary meetings a year with the approval of the chief executive.
QUORUM	Not less than four members
THE ROLE OF COMMUNITY BOARDS	<p>Governance</p> <p>Elected members are responsible for providing leadership, setting direction and for overseeing performance (at a high level).</p> <p>The chief executive and staff are responsible for management activities including the allocation of resources, overseeing the day to day operations of the community board, providing policy advice and implementing governance decisions.</p> <p>Roles outlined in the Local Government Act 2002</p> <ul style="list-style-type: none"> • appoint a chairperson and deputy chairperson • represent, and act as an advocate for, the interests of its community • consider and report on all matters referred to it by the territorial authority, or any matter of interest or concern to the board • maintain an overview of services provided by the territorial authority within the community • prepare an annual submission to the territorial authority for expenditure within the community • communicate with community organisations and special interest groups within the community • undertake any other responsibilities that are delegated to it by the territorial authority. <p>Additional roles of boards</p> <p>Community wellbeing</p>

	<ul style="list-style-type: none"> a) promote the social, economic, environmental and cultural well-being of local communities b) monitor the overall well-being of local communities. <p>Community leadership</p> <ul style="list-style-type: none"> a) to provide leadership to local communities on the strategic issues and opportunities that they face b) identify key issues and opportunities that will affect the future of the board's community and work with Council staff and other local representatives to facilitate multi-agency collaborative opportunities c) promote a shared vision for the board's community and develop and promote ways to work with others to achieve positive outcomes d) provide a local community perspective on Council's long term plan key performance indicators and levels of service as detailed in the long term plan, and on local expenditure, rating impacts and priorities e) develop and manage community board plans including keeping these up to date and relevant to community needs and aspirations. <p>Engagement and relationships</p> <ul style="list-style-type: none"> a) to develop relationships and communicate with key community organisations, special interest groups, residents and businesses within the community. <p>Advocacy</p> <ul style="list-style-type: none"> a) as part of the long term plan or annual plan process, prepare a submission to Council on the proposed levels of service, income and expenditure within the community of interest b) as part of the long term plan or annual plan process, outline the relative priorities for the delivery of District services and levels of service within the board area (Council sets the levels of service for District Activities⁽ⁱ⁾ if a board seeks a higher level of service, they need to recommend that to Council, and the higher level of service will need to be funded in an appropriate way (locally). <p>Local activities</p> <p>For local activities⁽ⁱⁱ⁾</p> <ul style="list-style-type: none"> a) recommend to Council levels of service⁽ⁱⁱⁱ⁾ and budgets for local activities, having regard to Council budgets in the long term plan or annual plan process b) recommend to Council rates, user charges and fees to fund local activities
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	<ul style="list-style-type: none"> c) recommend to Council or a relevant committee the approval of project definitions or business cases and procurement plans for capital expenditure over \$300,000 d) recommend to Council or a relevant committee unbudgeted capital expenditure e) monitor the services Council delivers its communities and assess the extent these services meet community needs or the expected level of service f) support the development of local management plans where required by statute or in support of the district plan, or other plans (reserves, harbours, or other community facilities). <p>These plans should then be recommended to Council. There are times when local management plans^(iv) should not be developed</p> <p>Environmental management and spatial planning</p> <ul style="list-style-type: none"> a) provide comment on resource consent applications referred to the community board for comment b) to make recommendations to Council about bylaws and about enforcing bylaws within the community, having regard to the need to maintain consistency across the District c) provide advice to Council and its committees on any matter of interest or concern to the community board in relation to the sale of alcohol, where statutory ability exists to seek such feedback d) provide input into regulatory activities not otherwise specified above, where process allows e) recommend to Council initiating an appeal to the environment court on decisions relating to resource consent applications that the board has made submissions on f) provide support to the development of community plans for a civil defence emergency and the recovery afterwards.
DELEGATIONS	<p>In exercising the delegated powers, boards will operate within:</p> <ul style="list-style-type: none"> a) policies, plans, standards or guidelines that have been established and approved by Council b) the needs of the local communities c) the approved budgets for the activity. <p>1) Boards shall have the following delegated powers and be accountable to Council for the exercising of these powers^(v).</p> <p>Community wellbeing</p> <ul style="list-style-type: none"> a) develop local strategies to improve areas of wellbeing (where a need has been identified) b) to develop local community outcomes that reflect the desired goals for their community or place.

	<p>Community board plans</p> <p>a) Regularly review and update the community board plan to keep the plan relevant.</p> <p>Decisions on locally funded assets and services</p> <p>a) accept donations of a local asset (e.g. a gas barbeque, park bench, etc) with a value of less than \$30,000</p> <p>b) approve project definitions or business cases for approved budgeted capital expenditure up to \$300,000.</p> <p>Unbudgeted expenditure</p> <p>a) approve unbudgeted operating expenditure for local activities of up to \$20,000</p> <p>b) approve up to a \$20,000 increase in the projected cost of a budgeted capital works project/item that is included in the annual plan or long term plan</p> <p>c) authority to delegate to the chief executive, when approving a project definition or business case, over-expenditure of up to \$10,000 for capital expenditure against the budget detailed in the annual plan or long term plan.</p> <p>Leases and licenses</p> <p>In relation to all leases and licences of land and buildings for local activities within their own area, and subject to any relevant legislation and/or policy requirement, on behalf of Council;</p> <p>a) accept the highest tenders for rentals more than \$10,000</p> <p>b) approve the preferential allocation^(vi) of leases and licenses where the rental is \$10,000 or more per annum.</p> <p>Community assistance</p> <p>a) establish a system for prioritising allocations, based on criteria provided by Council</p> <p>b) grant funds from the Community Partnership Fund</p> <p>c) allocate bequests or grants generated locally, consistent with the terms of the bequest or grant fund.</p> <p>Northern Southland development fund</p> <p>a) the Northern board can make decisions regarding funding applications to the Northern Southland development fund.</p>
LIMITS TO DELEGATIONS	<p>Boards have no financial or decision-making delegations other than those specifically delegated by Council.</p> <p>Boards shall only expend funding on purposes for which that funding was originally raised and in accordance with the budgets approved by Council through its long term plan or annual plan.</p> <p>In accordance with the provisions of section 39(2) of Schedule 7 of the Local Government Act 2022 the board may not incur expenditure in excess of the approved budget.</p>

	<p>Matters that are not delegated</p> <p>Council has not delegated to boards the power to:</p> <ul style="list-style-type: none"> a) make a rate or bylaw b) acquire, hold or dispose of property c) direct, appoint, suspend or remove staff d) engage or enter into contracts and agreements and financial commitments e) institute an action for recovery of any amount f) issue and police building consents, notices, authorisations and requirements under acts, statutes, regulations, bylaws and the like; g) institute legal proceedings other than the delegation to recommend to Council the initiating of an appeal to the environment court on decisions in respect to resource consent applications on which the board has made submissions.
CONTACT WITH MEDIA	<p>The board chairperson is the authorised spokesperson for the board in all matters where the board has authority or a particular interest.</p> <p>Board members, including the chairperson, do not have delegated authority to speak to the media or outside agencies on behalf of Council on matters outside of the board's delegations.</p> <p>The leadership team member will manage the formal communications between the board and its constituents and for the board in the exercise of its business. Correspondence with central government, other local government agencies or official agencies will only take place through Council staff and will be undertaken under the name of Council.</p>
REPORTING	<p>Boards are unincorporated statutory bodies which are elected to represent the communities they serve.</p> <p>Copies of board meeting minutes are retained by Council.</p>

- (i) **District activities include:**
- a) community leadership at a district level (including district community grants)
 - b) wastewater
 - c) waste services
 - d) water supply
 - e) district open spaces (parks and reserves)
 - f) roading
 - g) district community services (library services, cemeteries, community housing and heritage/culture)
 - h) district community facilities (public toilets, library buildings, offices and amenity buildings)
 - i) environmental services (building services, resource management, environmental health, animal services, emergency management)
 - j) stormwater
 - k) corporate support services

- (ii) **Local activities include:**
- a) community leadership at a local board level (including local community grants)
 - b) local community facilities (halls and other amenity buildings within Council's overarching policy for community facilities)
 - c) water facilities (boat ramps, wharves, jetties and harbour facilities)
 - d) local open spaces (parks and reserves, playgrounds and streetscapes)
 - e) parking limits, footpaths and streetlights
 - f) Te Anau/Manapouri Airport (Fiordland board)
 - g) Stewart Island Electricity Supply Authority (SIESA) (Stewart Island/Rakiura board)
 - h) for the above two local activities only
 - i) recommend levels of service and annual budget to Council or a relevant committee
 - j) monitor the performance and delivery of the service
 - k) naming reserves, structures and commemorative places
 - l) authority to decide upon requests from the community, regarding names of reserves, the placement of structures and commemorative places.
 - m) naming roads
 - n) authority to decide on the naming for public roads, private roads and rights of way
 - o) assisting the chief executive by providing comment (through the board chairperson) to consider and determine temporary road closures applications where there are objections to the proposed road closure.
- (iii) Levels of service is a term in asset management referring to the quality of a given service. Defining and measuring levels of service is a key activity in developing infrastructure asset management plans. Levels of service may be tied to physical performance of assets or be defined by customer expectation and satisfaction.
- (iv) Local management plans should not be developed where powers:
- a) have been delegated to Council staff
 - b) would have significance beyond the board's area or otherwise involves a matter of national importance (Section 6 Resource Management Act 1991)
 - c) involve the alienation of any part of a proposed or existing esplanade reserve by way of width reduction, easement, lease or otherwise.
- (v) Local Government Act 2002, s.53
- (vi) A preferential allocation is when there is a preference that a lease or license is given to a particular person or group, rather than having an open process. For example, a neighbouring land owner or a community group that use a building may be asked if they want to lease the land/building, rather than giving the wider public the opportunity to tender or apply.
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1 Apologies

At the close of the agenda no apologies had been received.

2 Leave of absence

At the close of the agenda no requests for leave of absence had been received.

3 Conflict of interest

Community board members are reminded of the need to be vigilant to stand aside from decision-making when a conflict arises between their role as a member and any private or other external interest they might have.

4 Extraordinary/urgent items

To consider, and if thought fit, to pass a resolution to permit the community board to consider any further items which do not appear on the agenda of this meeting and/or the meeting to be held with the public excluded.

Such resolution is required to be made pursuant to Section 46A(7) of the Local Government Official Information and Meetings Act 1987, and the chairperson must advise:

- (i) the reason why the item was not on the agenda, and
- (ii) the reason why the discussion of this item cannot be delayed until a subsequent meeting.

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“Where an item is not on the agenda for a meeting,-

- (a) that item may be discussed at that meeting if-
 - (i) that item is a minor matter relating to the general business of the local authority; and
 - (ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but
- (b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further **discussion.”**

5 Public participation

Notification to speak is required by 12noon at least one clear day before the meeting. Further information is available at www.southlanddc.govt.nz or by phoning 0800 732 732.

Stewart Island/Rakiura Community Board - Application to the Stewart Island/Rakiura Visitor Levy Fund 2024

Record No: R/24/4/29318

Author: Karen Purdue, Community partnership leader

Approved by: Sam Marshall, Group manager customer and community wellbeing

☒ Decision

☐ Recommendation

☐ Information

Purpose

- 1 The purpose of this report is to seek approval from the Stewart Island Rakiura Community Board to submit a funding application to the Stewart Island Rakiura Visitor Levy Fund to construct a new walking track from Ayr Street (bottom of Golden Bay road) through to the end of Traill Park, from the 2024 funding round.

Executive summary

- 2 The Stewart Island/Rakiura Visitor Levy Fund is available for projects that meet the following criteria:
 - activities and facilities used by, or for the benefit of, visitors to Stewart Island;
 - activities and facilities that mitigate the adverse effects of visitors on the environment of Stewart Island.
- 3 Southland District Council staff have worked closely with the Stewart Island/Rakiura Community Board to identify this project needing funding assistance that meets the above criteria. The project is to construct a new walking track from Ayr Street (bottom of Golden Bay road) through to the end of Traill Park.
- 4 This project was included in the Golden Bay Masterplan included in Attachment A to this report.
- 5 The application form is included as Attachment B to this report.
- 6 The Stewart Island/Rakiura Community Board is required to make a formal decision to confirm the submission of an application to the Stewart Island/Rakiura Visitor Levy Fund.
- 7 Applications close on Friday 10th May 2024. The concept designs and final estimate of costs, in support of the application are not yet completed.
- 8 Staff are therefore seeking approval for the board to delegate authority to the board chair to approve the concept designs and final estimate of costs for attachment to the application.
- 9 The application is requesting funding up to \$200,000.

Recommendation

That the Stewart Island/Rakiura Community Board:

- a) **Receives the report titled “Stewart Island/Rakiura Community Board - Application to the Stewart Island/Rakiura Visitor Levy Fund 2024” dated 1 May 2024.**
- b) Determines that this matter or decision be recognised as not significant in terms of Section 76 of the Local Government Act 2002.
- c) Determines that it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with Section 79 of the act determines that it does not require further information, further assessment of options or further analysis of costs and benefits or advantages and disadvantages prior to making a decision on this matter.
- d) Agrees to the submission of an application for up to \$ 200,000 to construct a new walking track from Ayr Street (bottom of Golden Bay road) through to the end of Traill Park.
- e) Delegates authority to the board chair to approve the concept designs and final estimate of costs for attachment to the application.

a) Background

- 10 The Stewart Island/Rakiura Visitor Levy Fund is available for projects that meet the following criteria:

- activities and facilities used by, or for the benefit of, visitors to Stewart Island;
- activities and facilities that mitigate the adverse effects of visitors on the environment of Stewart Island.

- 11 Each year the Stewart Island/Rakiura Community Board has the opportunity to submit applications to the Stewart Island/Rakiura Visitor Levy Fund for projects that align with the funding criteria and that are already included in Southland District Council’s Long Term Plan.

b) Issues

- 12 It should be noted that this is stage one of delivery of the Golden Bay Masterplan.
- 13 Detailed concept designs and final estimates of costs are still to be received.

Factors to consider

Legal and statutory requirements

- 14 There are no legal and statutory requirements to consider.

Community views

- 15 The views of the Stewart Island/Rakiura Community Board, as elected members, are considered to represent the views of the community.
- 16 Extensive engagement was carried out with the Stewart Island/Rakiura community, including engagement with iwi throughout the process of developing the Golden Bay Masterplan, which resulted in overwhelming support for the masterplan.

Costs and funding

- 17 Funding is being sought from the Stewart Island/Rakiura Visitor Levy Fund.

Policy Implications

- 18 There are no policy implications.

Analysis

c) Options considered

- 19 There are two options to consider.
- 20 Option 1 - Agrees to the submission of an application of up to \$ 200,000 to the Stewart Island/Rakiura Visitor Levy Fund to construct a new walking track from Ayr Street (bottom of Golden Bay road) through to the end of Traill Park.
- 21 Option 2 – Does not agree to the submission of an application of \$ 200,000 to the Stewart Island/Rakiura Visitor Levy Fund to construct a new walking track from Ayr Street (bottom of Golden Bay road) through to the end of Traill Park.
- 22 Analysis of options

Option 1 – Agrees to the submission of an application of up to \$200,000 to the Stewart Island/Rakiura Visitor Levy Fund to construct a new walking track from Ayr Street (bottom of Golden Bay road) through to the end of Traill Park

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">the application can be considered for funding by the Stewart Island/Rakiura Visitor Levy Subcommittee. If funded, the project can go ahead.	<ul style="list-style-type: none">there are no disadvantages.

Option 2 – Does not agree to the submission of an application of up to \$200,000 to the Stewart Island/Rakiura Visitor Levy Fund to construct a new walking track from Ayr Street (bottom of Golden Bay Road) through to the end of Traill Park

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none">there are no advantages.	<ul style="list-style-type: none">the application cannot be considered for funding by the Stewart Island/Rakiura

	Visitor Levy Subcommittee. Delays to the project delivery can be expected.
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d) Assessment of significance

- 23 This is not considered significant under Southland District Council's Significance and Engagement Policy.

Recommended option

- 24 The recommended option is option 1.

Next Steps

- 25 Following the approval of this report, the application will be submitted to the Stewart Island/Rakiura Visitor Levy Fund.

1 Attachments

A Golden Bay Masterplan - August 2023 [↓](#)

B Stewart Island/Rakiura visitor levy application - Golden Bay Masterplan Stage 1 [↓](#)

FINAL DRAFT

SOUTHLAND
DISTRICT COUNCIL
Te Rohe Pōtae o Murihiku



Boffa Miskell



GOLDEN BAY

MASTERPLAN

FINAL DRAFT ISSUE - AUGUST 2023





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Cover photograph: Golden Bay, Stewart Island © Boffa Miskell, 2023

FINAL DRAFT

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FINAL DRAFT

INTRODUCTION AND PROJECT BACKGROUND



PROJECT BACKGROUND

INTRODUCTION AND PROJECT BACKGROUND

The Golden Bay Masterplan has been prepared for the Southland District Council (SDC) and Stewart Island Rakiura Community Board (SIRCB) and identifies and provides direction for future stages of work at Golden Bay over the next 5 to 10 years as funding is sought and becomes available.

