Queenstown Cable Car

Prepared for Southern Infrastructure Ltd.

31 Oct 2025

Rev I

Station Context Studies

Fast-track Consent Referral Application

JASMAX

Contents

Revision history

Date	Revision	Description
18/04/2025	Rev B	Issued as WIP for comments
01/05/2025	Rev C	Issued for circulation
12/06/2025	Rev D	Lake Johnson Station update
08/08/2025	Rev E	Draft Referral Submission
25/08/2025	Rev F	Referral Submission WIP
19/09/2025	Rev G	Draft Referral Submission
28/10/2025	Rev H	Referral Submission
31/10/2025	Rev I	Queenstown Hill and Airport Station update

1. Introduction

Context
Queenstown is experiencing significant pressure on its transport infrastructure due to its unique geography, rapid growth, and limited road capacity. The 8 km route between Queenstown city centre and Queenstown Airport is frequently congested, especially along State Highway 6A (Frankton Road). Travel time uncertainty is impacting the reputation, liveability and desirability of Queenstown to visit and live.

Mode
The proposed cable car system would provide a dedicated, desirable, and sustainable alternative to road-based transport. This report outlines how the Queenstown Cable Car project can contribute to a well-functioning urban environment, with specific focus on customer experience, safety, and accessibility. This system has been designed to deliver the travel time certainty, capacity and frequency Queenstown needs to enable growth.

Cable cars are a sustainable option for urban transport, especially over constrained terrain. Factors include: low emissions, minimal ground disturbance, low noise pollution and efficient land use.

System Design
The proposed system is composed of two lines and nine stations:
1. Airport to Town Centre Line (5 stations)
2. Frankton Flats to Ladies Mile Line (4 Stations)
(Please see the illustrated alignment map on page 4).

Station Design
The stations have been located, orientated and arranged to meet the performance requirements of the transport system. Consideration has also been given to the specific station context. Factors such as existing topographic levels, minimum vehicle clearances and inter-modal connectivity have been central to the initial definition of station layouts.

The stations will be well lit and provide protection from environmental conditions (rain, wind and sun). One of the major benefits of cable cars is the frequency, circa 12 seconds between cabins. This results in very short wait times (compared to a bus-based alternative). As such the stations can be naturally ventilated and deliver passenger comfort, even during winter. This frequency also results in relatively small stations with short platforms.

This compactness reduces the spatial requirements of the stations, making them less of an impost to the urban context.

Conclusion
Queenstown Cable Car will transform the existing unreliable road-based customer experience. The dedicated aerial route will deliver performance through enhanced travel-time certainty, capacity and frequency. Delivering much improved transport and urban outcomes.

The well planned stations will promote customer experience, safety and access. Universal design principles will enable inclusive access for travellers, workers, families, and those with specific access requirements (oversize luggage, or disabilities).

The Queenstown Cable Car project aligns with Queenstown's identity as an innovative, adventure-focused, and sustainable town, while solving critical transport challenges in a timely, compact and eco-sensitive way.

Station planning and integration will be key factors in the design and delivery of this project. Listed below are the three key aspects necessary in the successful development and patronage of the stations:

1. Customer Experience
The Queenstown Cable Car project will redefine how visitors and locals experience Queenstown. The stations are envisioned to become the core of the mass rapid transit network. Inviting, attractive and easy to use - the station experience will positively contribute to the growth and liveability of Queenstown.

Key design drivers:

Seamless Arrival & Departure
Visitors can land at Queenstown Airport and reach the heart of the city in circa 30 minutes, bypassing traffic and reducing the need for rental cars, ride-share or taxis to access the town centre.

Quality Experience
10 person cabins, comfortable seating, luggage and bike capacity. Views, orientation and gateway experience, especially for visitors. Potential for audio commentary to enhance / inform users.

Consistent and Predictable Travel Time
No delays from traffic or weather-related road issues; improved travel-time certainty for flights, appointments, and tours.

Integrated with Local Transport
The stations can interface with public buses (Frankton Hub), bike / scooter hire, and pedestrian networks, encouraging further car-free movement and enabling first and last mile connectivity.

2. Physical and Perceived Safety
A well-designed transport system must support both real and perceived safety. Physical safety - the risk of serious injury or death as a consequence of using a transport system, is a critical design consideration. These incidents tend to be due to vehicle / passenger collision - designing this condition out via 'elimination not mitigation', is relatively straightforward in a cable car-based system.

Key design drivers:

Physical Safety
Modern cable cars are statistically among the safest forms of public transport. No conflict with road vehicles, cyclists, or pedestrians — reducing accident risk, particularly when compared to bus-based transport.

Perceived Safety
(CPTED - Crime Prevention Through Environmental Design)
Well-lit terminals, visual connectivity, and minimal concealed spaces reduce the risk of antisocial behaviour. Potential for staffing at stations during peak hours / events increases oversight and customer reassurance.

Resilience & Redundancy
A separate mode and alignment delivers alternative means of access in case of SH 6A interruption. Elevated systems are typically unaffected by flooding, slips, or heavy snow on roads.

3. Accessibility for All Users
Successful public transport systems must ensure access for a diverse user group. Inclusivity is best delivered through 'universal design' where access, including vertical transport is arranged in a way that ensure a common experience regardless of the physical condition, culture, native language of the passenger.

Key design drivers:

Step-Free Access
Stations and cabins designed to accommodate wheelchairs, prams, luggage and mobility devices. Consistent platforms flush boarding / alighting with automatic door systems.

Luggage and Travel Convenience
Stations with large lifts and cabins equipped with capacity for luggage, bikes ideal for airport travellers.

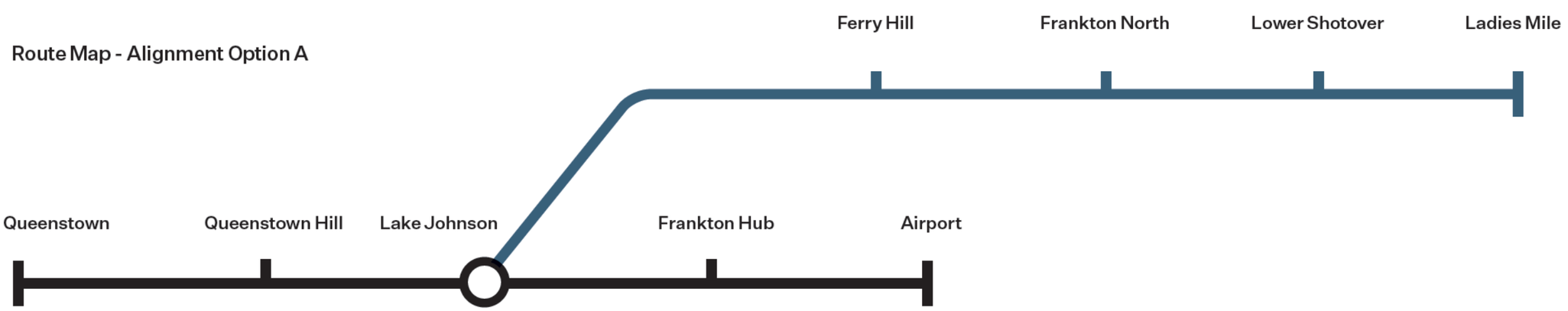
Legibility and Way-finding
Stations that are intuitive and high levels of visual connectivity between the various parts of each station. This is further enhanced with way-finding and signage that supports the multi-cultural, multi-language passengers

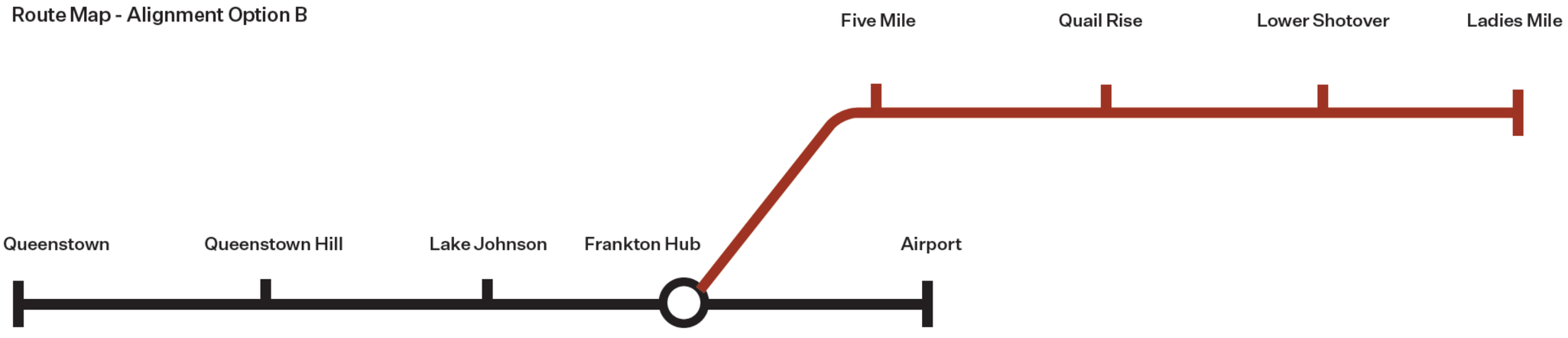
Affordability and Equity
potential for tiered ticketing options for residents, workers, and students, ensuring local communities benefit. Potential fare system integration could support fare equity and ease of use for all users.

2. Alignment

2.1 Route alignment

Two route alignment options are currently being considered, alignment A and B as shown below.



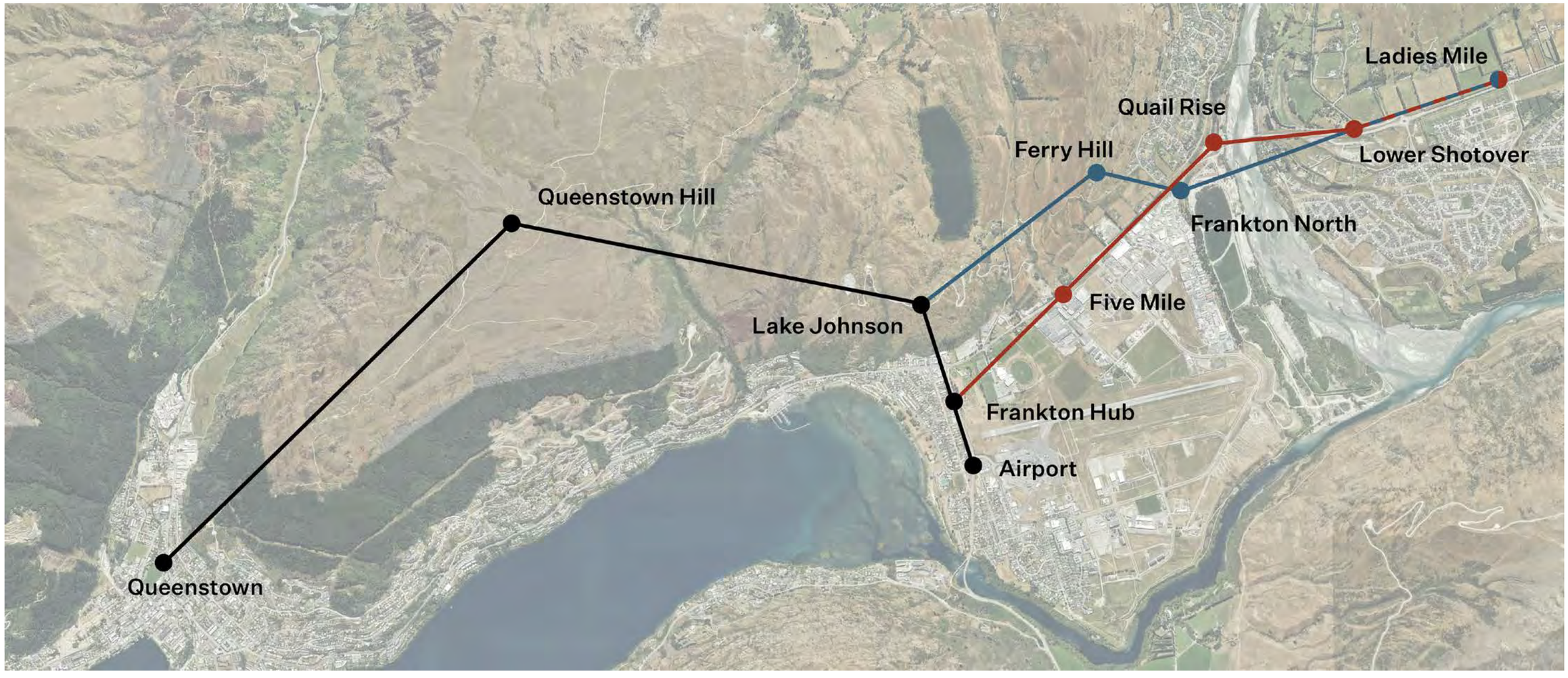


2.2 Route plan

The geographic scope of the project is illustrated in the below plan with the two route alignments overlaid.

Airport to Town Centre Line
Frankton Flats to Ladies Mile Line
Route Alignment A

Airport to Town Centre Line
Frankton Flats to Ladies Mile Line
Route Alignment B



3. Stations

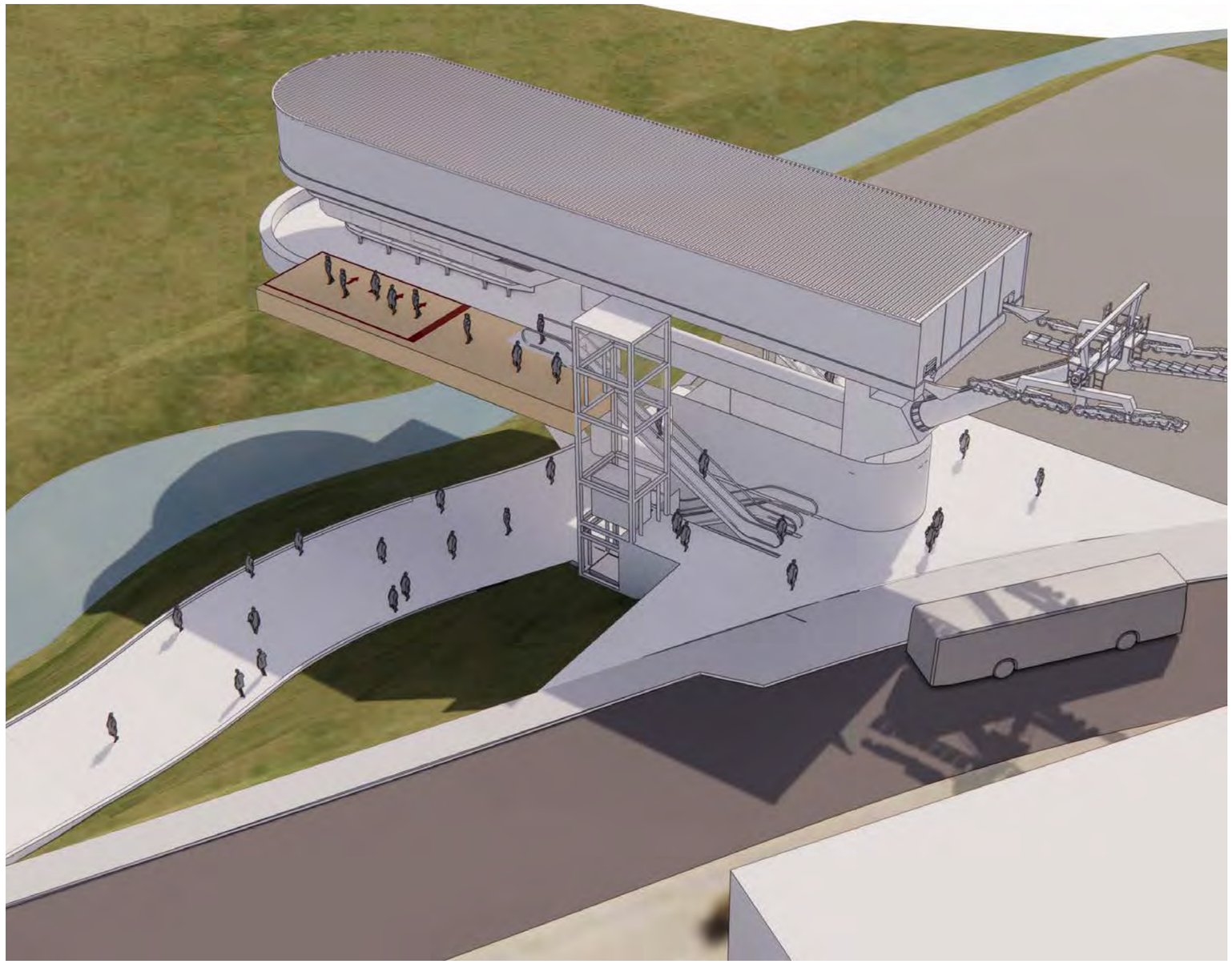
Station Planning

The following pages of this report outline the initial planning / arrangement for the nine proposed stations illustrated in the diagram below.

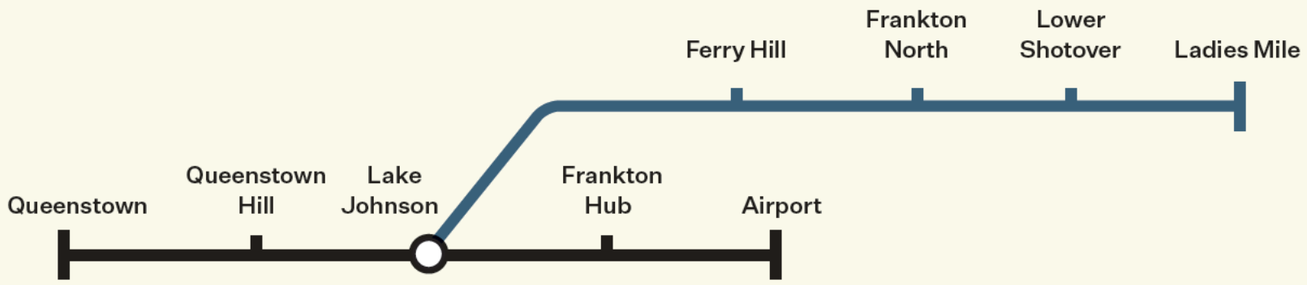
Two alignment options A) and B) have been included, further optimisation will occur in the substantive phase.

The stations as illustrated are functional arrangements that focus on approximate levels, assembly, vertical transport (lifts, escalators/ stairs).

Further detail will be prepared for the substantive fast-track application. This future deliverable will define each station envelope, public realm and include scaled plans and sections.

