

New Zealand Deerstalkers Association (NZDA) Southland Branch Engagement Session

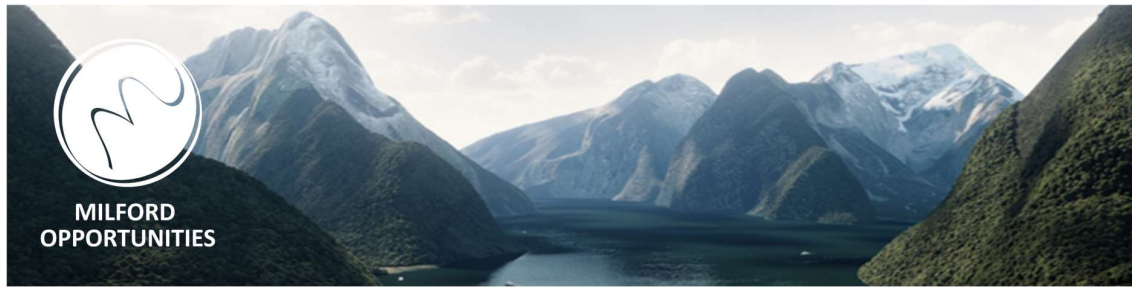
7 December 2023

NZDA Southland Branch premises

On 7 December 2023 Milford Opportunities Project Director, Chris Goddard and Engagement and Communications Lead, Phil Tisch ran a question-and-answer session for members of the Southland Branch of NZDA and associated clubs. This is a record of what we heard.

Managing access – proposed permit and parking system:

- A big concern was access to Milford Road to go hunting and fishing prior to the Homer tunnel and Milford. This was a major reason for people attending the engagement session.
- As recreational users of Fiordland National Park and surrounds, we need to retain flexibility and open access to the place including the Hollyford valley and Milford Sound
- If the proposal goes ahead, will we have to get permission to go in there?
- It would be worth looking at how many vehicle parks there are vs trailer parks – could you change the mix?
- Any new access management system needs to ensure locals don't get charged, we already pay tax.
- If a system is developed for managing car parking at key spots (e.g., Deepwater Basin) it needs to work for recreational hunters and boaties.
- Given recreational users often park outside of the key congestion spots, the system needs to allow this to continue. As long as this sort of parking doesn't create a problem, there will be no reason to do anything different.
- We are concerned that any new government might decide to change the rules. For example, this could result in less vehicle and or trailer parking for locals, and more for tourists, or reduced trailer parks in preference for other vehicles – this would be a bad outcome.
- There needs to be clear guidelines for who gets to use the parking, e.g., 80 percent for locals and 20 percent for tourists.
- What is going to change? Am I going to get turned away? E.g., if the tuna are running – what's going to happen when there are hundreds of boats trying to go in and there aren't enough vehicle and trailer parks? The idea would be to have a system that lets you know there is a vehicle and trailer park available when you leave home.
- The parking system should be first in first served – that's how it is currently.
- What could the consequences be? Will we get fined for parking in random spaces?
- People go in at all hours of the day and night, so the system needs to account for this.



- During the roar hunters use helicopters and for some locations fixed-wing flights to access their roar blocks. A large number of vehicles need to be parked, often for many days. How will you take this into account?
- There used to be quite a big area for parking which has now been taken out for kayakers etc. Space is tighter than it used to be.
- If you need to go somewhere up the road and not Milford, will we be allowed to get through? - yes.

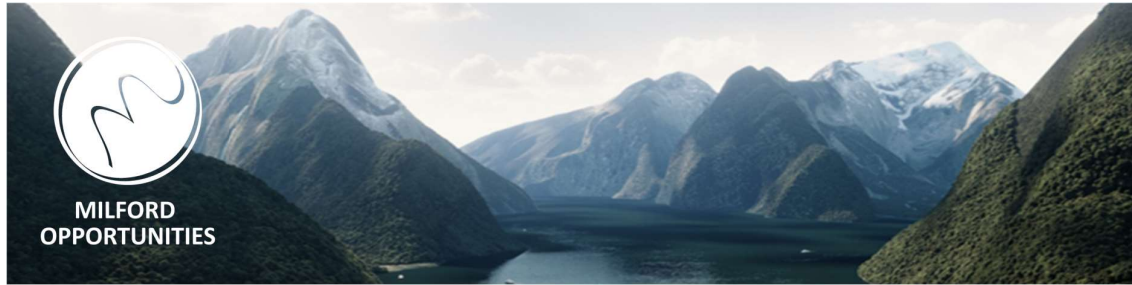
Access fee for internationals:

- If internationals are to be charged, the system for collecting, managing, and allocating the resulting funds needs to be simple, and it should be redirected back to the place, not absorbed by a national body/government.
- Operators (and therefore visitors who currently take a cruise), already pay for the use of facilities such as jetties
- How will visitors prove they are either an international visitor or a local and therefore not eligible to be charged an access fee?
- We do not want to see a tollgate being installed across the road
- Any system should allow access to Te Anau downs – its outside the National Park and is a high-use site for recreationalists in general but specifically for hunters and boaties.
- What's stopping international's getting around the rules, even when they know about them?
- A simple system could be for visitors to get a bus ticket in Te Anau which included a boat trip.
- How will the fund support conservation?
- What happens if I take a heap of mates in who happen to be internationals?
- Its currently not legal to charge for use of the road.

Overcommercialisation:

- Private jetboat users and recreational users in general shouldn't be penalised for issues they don't cause – it's the commercial operators who should pay.
- We are concerned that this plan might make the few large operators get more control and wealth.
- How will the plan control further commercial development?
- Commercial development is a concern, and we believe there is a need to put in restrictions on further development.
- What's to stop further hotels going up at Knobs Flat for example.
- We are worried that we will be governed by a private enterprise.

The aerodrome:



- What's the issue with the runway – hasn't it just been certified?
- It looks like fixed wing are being cut to allow more helicopters. This doesn't make sense.

General comments/questions:

- Keep status quo for Kiwis but charge internationals seems reasonable
- The ability to use recreational boats out of Milford Sound is valued, so we need to get it right. What are the scenarios up for consideration?
- We want the ability to move into the place without hindrance.
- NZDA membership is growing which means it is harder to get a block (10,000 members). There aren't enough blocks to go around.
- There is a new Minister. There are approximately 350,000 hunters nationally.
- We are really concerned that something might change later that we aren't aware of, and we're worried that we might lose access to what is a nationally valued destination for hunting and fishing.
- The project team should connect with the Game Animal Council
- What's the timeline – June 2024
- How does this fit with the Fiordland National Park Management Plan?
- Will this be publicly consulted on?