

## Fiordland Business Association Engagement Session

2 May 2023

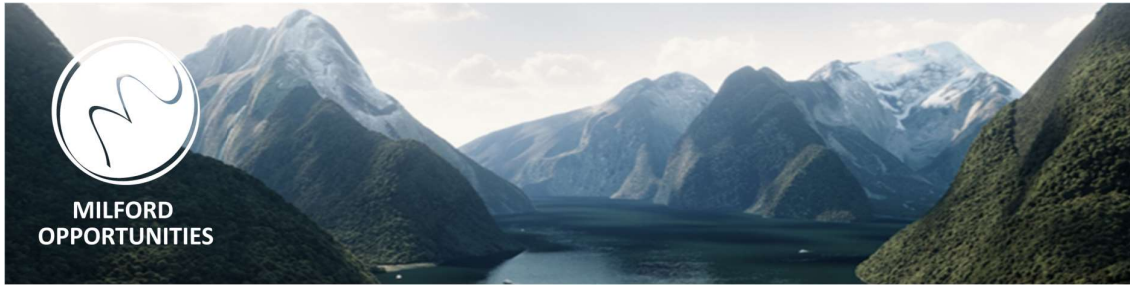
Milford Opportunities Hub – Te Anau

### Attendees

<b>Organisation Represented</b>
Fiordland Business Association (FBA)

### Introduction

<b>Feedback</b>
Welcome
Introduction from Milford Opportunities Director Chris Goddard
Karakia
Introductions / updates by workstream leads (those present)
<p><b>Michelle Trapski - Workstream lead - Tourism and Commercial</b></p> <ul style="list-style-type: none"> <li>We have been asked to feasibility test the elements of the masterplan. Not about consultation or relitigating the plan, that was completed in stage 1 and 2. This means examining the proposals to determine their merits and viability and providing advice in a business case to Cabinet.</li> <li>Sharp focus for Michelle is on the product and service design for operators, the mix to reduce queues and congestion.</li> <li>Milford Opportunities sponsored a recent Kantar survey of international and domestic tourists, that will help inform the business case as to the concept of an international visitor access fee. It is a critical part, but that is a <i>'do later', not 'do now'</i>. We need to better understand the Kantar information.</li> <li>Front of mind is understanding the current state to enable the vision of a future state.</li> </ul>
<p><b>John Twidle – Workstream Lead – Heritage and Partnerships</b></p> <ul style="list-style-type: none"> <li>Reflected on not only the people who visit the place, but the place itself.</li> <li>The importance of voice of place.</li> </ul>
<p><b>Phil Tisch – Workstream Lead and Fi Roberts – Engagement and Communication</b></p> <ul style="list-style-type: none"> <li>The engagement process, access to the Milford Opportunities team.</li> </ul>



- Website [www.milfordopportunities.nz](http://www.milfordopportunities.nz) - all planned engagements and completed engagement feedback will be uploaded to the website.
- Sign up to the newsletter to keep informed on any updates from the workstreams.

**Simon Moran – Workstream Lead Transport and Infrastructure.**

- Finalising the scopes of works.
- We are starting to see information from new sources, relationships building, stage 3 starting to get momentum.
- Feasibility testing what capital expenditure is required. Tracks and trails, short walks mix etc.
- Te Anau Basin Development Plan - what is it the community wants? What does 'not another Queenstown or Wanaka' look and feel like?
- Engagement downstream – people will be involved in that. That process starts in approximately 2 weeks and planned until the end of the year.
- We will also continue to engage with key stakeholders as our Transport & Infrastructure work progresses.

