



4 June 2018

Lisa Wheeler
Permissions Advisor
Otepoti/Dunedin Office
PO Box 5244
Dunedin

Dear Lisa,

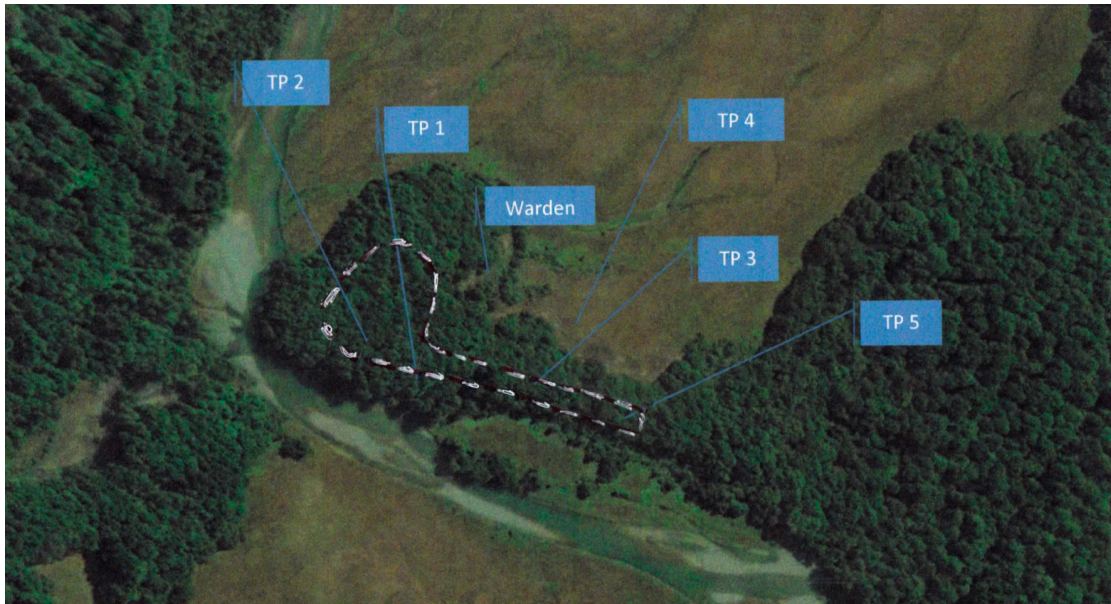
Concession Application 64177-ACC Request for Further Information

Thank you for your letter dated 10 May 2018 requesting further information. Please find the response below.

1. *An aerial map(s) showing:*
 - a. *The size and location(s) of the grey and black water treatment system options being proposed*

Since submitting the concession application, we have done further work on the wastewater system and are considering treating both greywater and blackwater on site, as opposed to removing blackwater from the National Park.

Preliminary investigations suggest that the land is well suited to a subsurface dripper irrigation system. At this stage, we would propose that approximately 2000 m of dripper lines would be laid in modules in an area of open forest, elevated and away from the river, as indicated on the map below:



The system would be similar to those used in other parts of the conservation estate, specifically the Lake Matheson carpark, near Fox Glacier and the Anchorage and Bark Bay Huts in Abel Tasman National Park.

We expect to firm up our consideration of the options once we have completed more detailed investigations, consulted local hapu and discussed with Environment Southland. We expect that the appropriate wastewater system will be considered in more detail during the resource consent process.

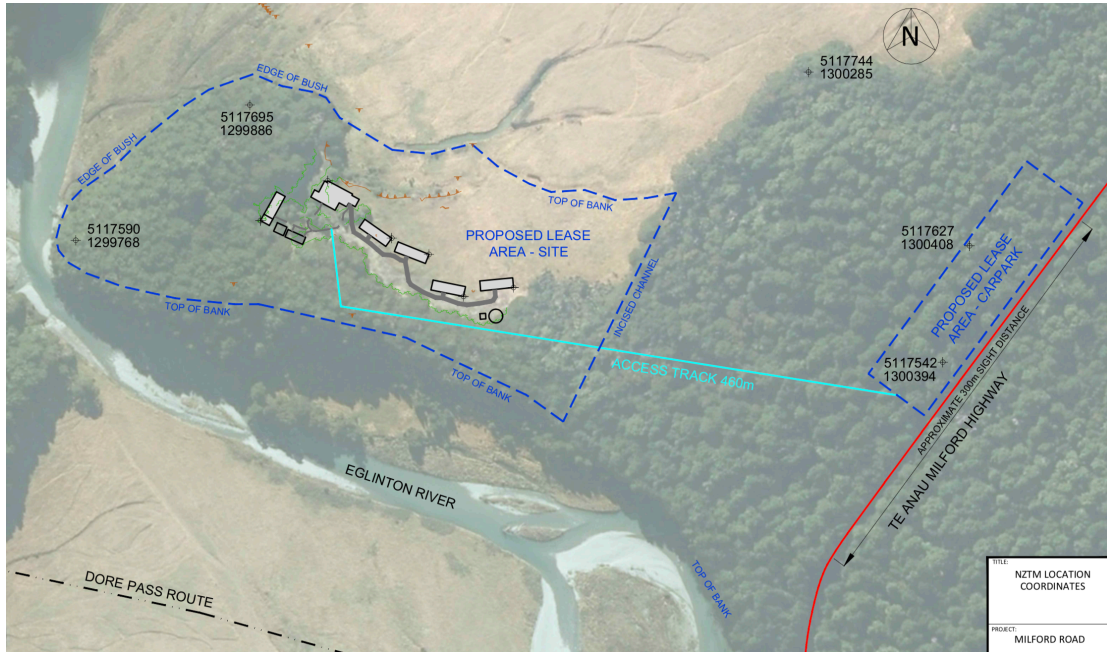
- b. *The size and location(s) of the carpark being proposed to include the desired line for the access track between the carpark and accommodation facilities*