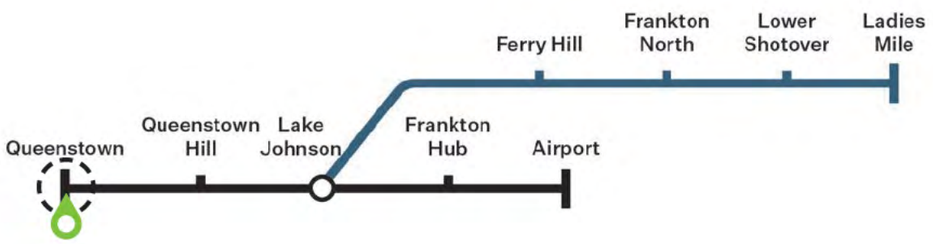


Route Alignment A



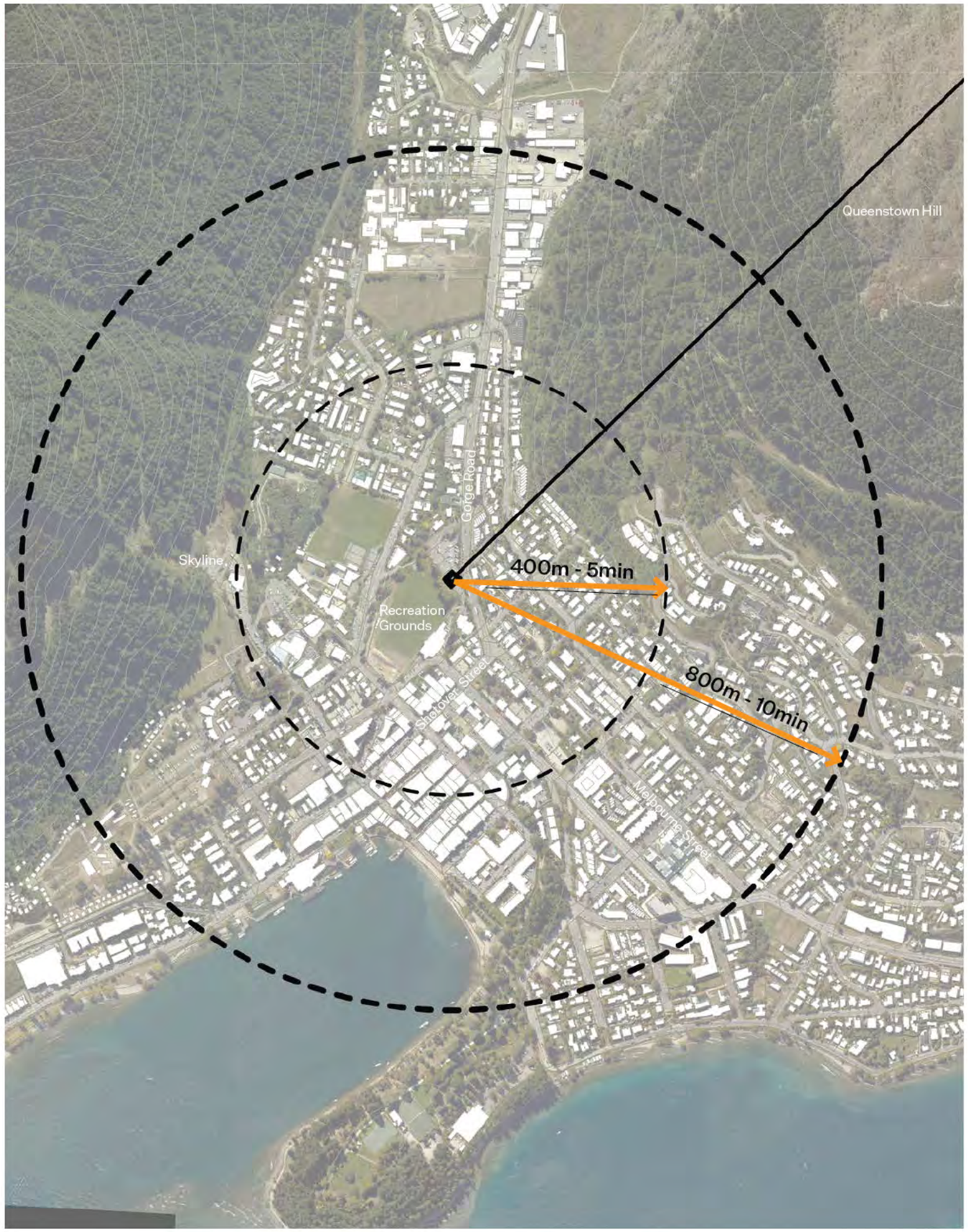
Queenstown Station

Alignment Option A



3.1 Queenstown Station Catchment

The Queenstown Station is located centrally allowing full coverage of the town centre within a 800m or 10minute walk.



Legend

- 800m or 10min walking distance
- 400m or 5min walking distance
- Cable Car Alignment Airport to Town Centre Line

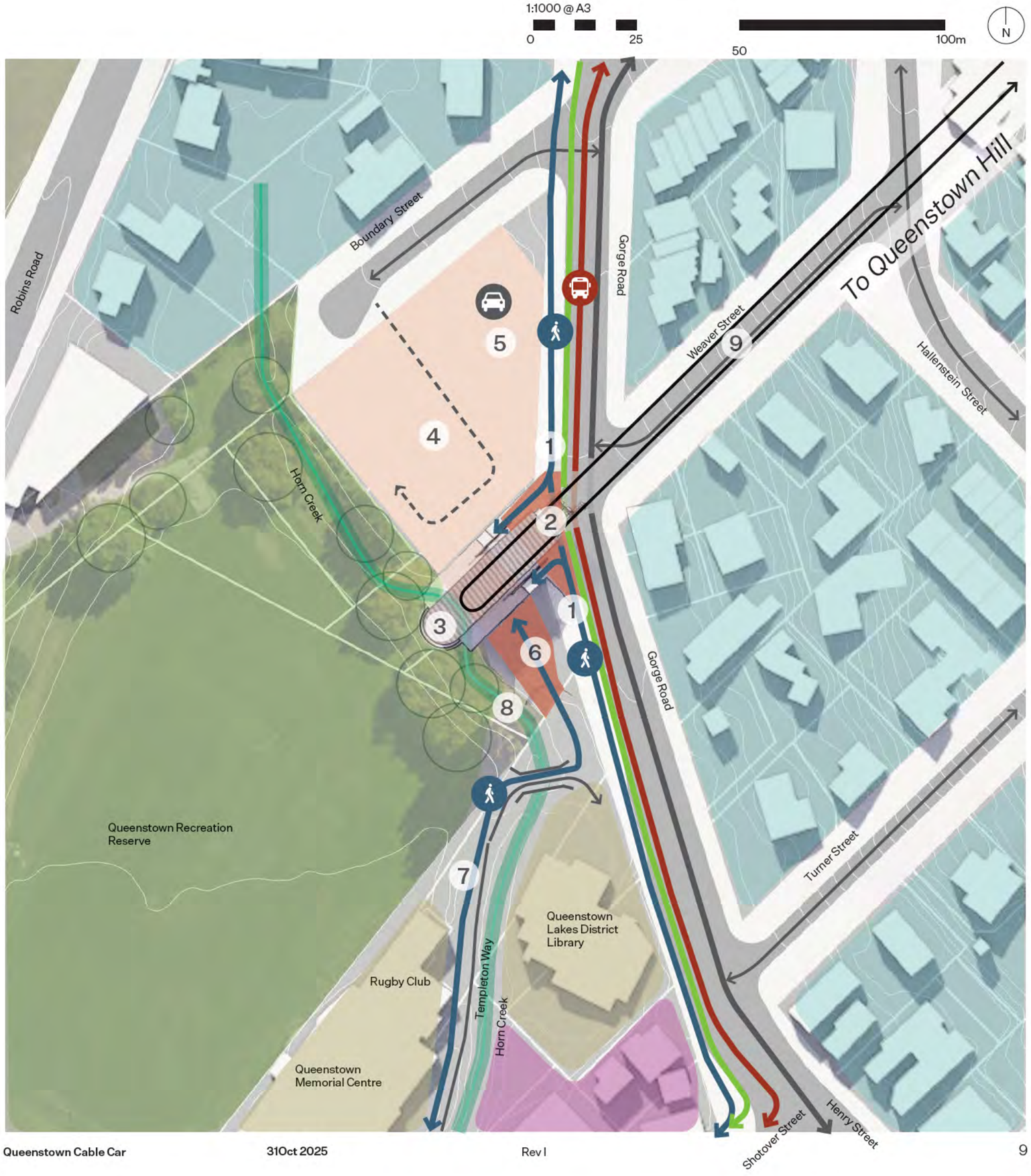
3.2 Queenstown Station - Alignment Option A

Queenstown Station is a terminal station and point of arrival and departure form the town centre. Alignment follows Weaver Street up onto Queenstown Hill. Key station access is via Gorge Road.

This scenario is based on the existing context of Gorge Road but with additional active transport facilities on the southern side of the carriageway.

Movement network context

1. Pedestrian egress from Gorge Road level
2. Entrance plaza at street level introduced privileging connection with town centre
3. Station interface with Queenstown Recreation Grounds and Horn Creek
4. Public pick-up and drop-off area
5. Re-configured Boundary St carpark
6. Plaza at lower level to connect with reserve and town centre
7. Pedestrian connection along Templeton Way to Town Centre
8. Potential (future by others) pedestrian bridge to connect to town centre
9. Cable Car alignment along Weaver Street road reserve. Property access is retained between pylons



Legend

- Public realm improvements
- Potential carpark development
- Existing recreation reserve
- Cable Car alignment
- Pedestrian movement
- Cycle movement
- Bus route and stop
- General vehicle movement
- Potential residential intensification
- Mixed use and retail development
- Community Facilities
- Existing and proposed vegetation

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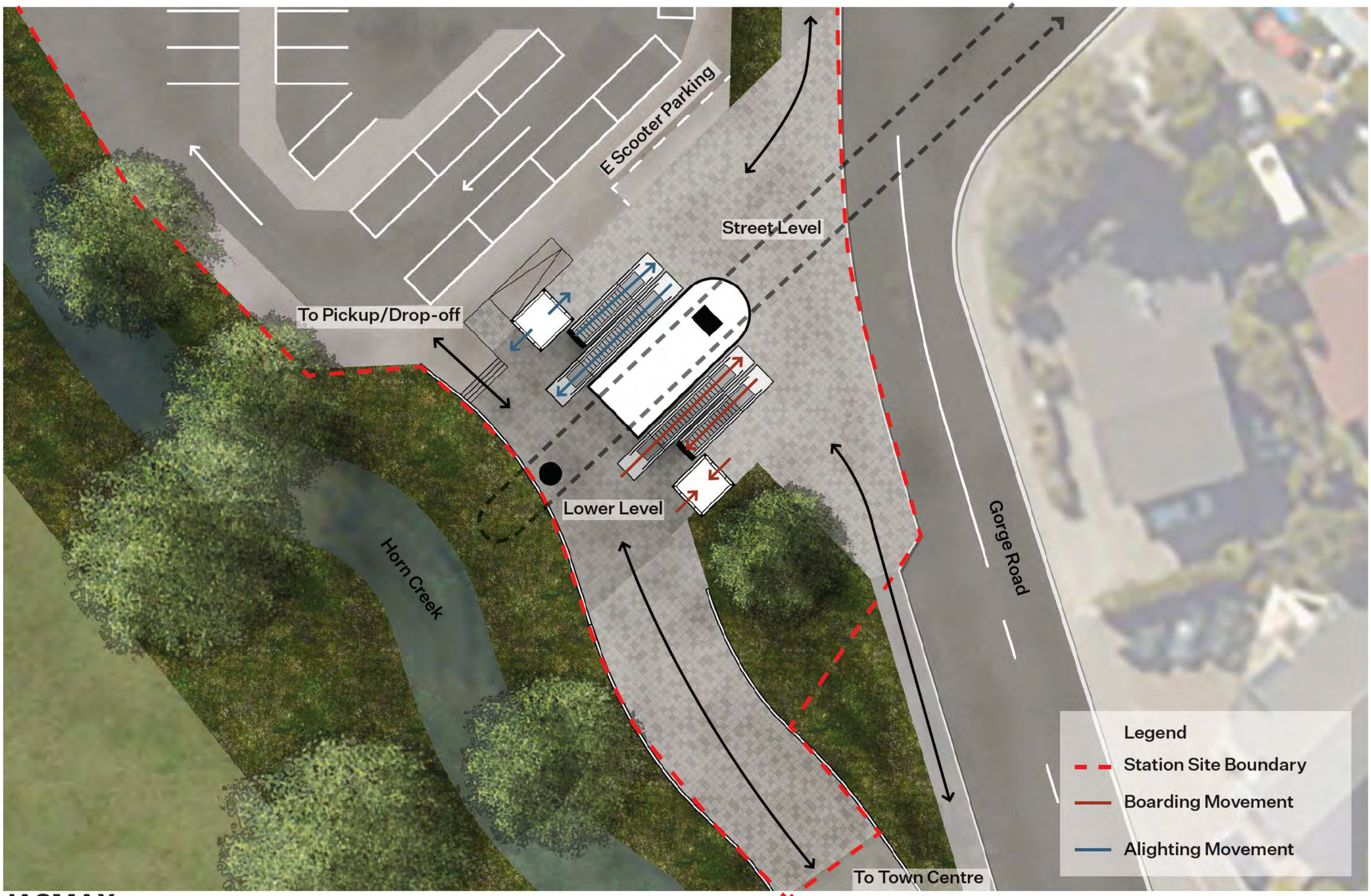
1:250 @ A3

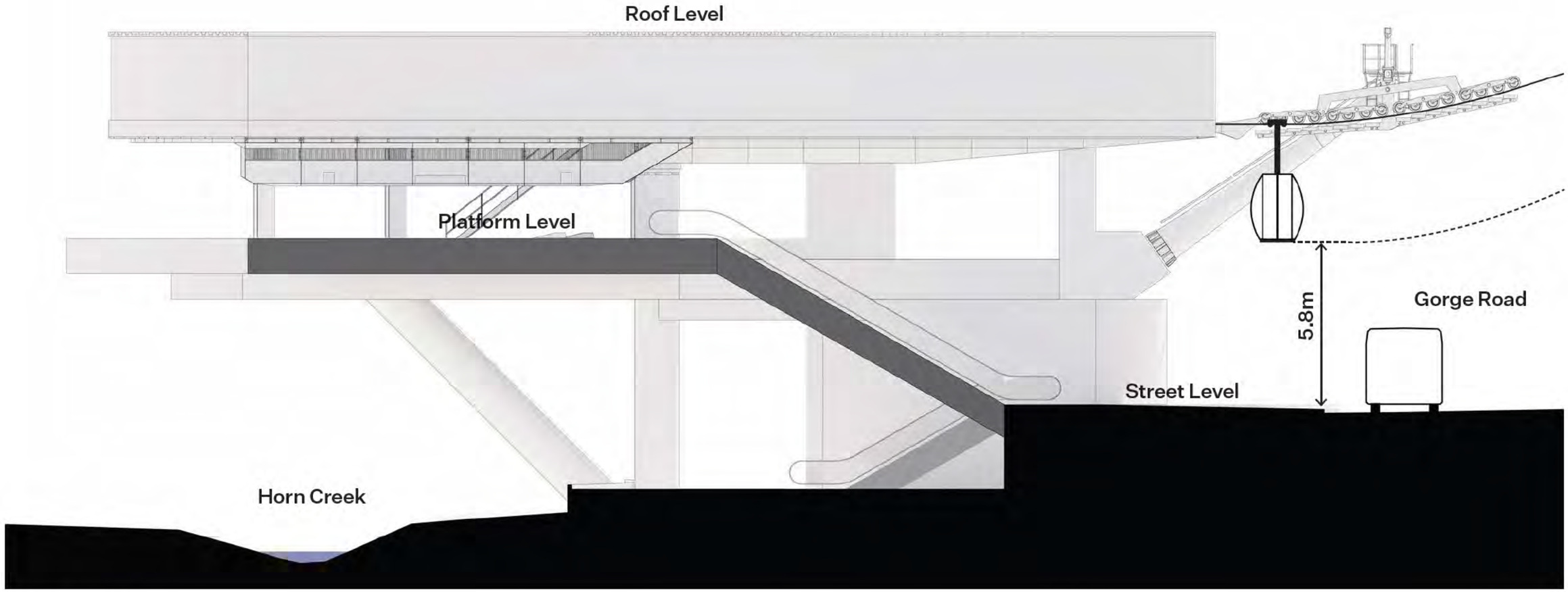
0 6 12.5 25m

N

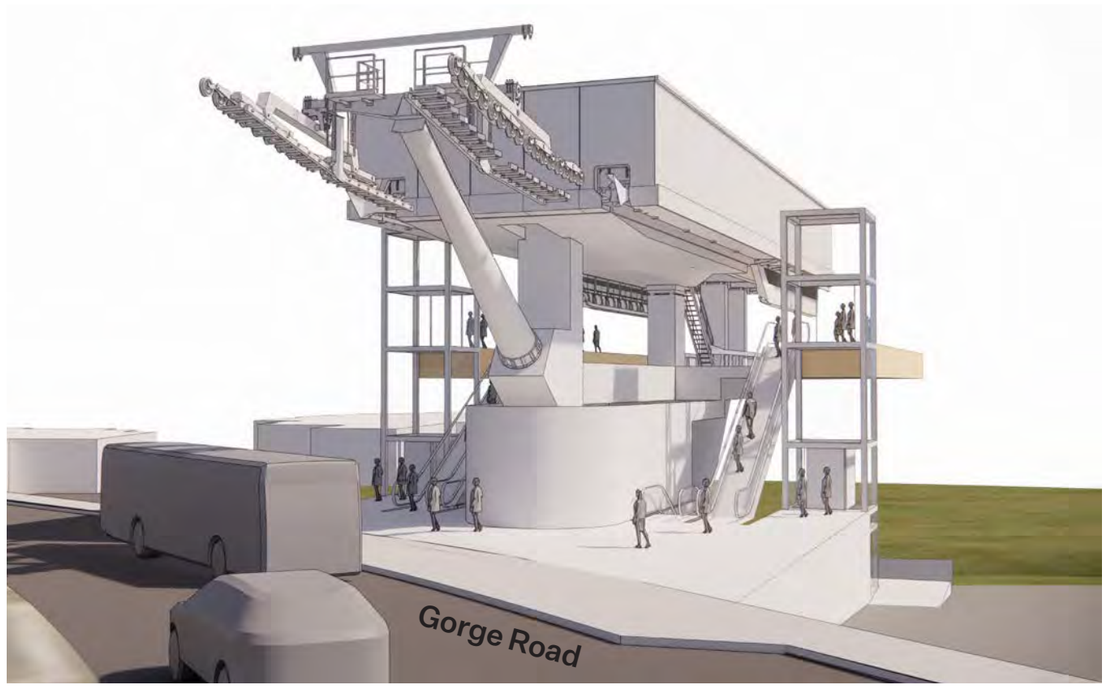
3.3 Queenstown Station Layout - Alignment Option A