The Masterplan includes elements identified in prior community engagement completed 2019 as well as practical design elements to improve user experience, safety and accessibility to Golden Bay. Golden Bay is the location that most visitors will depart from Oban to access Ulva Island and the existing wharf is important infrastructure for a range commercial operators, visitors and Stewart Island residents.

A key driver of future upgrade work at Golden Bay is the replacement of the existing wharf. Offshore and Coastal Engineering Limited (OCEL) have been engaged by the SDC to provide technical advice regarding the remaining structural life of the wharf.

Key elements that are considered as part of the development of a Masterplan for Golden Bay include:

- Elements, services and additional infrastructure that should be included in a new wharf structure and breakwater (design and spatial arrangement of a new wharf is not included in the scope of the masterplan and will be to future detailed design)
- New toilet facilities and potential locations
- Shelter relocation or an alternative new shelter structure location
- Existing pump station location and potential services upgrades and future services requirements
- Access, egress and safety to and from Golden Bay for both vehicles and pedestrians
- The location and duration of car parking at Golden Bay
- Access to the water at Golden Bay
- The existing site context and physical characteristics of the location

As well as the key elements considered in the Golden Bay Masterplan, the following design objectives also directed the development of masterplan ideas, including:

- Functionality and efficiency of design including form, consentability construction, operation, maintenance, durability.
- Value for money and whole of life costs including maintenance
- Potential cultural, community and environmental benefits
- Consideration of the impact of climate change / sea level rise on proposed Masterplan elements
- How or if existing infrastructure can be upgraded or re-purposed

Engagement with stakeholders including the SDC, SIRCB, Manawhenua, identified key stakeholders, commercial operators and Stewart Island residents and community has also guided the development of the Masterplan ideas and helped to refine a preferred Masterplan.

Review of the engagement carried out in 2019 also helped to provide an understanding of the issues and opportunities from a range of interested stakeholders.

This document summarises and presents:

- Existing site context and analysis
- The engagement plan, activities and feedback
- Masterplan ideas
- A preferred Masterplan Idea
- Potential Staging
- Supplementary high level cost estimates(provided as an addendum to this document)
- Recommendations and ‘next steps’ to enable the masterplan

FINAL DRAFT

SITE LOCATION



GOLDEN BAY AND OBAN

FINAL DRAFT

EXISTING SITE CONTEXT AND ANALYSIS

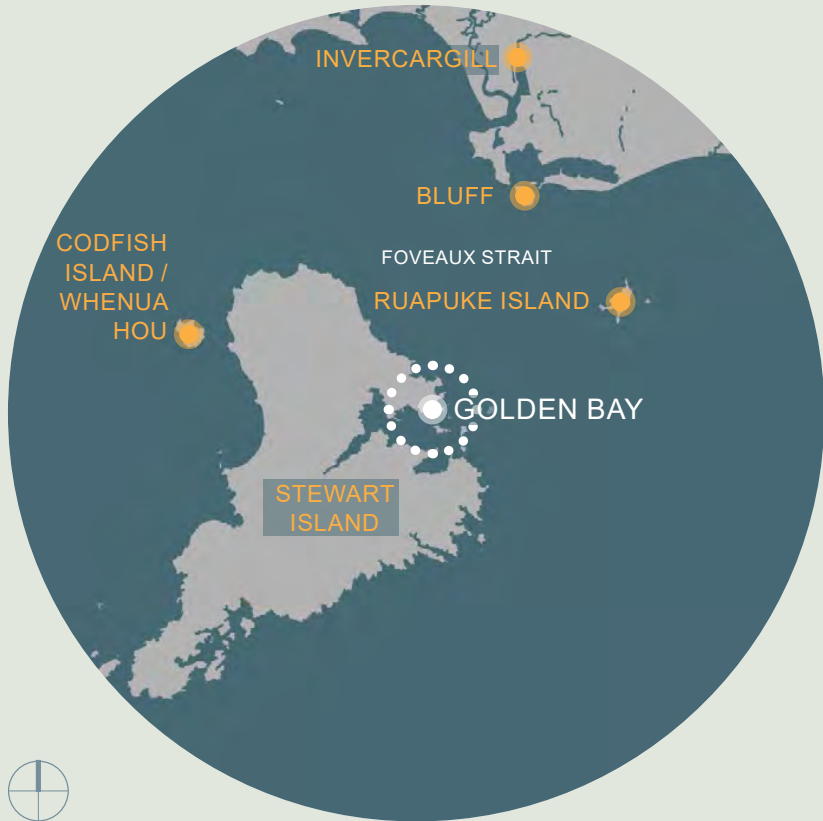


Boffa Miskell



SITE LOCATION

REGIONAL LOCATION

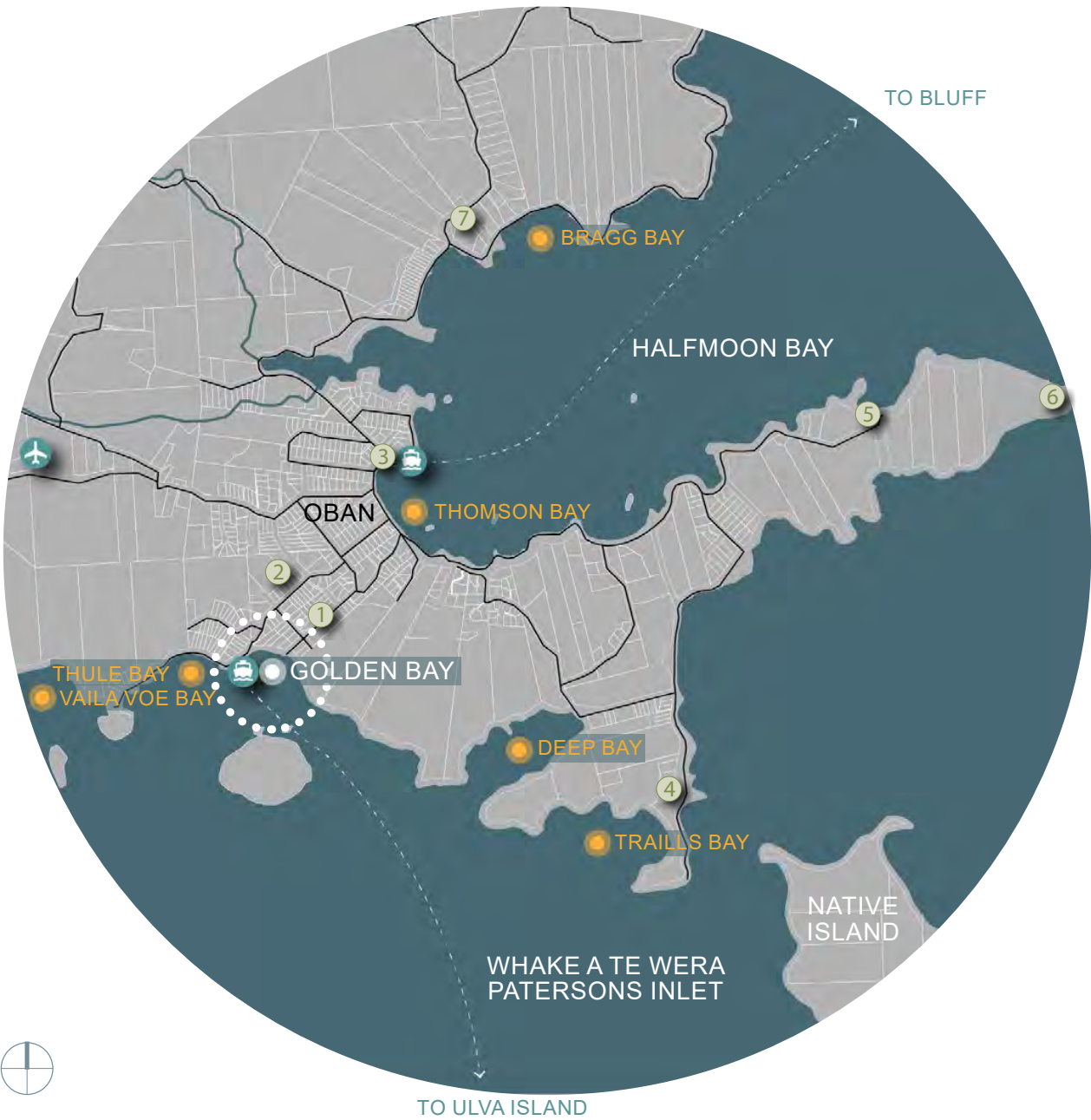


Golden Bay is located a short distance from Stewart Island’s main settlement at Oban, on the north side of Patterson Inlet.

The bay is a key access point to nearby Ulva Island and the wharf is used by a range of commercial operators, recreation users and to disembark cruise ship passengers from tenders, depending on prevailing weather conditions.

The 2023/2024 schedule for cruise ships visiting Rakiura Stewart Island includes 20 vessels ranging in passenger capacity from approximately 100 to 2000 people, plus crew.

SETTLEMENT LOCATION



- KEY LOCATIONS**
- | | | |
|------------------------------|---------------------|-------------------------------|
| 1 Observation Rock Viewpoint | 4 Wohler’s Monument | 6 Ackers Point Lighthouse |
| 2 Traill Park | 5 Ackers Cottage | 7 Motura Moana Native Gardens |
| 3 Oban Visitor Centre | | |

MANA WHENUA VALUES

VALUES

IMAGES

CONTENT TO BE CONFIRM WITH TE AO MARAMA /
MANAWHENUA REPRESENTATIVES

TO INCLUDE COMMENTARY ABOUT ENGAGEMENT AND IN-
PUT FROM BOTH PHILIP SMITH AND TE AO MARAMA

SITE CONTEXT

SITE ACCESS / CONNECTIONS



Primary vehicle and pedestrian access to Golden Bay is via Golden Bay Road and the access road that drops down to the car park area and wharf.

Residential areas are located on the hills to the north of Golden Bay and Thule Bay, and are a located short walk down to the wharf at Golden Bay.

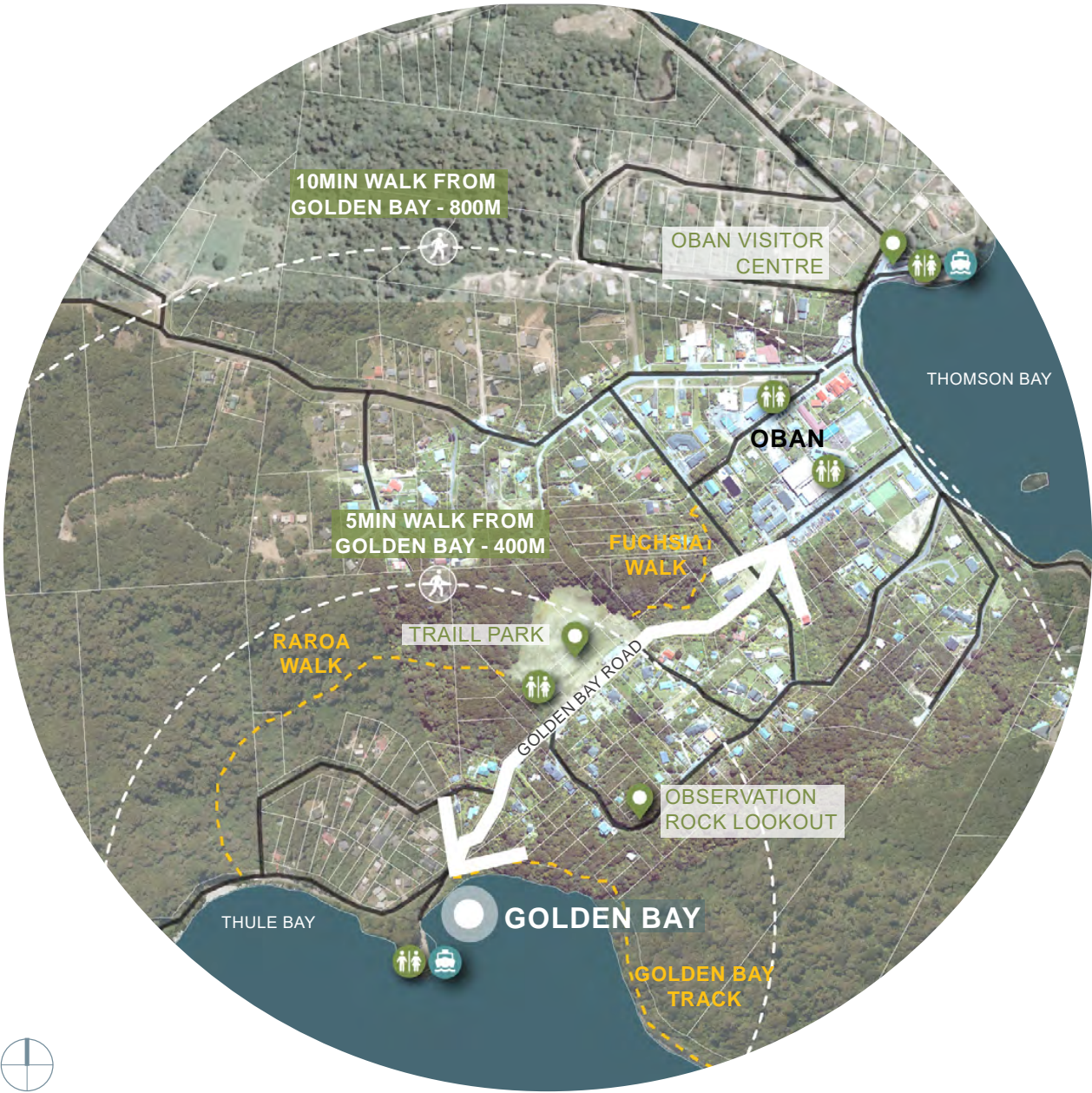
Secondary pedestrian access to the site can also be made from Golden Bay Track, the Raroa Walk from Traill Park (joins Golden Bay Road). Those who walk to Golden Bay from Oban can also choose to walk via the Fuschia Walk between Oban and Traill Park.

Observation Rock is located to the northeast and provides a fantastic viewpoint down to Golden Bay.

As indicated on the adjacent diagram, Traill Park is a short 5 minute (400 metre) walk up the hill, with Oban a further 5 minutes down hill from Traill Park.

An average walk between Golden Bay and Oban is approximately 10 minutes.

SITE DISTANCES / CONNECTIONS



LEGEND

— Road

- - - Walking Track

SITE CONTEXT

EXISTING TOPOGRAPHY



The existing topography around Golden Bay is steep, which limits access options and space for activities associated with the wharf.

Previous excavation of the headland has allowed increased space for car parking, but erosion and bank instability are constraints around the eastern edge of the site.

An existing boat shed (recently removed by the SDC) and sewer pump station at the bottom of the access road create a pinch point into the car park area.

Power lines and poles are located along the south side of Golden Bay Road, and it is understood single phase sub-surface power supply is located beneath the access road, from Golden Bay Road to the pump station.

Limited water is supplied by a tank located on top of the headland, with a composting / long drop toilet located in a temporary position next to the wharf. The toilet has been damaged by collisions with turning vehicles.

A small steel shelter is located at the end of the wharf, and provides a limited amount of cover for those waiting at the wharf.

EXISTING INFRASTRUCTURE



SITE CONTEXT

EXISTING SITE PHOTOGRAPHS



Photos taken by Boffa Miskell 8/12/22

PLANNING CONTEXT

RMA PLANNING REVIEW

This review provides initial planning comment on the likely resource consents required and technical assessments needed to support resource consent applications for the elements included in the Masterplan.

Site and Surrounding Area

For the purposes of this planning review, the project area has been divided into two areas: Golden Bay Wharf (the GB Wharf) site shown in red and the wider connection to Oban shown in orange in below.



Area 1: The GB Wharf site and immediate environs

The GB Wharf area is located on a headland that is accessed from Golden Bay Road. Area 1 includes a car park, the wharf itself which has a pontoon at the end, and a large area of bush to the northwest. The car park lies adjacent to the coastal marine area. A range of ferries, water taxis to Ulva Island, commercial and tourism operators and recreational users operate from the Wharf.

The immediate environs are characterised to the east and west of the GB Wharf area by residential dwellings within areas of native bush, and to the south by Patterson Inlet/ Whaka a Te Wera and Ulva Island Te Wharawhara Marine Reserve. Views of the GB Wharf are limited by existing areas of bush that line the adjoining roads and located within private properties.

Area 2: The Wider Connection to Oban and Half Moon Bay.

Golden Bay Road runs through this ‘connection’ area and is characterised by scattered buildings set in bush that support a range of activities from residential to visitor accommodation, the police station and Traill Park. Golden Bay Road itself is heavily vegetated on both sides, which generally limits long and short-range views, except where the road descends towards Half Moon Bay. Golden Bay Road connects with Ayr Road, which is more urban in character as it forms part of Oban. Activities in the vicinity are more typical of these found in a small township being a school, library and community centre, a church and tourist/visitor activities. Ayr Road and the ‘connection’ area terminate at Elgin Terrace, which runs parallel to Half Moon Bay and from where extensive views of the bay can be obtained.