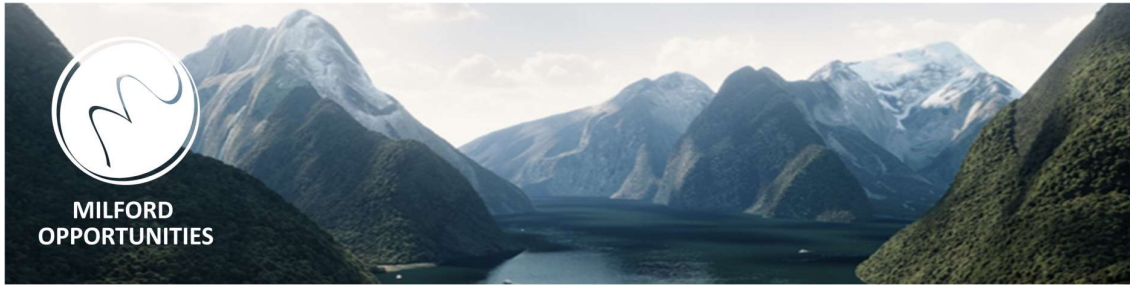
## Q and A's

**Feedback**

- FBA keen to build the relationship with Milford Opportunities.
- We are all interested in the 'how'.
- What does the masterplan mean to businesses, operators, the community.
- How do we stay connected and in touch with the project?
- Impressed with the Tracks and Huts engagement session. The transparency of the feedback on the Milford Opportunities website enabled me to feel like I was present at the meeting. It is out there for all to see.
- Encourage anyone who has an interest in the project to sign up to the newsletter.

**Given the location of Te Anau to Fiordland National Park (FNP), do you think that Te Anau will ever be another Queenstown, another Wanaka?**

- Currently FNP limitations. The masterplan proposals may be feasible if supported by legislative change under the usual processes to give effect to them.
- Cabinet may also decide to pursue legislative change. This would be subject to impact assessments and consultation - you will have the opportunity to have your say.
- What are the resident views? What does the community want?
- One theme that we have heard is that there should be greater development of recreation to promote greater recreation use of the lake and national park. (SM)
- **Value** - We want to see value back into our area. Value has been created by Queenstown. We need to take that back.



- **Park and ride** - What are Southland District Council and Milford Opportunities planning around the park and ride model? Where are we accommodating people? We need to put an exclamation mark on that now.
- **Cruise ships** - Risk is too high. Signed deed of agreement, and they come any time. We have a pristine park. How do we mitigate the risk of cruise ships? We do not want to see a degradation of the pristine park. 70-80% of cruise ships have an 'F' rating. Possibly only 3 are fit for purpose. Bow of a cruise ship not what is needed to be seen in Milford Sound. Not just in Milford, but in Thompson and Acheron. Inaccessible. Risk is too high if something happens.
- **Te Anau Township** - Our town has to adapt / expand.
- **Masterplan** – real positives, but lots of questions

**Concessions** - The issues of Concessions on Concessionaires; No concession, no bank loan.

- Milford Opportunities is aware of the impact of concessionaires. We are examining what impacts the masterplan proposals would have on concession arrangements.
- We know that there is uncertainty for concessionaires, and we are working to resolve this. We know current state, we need to gain insights into how this might be more effectively managed in the future.

**Where does the project fit in relation to RTO's, Great South, Visit Fiordland, Visit Southland and all the mahi that has already taken place?**

- Connected and committed to make what has already been worked on stronger. Acknowledge all the mahi that has already been done, amplify what has already been done.
- RTO's are key stakeholders.
- Existing relationships working together and will continue to work together to make things stronger.

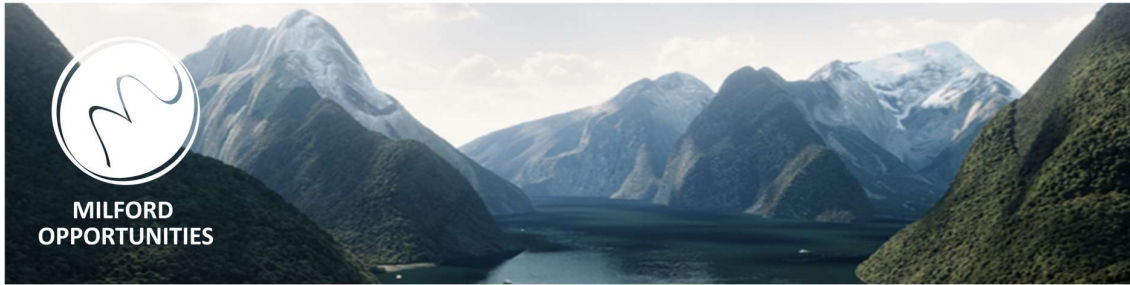
**FNP Management plan is out of date.**

- Acknowledge the existing legislative instrument. What can we do now with what we have got, and where do we put our energy?
- Cabinet may decide to pursue legislative change.