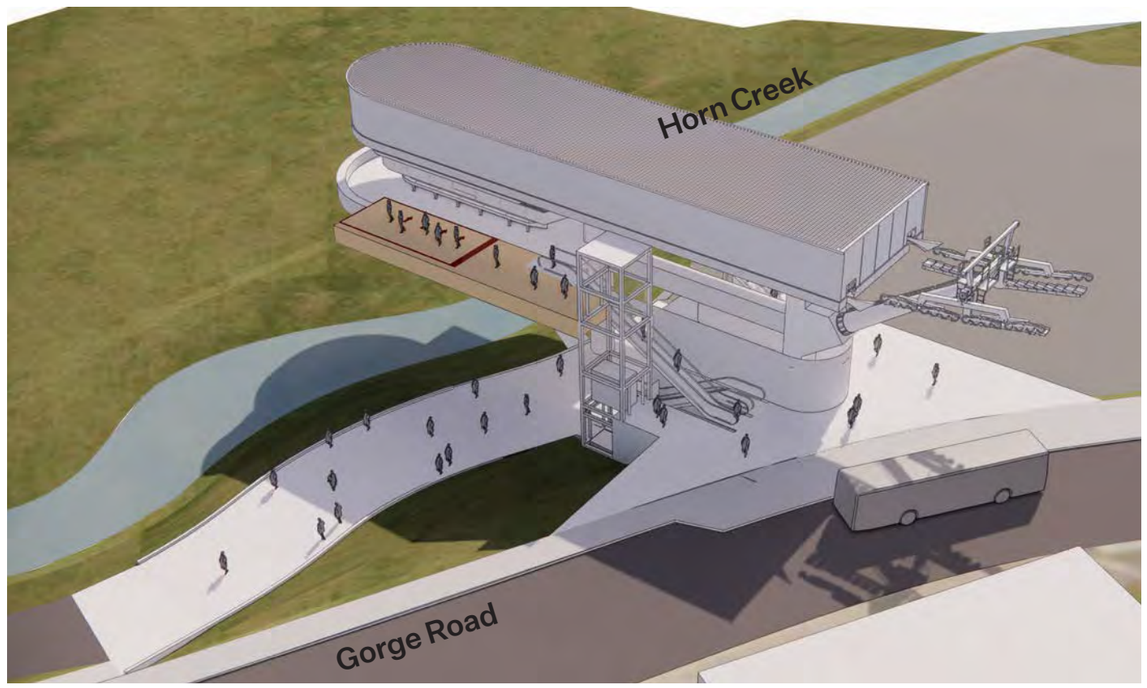


Station Section - Alignment Option A



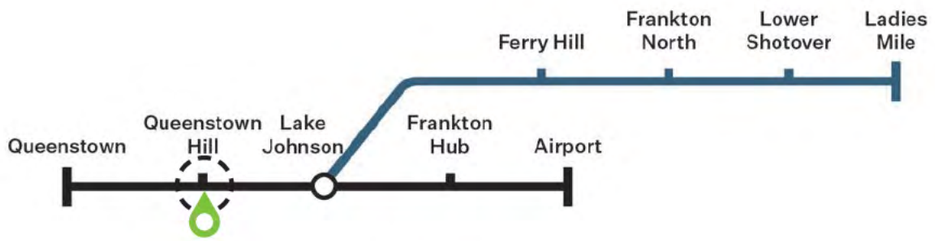
Station 3D Views - Alignment Option A





Queenstown Hill Station

Alignment Option A



3.4 Queenstown Hill Station

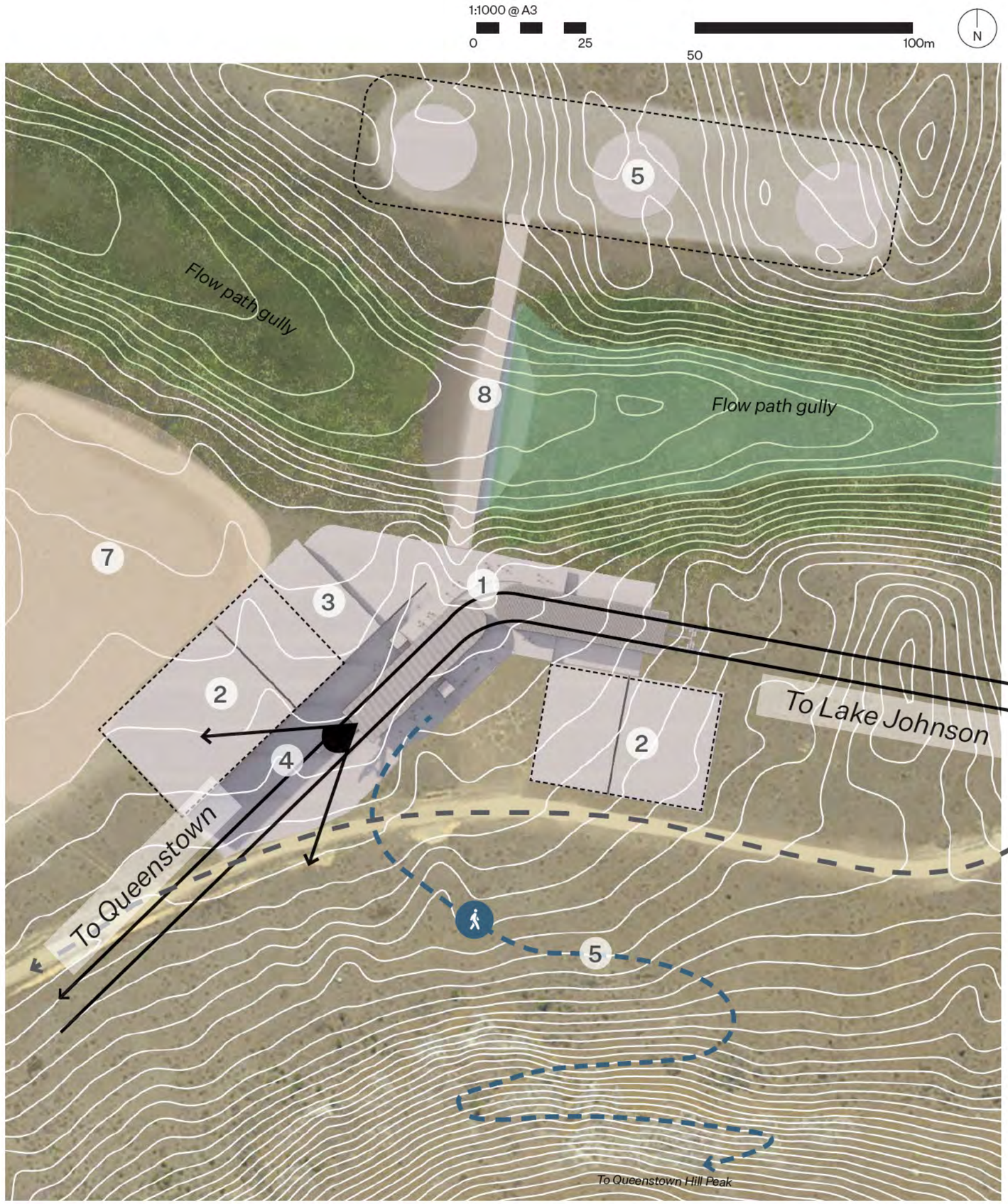
Queenstown Hill is a midway station at the highest elevation on the alignment. It is nestled behind the summit of Queenstown Hill and therefore not visible from Kelvin Heights. The site offers good aspect west towards Coronet Peak.

Movement network context

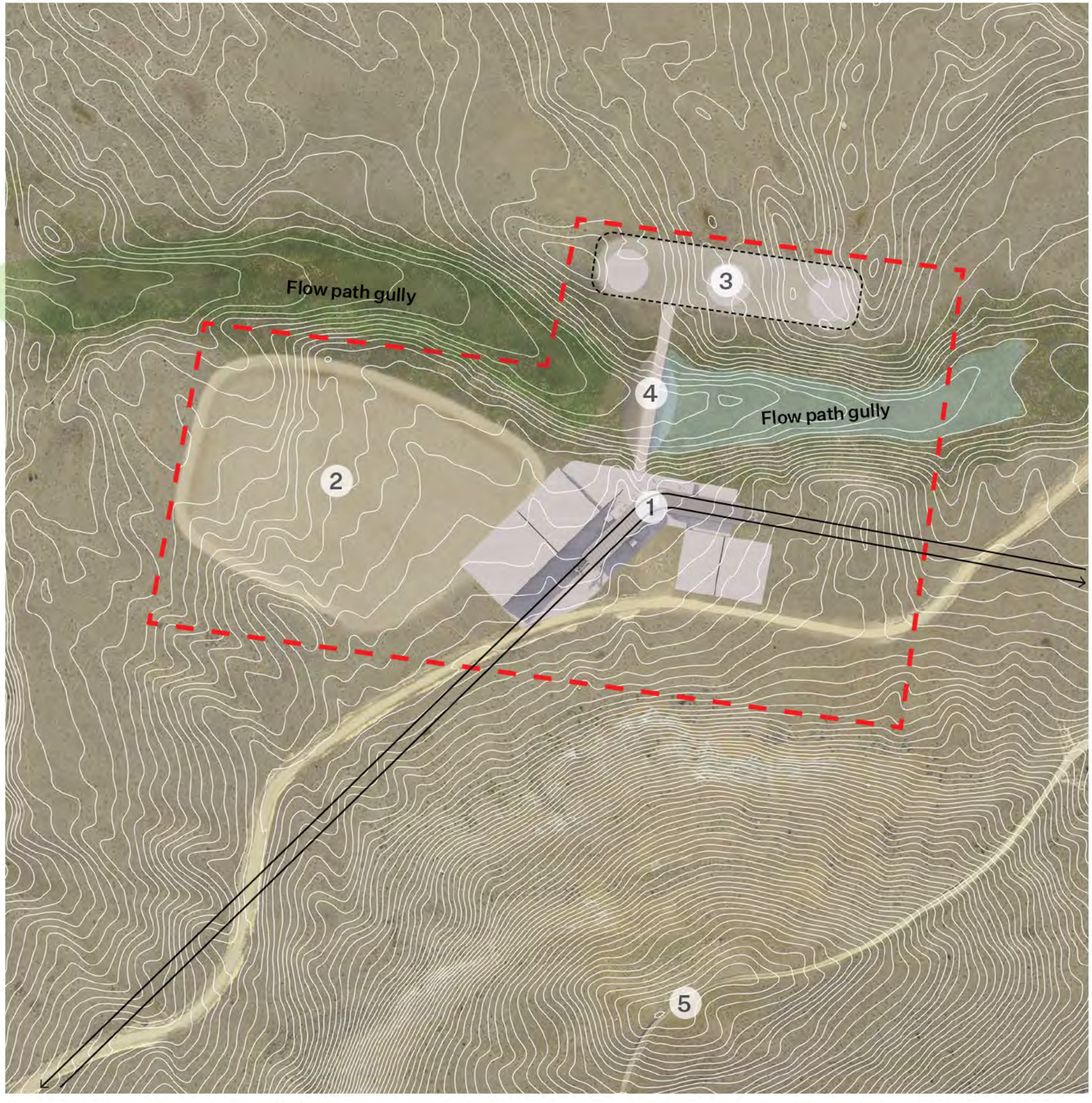
1. Midway station
2. Cable Car cabin storage
3. Staff/maintenance/commercial offering and public toilet facilities
4. Views down valley southwest towards Coronet Peak and Queenstown
5. Potential future pedestrian access to the highpoint of Queenstown Hill
6. Potential heli pad locations, number to be determined
7. Potential set down area for future uses
8. Dam and bridge access to heli pads

Legend

- Potential set down area
- Recreation reserve
- Cable Car alignment
- Pedestrian movement
- General vehicle movement
- View direction
- Cable Car storage



3.5 Queenstown Hill Overall Indicative Site Extent



Notes

1. Cable car station
2. Potential set down area for future uses
3. Potential Heli pad locations, number to be determined
4. Dam and bridge access to heli pads
5. Queenstown Hill peak

Legend

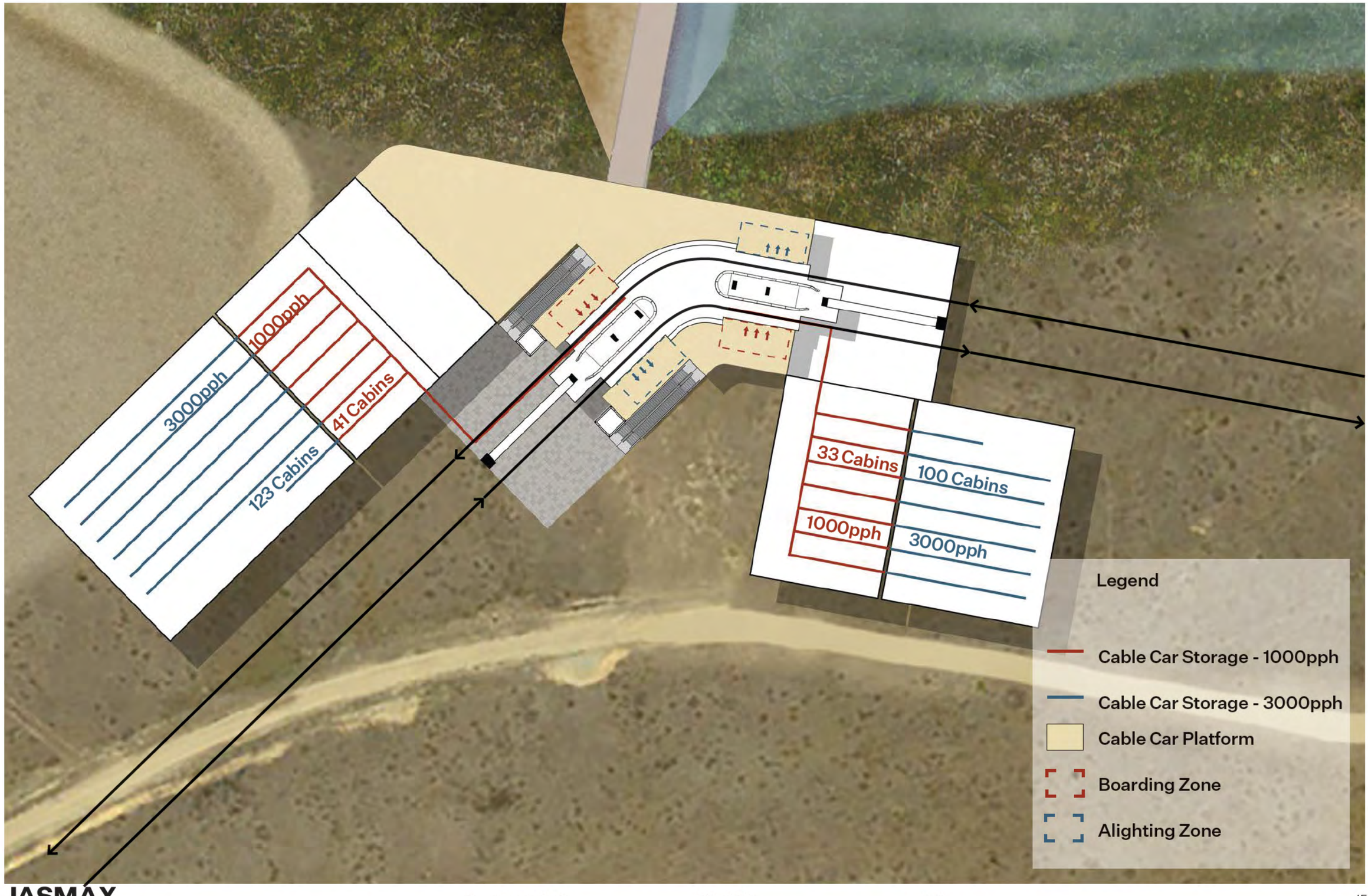
- Potential set down area
- Recreation reserve
- Cable Car alignment
- Station site boundary

1:500 @ A3

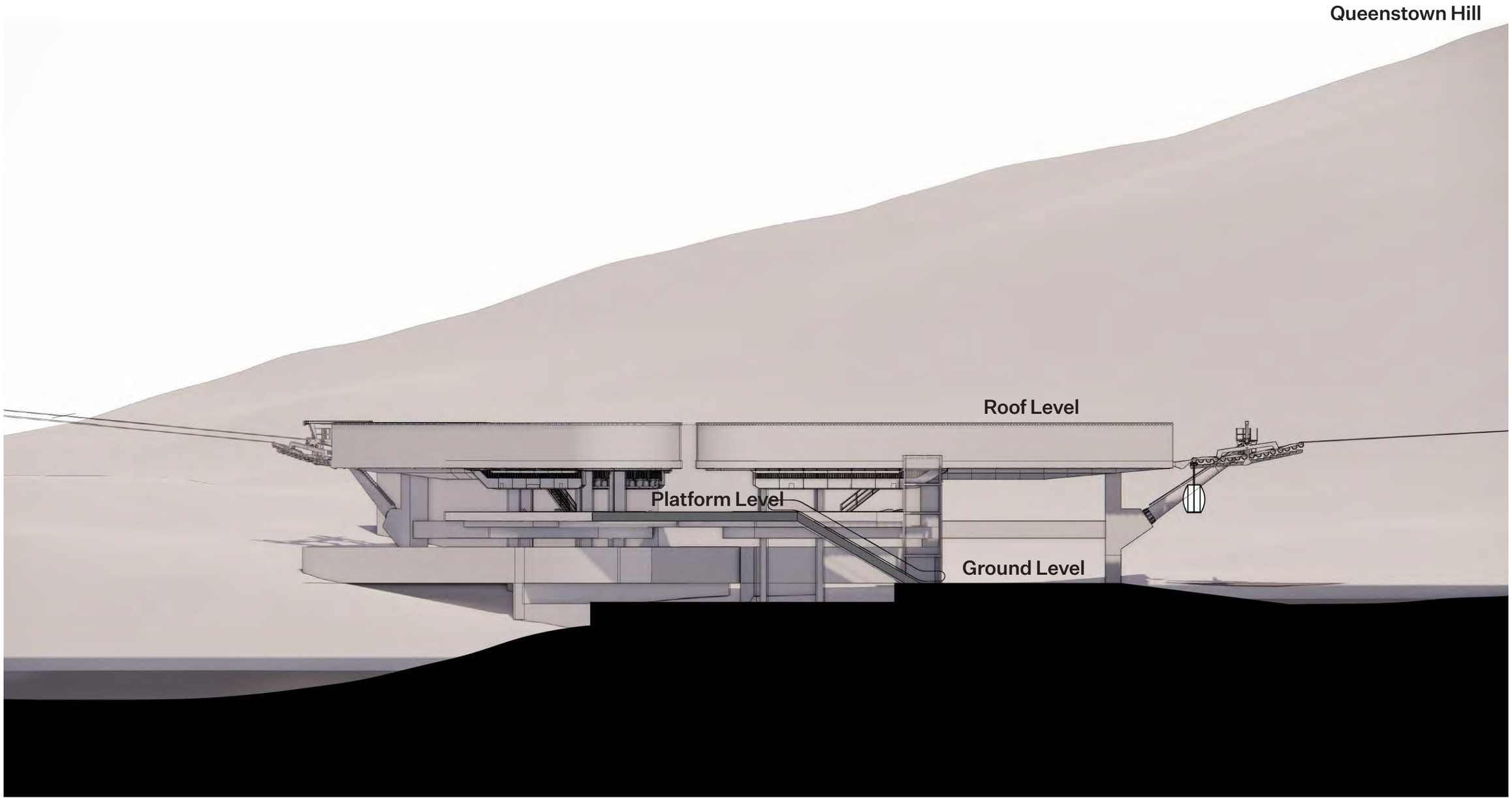
0 12.5 25 50m

N

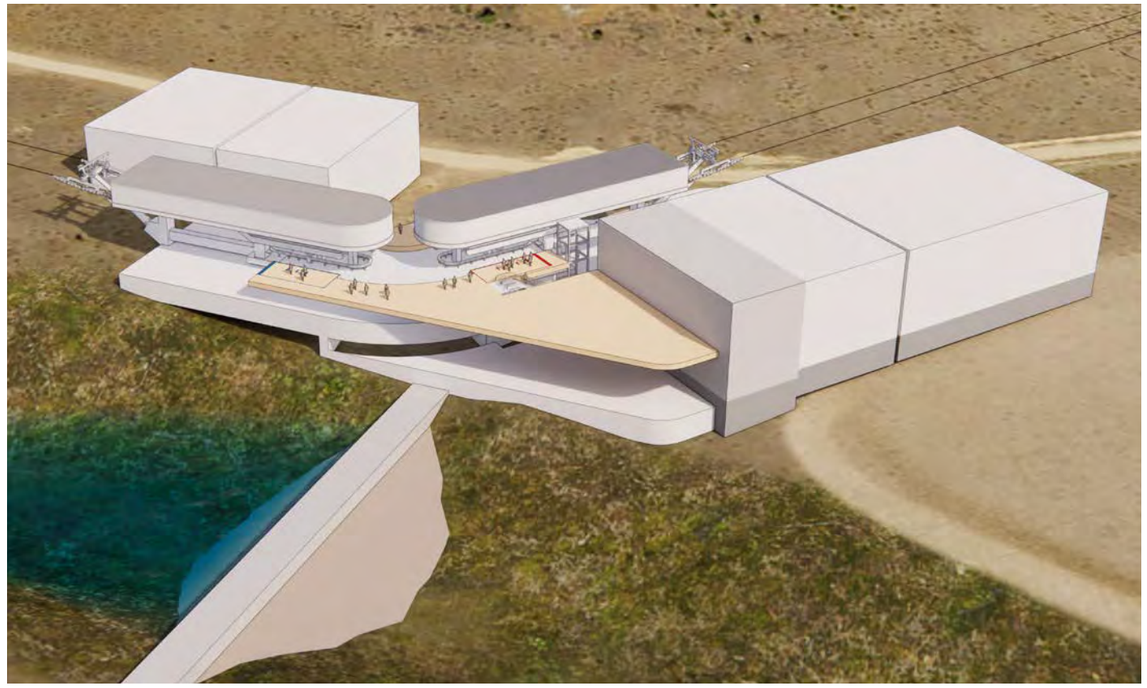
3.6 Queenstown Hill Station Layout - Alignment Option A