Land Tenure

A review of the land tenure has been undertaken and is shown on the following page and identifies Public Conservation Land, land owned by the Crown, Southland District Council, private persons and in other non-private ownership.

Statutory Assessment

A statutory assessment will need to be undertaken as part of any resource consent application. The consenting framework, including the relevant policies and plans is likely to be as follows:

National Policy Statement

- New Zealand Coastal Policy Statement.

Regional Plans

- Coastal Plan.
- Proposed Southland Water and Land Plan.
- Air Plan.

Management Plans

- Ngā Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008, Te Tangi a Tauira The Cry of the People.
- Stewart Island / Rakiura Conservation Management Strategy and Rakiura National Park Management Plan.

District Plan

- Southland District Plan.

Zoning, Overlays and Likely Resource Consents Required

The wider project area has been separated into two distinct areas to provide planning advice on the zoning, overlays and likely resource consents required. The two areas include the GB Wharf and the area around the Wharf and the connection to/from Oban Bay, which are discussed in turn below.

Area 1: The GB Wharf

Wharf Replacement / Redevelopment

Stewart Island contains amenity and natural character values which are very high due to the pristine nature of the area. As significant development has occurred in Big Glory Bay and the Oban area, the pristine nature of these two areas have already been altered and the effects of development in these two areas would not need to be considered under as stringent tests as other areas on Stewart Island . However, it is likely that a Natural Character Assessment will be required to support any resource consent application.

The Wharf is located in the Coastal Marine Area and within Ngāi Tahu Statutory Acknowledgment Area. Environment Southland has been notified of a Customary Marine Title application by Te Rūnanga o Ngāi Tahu for the coastal waters in Southland.

Resource consent will be required for a replacement wharf as a Discretionary Activity. Additional resource consents may be required for other associated activities i.e. occupation of the Coastal Marine Area (CMA), discharges associated with construction and operation activities.

Potential activities that could have an adverse effect on the natural character includes further removal of native vegetation along the coastal ridges and arms, or any new development protruding above the immediate skyline .

It is assumed that the wharf is lawfully established. It is noted that the Wharf is not on Rārangī Kōrero/ The New Zealand Heritage List. However, it is noted that any works that any affect a pre-1900 structure requires an archaeological authority.

Wharf Associated Activities

Resource consent will be required for any extensions or alterations to the existing sea wall structure in the coastal marine area as a Discretionary Activity under the Regional Coastal Plan.

The area is zoned Urban within the Southland District Plan and lies within the coastal hazards overlay. Resource consent is likely to be required for earthworks within 20 metres of coastal water as a Restricted Discretionary Activity under the District Plan.

Confirmation of the necessary resource consents will need to be undertaken when staging, detailed plans and description of the proposed works are developed and confirmed, along with confirming any technical assessments. At this stage, other potential resource consent triggers include lighting and glare, noise, signage and transportation standards including access.

Connection to/from Oban

The area connecting Golden Bay to Oban is zoned Urban within the Southland District Plan. Surrounding the coastal area there is a coastal hazards overlay. Upgrades to roading, pathways and boardwalks form part of the Masterplan. An assessment will need to be undertaken to determine whether any resource consents are required once detail and extent of the proposed works are developed .

PLANNING CONTEXT

RMA PLANNING REVIEW

Existing Resource Consents

- Environment Southland has provided three existing resource consents within the project area. A summary of the existing resource consents is provided below:
- Coastal Permit 201620 to occupy the coastal marine area from Environment Southland expires on 3 February 2038. Consent conditions include that there shall be no alteration or addition to the structures made without prior written approval from the Director of Environmental Management.
- Coastal Permit 201628 to occupy the coastal marine area with a walkway and floating pontoon attached to a jetty at Golden Bay from Environment Southland, which expires on 3 February 2038. Consent conditions include that there shall be no alteration or addition to the structures made without prior written approval from the Director of Environmental Management.
- Coastal Permit AUTH-301086-01 to occupy the coastal marine area with a boatshed structure at Golden Bay from Environment Southland, which expires on 2 June 2031.

Resource Consent - Future Engagement

It is considered that the following parties should be consulted with regarding an future resource consent applications for work included in the Masterplan:

Te Rūnanga o Ngāi Tahu

- Te Rūnanga o Ngāi Tahu have a Customary Marine Title application for coastal waters in Southland. Before making a resource consent application to Environment Southland, iwi must be notified and the applicant must seek their views on the application, which must be provided to Council.

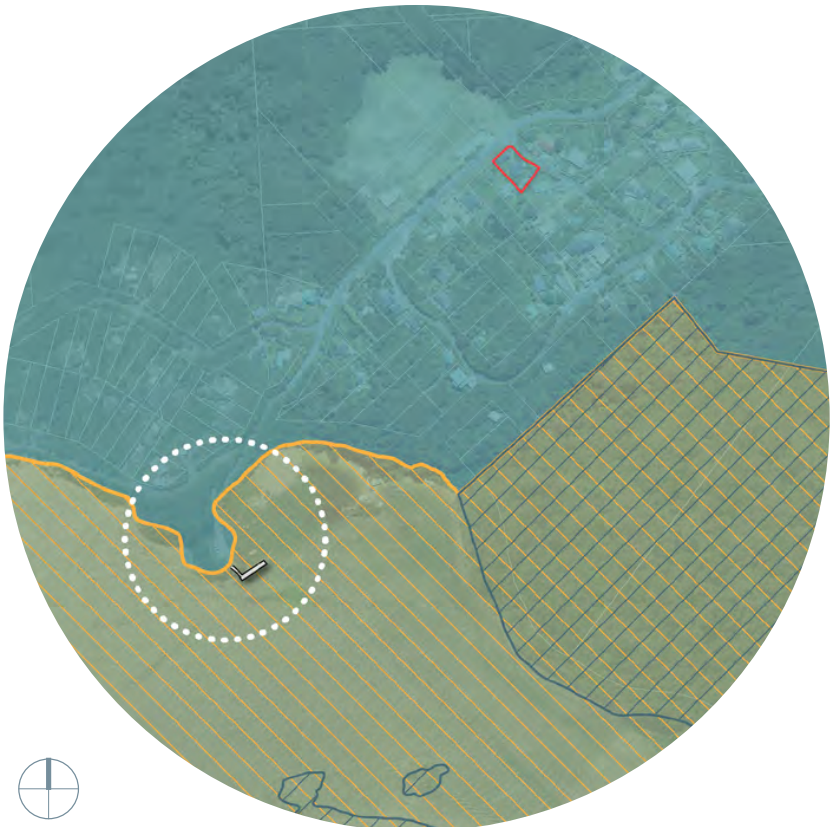
Department of Conservation

- Golden Bay Scenic Reserve borders on the shores of Paterson Inlet/ Whaka a Te Wera at the head of Golden Bay. Please refer to the Stewart Island / Rakiura Conservation Management Strategy and Rakiura National Park Management Plan for further information.

Environment Southland

- The existing resource consent conditions of Coastal Permit 201620 and Coastal Permit 201628 require written approval from Director of Environmental Management at Environment Southland for any alterations or additions to the structures.

ZONING MAPS



- Designation - Police Station
- DISTRICT PLAN ZONE**
- Fiordland Rakiura
- Urban
- DISTRICT PLAN OVERLAYS**
- Coastal Environment
- Outstanding Natural Feature / Landscape

LAND OWNERSHIP / TENURE



- Public Conservation Land
- The Crown
- Southland District Council
- Other non-private
- Road Reserve

STRATEGIC CONTEXT

COMMUNITY BOARD PLAN

The Stewart Island Rakiura Community Board Plan 2021 -2024 specifically includes and objective relating to wharves that are fit for purpose, safe and well maintained.

“The community knows the wharves are critical to those who live on and visit Stewart Island Rakiura.

They are to them what bridges and roads are to people who live on the mainland.

It’s essential there is a long-term plan for the wharves’ maintenance and replacement to effectively manage Stewart Island Rakiura’s sustainability”

This masterplan directly relates to the objective of wharf replacement but also supports a number of the other themes of the Community Board Plan including:

- Recognising the special place that Stewart Island Rakiura is
- Better communication with the community and residents by the SDC and SIRCB
- A strategy for safe footpaths around the island
- Protecting the island’s pristine natural environment
- Managing a balanced approach to future development and supporting ecotourism, conservation and sustainable infrastructure

Illustrating that the Golden Bay Masterplan is consistent with the Stewart Island Rakiura Community Board Plan is a key component of securing SDC Long Term Plan funding and gaining support and potential funding opportunities from other organisations such as MBIE, DOC and other central government sources, as well as potentially accessing funds from the Stewart Island Visitor Levy.

OTHER STRATEGIES & INITIATIVES

The Masterplan has also been developed with consideration of complementary initiatives including various Predator Free and Pest Control strategies and work, the Stewart Island Dark Sky Sanctuary and Matariki Wayfinding Project.



WHARF PROJECT HISTORY

PREVIOUS WORK

As noted previously in this document, the future replacement of the wharf is a key driver for the Golden Bay Masterplan.

Concept options for the wharf have been prepared in 2017, 2018 and 2021.

The options prepared in 2018 were used to gain feedback from stakeholders and the public in 2019. The feedback gained was varied, and not specifically related to the wharf structure, but also issues and opportunities relating to access, car parking, visual appearance, amenities and infrastructure and the environment at Golden Bay.

The need to address challenges associated with the areas adjoining the wharf at Golden Bay became apparent, leading to the development of this Masterplan.

In 2022 Offshore and Coastal Engineering Limited (OCEL) were engaged by the SDC to provide technical advice and a condition assessment of the existing wharf at Golden Bay. The assessment confirmed the wharf is nearing the end of its useful structural life, but if used by vessels of the size it was originally design for, and maintained, could last a further 5 years (from 2022).

This timeframe provides the opportunity develop, stage, prioritise, fund and implement the elements proposed in this Masterplan, while continuing use of and ultimately replacing the wharf at Golden Bay.

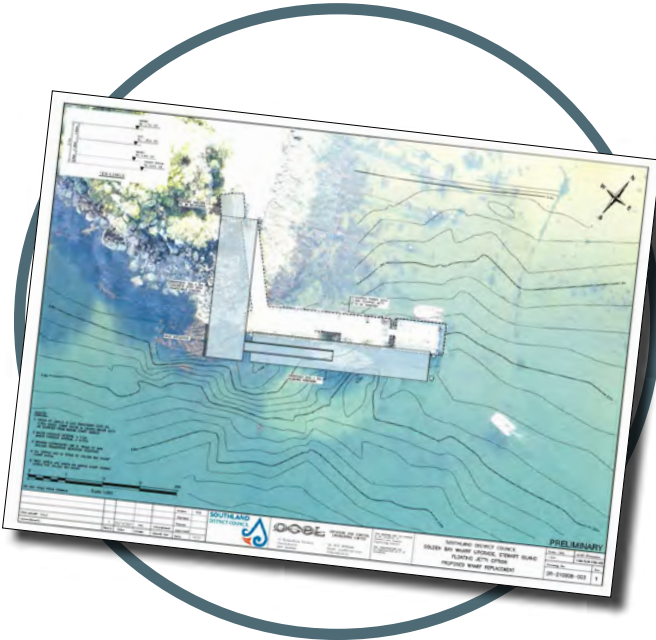
FINAL DRAFT



WHARF OPTIONS
2017



WHARF REPLACEMENT OPTIONS
2018



UPDATED WHARF OPTION
2021



GOLDEN BAY WHARF ASSESSMENT
2022

FINAL DRAFT

ENGAGEMENT



ENGAGEMENT OVERVIEW

SUMMARY OF ENGAGEMENT

A considered and thorough engagement process has been undertaken for the Golden Bay Masterplan and has included engagement with a wide range of stakeholders as the project has progressed, culminating in a presentation at the Stewart Island Community Meeting and a public drop in session and the Community Centre.

Prior sessions with the Stewart island Rakiura Community Board, SDC, other key stakeholders and commercial operators enabled regular feedback and input as Masterplan ideas were developed and tested.

The conversations and feedback from those that regularly visit, work and highly value Golden Bay have been an important part of the design process for the Masterplan and have helped to shape the preferred Masterplan Idea included in this document.

For reference, an overview diagram of the Engagement Plan and associated activities is included on the following page of this document.

Engagement activities carried out as part of this project and separately by the SDC prior to the Masterplan, have consistently highlighted key themes by those that have participated. These are included in more detail on page 20 of this document, but in summary include:

- Maintaining the visual amenity value and limiting visual impact of development
- Maintaining and enhancing Golden Bay’s special environmental features
- Safe, equitable access to Golden Bay and the wharf, with many competing uses
- The challenges and management of limited space for car parking, loading and unloading, tourist / passenger collection and drop offs

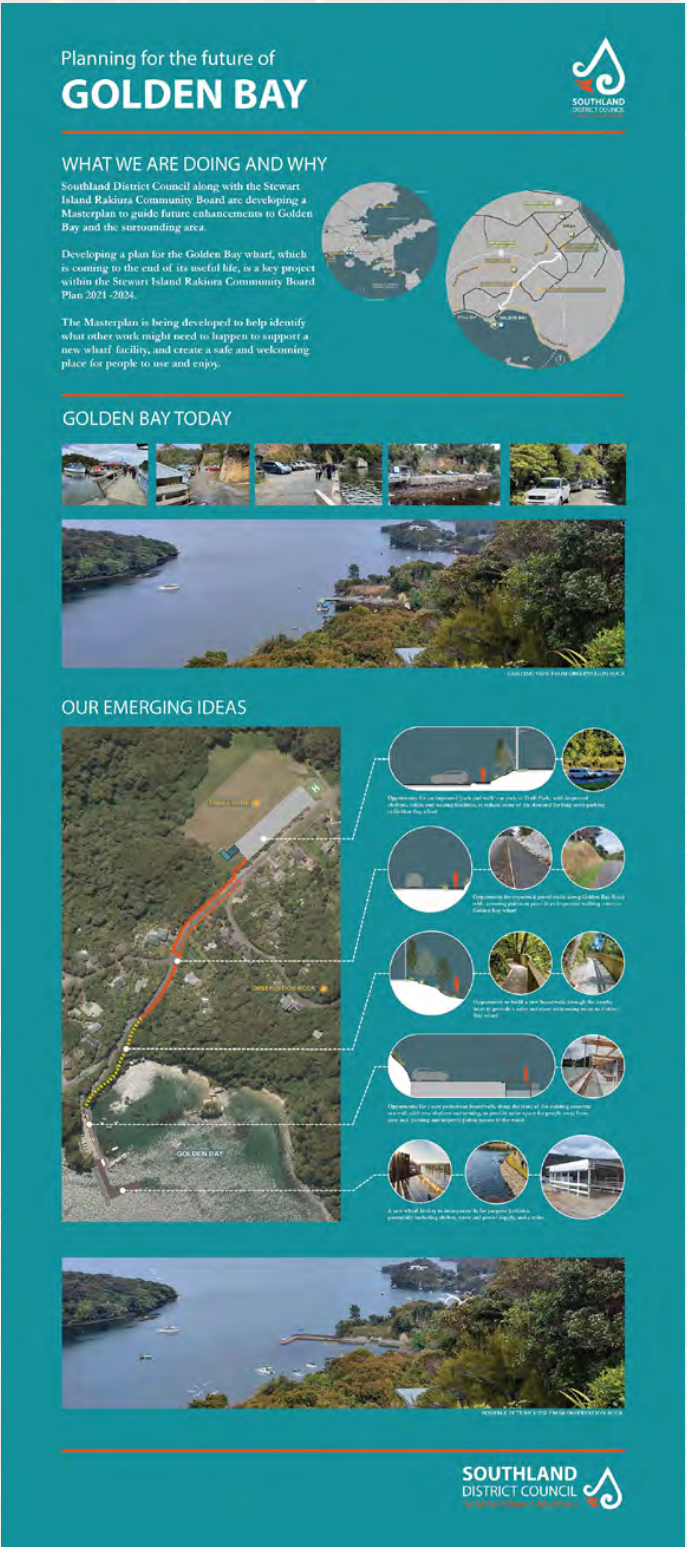
Further to the above, a commonly held view was ‘to get on with it’ - many are keen to see progress and implementation of improvements in and around Golden Bay.

During the engagement sessions it was made clear that parking and duration of parking at Golden bay was a significant issue for many.

The Preferred Masterplan Idea provides an alternative to address this issue, but it is also apparent that other mechanisms, such as management and enforcement of parking duration (through amendments to the parking by-law).