The Milford Road Alliance, the group charged with maintaining the Milford Road, have confirmed that any entry/exit point on a State Highway with a speed limit of 100km/hr must be a minimum sight distance of 282m from a corner. As a result, we have extended the space required for the carpark so that the entry/exit point meets this requirement.

As previously indicated, the intention is to form a carpark for 30 cars. It would be similar to the Lake Marian carpark in that as much as possible mature trees would be left in place and the carpark is formed in a sensitive manner taking into account existing trees. It also allows for the utilisation of space where there is currently debris from trees that have already been felled for road maintenance.

The Access Track is marked on the map below. The proposal is to take a relatively direct route from the carpark to the buildings, while taking into account factors such as gradient, the two incised channels, designing an

aesthetically pleasing route similar to DOC tracks, ensuring wheelchair accessibility and any engineering or track building requirements.



2. *The mitigation methods that will be used to eliminate the transfer of and introduction of existing and new weed species in and around the site during the construction period.*

Tools and potential weed vectors	Actions to be undertaken
Inductions	All personnel working on the site to be inducted on cleaning protocols and the importance of cleaning gear to prevent the spread of weeds
Vehicles and machinery	Provision of vehicle /machinery wash-down facilities at either Knobs Flat or the carpark to remove any soil and plant material
Personnel and equipment	Provision of hoses and foot wash stations at the carpark for cleaning gear and equipment of soil and plant matter
Materials	Investigate and where possible use weed free sources of gravel to develop carpark and access track
Weed inspection	Regular inspection of the site, carpark and access track to detect new weeds species, specifically those not already present and should new species of weeds be found removal of those species



3. *An assessment of the existing fauna including the effects the development might have on existing and local fauna to the area during the construction period*

Impact on existing fauna is expected to be minimal. As noted in the Professor Norton's Report, in the area there is evidence of deer. Greater human presence is likely to reduce the presence of non-indigenous animals. Path also intends to collaborate with the Department of Conservation to participate in and continue its programme of animal pest control.

In terms of indigenous fauna, our understanding is that bats may roost in the area, however, they are unlikely to be affected as they usually roost in hollows of very large trees (for example, red beech that are 60 to 100 cm in diameter). The proposal is to avoid felling trees with a diameter of more than 5 cm so we do not expect bats to be affected. Similarly, birds such as kaka and mohua also nest in holes in large trees. To the extent that any large trees did need to be felled, which is unlikely, we understand that the Department of Conservation has policies in place that require trees to be checked for bats prior to felling and would follow these to minimize impact.

4. *The volume of fuel expected to be stored on site including delivery method and anticipated delivery frequency.*

We sought advice from E Cubed, a building services consultancy company that specializes in sustainable design. At this stage, we anticipate using a mixture of photovoltaic panels, gas, wood and diesel to meet energy requirements.

In respect of diesel, the proposed design would require two 5000 litre, double skin, four-hour fire-rated, above ground tanks. This should provide enough fuel for three months. Refilling the diesel storage tanks would be done from an 1800 litre trailer parked on a sealed hard stand with perimeter bund to capture any spillage.

In respect of gas, each room will have two gas bottles to allow for automatic changeover. Gas will also be used in the kitchen. It is proposed that gas bottles would be brought in at regular intervals using hand carts via the access track.

5. *Confirmation of the concession type being requested, at this stage the application is only for a lease – the Department's initial assessment is that the concession should be a lease and a licence.*

The map at Item 1. b. above, also indicates an alternative to the lease areas submitted in the concession application.



The lease area near the site (Proposed Lease Area – Site) covers the area where the buildings and associated infrastructure, such as the wastewater system, would likely be located. Exclusive use is required to ensure security of the buildings and associated infrastructure. It also ensures that there would not be freedom camping near the site. As discussed in the concession application, there is a risk that once access to the site is opened up, people may wish to camp there. Currently, the Fiordland National Park Management only provides that freedom camping is not permitted within 200m of the road.

The lease area for the carpark (Proposed Lease Area – Carpark) may change as the design of the carpark becomes clear. Exclusive use is required over this area to ensure that there are sufficient carparks for guests and for servicing the site. As noted above, we expect this be to parking space for 30 cars.

Either a lease or licence would be required to develop, build and use the access track for the duration of the related concession(s). We do not have a strong preference either way, provided the terms allow us to manage relevant risks.

6. Other

Your letter noted that there would likely be local interest in the proposal and asked whether there might be an opportunity to organize a public viewing of the site during the notification period. This is an excellent suggestion and we would propose the following days 27-28 June 2018. If people are interested in viewing the site on one of these days, they should contact me at info@pathnz.com to arrange a time.

Kind regards,
Abbe Hutchins