Station Section - Alignment Option A

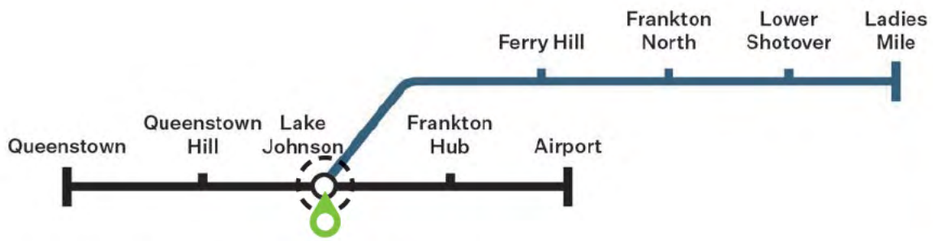


Station 3D Views - Alignment Option A



Lake Johnson Station

Alignment Option A



3.7 Lake Johnson Station

Lake Johnson Station is a key interchange and connection between the Frankton to Queenstown alignment and the Ladies Mile alignment. The station location offers spectacular vantage in all directions.

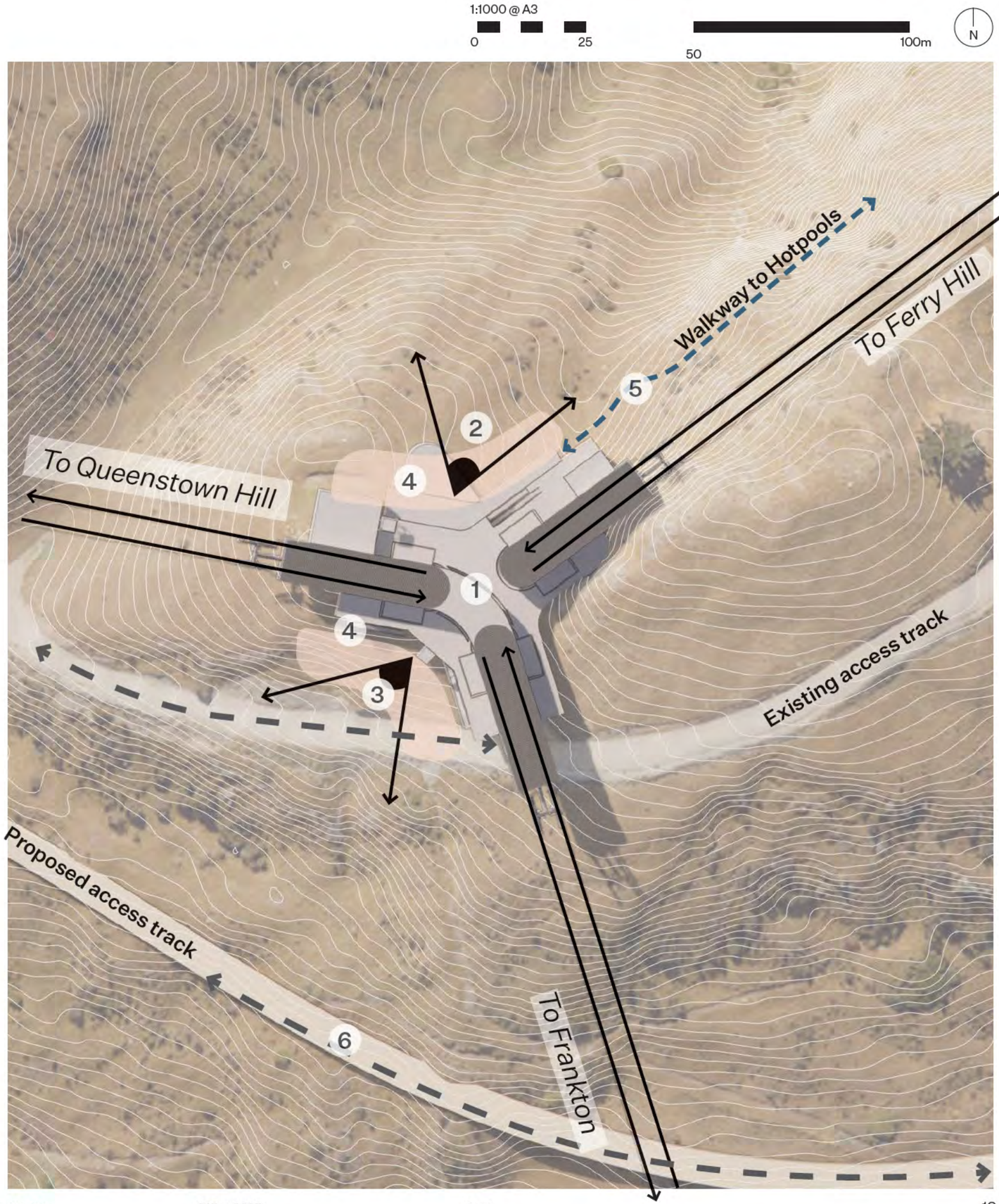
Potential secondary development to realise the tourism and sightseeing opportunity is feasible in conjunction with the station.

Movement network context

1. 3 way interchange station
2. Views north towards Lake Johnson
3. Views south west towards Frankton Arm and Lake Wakatipu
4. Potential integrated amenity tourism development
5. Pedestrian access to hot pools (by others)
6 Existing vehicle access realigned

Legend

- Potential secondary development area
- Recreation reserve / private land
- Cable Car alignment
- Pedestrian movement
- General vehicle movement
- View direction

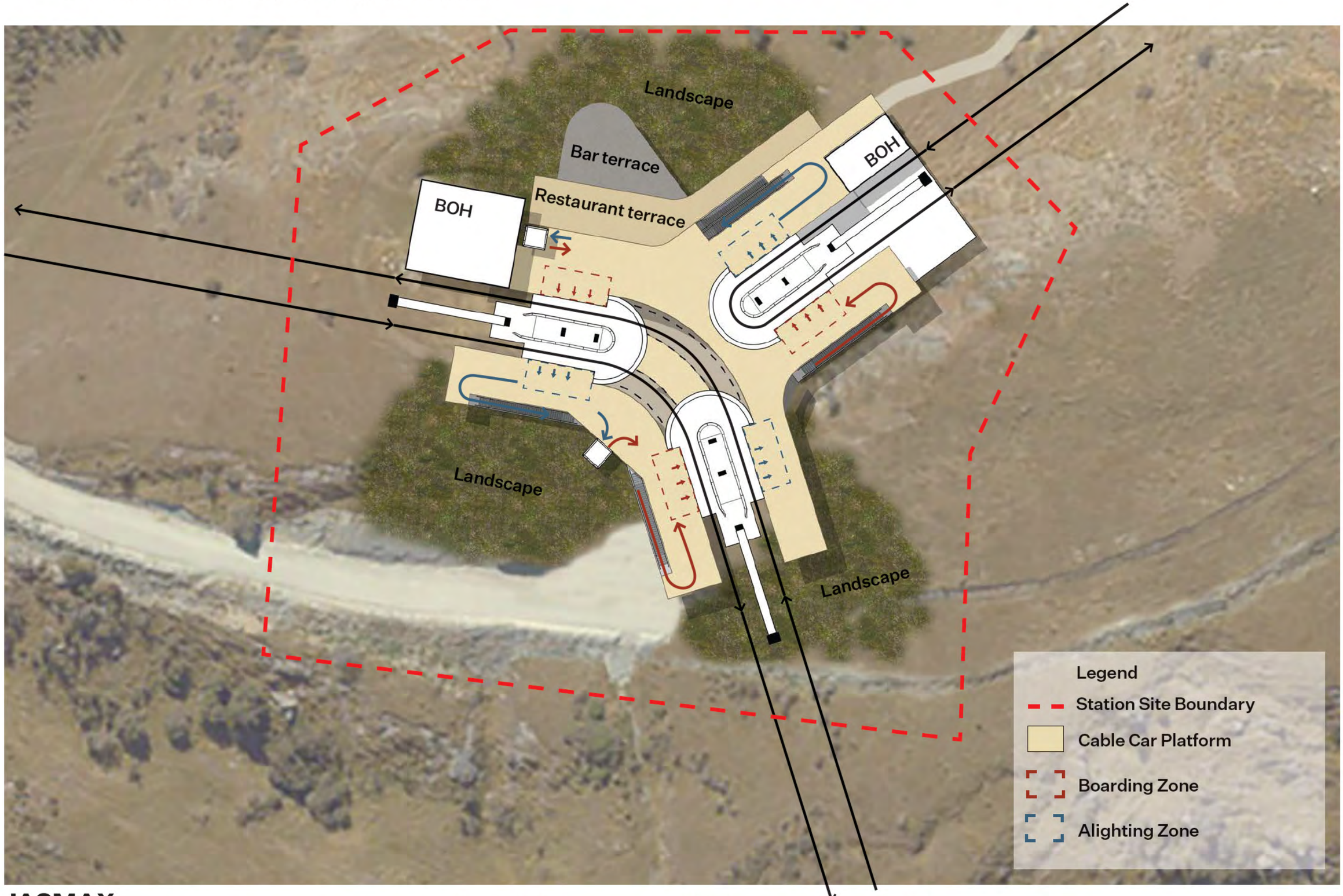


1:500 @ A3

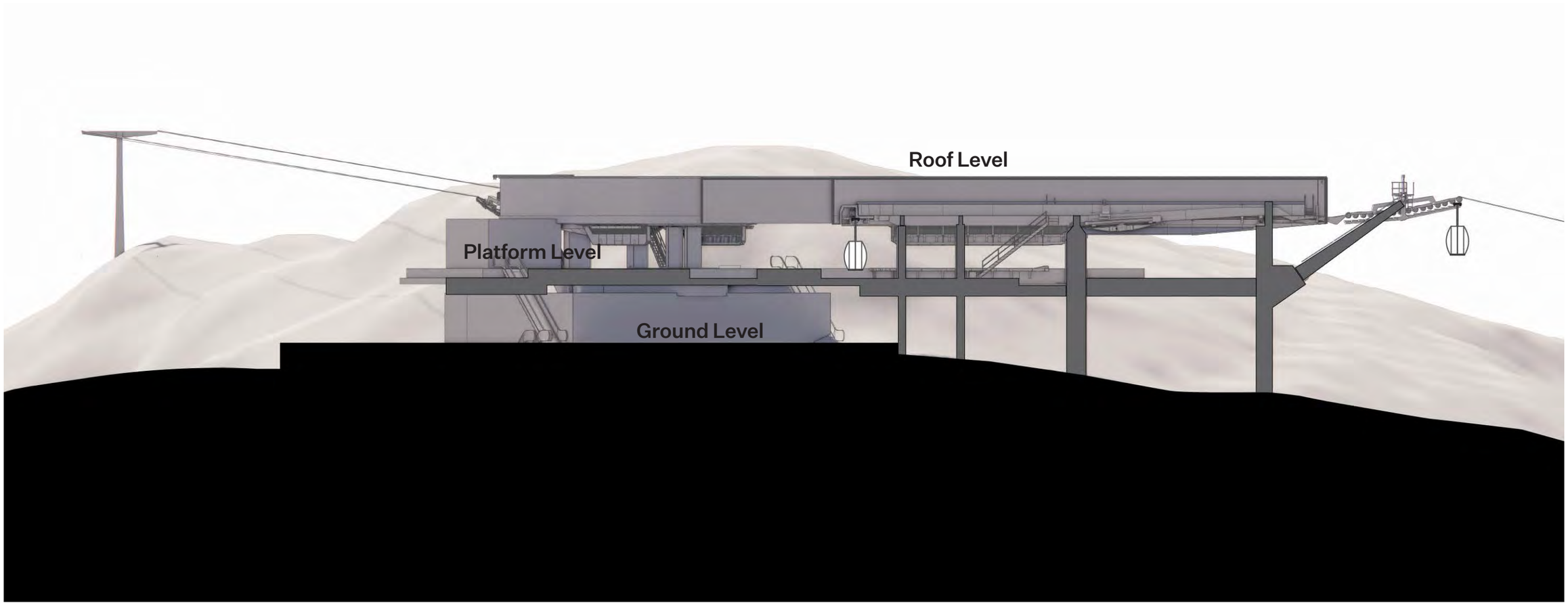
0 12.5 25 50m

N

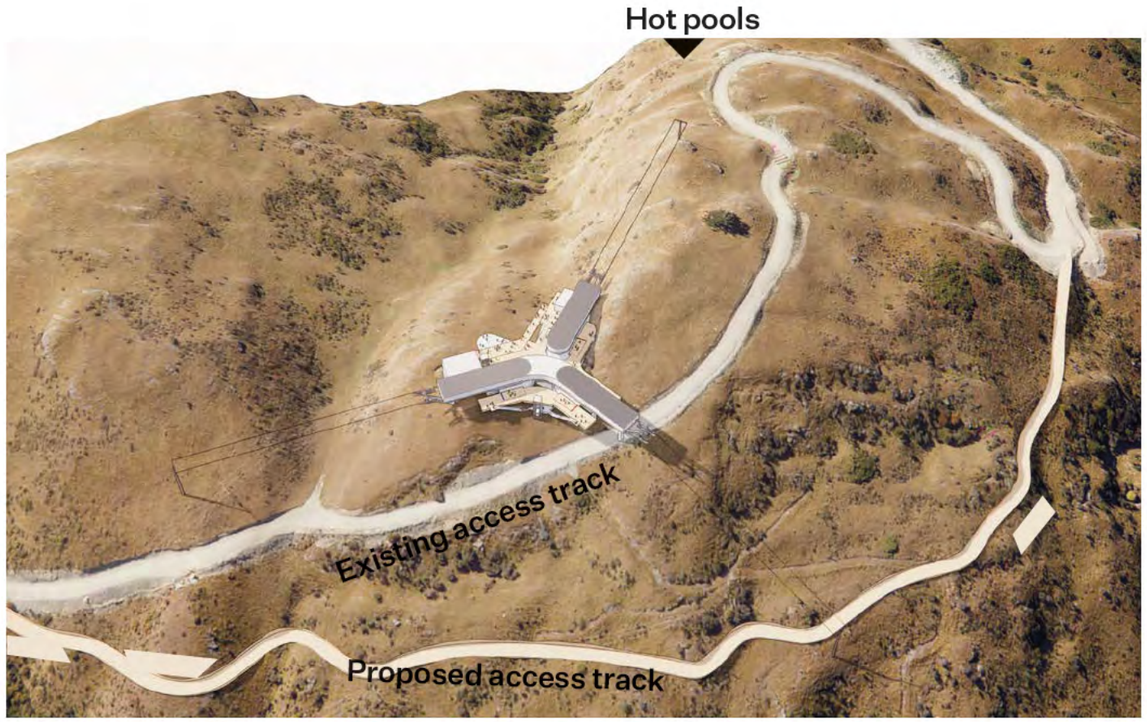
3.8 Lake Johnson Station Layout - Alignment Option A