Opposite :
Engagement banner used at the public drop in session in early June 2023

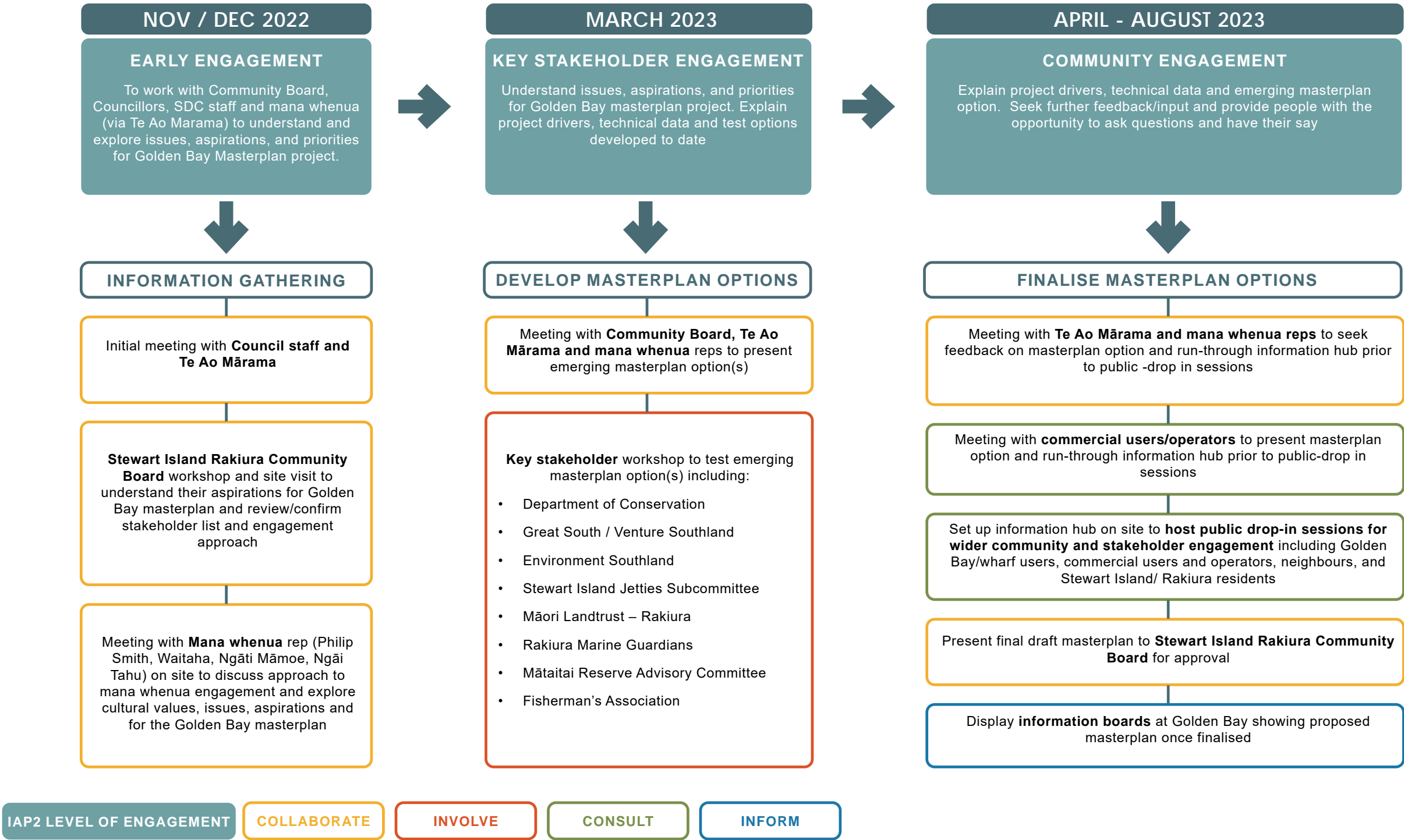
FINAL DRAFT



ENGAGEMENT OVERVIEW

FINAL DRAFT

OVERVIEW OF ENGAGEMENT PLAN AND ACTIVITIES 2022-2023



ENGAGEMENT OVERVIEW

EMERGING THEMES

Throughout the engagement process a range of feedback has been received. Four main themes have become apparent including:

- Amenity and Visual Impacts
- Environment
- Operation
- Management and Maintenance

Access to and from Golden Bay and challenges with car parking, loading and unloading people and supplies, and protecting the special environment were consistent topics of the feedback that was received.



AMENITY / VISUAL IMPACTS

- Concern regarding a new car park associated with the wharf including visual impact to the area from Observation Rock
- Replacement wharf and breakwater - the appearance and size of the structure
- Preservation of the special character of Golden Bay
- Parking and public access to and from Golden Bay



ENVIRONMENT

- Potential impact on the existing environment from upgrade or development work
- Protection of wildlife, such as penguins, that have habitat around Golden Bay
- Protecting and improving water quality in Golden Bay after rain events, runoff from the parking area washes straight into the water.



OPERATION

- The wharf is vital for commercial / tourism operations
- Access down to Golden Bay from the road above is limited
- Commercial operations competing with public use and access
- Duration of parking (all day parking limits use by others)
- The wharf is a key bio-security 'checkpoint' before Ulva Island



MANAGEMENT AND MAINTENANCE

- Equitable use of the wharf and car park, particularly for commercial operators
- Levies for use and to fund ongoing maintenance, concern about maintenance regimes
- There is a need for better shelter and improved associated public amenities, such as a toilet, power, water to support the use of the wharf

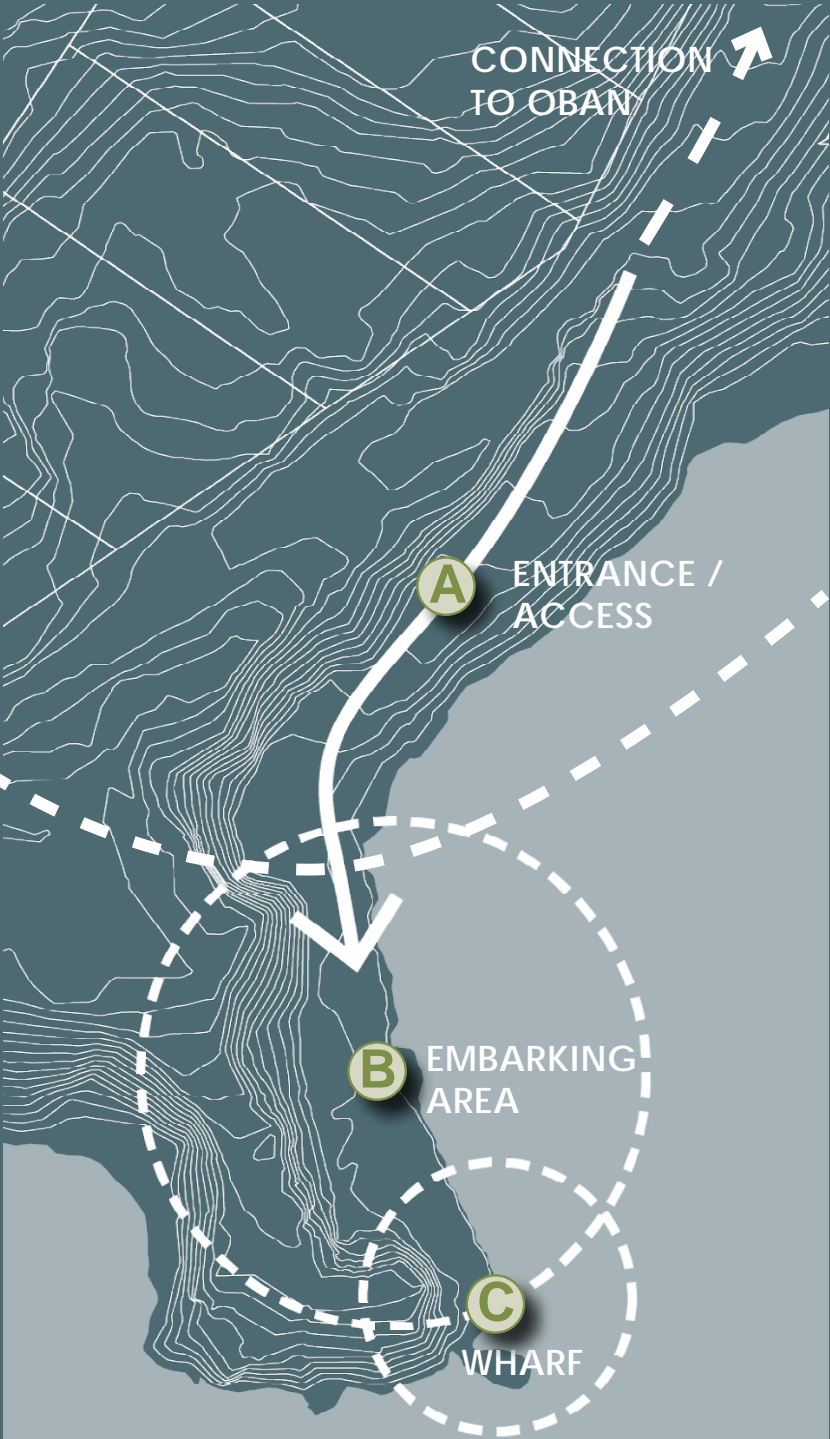
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MASTERPLAN IDEAS



MASTERPLAN IDEAS

KEY MOVES



The development of Masterplan ideas has been based on key moves for the component areas of the site at Golden Bay. These include:

A - Entrance / Access

As well as considering how the wharf and embarking area (existing car park area) are accessed, ideas for entry and access to the site include how Golden Bay could be accessed from a wider scale. This includes separate vehicle and pedestrian routes, as well as other long term parking options to relieve or 'unlock' the current car park area adjacent to the wharf.

B - Embarking Area

The current car park space adjacent to the wharf has many competing uses and activities. Site topography restricts extension to the area, and available space is limited. Ideas that organise the space as an 'Embarking Area' include shorter term parking, with enforcement of parking duration, loading and unloading of vessels (passengers, fuel and cargo), safe pedestrian and vehicle access and appropriate infrastructure and amenity elements.

C - Wharf

The scope of the Golden Bay Masterplan does not include design of a new wharf structure, however it does consider ideas for infrastructure and elements that may need to be included in a future design.

The development of all ideas is underpinned by outcomes that improve three critical factors:

- Safe access to Golden Bay and the wharf for all users
- Development of facilities and management of car parking so that use is equitable
- Improvement of infrastructure and facilities at Golden Bay that do not negatively impact on amenity, environment or sustainability values



SAFE ACCESS



ENVIRONMENT



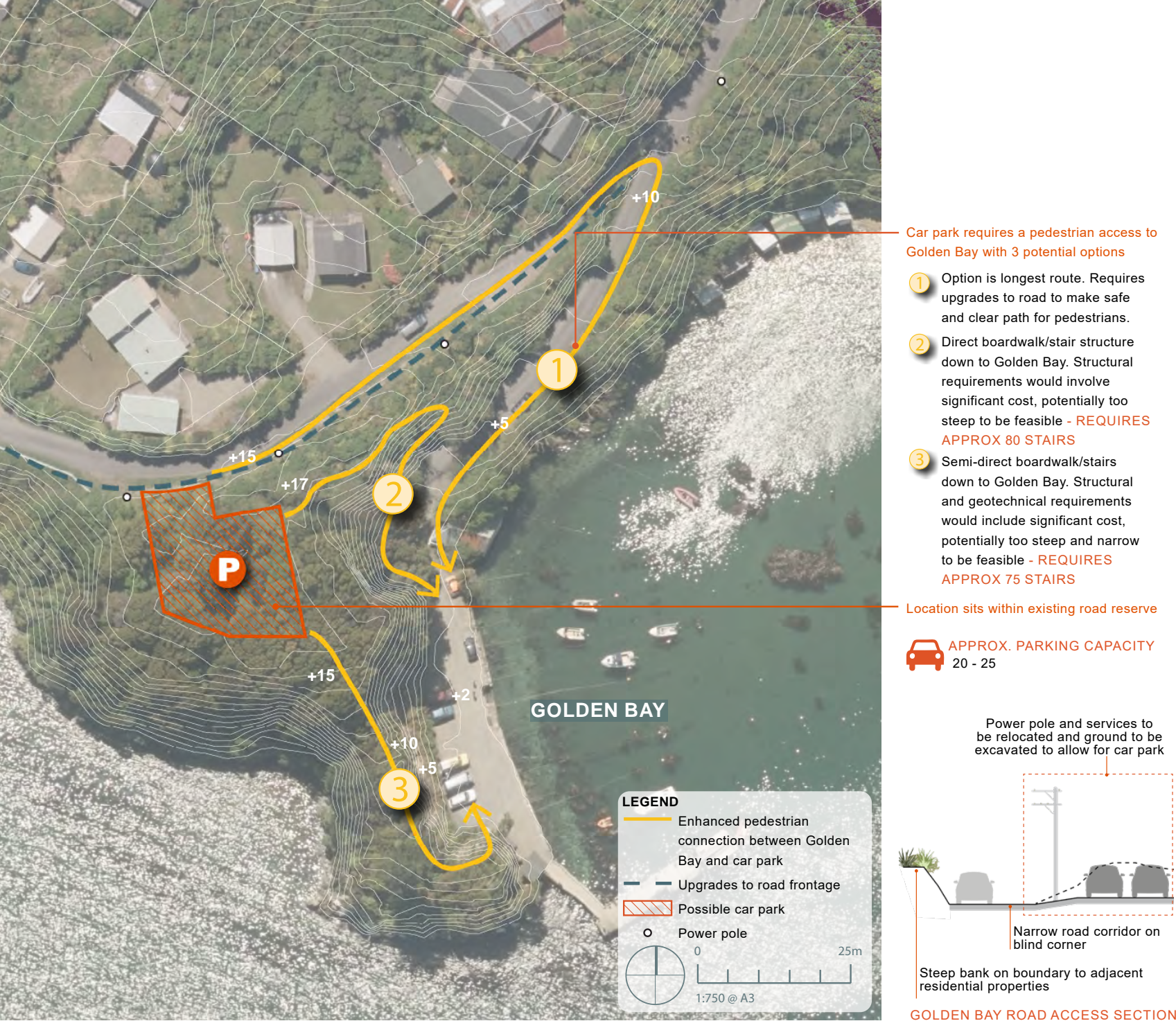
PARKING



INFRASTRUCTURE / FACILITIES

MASTERPLAN IDEAS

WIDER SCALE IDEA - POINT TOP PARK



IDEA INTENT

Create new parking area on top of the point above Golden Bay. Additional long and medium term parking would be provided in this location, reducing congestion in the existing Golden Bay car park. Pedestrian access could be provided by a range of routes from the top of the point to the wharf and hardstand area below, requiring upgrades to Golden Bay Road or a built stair structures adjacent to the existing bank. A fully accessible route would not be possible.

PROS

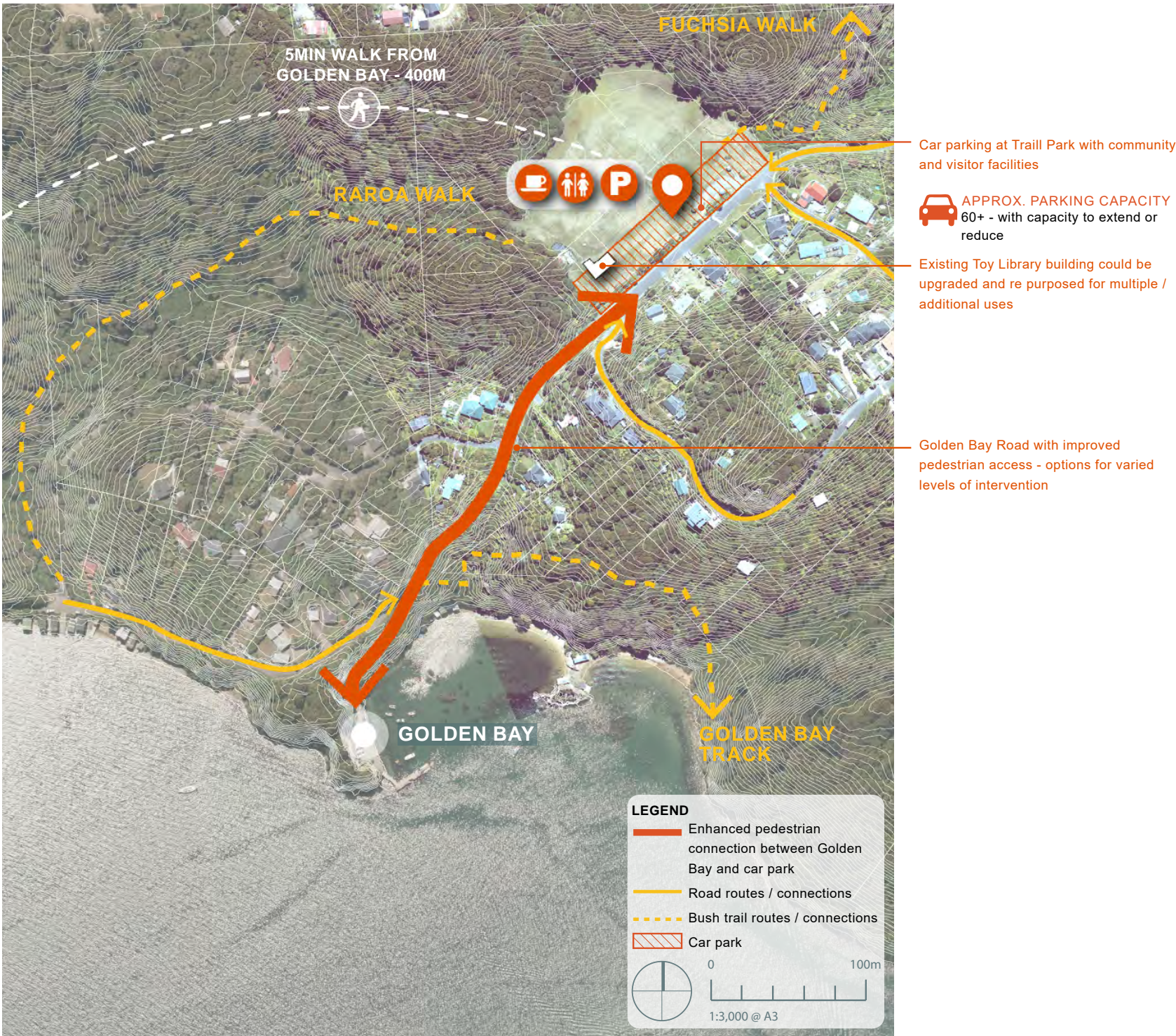
- Close to the existing wharf and hardstand area
- Land is road reserve
- Approximate capacity for 20 - 25 car park spaces

CONS

- Significant earthworks and loss of vegetation would be required to construct the car park
- Visual impact and location near Significant Natural Landscape Area and would be difficult to consent
- Would impact views from Observation Rock and neighbouring properties
- Stability of land in car park area and for connected paths / steps is questionable, may not be feasible / have significant geotechnical limitations
- Cost of implementing the idea would be significant due to physical constraints
- Requires relocation of power infrastructure on Golden Bay Road
- Access to the car park would be from a narrow blind corner on Golden Bay Road

MASTERPLAN IDEAS

WIDER SCALE IDEA - PARK AND WALK OR RIDE



IDEA INTENT

Alleviate congestion at Golden Bay by implementing large car park at Traill Park site and encouraging pedestrian links to Golden Bay or a park and ride shuttle system. Golden Bay becomes a short term parking and pick up/drop of site only and Traill Park becomes and public amenity site with toilets, shelter in the pavilion etc at car park site.