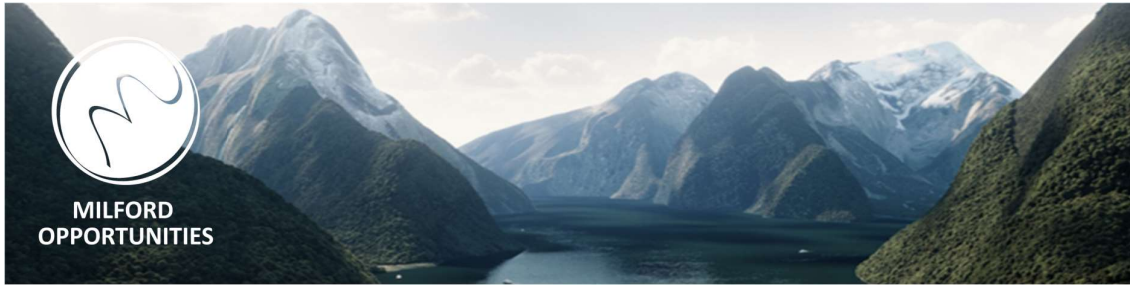
*Note: clarification from Policy team re this point.* We are continuing to work through the policy and legislative implications arising from the masterplan recommendations. This includes understanding what the existing legal framework enables, the implications of the proposals on people's rights and interests, and what alternative policy options may support the masterplan's objectives.

**Is Milford Opportunities holding up the Fiordland National Park Management Plan? We have heard that there is underfunding. It is caught up in the churn of Wellington? Underfunding always comes up.**

- No, the Director continues to ask the question.



<p><b>Keep voices going.</b></p> <p>We need to continue to keep the pressure of the people who control the purse strings. There are issues that keep a lot of people awake at night. We need to keep pressure on those people to resolve these concerns and issues that we have.</p> <ul style="list-style-type: none"> <li>• We want to be united and work together on things very important to us all.</li> <li>• Addressing current state, we heard in this room from Minister of Tourism, he heard our concerns and when he reported back to us in follow up meeting.</li> <li>• We can't eat the elephant whole, we need to bite off smaller bits of the elements.</li> </ul>
<p><b>Is the Milford Opportunities Project funding secured?</b></p> <ul style="list-style-type: none"> <li>• Milford Opportunities is funded until June 2024. Final set of decisions to ministers, detailed business case. Costs and benefits and who will pay.</li> <li>• Charging international visitors would enable a funding stream.</li> <li>• Minister Henare – our perspectives need to form part of that business case.</li> </ul>
<p><b>Limiting numbers</b> - If we limit the numbers, we limit the funding stream?</p> <ul style="list-style-type: none"> <li>• The masterplan does not talk about limiting numbers. It talks about managing numbers, we are exploring all that through feasibility.</li> </ul>
<p><b>International visitor fee</b></p> <p>What are you expecting to charge visitors?</p> <ul style="list-style-type: none"> <li>• Kantar questions surveyed people. How much people <i>would</i> be prepared to pay.</li> <li>• TNZ have been engaged to enable the survey, impartiality</li> <li>• When we get that Kantar data, we will share that information</li> </ul>
<p><b>Park and ride</b> – originates from Queenstown or Te Anau.</p> <p>Current state – Queenstown. Is this fit for the future? It contributes to the surge of congestion. The masterplan concepts propose spreading the congestion out.</p> <ul style="list-style-type: none"> <li>• Te Anau Basin will be looked at very soon. Scenarios such as, what does that look like, 500m from the CBD, around the edge of town, or right out of town – what are the pros and cons of each option?</li> <li>• External consultancy work on case now, first part is working out communications and engagement plan for next 6 months. FBA will form part of that voice. Consultants will be talking to you within 2 months</li> </ul>
<p>Feedback received consequential to meeting from member:</p> <p><i>Looking into the future of Milford, and what I would like for my kids, every time we visit Milford in my mind one of the main visual problems with Milford isn't bus, car or aircraft congestion, it is boat congestion.</i></p>



*Not cruise ships, but the short-day cruise. If you are trying to sell a place on its conservation and clean green image, you can't cram it full of 40% full boats. Every time we visit Milford which we do up to twelve times a year for both business and pleasure, the sight of very empty boats is depressing and wasteful in my eyes. Spreading the peak won't rid you of 4 different companies running boats at less than half capacity at 9am.*

*Now is the time to change this, concessions should specify a minimum percentage of seats sold, and if they are unable, they could codeshare like Air New Zealand do, this would provide a lighter touch environmental footprint. The carbon footprints of the boats currently operating in Milford sound is far greater than any zero-emission bus is going to counteract.*