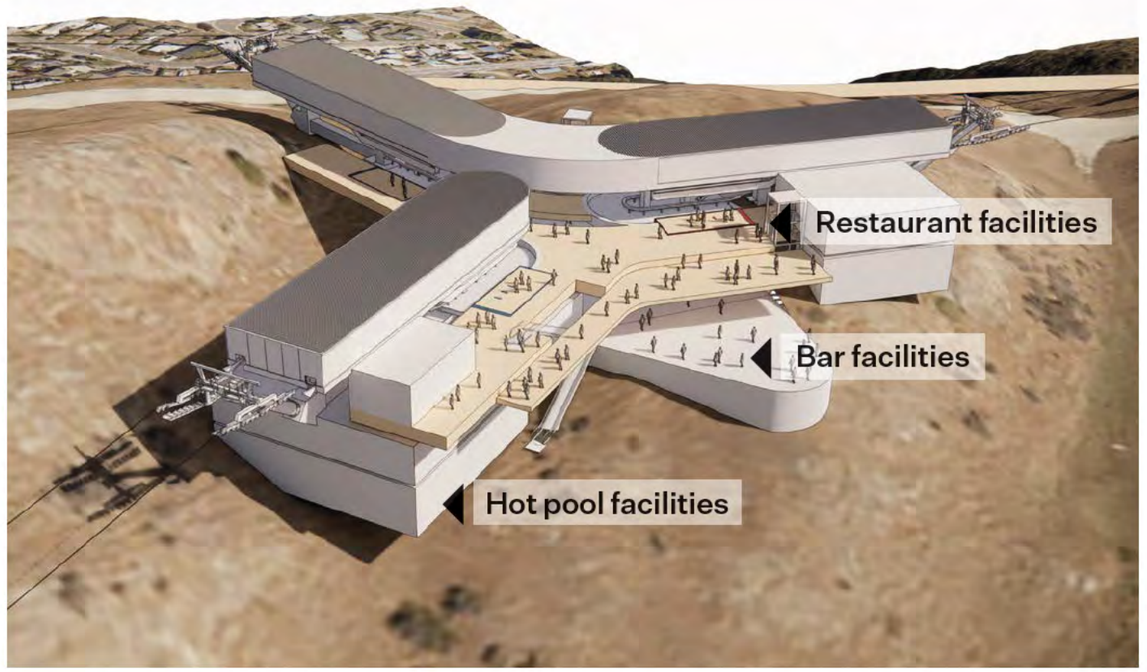


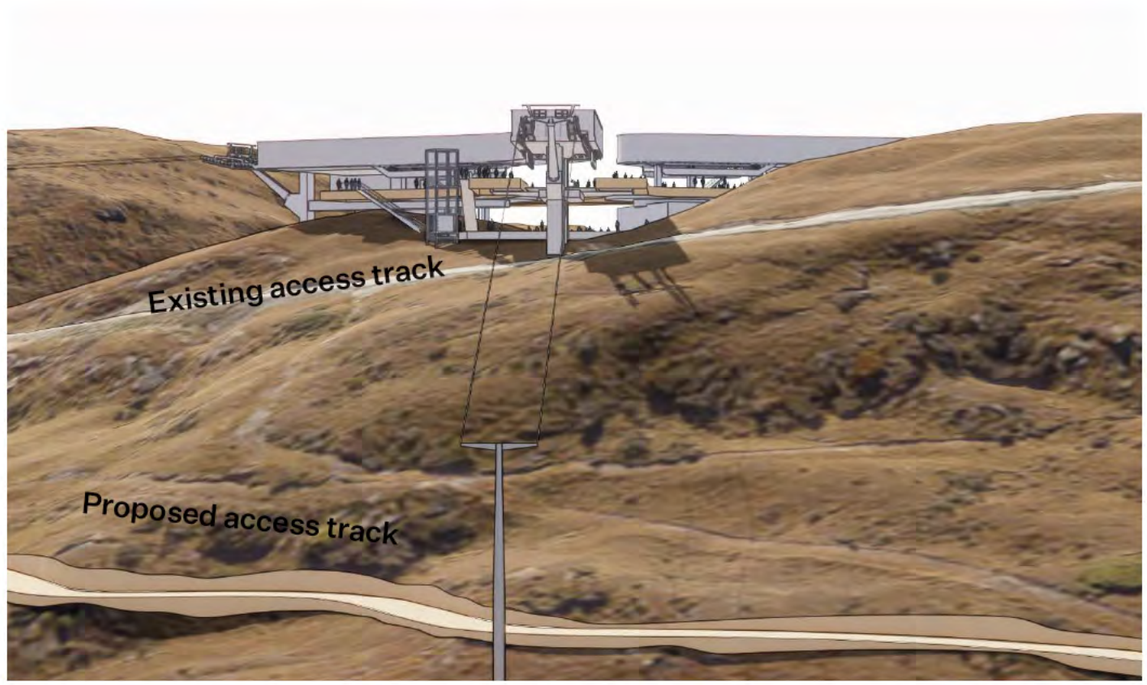
Station Section - Alignment Option A



Station 3D Views - Alignment Option A

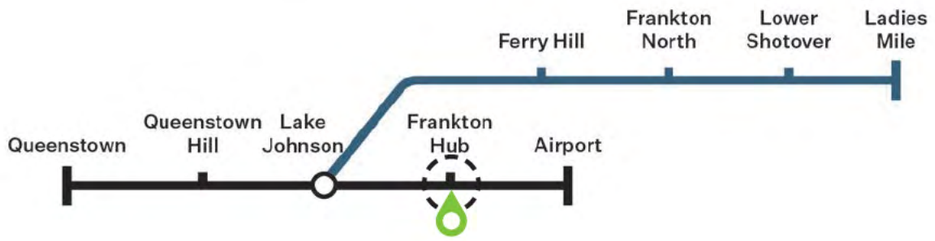






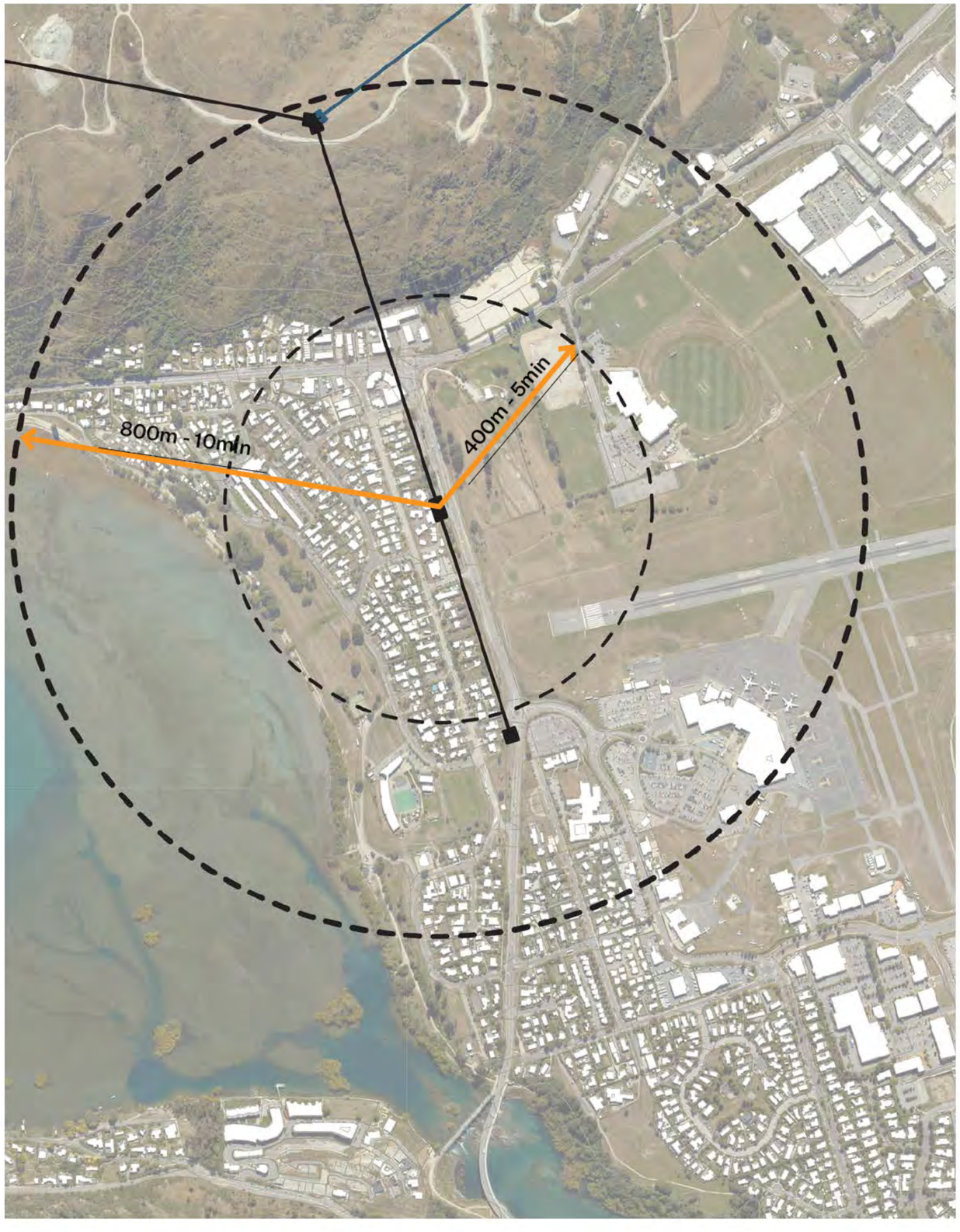
Frankton Hub Station

Alignment Option A



3.9 Frankton Hub Station Catchment

The Frankton Hub Station catchment provides coverage for the Queenstown Events Centre, Frankton Arm and Remarkables Primary School within a 800m or 10minute walk.



Legend

- 800m or 10min walking distance
- 400m or 5min walking distance
- Cable Car Alignment Airport to Town Centre Line
- Cable Car Alignment Frankton North Line

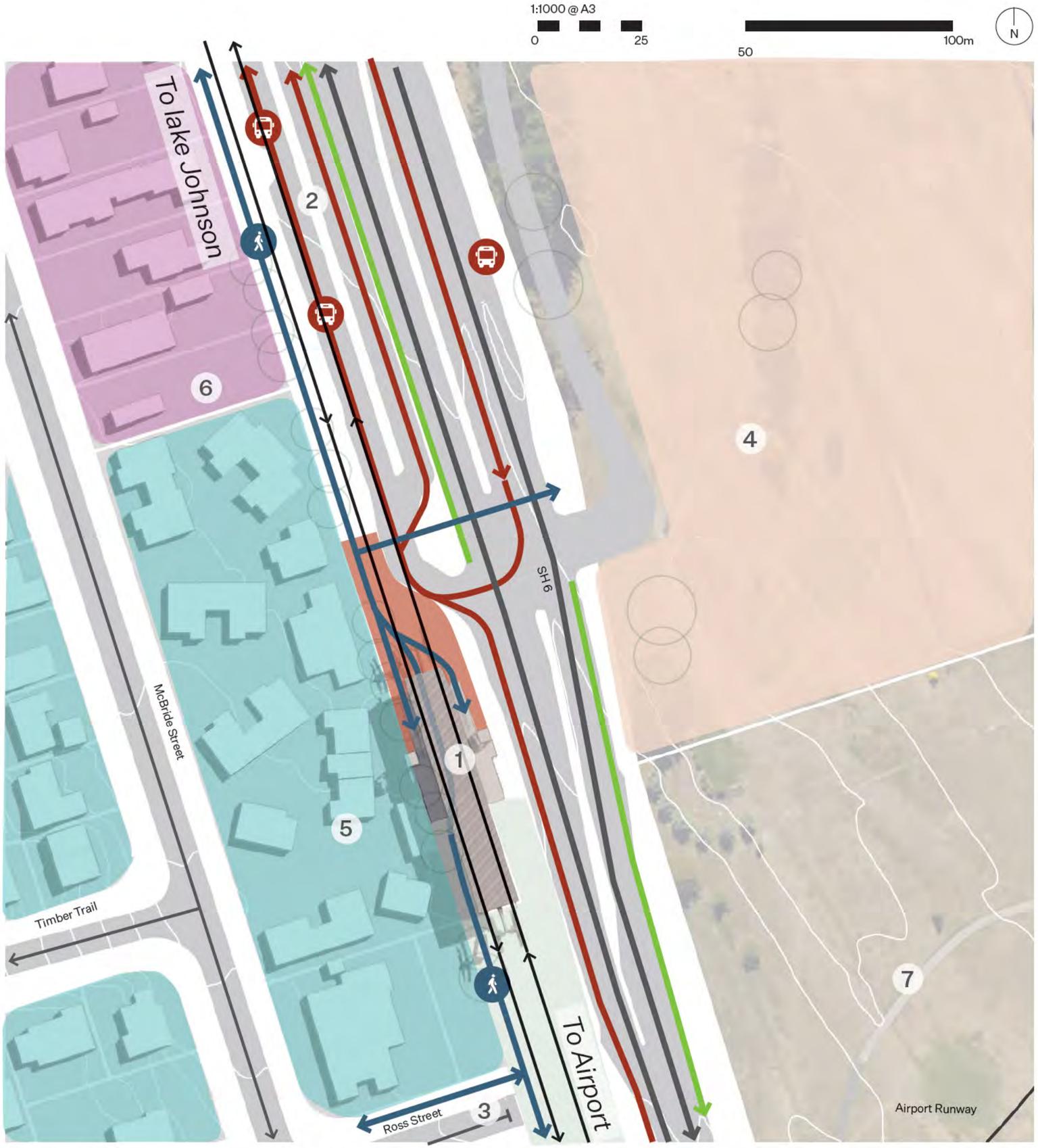
3.10 Frankton Hub Station - Alignment Option A

This midway station which serves the Frankton Area. It provides interchange between the bus and cable car services.

This scenario is based on the completion of the NZUP works currently underway including upgrades to the Frankton Bus Hub and changes in the alignment of SH6.

Movement network context

1. Midway station location
2. Upgraded Frankton Bus Hub location with interchange opportunity
3. Vehicular access from SH6 to Ross St closed due to Cable Car vertical alignment requirement
4. Potential future landuse development site (zoned community purpose)
5. Potential future residential intensification and associated increased PT patronage potential
6. Retail and mixed use development potential
7. Airport site



Legend

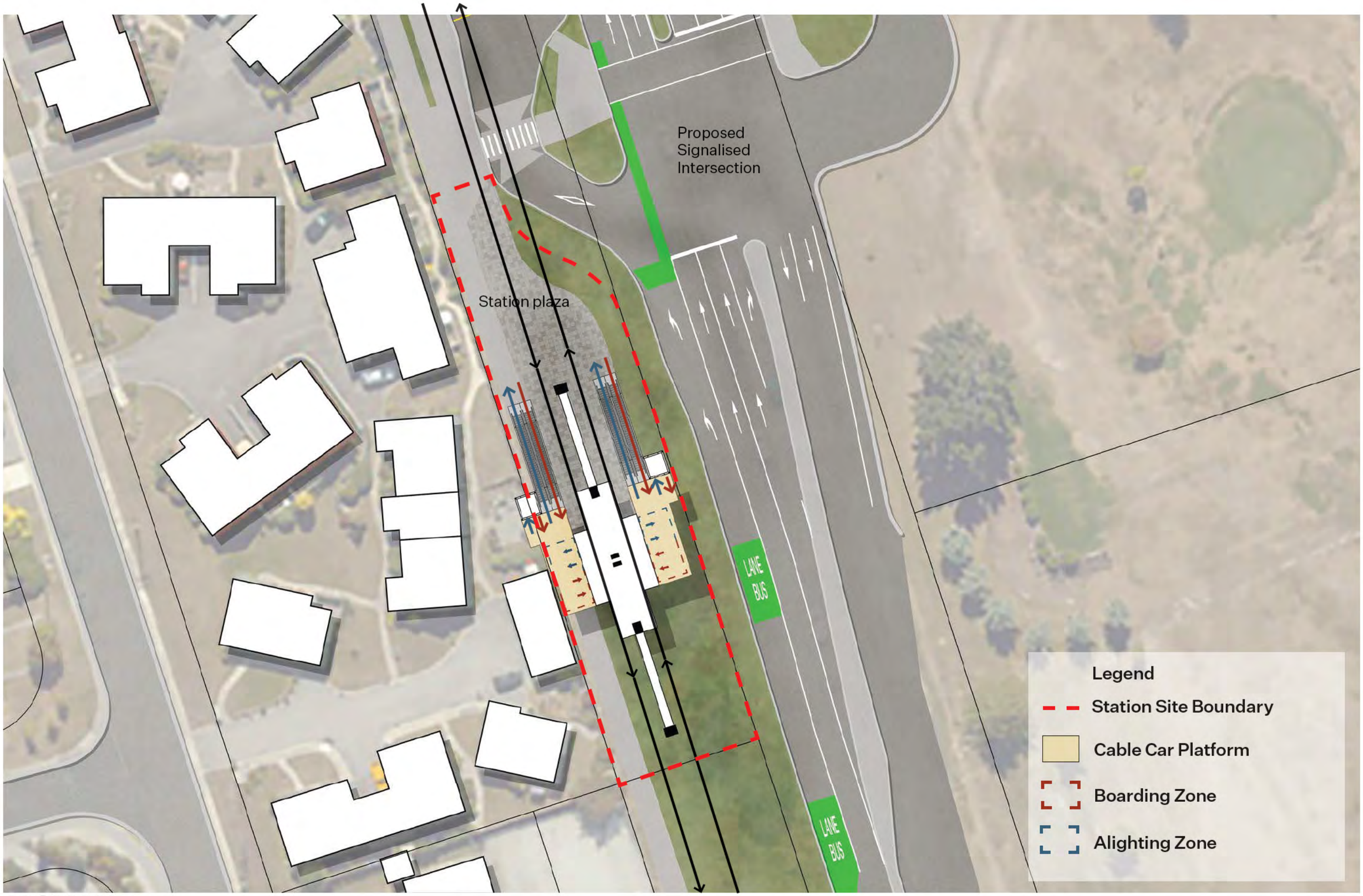
- Public realm improvements
- Recreation Reserve
- Cable Car alignment
- Pedestrian movement
- Cycle movement
- Bus route
- General vehicle movement
- Potential future residential intensification
- Potential future mixed use and retail development
- Airport property
- Existing and proposed vegetation