PROS

- Less impact on Golden Bay (visual, environmental, spatial)
- Flat space is available a Traill Park that could be converted cost effectively as a long to medium term car park
- Traill Park location is the confluence of access from all other residential areas on Stewart Island and is an ideal meeting point before progressing down to Golden Bay either by shuttle or walking
- The upgrade of a car park area could coincide with upgrades to the existing pavilion building that houses the Toy Library and enable other uses
- Is the Islands main civil defence evacuation / meeting point and adjacent to helipad
- Could be linked to existing walking tracks
- Potential for separate, safe pedestrian pathway links to be made with Golden Bay and the main settlement in Oban via Fuchsia Walk or Golden Bay Road / Ayr Street.
- Could provide up to 60 car park spaces
- Development of the layout of the idea could coincide with Matariki Wayfinding Project (led by SDC and Te Ao Marama), with Traill Park identified as a potential location for future signage and sculpture / pou.

CONS

- Distance to Golden Bay may not be desirable to some users

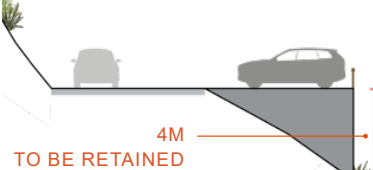
MASTERPLAN IDEAS

WIDER SCALE IDEA - GOLDEN BAY ROAD WIDENING



Roadside car park **Area A**
Retained car park built above bank below
and adjacent to Golden Bay Road

 **APPROX. PARKING CAPACITY**
25

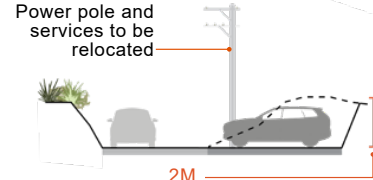


GOLDEN BAY ROAD AREA A SECTION

Upgrade pedestrian access into Golden
Bay

Roadside car park **Area B**
Excavated car park built into bank
adjacent to Golden Bay Road

 **APPROX. PARKING CAPACITY**
25



GOLDEN BAY ROAD AREA B SECTION

IDEA INTENT
Includes two locations for closest possible parking within road reserve / SDC land. On-street parking would require structural and geotechnical engineering input and design to test feasibility on steep terrain / banks as well as relocation of existing services. Upgraded pedestrian access would be provided from Golden Bay Road, down the existing access road.

- PROS**
BOTH
- Close access to Golden Bay
 - Less impact to Golden Bay (visual, environmental, spatial)
 - Short accessible walk possible from parking to Golden Bay
 - Within road reserve

- CONS**
BOTH
- Integration of pedestrian walkway would be required
 - Requires relocation of existing services
 - Cost to implement higher than other ideas

- AREA A**
- Steep banked area would require large retaining, fill and bush removal to implement
 - May interfere with natural runoff processes and require additional infrastructure to manage stormwater

- AREA B**
- Parking and pedestrian access are on blind corner
 - Requires excavation of bank adjacent to the road side

MASTERPLAN IDEAS - SITE

ENTRANCE / ACCESS

Access down the existing access road from Golden Bay Road to the embarking area and wharf is a current pinch point on site, with pedestrians and vehicles using the same space.

Separate pedestrian access could alleviate this and make the existing access road safer for all users.

These ideas illustrate how separate pedestrian access could be implemented.

A ENTRANCE / ACCESS

B EMBARKING AREA

C WHARF

LOW COST / LEVEL OF INTERVENTION SAFETY AND AMENITY LEVEL HIGH

A - PAINTED / MARKED PEDESTRIAN ROUTE ON ROAD



- PROS
- Cost effective and easy to install
 - Could be implemented without have to construct pathways (painted on existing road surfaces
 - Can be used as a temporary measure
- CONS
- Relies on vehicle users not to park in painted spaces
 - A very 'urban' look not fitting with Stewart Island
 - Not a permanent solution



B - KERBED FOOTPATH



- PROS
- A standard safe way of separating a footpath from road
- CONS
- A very 'urban' look not fitting with Stewart Island
 - Requires use of concrete and other paving materials not readily available on Stewart Island



C - RETAINED GRAVEL PATH TO SIDE OF ROAD



- PROS
- A more cost effective surface to install than asphalt or concrete
 - Aggregate pathways with separating swales / grass / planting are already used on the island
 - In-keeping with Stewart Island 'look and feel'
- CONS
- Ongoing maintenance required, but materials available on the island
 - Retaining would be required to enable this type of path next to the existing access road



D - RAISED BOARDWALK NEXT TO ROAD



- PROS
- High amenity option that provides a safe, separate access option for locals and visitors alike
 - Can be located away from the access road, and weave through existing vegetation - route flexibility
 - Does not require retaining structures, less impact on other existing infrastructure such as stormwater
 - In-keeping with Stewart Island 'look and feel'
- CONS
- A more expensive option



MASTERPLAN IDEAS

EMBARKING AREA

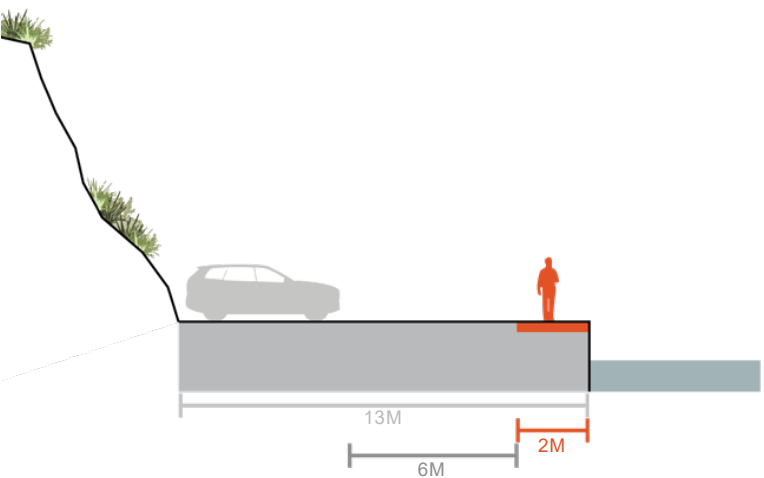
The current car park space adjacent to the wharf has many competing uses and activities. These ideas seek to improve access and safety for all users of the wharf and those that visit Golden Bay, separating pedestrian access from vehicle movements, parking and manoeuvring.

A ENTRANCE / ACCESS

B EMBARKING AREA

C WHARF

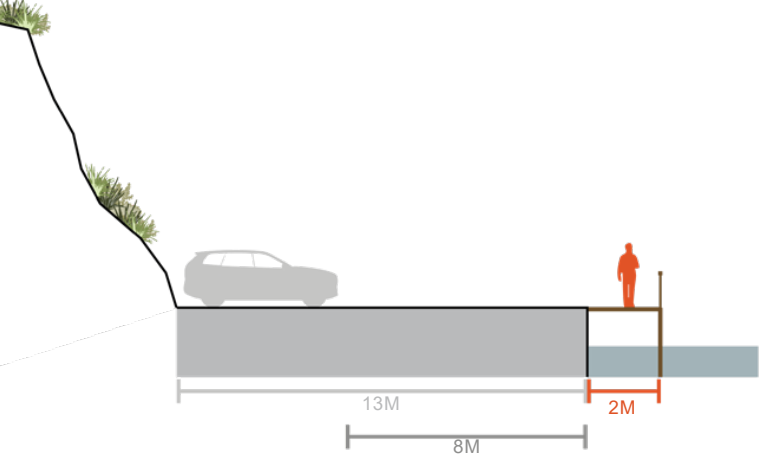
A - PAINTED / MARKED PEDESTRIAN ROUTE ON HARDSTAND



- PROS**
- Cost effective and easy to install
 - Designates a separate pedestrian access area
- CONS**
- Does not provide any additional space
 - Relies on vehicle users not to park in painted spaces
 - A very 'urban' look not fitting with Stewart Island
 - Not a permanent solution



B - BUILT OUT BOARDWALK ATTACHED TO HARDSTAND



- PROS**
- Designates a separate pedestrian access area
 - Constructed on piles or attached to existing sea wall
 - Timber structure would be in-keeping with Golden Bay aesthetic
 - Creates more space for safe vehicle movement
 - Option potential has a more viable consenting pathway than constructing a new sea wall
- CONS**
- Remedial works / structural review of existing sea wall required



MASTERPLAN IDEAS

EMBARKING AREA

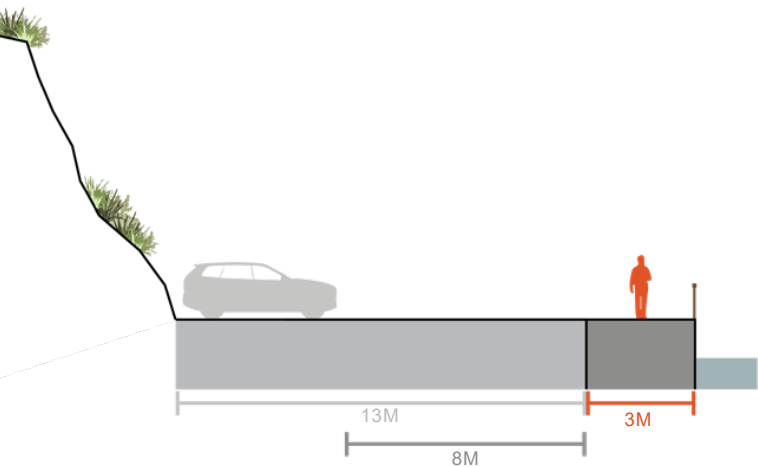
The current car park space adjacent to the wharf has many competing uses and activities. These ideas seek to improve access and safety for all users of the wharf and those that visit Golden Bay, separating pedestrian access from vehicle movements, parking and manoeuvring.

A ENTRANCE / ACCESS

B EMBARKING AREA

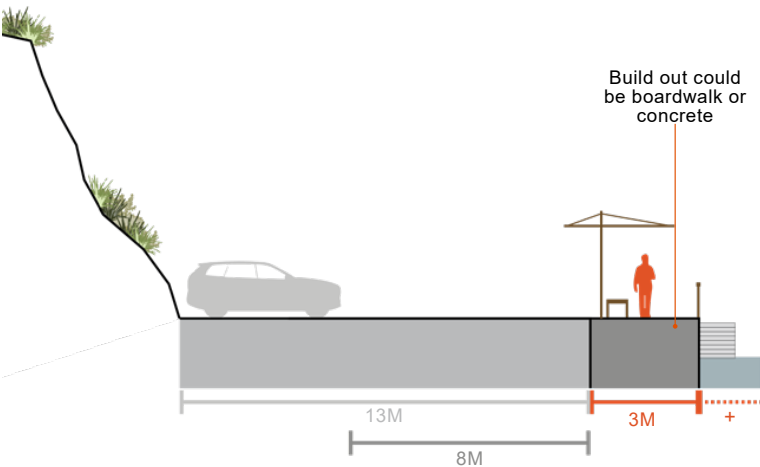
C WHARF

C - HARDSTAND EXTENSION



- PROS**
- Similar to 'B' boardwalk idea
- CONS**
- Further reclamation and a new sea wall not supported by some stakeholders and parts of the community
 - Construction of a new sea wall faces a less viable consenting pathway

D - HARDSTAND EXTENSION WITH FACILITIES AND ADDED AMENITY VALUE



- PROS**
- Similar to 'B' boardwalk and 'C' hardstand extension, but with added infrastructure amenity elements
 - Added shelters seating, improve experience in Golden Bay for locals and visitors alike
 - Potential to more easily access down to the water
 - Boardwalk option with added facilities preferred over extension of hardfill
- CONS**
- Similar to 'B' and potentially least cost effective option

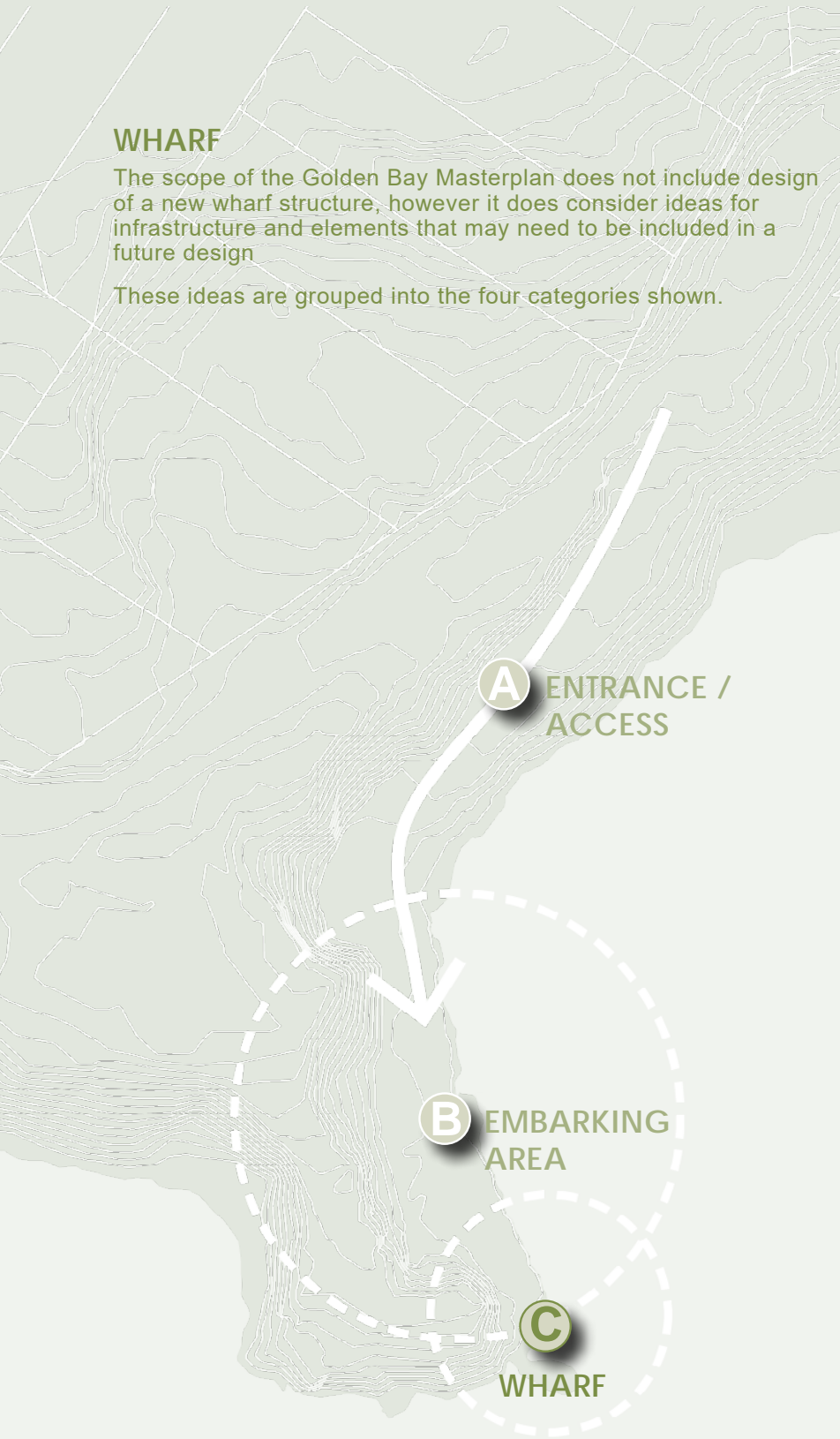


MASTERPLAN OPTIONS

WHARF

The scope of the Golden Bay Masterplan does not include design of a new wharf structure, however it does consider ideas for infrastructure and elements that may need to be included in a future design

These ideas are grouped into the four categories shown.



