



TRAFFIC DESIGN GROUP

6952-3
22 August 2006

Ms Katherine Hume-Pike
Riverstone Holdings Limited
PO Box 390
WANAKA

COPY VIA EMAIL: katy.humepike@xtra.co.nz

Dear Katherine

THE FIORDLAND LINK EXPERIENCE

Thank you for the opportunity to assist Riverstone Holdings in its ongoing review of the proposed monorail link forming part of The Fiordland Link Experience proposal.

1. Proposed Route Change (Option C)

The possible route revision (Option C) is depicted in the diagram supplied to us (AC Consulting Group Drawing Number 94475, MR03, Rev. K), a copy of which is attached. The proposal affects the monorail track alignment in the vicinity of the Upukerora River and the Retford Creek area. As you will already be aware, Traffic Design Group's consideration as part of The Fiordland Link Experience assessment centred on road transport operations. Areas of particular focus were the passenger transport activities leading from Mt Nicholas to the Kiwi Burn Terminal Station and the impact on traffic flows to Milford Sound.

From our assessment on this basis therefore, the proposed deviation of the monorail route has little effect on the transport operations. The development of the monorail route and the currently proposed alignment west of the Snowdon Remote Area has little effect on any of the transportation assessment matters.

It is therefore concluded that the alternative route to the west of both the Snowdon Remote Area and Retford Creek would have no material affect on either the content or conclusion reached in our Traffic Impact Assessment report dated June 2004.

2. Review of Venture Southland Integrated Transport Study

Traffic Design Group has reviewed and considered the report prepared by GHD Consultants on behalf of Venture Southland Integrated entitled "Southland Integrated Transport Study". As part of the wider study GHD considered and reported on as Appendix E of the main report, a supplementary assessment entitled "Milford Sound Transport – Issues and Options". The Milford Dart proposal was assessed in an addendum to the Appendix E.

The Milford Sound Transport section of the reported presented an overview of the existing and likely future issues associated with access to Milford Sound via State Highway 94. The report considered and included a coarse SWOT evaluation of the alternative access options including the Riverstone Holdings' Fiordland Link Experience proposal and the Milford Dart tunnel proposal. In considering all access alternatives the GHD work was necessarily framed as an overview and generalised assessment, and could not provide the same level of detailed assessment included, for example, in the transport assessment accompanying the Fiordland Link Experience application.

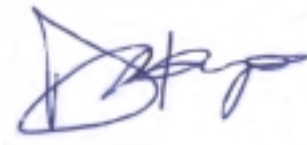
The conclusions reported in the GHD report are of particular relevance to the regional transport network, being the result of some limited technical consideration of each project proposal as well as a variety of consultation with organisations and groups within the region, and are, in our view, of relatively limited relevance in respect of the specific projects proposed to enhance the visitor transport connection between Queenstown and Milford Sound.

I am pleased to report that the conclusions reached by Traffic Design Group in its detailed transport evaluation of the Fiordland Link Experience are not affected by any of the material or assessments contained within the GHD report prepared on behalf of Venture Southland.

I would be pleased to discuss any of these matters with you as required.

Yours faithfully

TRAFFIC DESIGN GROUP LTD



Don McKenzie

SENIOR ASSOCIATE

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