1:500 @ A3

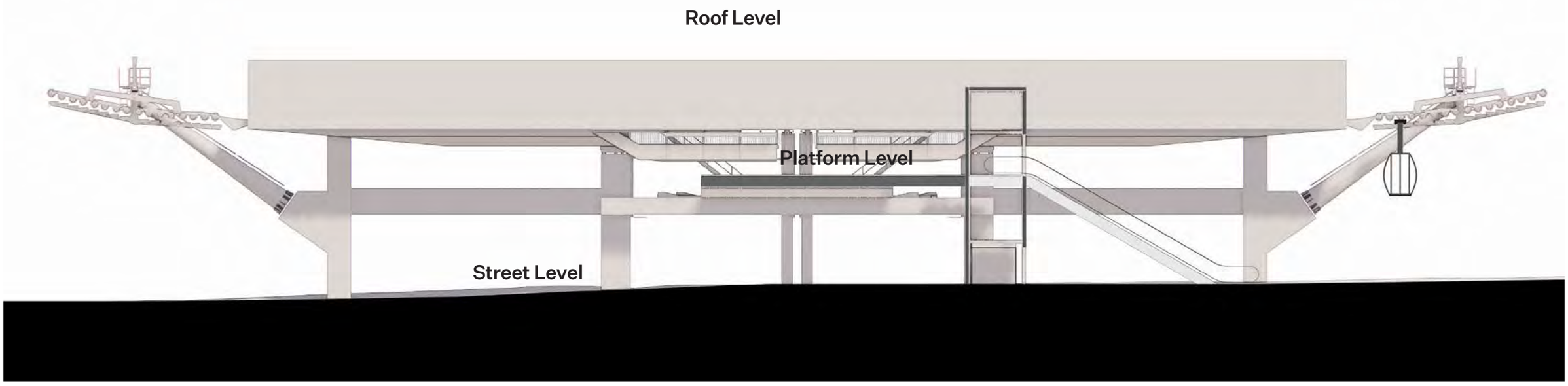
0 12.5 25 50m

N

3.11 Frankton Hub Station Layout - Alignment Option A



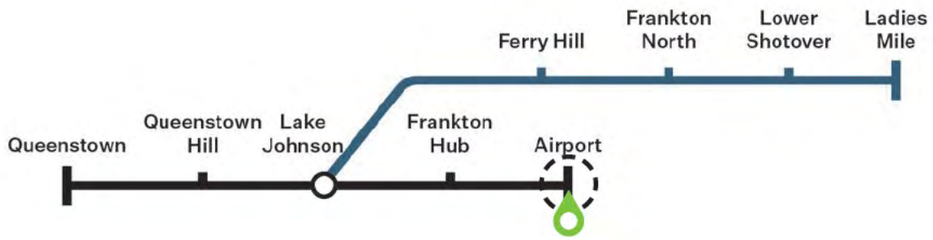
Station Section - Alignment Option A



Station 3D Views - Alignment Option A

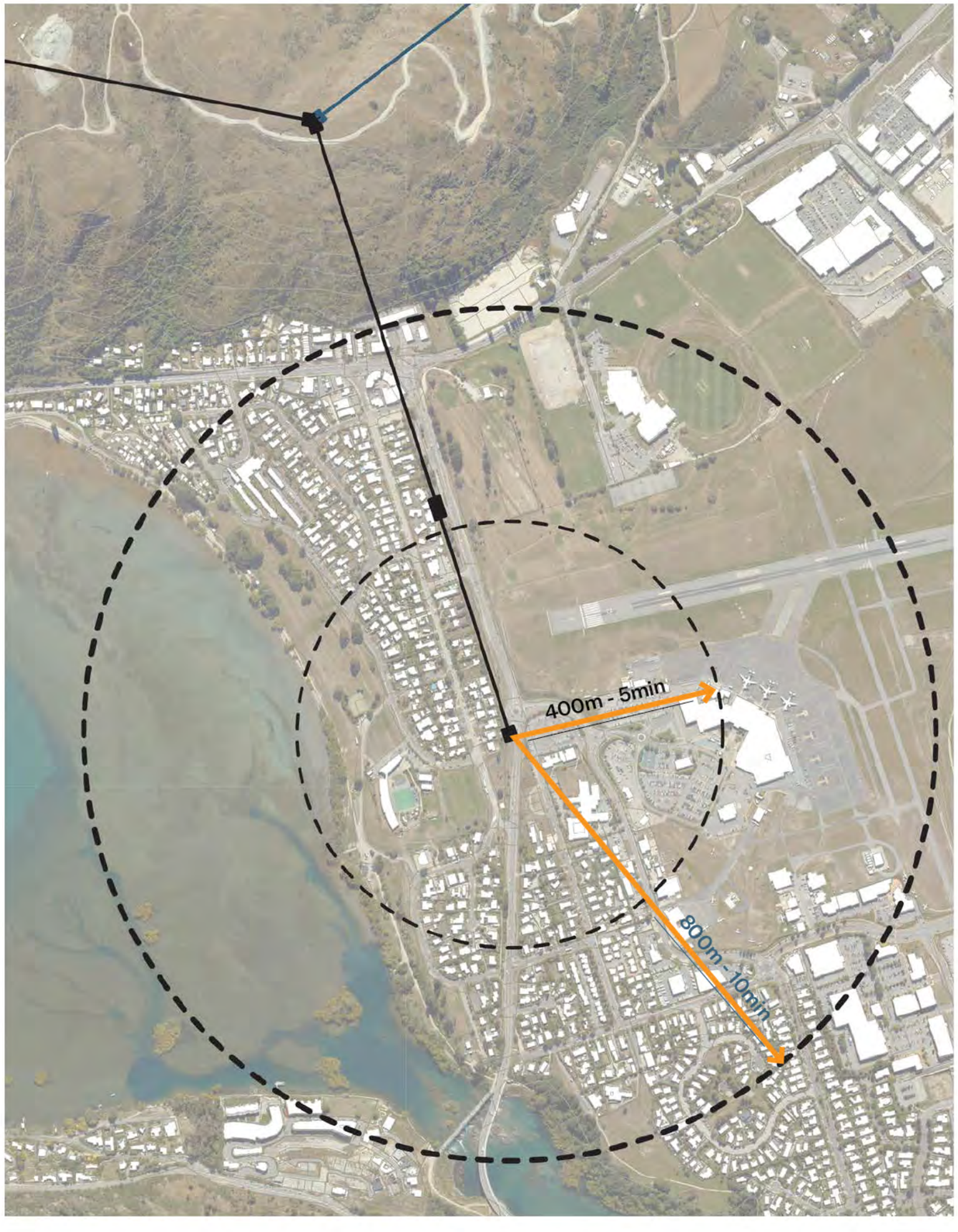
Airport Station

Alignment Option A



3.12 Airport Station Catchment

The Airport Station catchment provides coverage for the Queenstown Airport, Lakes District Hospital, and the Remarkables Park shopping centre within a 800m or 10minute walk.



Legend

- 800m or 10min walking distance
- 400m or 5min walking distance
- Cable Car Alignment Airport to Town Centre Line
- Cable Car Alignment Frankton North Line

3.13 Airport Station - Station Option B

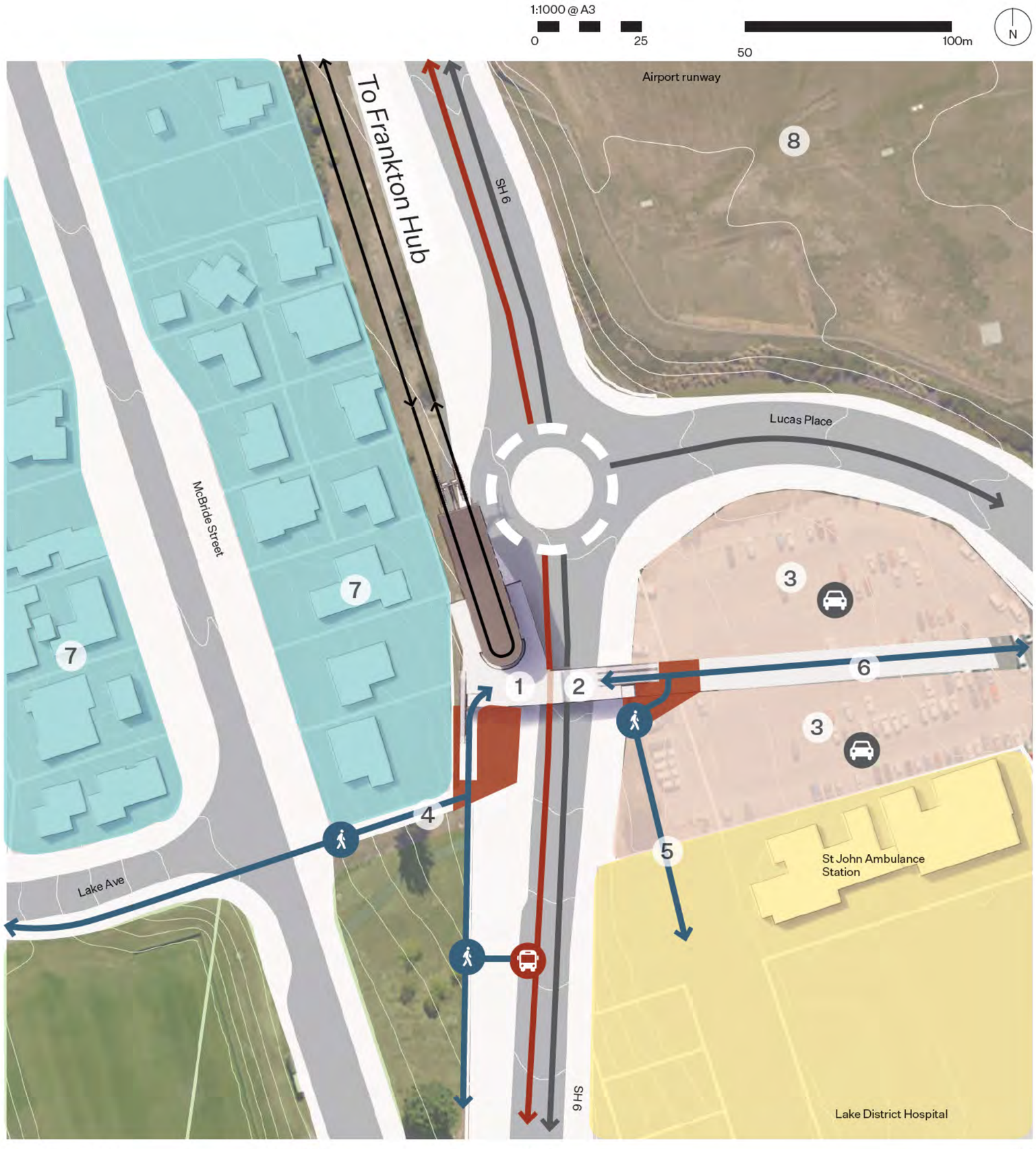
The Airport Station is a terminal station providing access to Queenstown domestic and international air port services.

Movement network context

1. Terminal station with transfer potential to future line
2. Pedestrian bridge connecting to airport access way
3. Potential car park or future bus hub development (by others)
4. Pedestrian access route to lake
5. Potential future pedestrian connection to health precinct (by others)
6. Potential airport access-way, high quality, covered, customer orientated pedestrian link (by others)
7. Potential future residential intensification with increased PT patronage potential
8. Airport site

Legend

- Public realm improvements
- Recreation Reserves
- Cable Car alignment
- Pedestrian movement
- Cycle movement
- Bus route
- General vehicle movement
- Healthcare precinct
- Potential residential intensification