A - LANDING / WAITING / RECREATION SPACE

Increasing and providing space and opportunity for waiting and recreation use of the wharf, as well as existing operational / commercial activities.



B - COVERED STRUCTURE/ SHELTER

Providing shelter for those disembarking and embarking vessels. This has functional benefits for regular commercial operators, but could also improve the visitor experience at the wharf, including people going on tours to Ulva Island and cruise ship passengers.

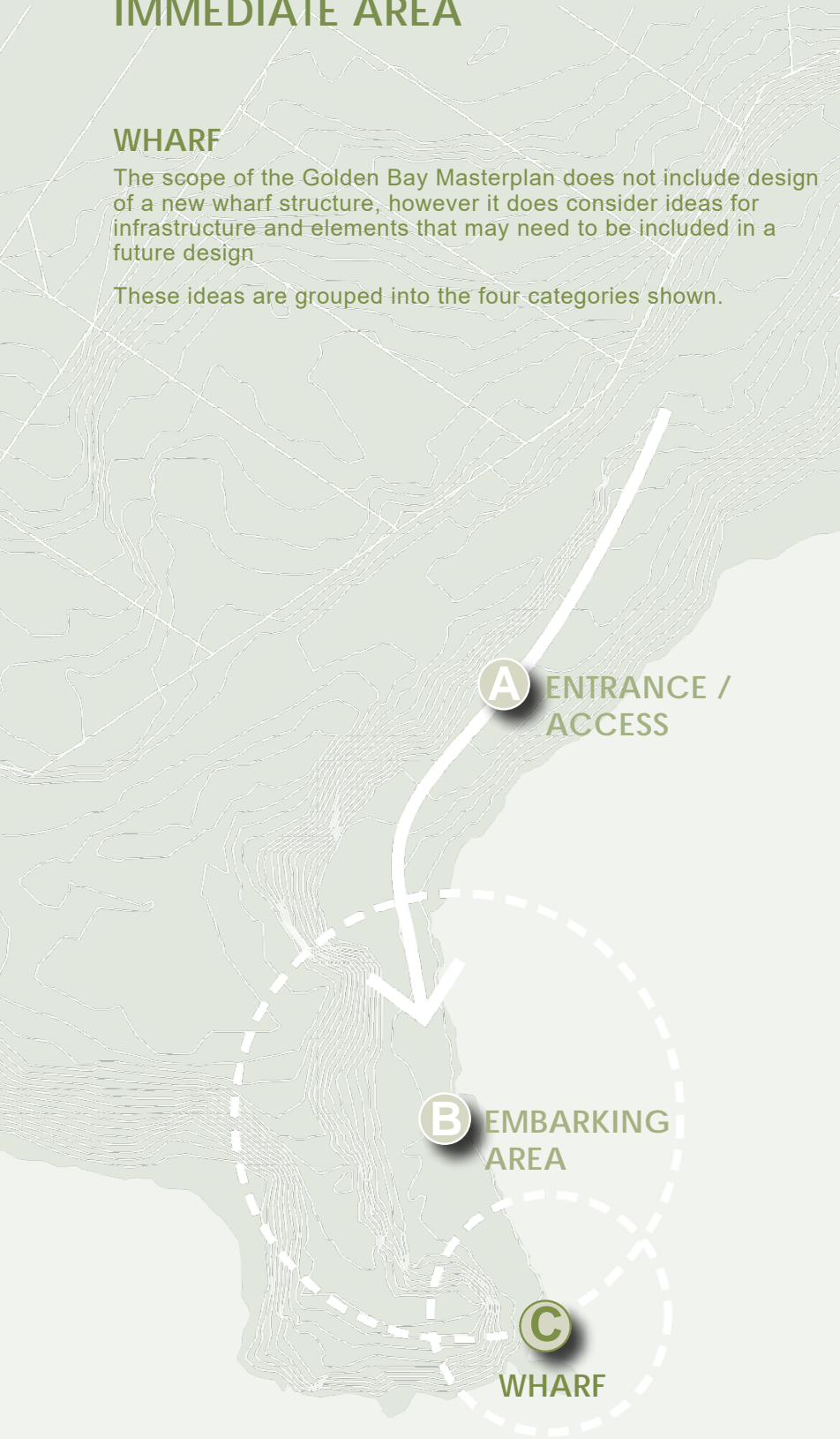


MASTERPLAN OPTIONS - IMMEDIATE AREA

WHARF

The scope of the Golden Bay Masterplan does not include design of a new wharf structure, however it does consider ideas for infrastructure and elements that may need to be included in a future design

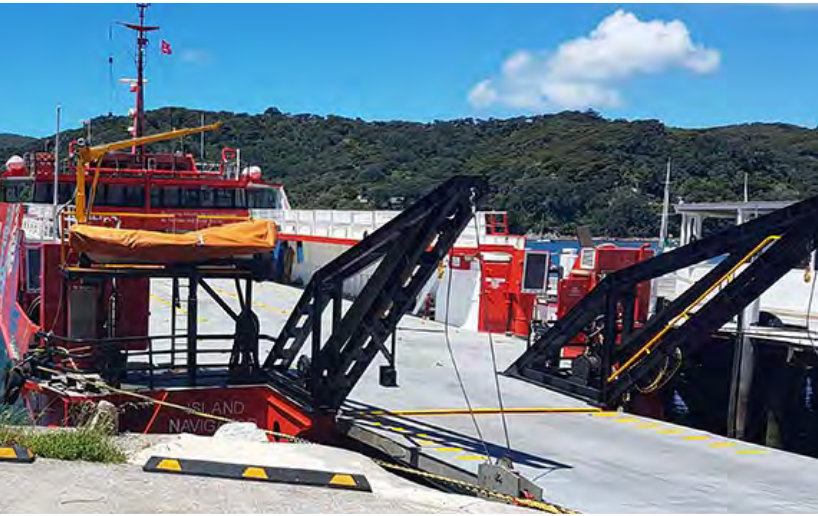
These ideas are grouped into the four categories shown.



C - VEHICLE ACCESS / LOADING

Clear access for hiab trucks, emergency vehicles and loading and unloading vessels is required.

Golden Bay wharf provides an important backup to the main wharf at Halfmoon Bay / Thomson Bay and may need to be used in emergency situations and when dictated by weather and sea conditions



D - SERVICE FACILITIES / INFRASTRUCTURE

Construction of a new wharf at Golden Bay provides an opportunity to include updated infrastructure and facilities that could generate income for the SDC and SIRCB

These include:

- New bathroom and WC facilities (fit for purpose and connected to the sewer pump station)
- Power - for vessels and potential future charging of vehicles
- Potable water
- Waste and recycling facilities
- Booking / ticket rooms
- Bio security / pest control stations and information



TOILET



WASTE REMOVAL



FINAL DRAFT

PREFERRED MASTERPLAN IDEA



MASTERPLAN - PREFERRED IDEA

FINAL DRAFT

OVERALL STAGING



OVERVIEW

The preferred masterplan idea has been developed after engagement with the SDC, SIRCB, and key stakeholders.

The preferred idea has been tested with the Stewart Island Community as an open day, with feedback received informing refinement of the preferred idea.

STAGING

The stages indicated on this plan and following break the overall Masterplan Preferred Idea into areas that could be developed and progressed as separate or staged projects.

A staged approach provides greater flexibility for funding (including proposed allowances in the SDC Long Term Plan LTP) and means components of the masterplan can be advanced sooner to benefit the Rakiura Stewart Island Community.

LEGEND

- Stage 1
 - Extended gravel carpark
 - Upgraded building facilities
- Stage 2
 - Gravel footpath
- Stage 3
 - Timber boardwalk with handrails
- Stage 4
 - Boardwalk extension off carpark
 - 'Arrival' area / turning space
 - Bank stabilisation / planting
- Stage 5
 - Wharf
 - Breakwater extension
- Wider Context
 - Existing recreation trails

MASTERPLAN - PREFERRED IDEA

FINAL DRAFT

STAGE 01: TRAIL PARK SPATIAL UPGRADE



Providing long term parking for Golden Bay and the opportunity for a park and walk or ride to the wharf.

There is also an opportunity to upgrade toy library building to include a shelter / waiting space.

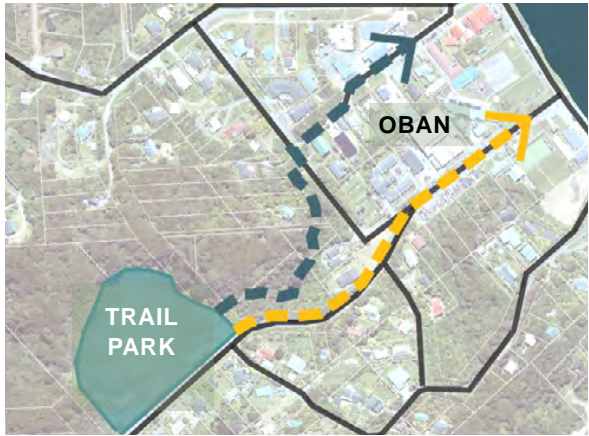
The parking area could be multi-use and include boat parking, as well as a central evacuation point.

The location of signage and pou potentially proposed at Traill Park as part of the SDC / Te Ao Marama Matariki Wayfinding Project, should be considered in relation to the elements proposed in this Masterplan and implementation coordinated.

LEGEND

- 1 Extend gravel aggregate parking area.
- 2 Upgrade existing toy library room to include a waiting / shelter space with kitchenette unit or tea and coffee making facilities.
- 3 Upgrade existing toilets and shower facilities to be fit for purpose for car park users and campers during the summer months.
- 4 Potentially use a small area adjacent to pavilion to facilitate camping over summer (alternative to current space that will no longer be available)
- 5 Connection paths to existing walkways
- 6 Future connector pathway to main Oban settlement, adjacent to Golden Bay Road. This path may need to include gravel sections and boardwalk to navigate the gully down to the connection with Ayr Street

CONNECTION TO OBAN



A key benefit of an upgraded parking area at Trail Park is the through connection to Oban.

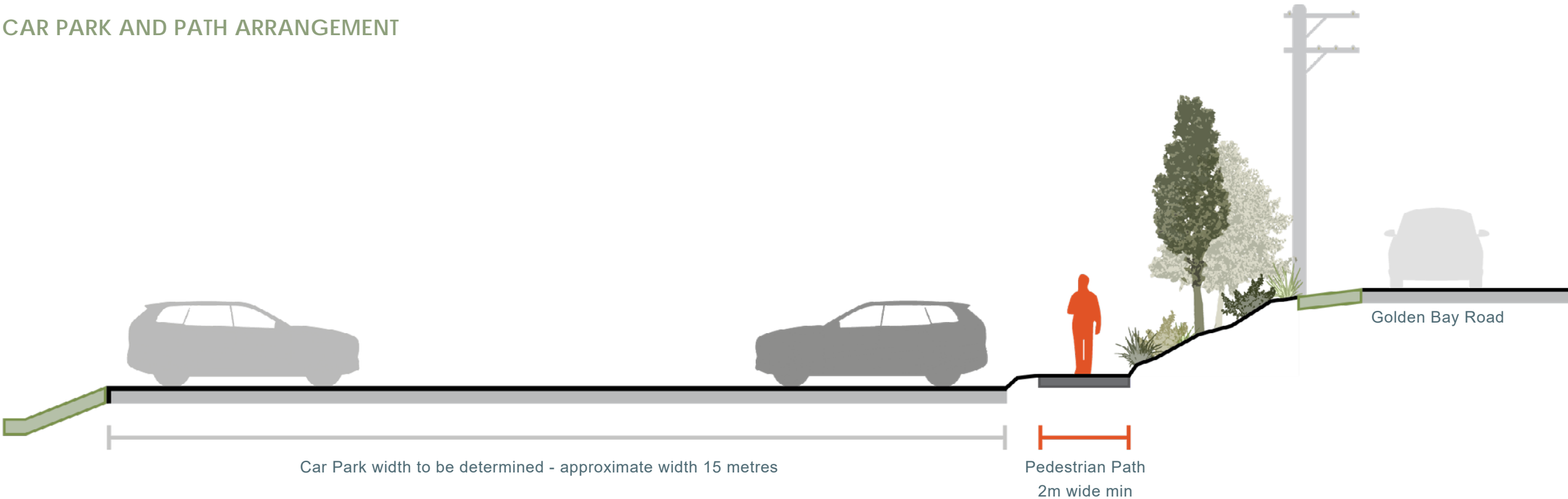
This could be achieved via two routes;

1. Via, Fuchsia Walk, Dundee and Argyle Streets
2. Via Golden Bay Road and Ayr Street

Currently the topography along Golden Bay Road between Traill Park and Ayr Street does not provide width for a separate pedestrian footpath, and an elevated board walk structure or retained path would be required

MASTERPLAN - PREFERRED IDEA

SECTION AA - TRAILL PARK
CAR PARK AND PATH ARRANGEMENT

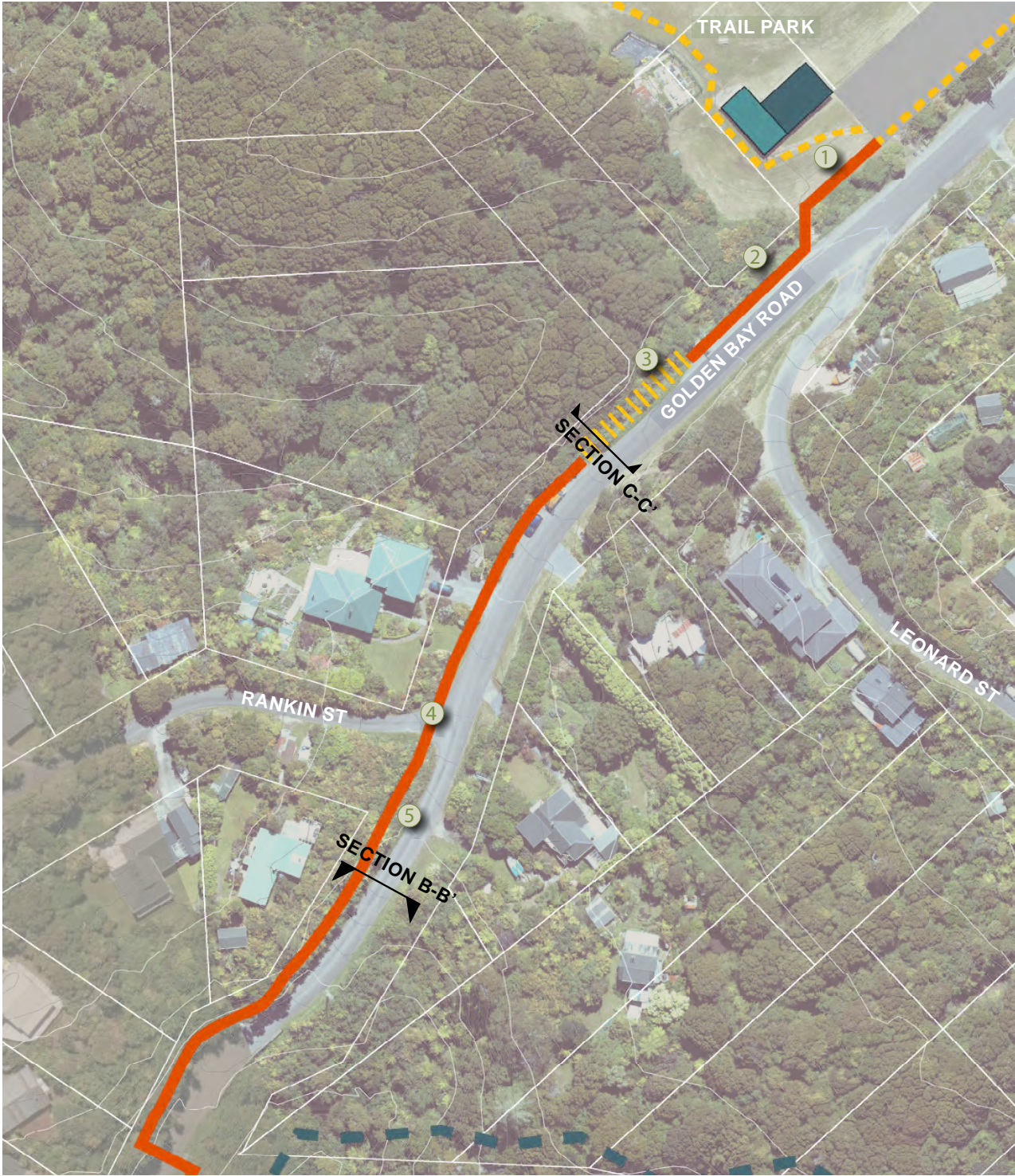


STAGE 1 TRAILL PARK CHARACTER IMAGERY



MASTERPLAN - PREFERRED IDEA

STAGE 02: ACCESS PATHWAY



Creation of a gravel / aggregate path adjacent to Golden Bay Road. Section of boardwalk implemented where Golden Bay Road is close to a steep gully.