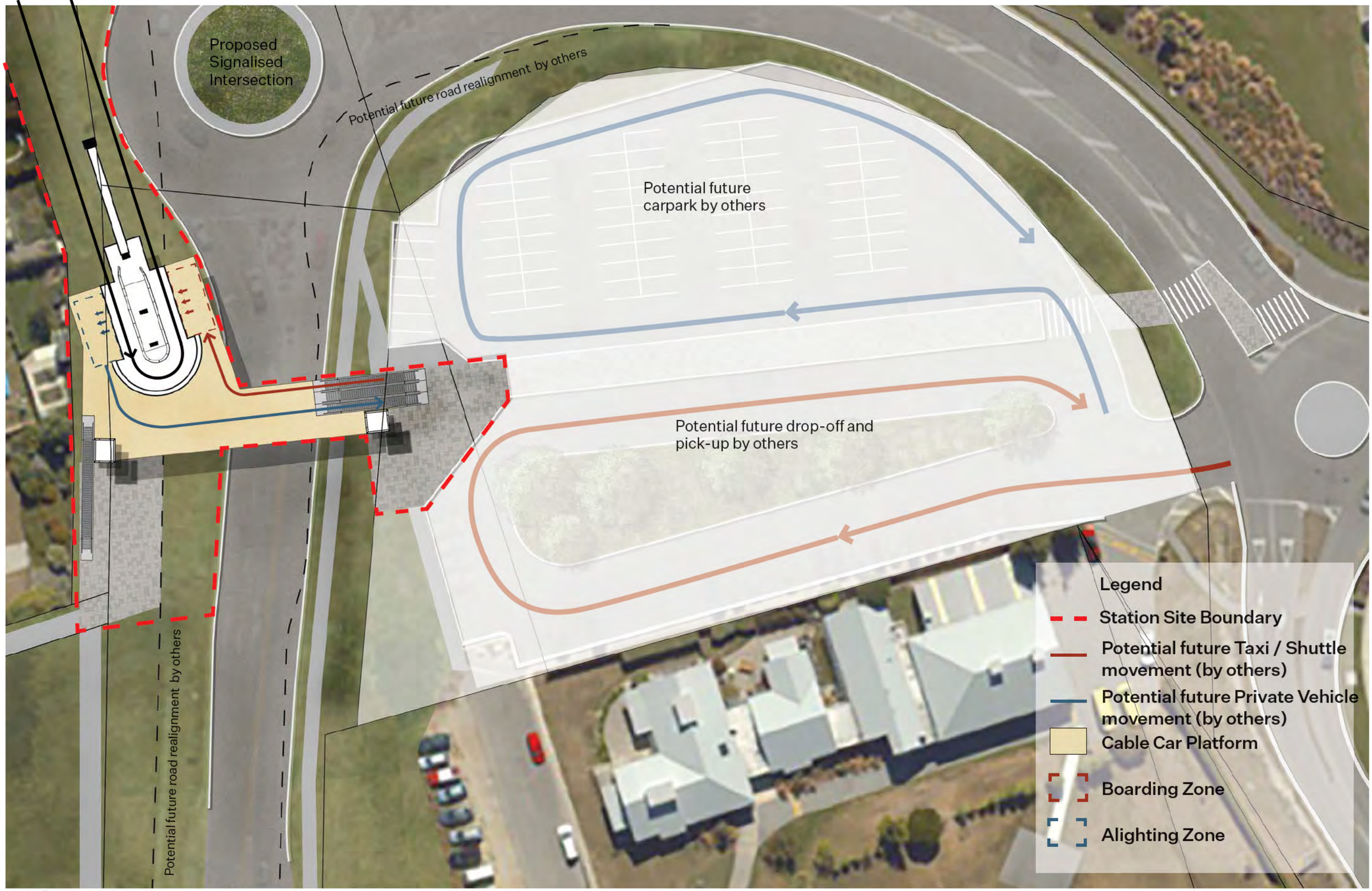


3.14 Airport Station Layout - Station Option B

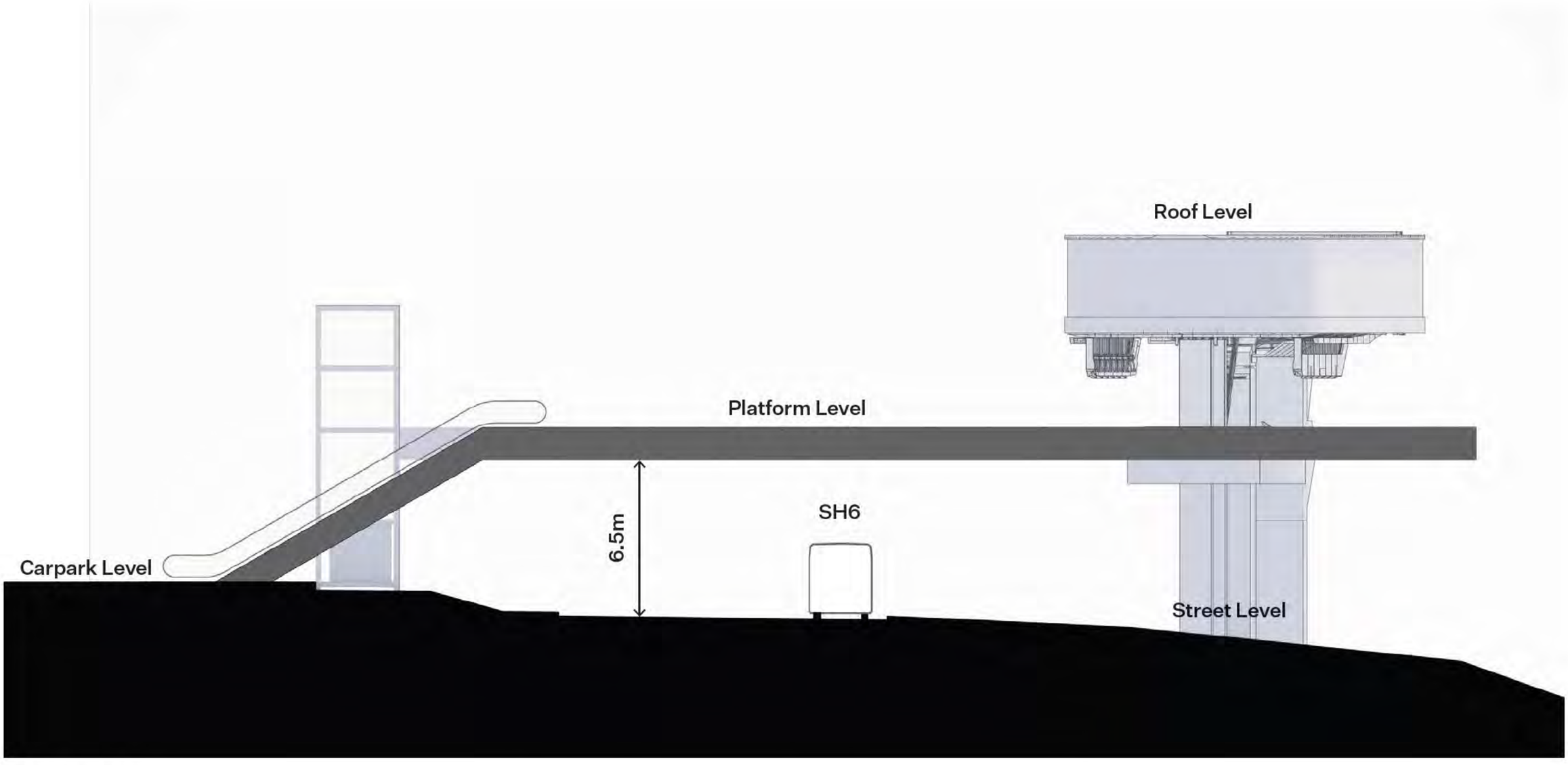
1:500 @ A3

0 12.5 25 50m

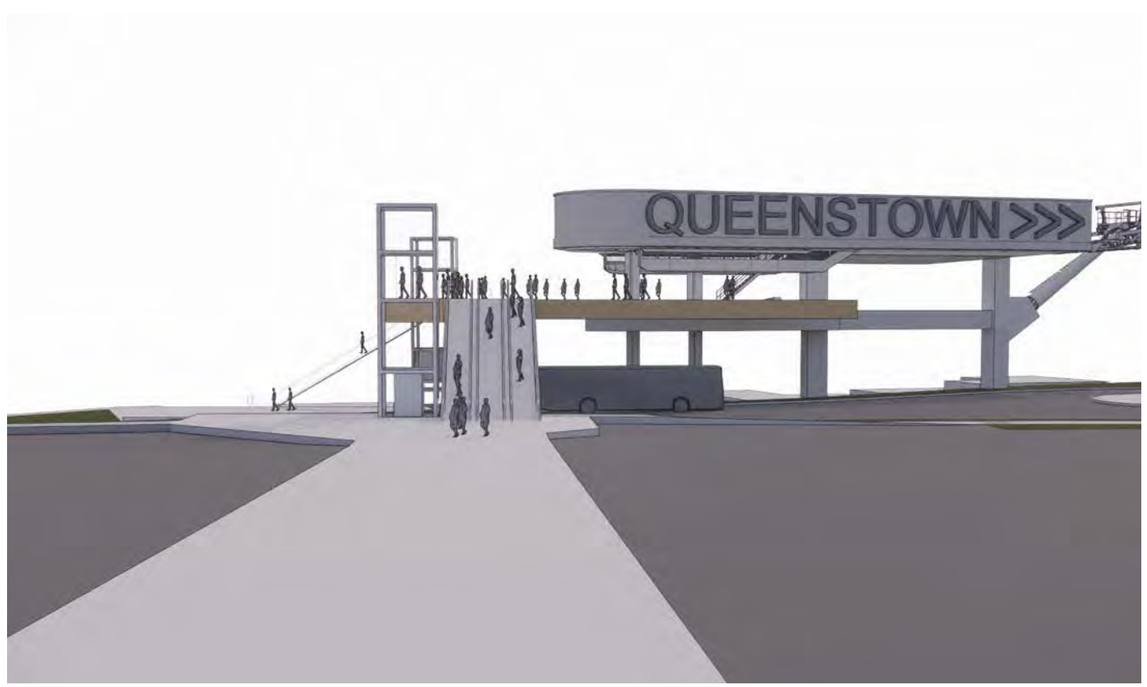
N



Station Section - Station Option B



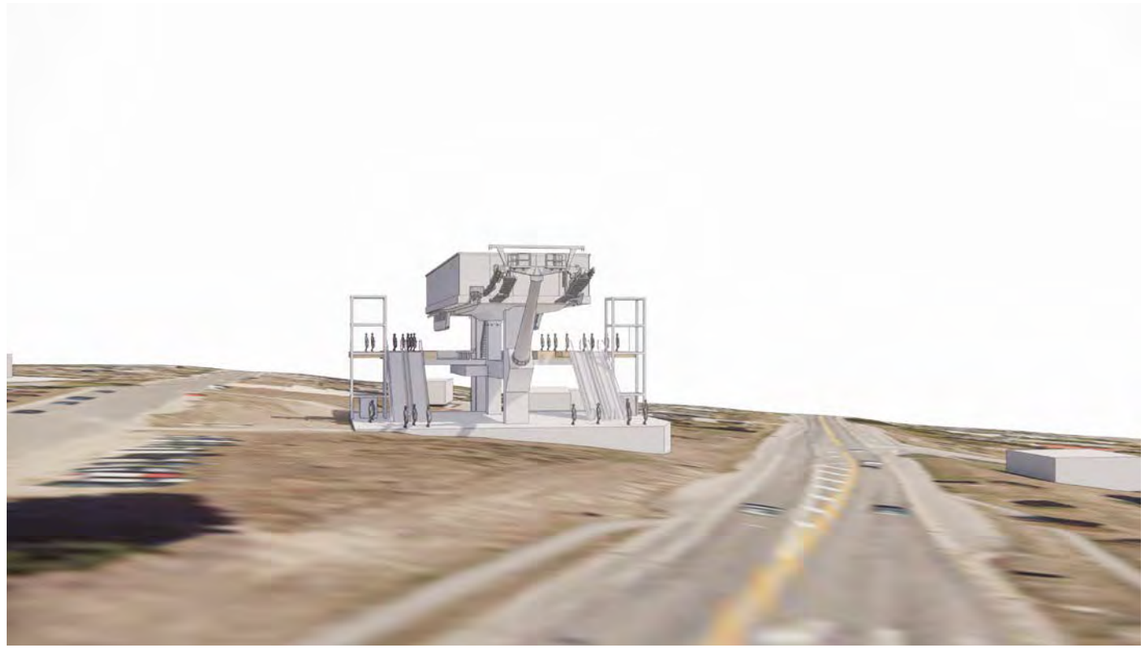
Station 3D Views - Station Option B

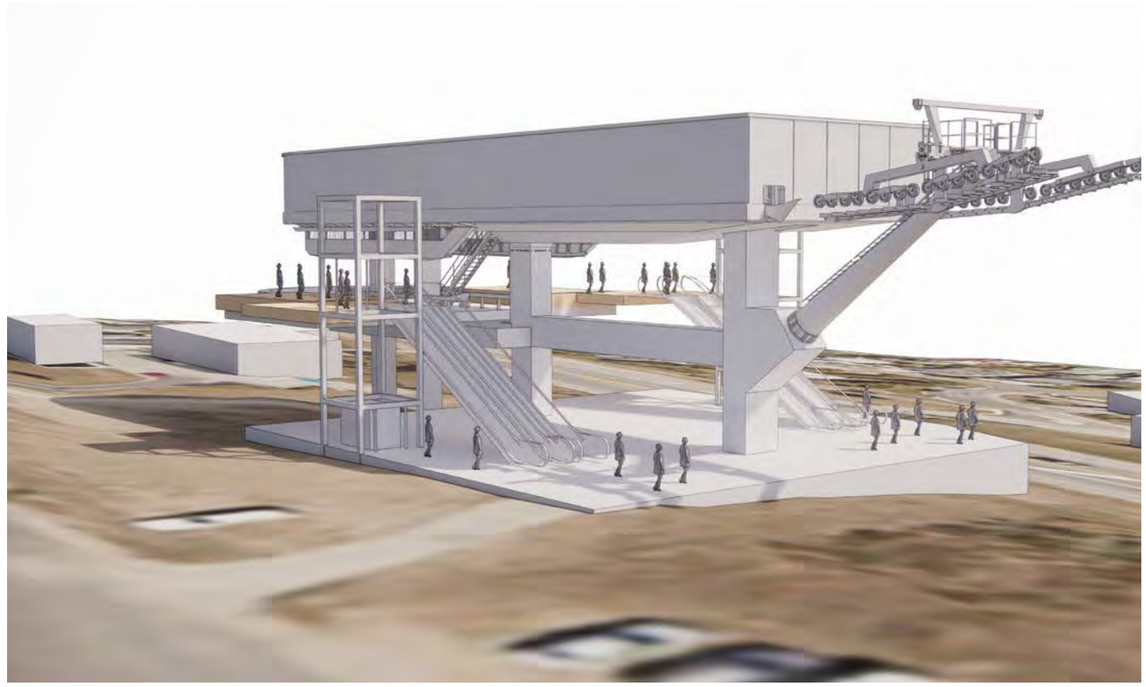


3.15 Airport Station - Station Option A

Alternate airport station location

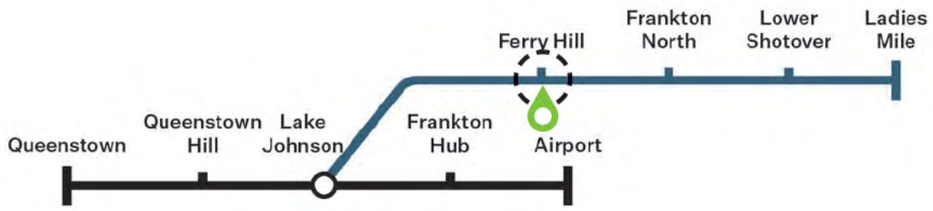
Station 3D Views - Station option A





Ferry Hill Station

Alignment Option A



3.16 Ferry Hill

Ferry Hill is a is a midway station that provides the opportunity for a depot facility / maintenance and operations hub.

Movement network context

1. Midway Station
2. Existing access road retained and upgraded
3. Cable Car cabin storage
4. Maintenance depot facility
5. Staff parking
6. Workers accommodation

Legend

- Recreation reserve / private land
- Cable Car alignment
- General vehicle movement
- Cable Car storage

3.17 Ferry Hill Bus Hub - Alignment Option A

Ferry Hill also provides the opportunity for a electric-bus hub with depot and maintenance facilities providing optimised, shared services and infrastructure between the two transport systems.

Site access is provided via the upgraded Trench Hill Road and onto SH6 at Hawthorne Drive minimising the transport-related impacts on the low-density Quail Rise settlement.

Notes

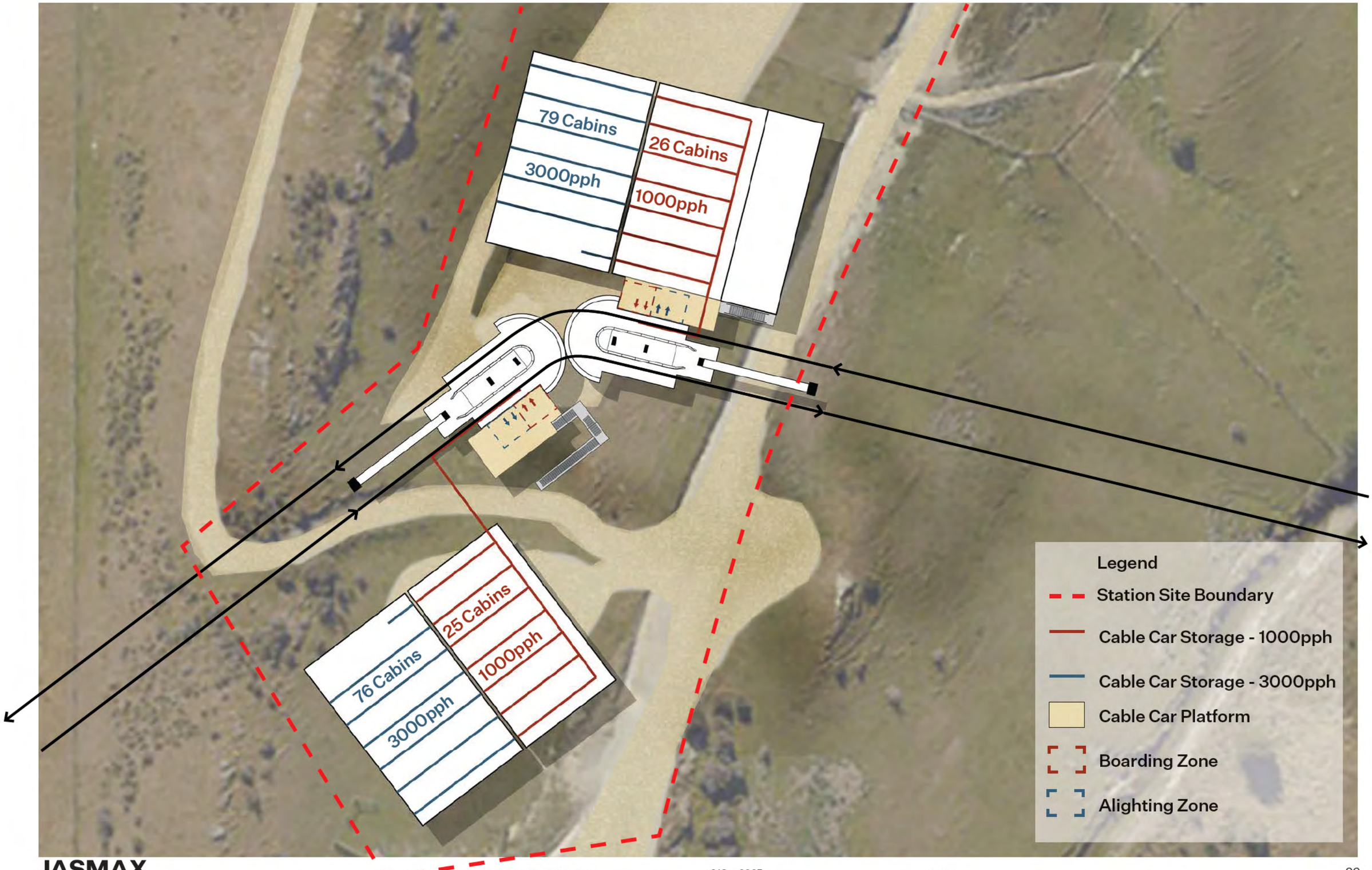
1. Future road connection to SH6
2. Cable car station
3. New road access
4. Maintenance workshop
5. Bus parking and charging

1:500 @ A3

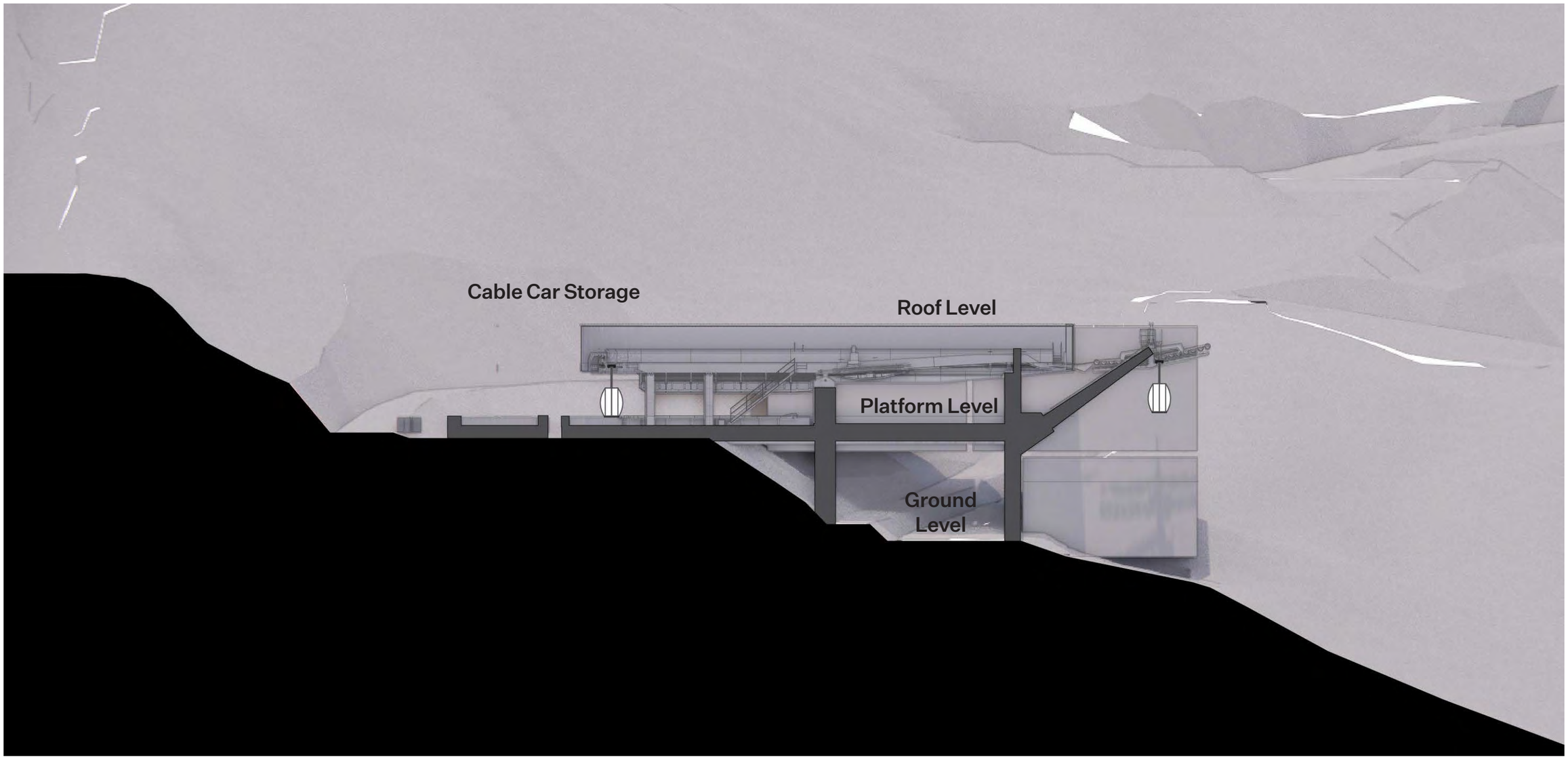
0 12.5 25 50m

N

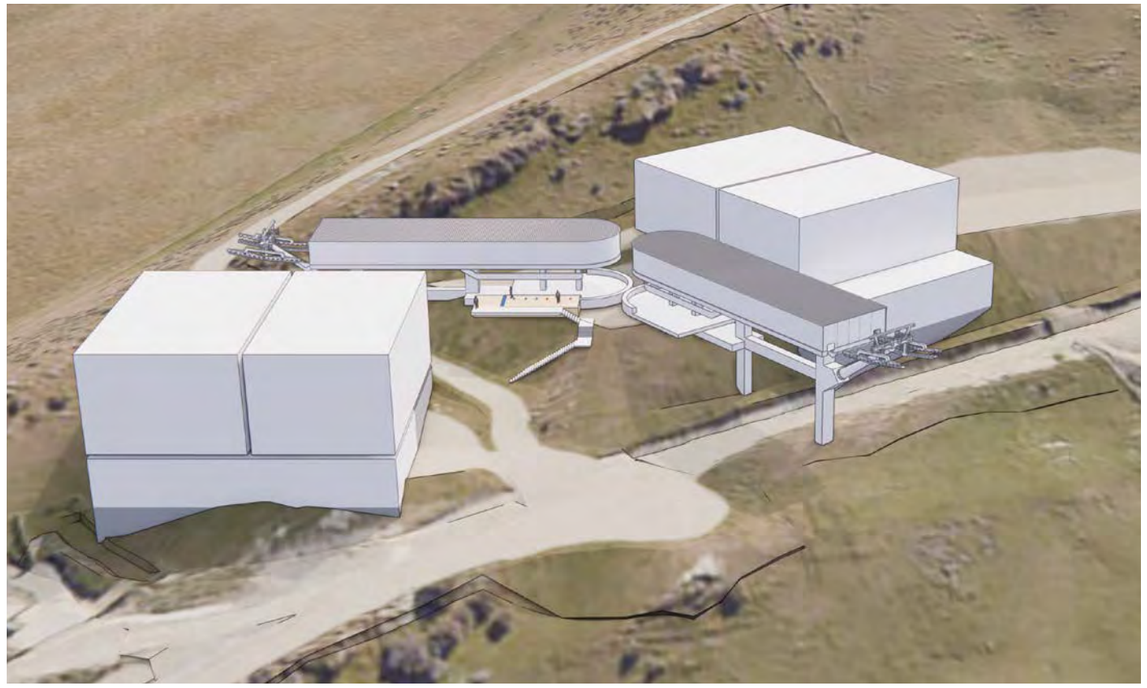
3.18 Ferry Hill Station Layout - Alignment Option A