Any lighting of the pedestrian route to improve user safety would need to take into account the Stewart Island Dark Skies Sanctuary, and be appropriate low level lights.

CHARACTER IMAGERY



5 Cut required south of Rankin Street



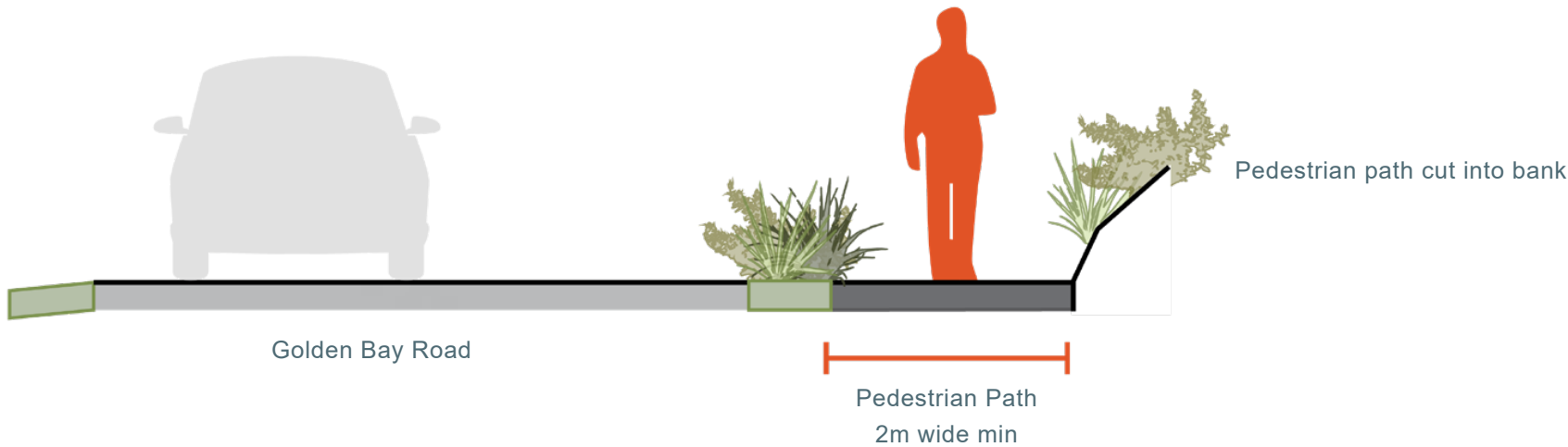
LEGEND

- 1 Connect proposed path into extended car park area in Traill Park
- 2 Preferred route for path predominantly installed at grade with legal road reserve
- 3 Section of preferred path alignment that would need to be installed as raised boardwalk with handrails due to steep gully to roadside, see Section CC
- 4 Crossing at Rankin Street.
- 5 Section of preferred path alignment south of Rankin Street that would require cutting into existing bank within road reserve (see section BB).

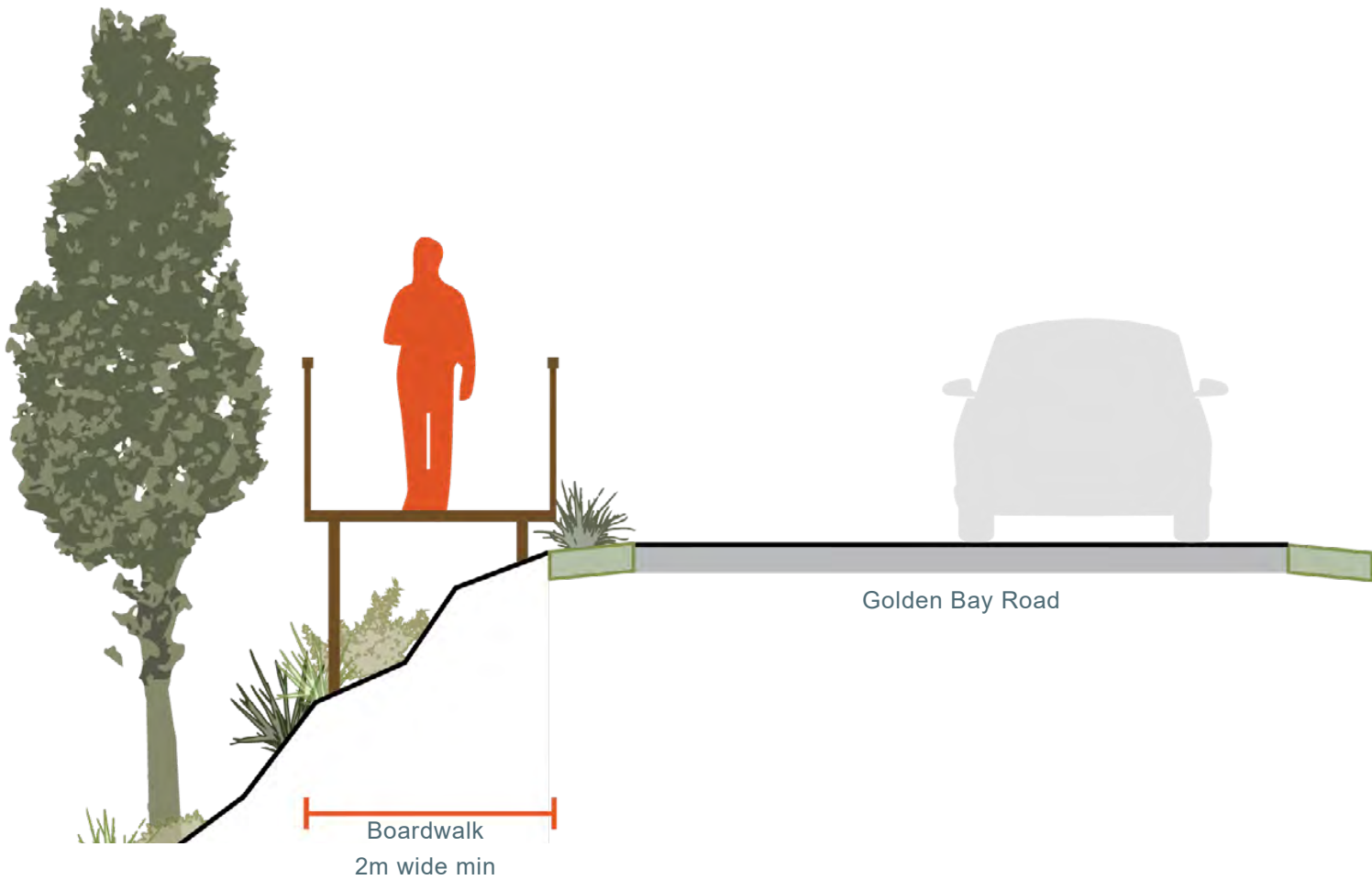


MASTERPLAN - PREFERRED IDEA

SECTION BB ACCESS PATH CUT



SECTION CC ACCESS PATH BOARD WALK



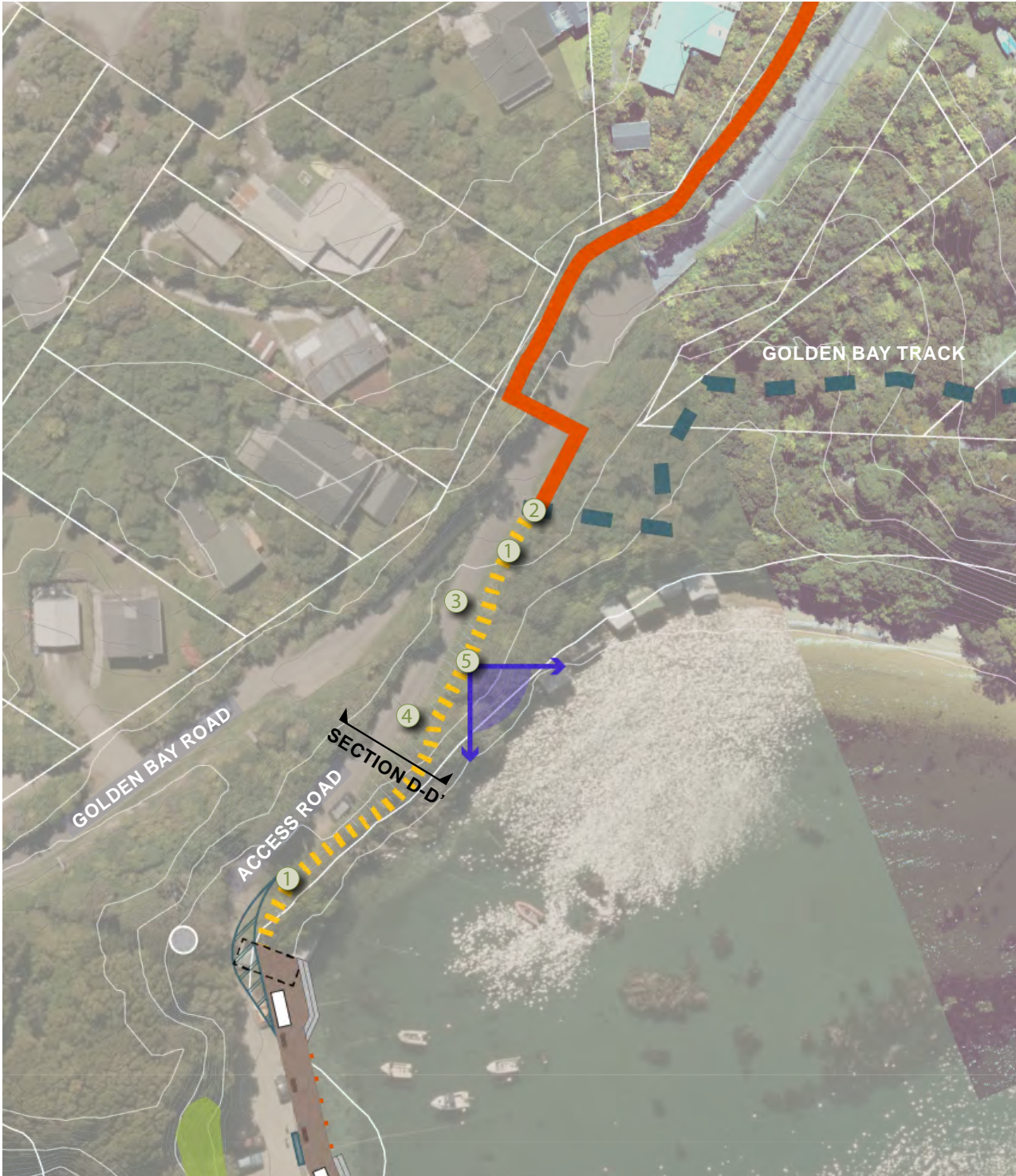
3 Location requiring boardwalk due to gully



MASTERPLAN - PREFERRED IDEA

FINAL DRAFT

STAGE 03: FOREST BOARDWALK



Limited space to either side of Golden Bay Road and the access road down to Golden Bay provides an opportunity for a separated approach for pedestrian access.

Benefits of a boardwalk include a high amenity, safe, pedestrian access that provides a great user experience for visitors and locals.

Any lighting of the boardwalk and pedestrian route to improve user safety would need to take into account the Stewart Island Dark Skies Sanctuary, and be appropriate low level lights.

LEGEND

- 1 Boardwalk with handrails installed on timber poles over the existing bank.*
- 2 Intersection and pause point opportunity with existing Golden Bay track.
- 3 Slumping and surface damage to access road to be repaired.
- 4 No parking zone down the side of the Access Road
- 5 Potential to incorporate viewpoint / pause point looking over Golden Bay.

*** GRADES, STEPS, ALIGNMENT ALL SUBJECT TO FUTURE DESIGN WORK.**
Exact route of the boardwalk can be designed to avoid large existing trees and minimise impact to existing vegetation.



CHARACTER IMAGERY



3 Slumping on access road



MASTERPLAN - PREFERRED IDEA

FINAL DRAFT

SECTION DD
FOREST BOARDWALK



CHARACTER IMAGERY



MASTERPLAN - PREFERRED IDEA

FINAL DRAFT

STAGE 04: EMBARKING AREA

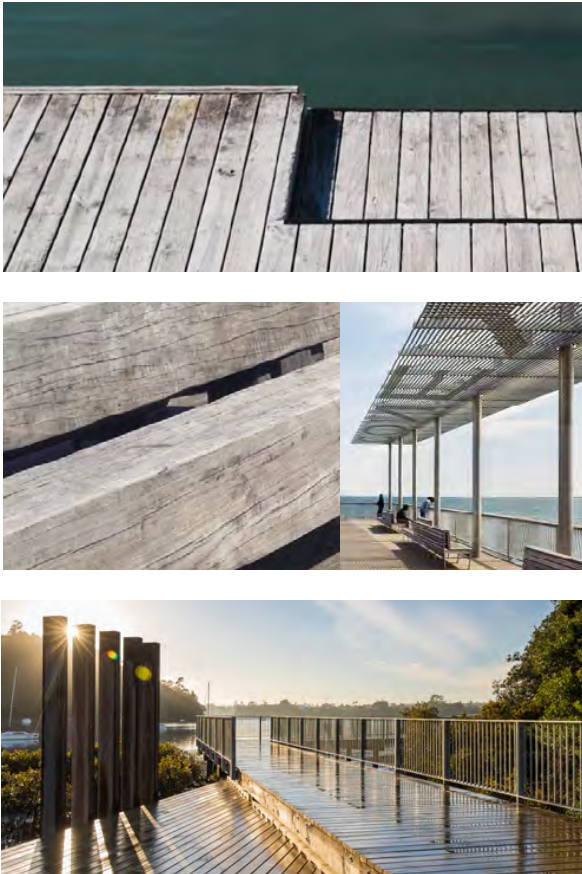


Implementing a boardwalk / walkway in front of the existing sea wall helps organise the existing hardstand space as an 'Embarking Area' that includes *enforced short term parking, loading and unloading of vessels (passengers, fuel and cargo), safe pedestrian and vehicle access and appropriate infrastructure and amenity elements.

Maintaining and protecting the habitat of wildlife (penguins) would need to be incorporated in the construction of elements in the Stage 4 Embarking Area.

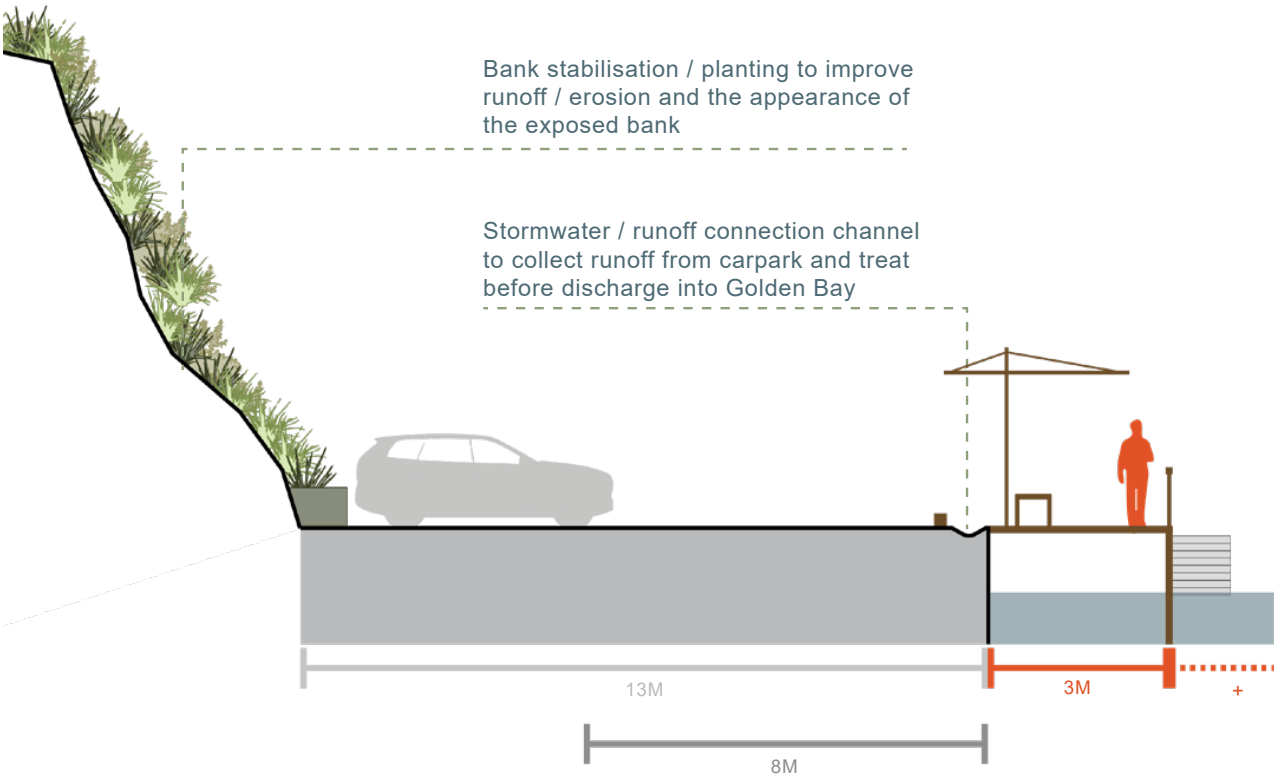
- LEGEND**
- 1 Widen access road entry adjacent to sewer pump.
 - 2 Boatshed to be removed - use footprint as 'entry' access point from forest boardwalk to Golden Bay boardwalk / walkway.
 - 3 Assess and repair existing concrete sea wall as required.
 - 4 Remove, infill and modify existing sea wall where existing concrete steps have failed.
 - 5 Retain all existing moorings on outer edge of timber walkway.
 - 6 Potentially resurface carpark / embarking area upon completion of all other work
 - 7 Pedestrian access timber boardwalk
 - 8 Timber steps / platforms to access water
 - 9 'Arrival' area / turning space - potentially with higher quality paved surface. This areas doubles as a 'welcome' space for visitors arriving on Stewart Island for the first time
 - 10 Bank stabilisation / planting to improve runoff / erosion and the appearance of the exposed bank
 - Sewer pump-station
 - Existing structure to be removed / being removed by SDC
 - Shelter.
 - Seating / furniture

CHARACTER IMAGERY

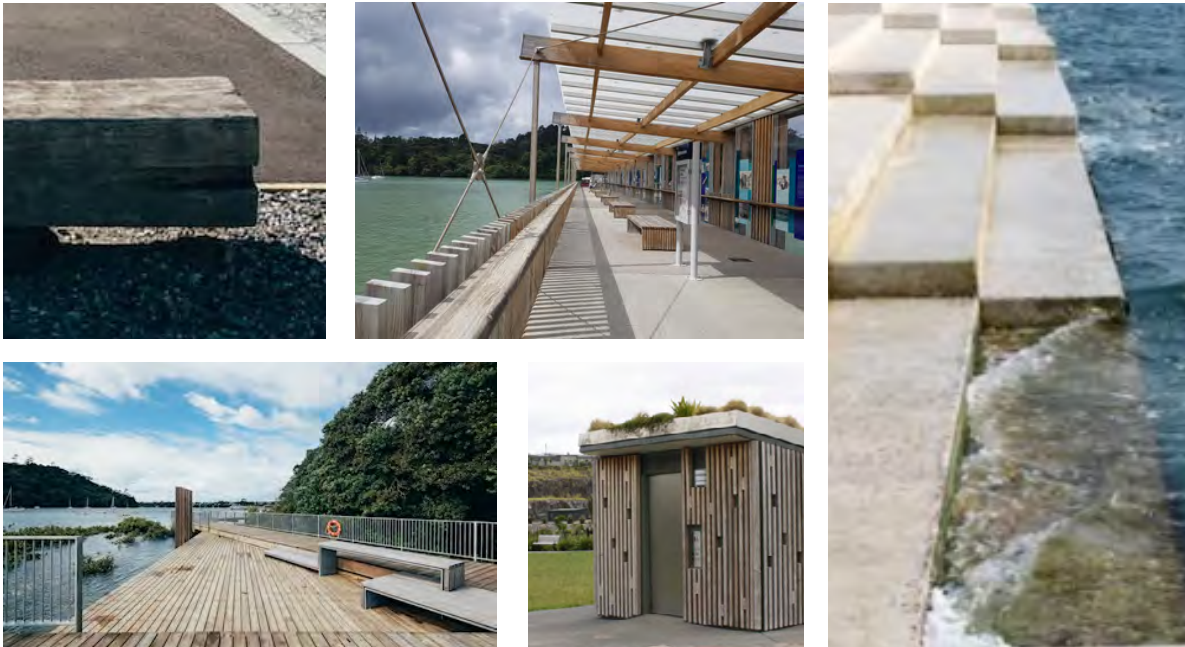


*The duration and enforcement of parking at Golden Bay is being reviewing and updated as part of a SDC district wide Parking By-law review.

SECTION EE EMBARKING AREA CROSS SECTION



CHARACTER IMAGERY



MASTERPLAN - PREFERRED IDEA

FINAL DRAFT

STAGE 05: WHARF



The scope of the Golden Bay Masterplan does not include design of a new wharf structure, however it does consider ideas for infrastructure and elements that may need to be included in a future design

It is noted that the future wharf structure design must be appropriate for modern vessels.

LEGEND

- ① New wharf structure*
- ② New / extended breakwater*
- ③ 3.5M wide clear vehicle access space onto wharf.
- ④ Combined shelter / fit for purpose W/C, waste pump facilities for visiting vessels and waste and recycling space.
 - Interpretation regarding history and importance of site
 - Include allowance for services to the wharf potable water, power supply and sewer connection back to existing pump station
- ⑤ Extend embarkation / recreation space and improve access to water**

*** WHARF AND BREAKWATER SUBJECT TO FUTURE DESIGN. SPATIAL LAYOUTS INDICATIVE ONLY.**
Based on concept option 2 by WSP for Southland District Council.
Project: Southland District Council - Golden Bay Wharf Replacement Options. 2018. 6-VN102.00

**** Potentially include fish filleting / cleaning facilities:** To be accompanied by information regarding Golden Bay Wharf's water taxi link to Ulva Island (predator free), and appropriate information of bio-security measures.



CHARACTER IMAGERY



MASTERPLAN - PREFERRED IDEA

EXISTING VIEW

The artists impression shows the potential changes and minimised visual impact at Golden Bay from the elements proposed in the preferred idea.

The view is from Observation Rock



ARTIST IMPRESSION



MASTERPLAN - PREFERRED IDEA

RECOMMENDATIONS AND NEXT STEPS

- Proceed with a staged approach to delivery of the elements described in the Masterplan
- Implementation of Stage 1 and the upgraded car park space at Traill Park is considered a suitable first stage, that can be advanced more readily than other components of the Masterplan

Implementation of the car park at Traill Park will assist in providing initial relief on demand of parking at Golden Bay
- A survey or count of cars parked (and the duration they park for) at Golden Bay and in the access road would assist future management and enforcement of parking as well as informing future detailed design of the 'Embarking Area'.

A survey could include manual counts, an appropriate camera system or traffic counter.
- Confirm funding allowances for the Masterplan within the SDC Long Term Plan, and then assess and plan for applications or approaches to other funding options to progress future stages of the Masterplan. Detailed design documentation, resource and building consents will likely be required to progress implementation of elements of Stage 1 and Stages 2 to 5.
- The Golden Bay Masterplan should be read in conjunction with cost estimates prepared by WT Partnership.



About Boffa Miskell

Boffa Miskell is a leading New Zealand professional services consultancy with offices in Auckland, Hamilton, Tauranga, Wellington, Christchurch, Dunedin and Queenstown. We work with a wide range of local and international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, cultural heritage, graphics and mapping. Over the past four decades we have built a reputation for professionalism, innovation and excellence. During this time we have been associated with a significant number of projects that have shaped New Zealand's environment.

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09 358 2526	07 960 0006	07 571 5511	04 385 9315	03 366 8891	03 441 1670	03 470 0460



Stewart Island/Rakiura Visitor Levy Fund

Information and Application Form

APPLICATIONS CLOSE:

The second Friday of May each year

Applications received after the closing date will not be considered

SEND TO:

Southland District Council

PO Box 903

Invercargill 9840

Email to funding@southlanddc.govt.nz or deliver to your nearest Southland District Council Office

ANY QUERIES TO:

Kathryn Cowie on 0800 732 732

Please read on to check whether you are eligible to apply

PURPOSE

Southland District Council Stewart Island/Rakiura Visitor Levy Fund is available to support:

1. Activities and facilities used by, or for the benefit of, visitors to Stewart Island/Rakiura;
2. Activities and facilities that mitigate the adverse effects of visitors on the environment of Stewart Island/Rakiura.

Allocation decisions are made by the Stewart Island/Rakiura Visitor Levy Committee.

Please note that funding is not provided retrospectively.

STRATEGIC PRIORITIES

Funding applications must show alignment with the Southland Murihiku Destination Strategy 2019-2029.

The Southland Murihiku Destination Strategy's vision for Southland is to be recognised as a distinct visitor destination (and a place to live, work and invest) guided by strong sustainability principles and values.

Underpinning this vision are five guiding principles:

- Whanaungatanga/together
- Ohanga/whairawa
- Kaitiakitanga
- Diversity
- Manaakitanga

Additionally, there are a number of 'activation areas' which are aligned with the guiding principles.

These can be found on page 9 of the Southland Murihiku Destination Strategy.

Assistance for initiatives outside the above strategic priorities may be provided at the discretion of the Stewart Island/Rakiura Visitor Levy Committee. However, all funding must fit within the purpose of the fund to comply with the sections 3 and 6 of the Southland District Council (Stewart Island/ Rakiura Visitor Levy) Empowering Act 2012.

**GENERAL ALLOCATION CRITERIA**

The fund will only provide assistance to applications that align with the purpose of the fund.

The strength of an application will be determined by the extent to which the projects benefits visitors and/or mitigates the adverse effects of visitors on the environment.

Applications that primarily benefit a single or limited number of persons or entities will be given a low priority. The committee will have regard to the extent that the application will also benefit the wider community.

Funds are unlikely to be allocated to commercial projects and services.

Applications must show alignment with the Southland Murihiku Destination Strategy 2019-2029, specifically the vision, guiding principles, and activation areas (page 8 and 9). However, assistance for initiatives outside that do not align with the Southland Murihiku Destination Strategy 2019-2029 may be provided at the discretion of the Stewart Island/Rakiura Visitor Levy Committee.

Local and central government may make applications for funding.

Applications projects on Ulva Island will be considered.

Operational costs will be considered.

Co-funding sourced from other organisations is encouraged, however, funding from the Stewart Island/Rakiura Visitor Levy Fund will not be allocated until all additional funding for the project has been formally secured.

Applications close at 5.00 pm on second Friday of May each year. Late applications will not be accepted.

The funding process will be administered by Southland District Council and funding allocations will be made by the Stewart Island/Rakiura Visitor Levy Committee.

Funding will not be allocated retrospectively.

Successful applicants will be required to sign an accountability form before 31 May, the year after the subcommittee grants the applicant funds. If the applicant hasn't used all (or any) of the funds by that time, the accountability form must still be completed. The committee will not give further funding to applicants if they have not returned their accountability form to Council.

PLEASE ENSURE THAT ALL QUESTIONS ARE ANSWERED IN FULL AND THAT RELEVANT DOCUMENTATION ACCOMPANIES THE APPLICATION FORM



Stewart Island/Rakiura Visitor Levy Fund

APPLICATIONS CLOSE:	Second Friday of May each year	2024	(Year)
Please state the year in which funding is sought			
SEND TO:			
Southland District Council PO Box 903 Invercargill 9840			
Email to funding@southlanddc.govt.nz or deliver to your nearest Southland District Council Office			
ANY QUERIES TO:			
Kathryn Cowie on 0800 732 732			
YOUR DETAILS – PLEASE COMPLETE			
Name of organisation	Stewart Island Rakiura Community Board		
Postal address	PO Box 9840 Invercargill		
Street address	15 Forth Street Invercargill		
CONTACT NAMES			
Please give the names of two people who can be contacted if further information is required. The first contact must be the person who filled out the form. Under the Privacy Act (1993) consent from these people must be given before their details are recorded here.			
Name	Aaron "Squirt" Conner	Phone	(day) available on request
Email	squirt.conner@gmail.com		(evening)
Name	Hartley Hare	Phone	(day) available on request
Email	hartley.hare@southlanddc.govt.nz		(evening)
Bank account number to direct credit grant payment if application successful:			
PAYEE DETAILS – PAY TO THE CREDIT OF			
Name of bank		Branch	
Name of account			
Bank	Branch	Account No	Suffix
TO HELP SPEED THE PROCESS UP IN THE EVENT OF YOUR GRANT BEING APPROVED, CAN YOU PLEASE PROVIDE VERIFICATION OF YOUR BANK ACCOUNT DETAILS. THIS CAN BE A SCREENSHOT OR BANKING SLIP AND IT MUST BE ATTACHED TO YOUR APPLICATION.			
GST Number (if applicable)			



WHAT ARE YOU APPLYING FOR – PLEASE TICK ALL THAT APPLY			
Funding for an activity or facility used by, or for the benefit of, visitors to Stewart Island/Rakiura		<input checked="" type="checkbox"/>	
Funding for an activity or facility to mitigate the adverse effects on the environment from visitors to Stewart Island/Rakiura		<input type="checkbox"/>	
PROJECT DETAILS			
What is the name of your project?		Golden Bay masterplan stage 1	
Please describe fully: (Continue on a separate sheet if necessary)			
For what purpose does your organisation seek a Stewart Island Rakiura Visitor Levy grant?			
To install a walking track from Ayr Street (bottom of Golden Bay Road) through to the end of Traill Park			
How will your project directly benefit visitors or mitigate the adverse environmental effects of visitors?			
This project will provide safer and easier access to the Golden Bay wharf area.			
How does your application demonstrate alignment with the Southland Murihiku Destination Strategy's vision, guiding principles, and activation areas? <i>(please attach a separate page if necessary)</i>			
MANAAKITANGA We want to welcome visitors and share our region and its unique stories while at the same time we understand that as good hosts we need to make sure visitors needs are addressed as well as our own. HANGA/WHAIRAWA We want to strive for wellbeing and economic prosperity of our region and community			
Start date of your project	2025	Finish date of your project	
Does your project relate to infrastructure or capital works? <i>If yes, please continue. If no, please move to the "presentation" section</i>		<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
What is the current status of the facility or infrastructure?			
There is currently no formal easily identified access to Golden Bay apart from the road			
Does the facility have a long-term development and maintenance plan?		<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
IF YES PLEASE ATTACH			
Does your project involve conceptual or site plans?		<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
IF YES PLEASE ATTACH			
Does your project require resource or building consent?		<input type="checkbox"/> Yes	<input type="checkbox"/> No
IF YES, PLEASE STATE THE STAGE OF APPROVAL			
This is currently being assessed			



PRESENTATION				
Applicants can choose to make a presentation in support of their application. Presentations are limited to five minutes. An additional five minutes will be available for questions from the Stewart Island/Rakiura Visitor Levy Committee if required. Applicants will be advised of the time, date and location of presentations.				
I wish to make a presentation in support of my application				<input checked="" type="checkbox"/>
I do not wish to make a presentation in support of my application				<input type="checkbox"/>
I am available to make a presentation in support of my application if required by the committee				<input type="checkbox"/>
FINANCIAL DETAILS				
Are you registered for GST?		<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	GST Number
Applicants that are not GST-registered need to provide budget figures that include GST				
Applicants that are GST-registered need to provide budget figures that exclude GST.				
Successful applicants who are GST-registered will be required to submit a GST invoice, after being notified the result of the application and prior to the grant being paid out.				
Please round all figures to the nearest dollar.				
EXPENDITURE	\$	INCOME	\$	
Project costs	GST Inclusive or GST Exclusive	Your contribution		
		Fees/subs		
		Fundraising		
		Loan/mortgage		
		Cash savings		
		Other		
		Sub-total		
Other grants and sponsorship applied for				
		Sponsorship		
		Grants (successful and proposed)	Amount requested	Result date
(a) Total cost of the project is		(b) Total Income		

How much money are you applying for?	\$ up to \$200,000
To find out how much money you should apply for, subtract your contribution (b) from the total cost of the project (a) . The answer is the amount of money you need in order for your project to go ahead.	



Briefly describe any voluntary effort or donated materials provided for the project
Voluntary effort (eg number of hours)
Donated materials (eg approximate \$ value)
How do you envisage paying for the future operational costs of this project?
Through rates and potentially external funding

DECLARATION (PLEASE PROVIDE TWO SIGNATURES)			
We	Aaron Conner, Hartley Hare	consent to Southland District Council	
collecting the personal contact details provided on this form. The consent is given in accordance with the requirements of the Privacy Act 1994. We also confirm that the information provided is accurate and complete and that the organisation committee has agreed to this project/funding application.			
Name	Aaron Conner		
Position in organisation	Stewart Island Rakiura Community Board Chair		
Signature		Date	
Name	Hartley Hare		
Position in organisation	Strategic Manager Transport		
Signature		Date	
Checklist - please attach			✓
A current statement of financial position or financial performance for your organisation			<input type="checkbox"/>
A current bank statement			<input type="checkbox"/>
Quotations, where relevant			<input type="checkbox"/>
Evidence of legal status (if applicable)			<input type="checkbox"/>
Conceptual or site plans (if applicable)			<input type="checkbox"/>
Project plan including timelines (if applicable)			<input type="checkbox"/>
Development and maintenance plan (if applicable)			<input type="checkbox"/>
Letters of support (if applicable)			<input type="checkbox"/>
THESE ITEMS WILL COMPLETE YOUR APPLICATION			