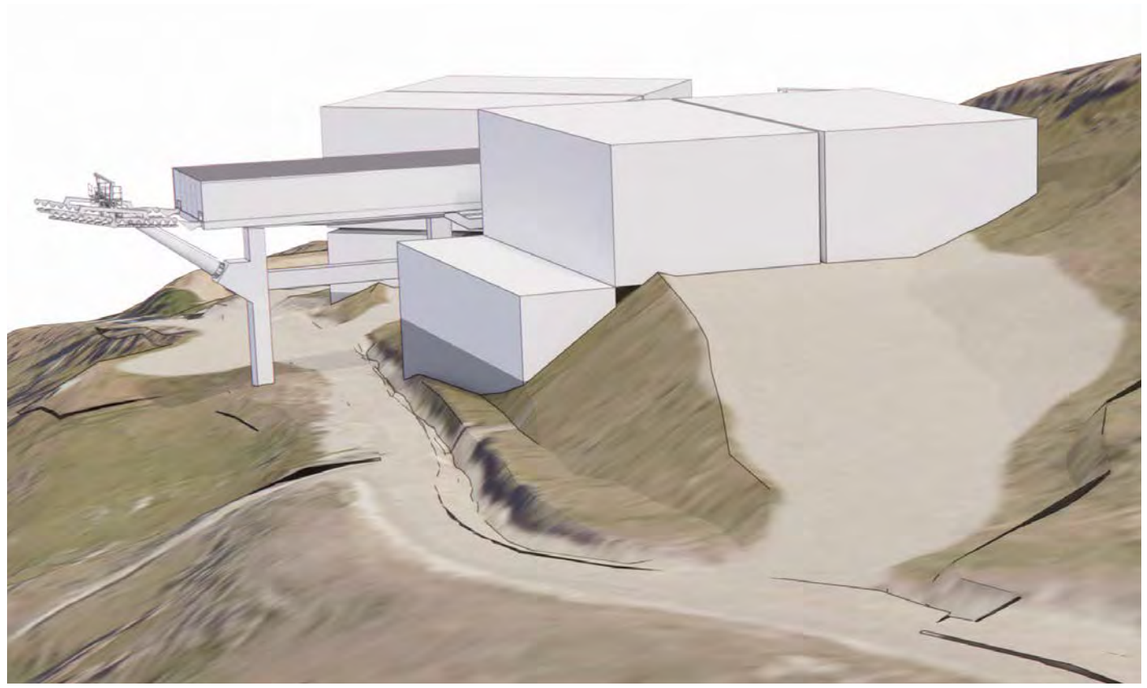


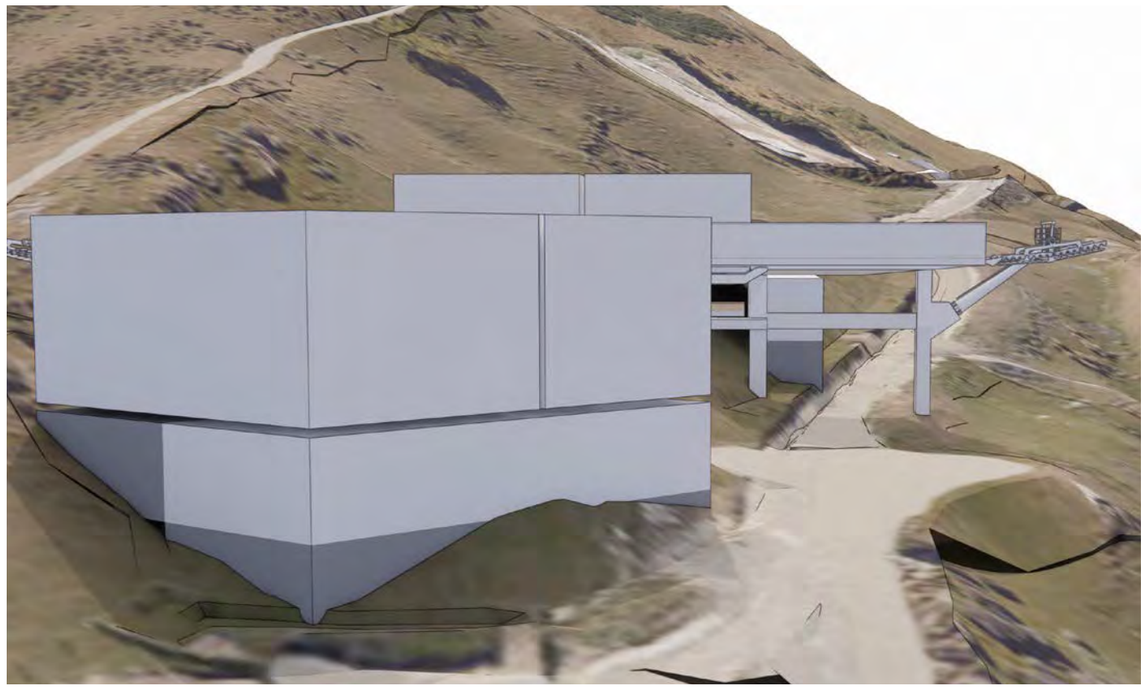
Station Section - Alignment Option A

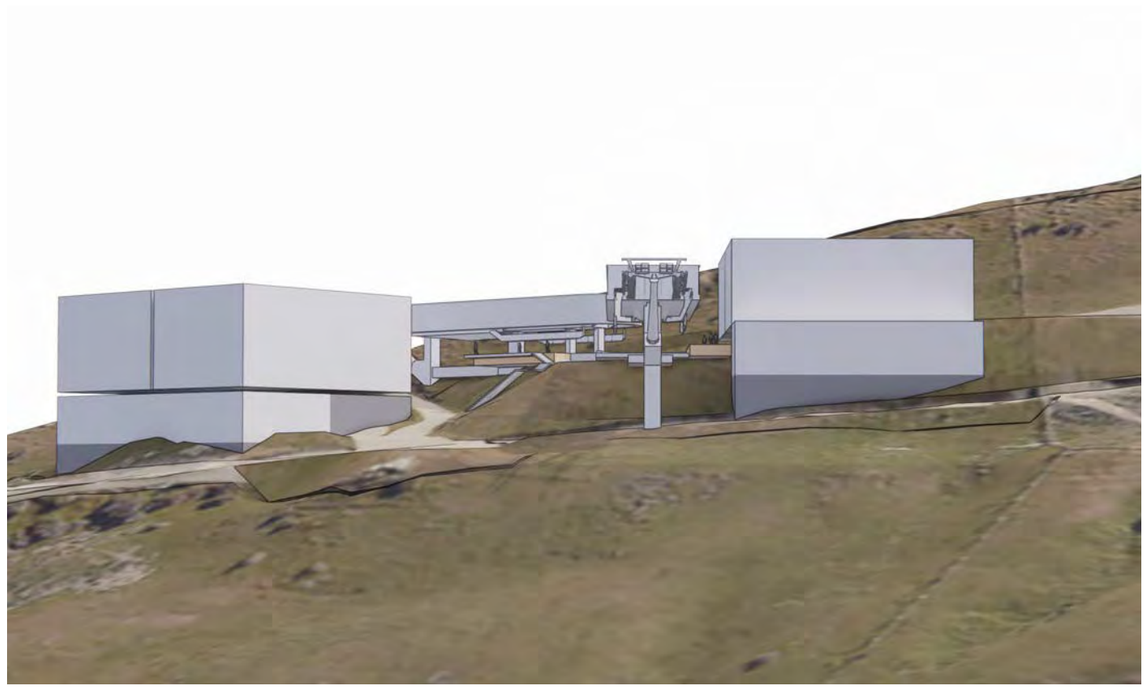


Station 3D Views - Alignment Option A



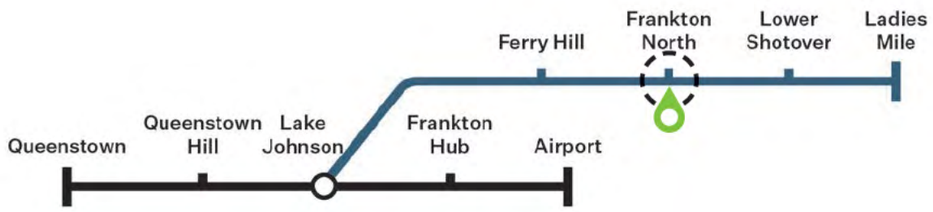






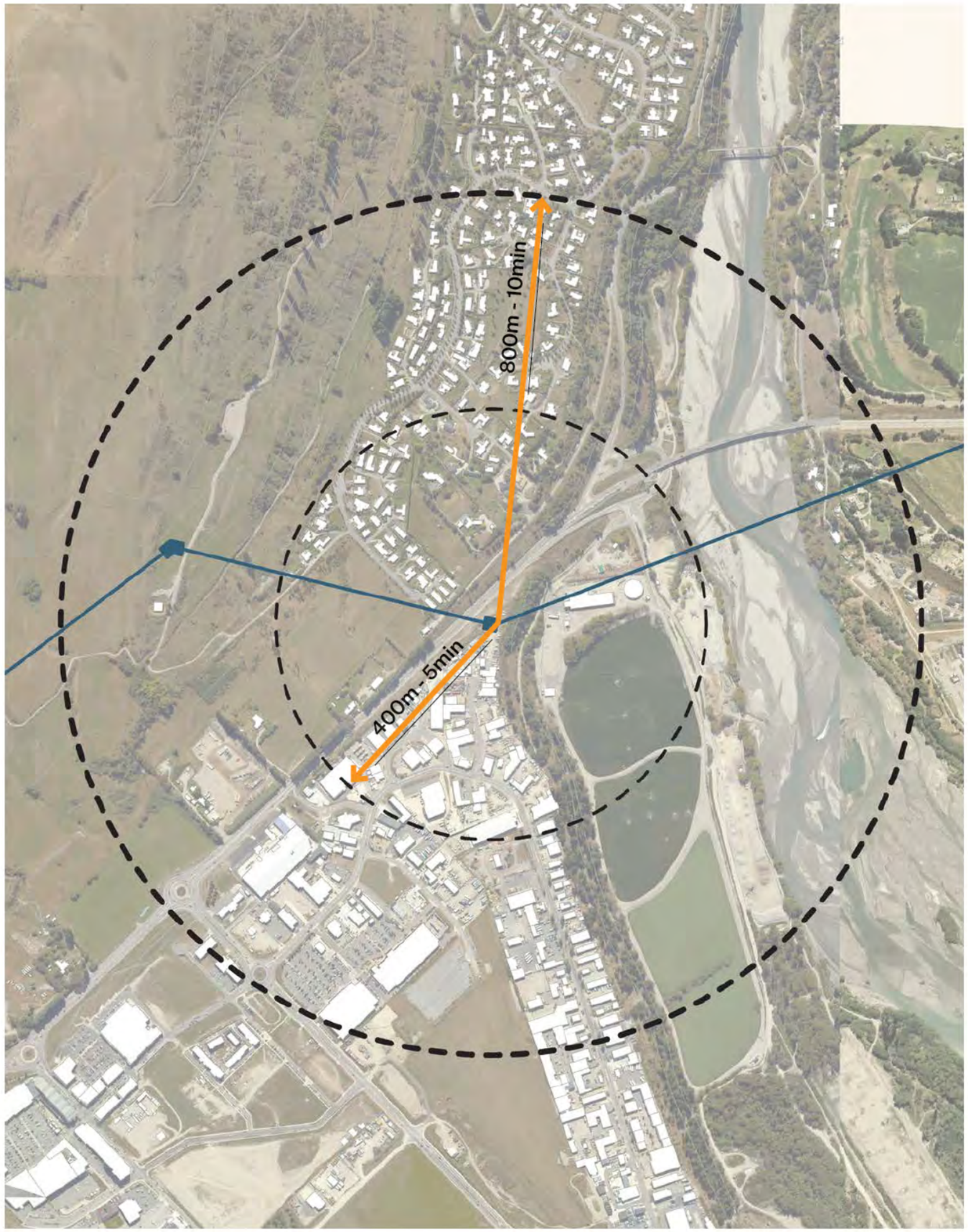
Frankton North Station

Alignment Option A



3.19 Frankton North Station Catchment

The Frankton North Station catchment provides coverage for the employment area of Glenda Drive and Quail Rise residential within a 800m or 10minute walk.



Legend

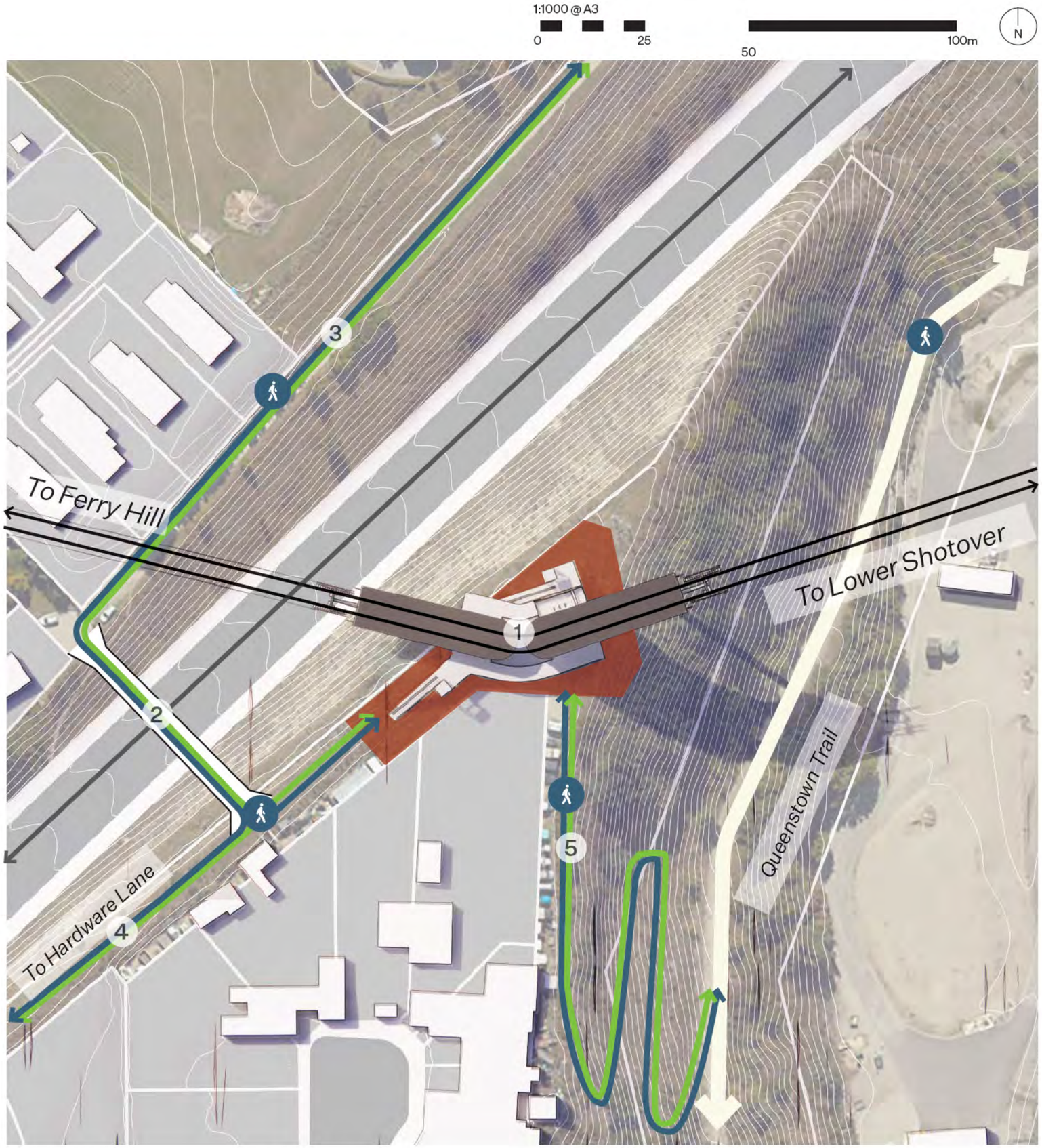
- 800m or 10min walking distance
- 400m or 5min walking distance
- Cable Car Alignment Airport to Town Centre Line
- Cable Car Alignment Frankton North Line

3.20 Frankton North Station Alignment Option A

The Frankton North Station is a midway station that provides access to employment areas of Glenda Drive and residents of Quail Rise via the planned pedestrian bridge over SH6. The station also provides connection to the active transport connections with Hardware Lane as well as connection to the Queenstown Trail cycle network.

Movement network context

1. Midway station
2. Connection to future pedestrian bridge (by others)
3. Cycle and walking connection (by others) via Jim's Way to Quail Rise residential areas
4. Cycle and walking route connection to Hardware Lane and employment area of Frankton North.
5. Cycle and walking connection to Queenstown Trail



Legend

- Public realm improvements
- Recreation reserve / private land
- Cable Car alignment
- General vehicle movement
- Cycle movement
- Pedestrian movement

1:500 @ A3

0 12.5 25 50m

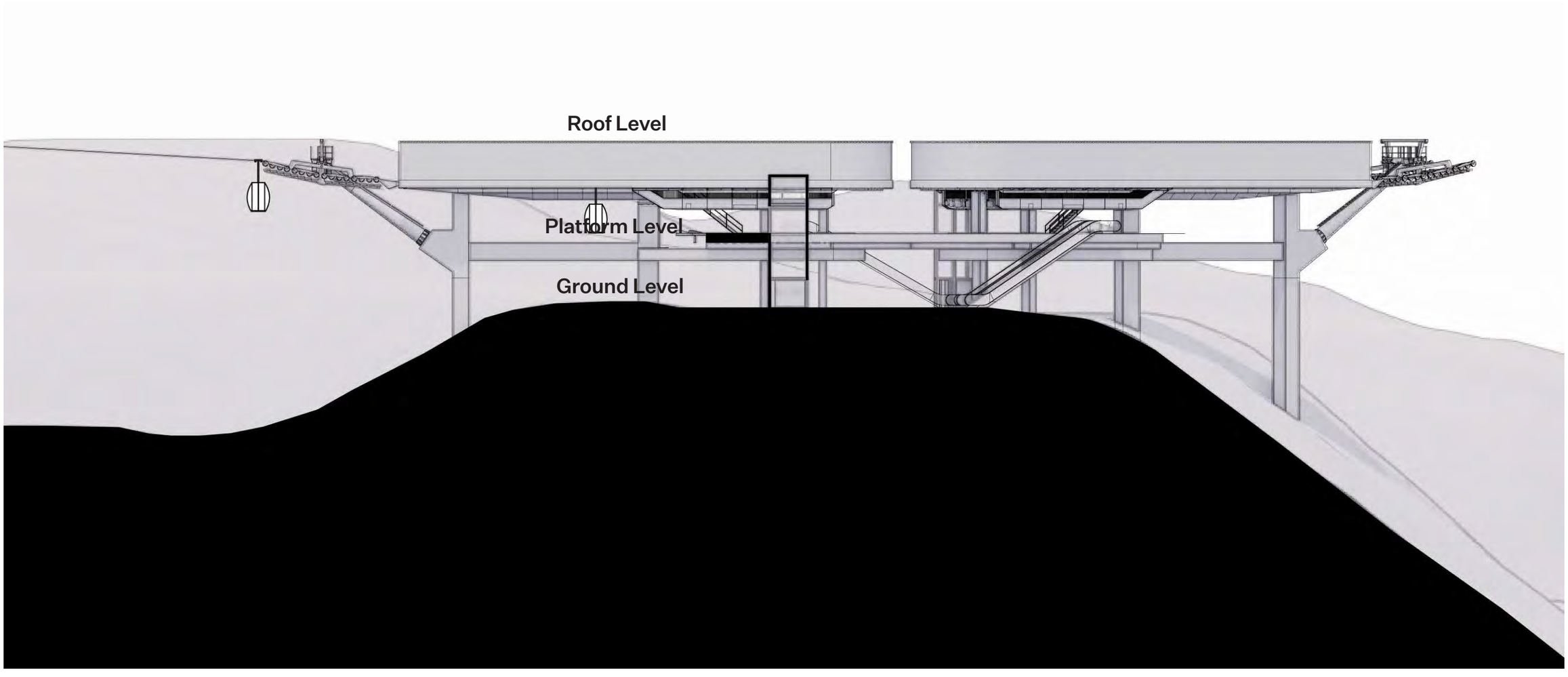
N

3.21 Frankton North Station Layout Alignment Option A

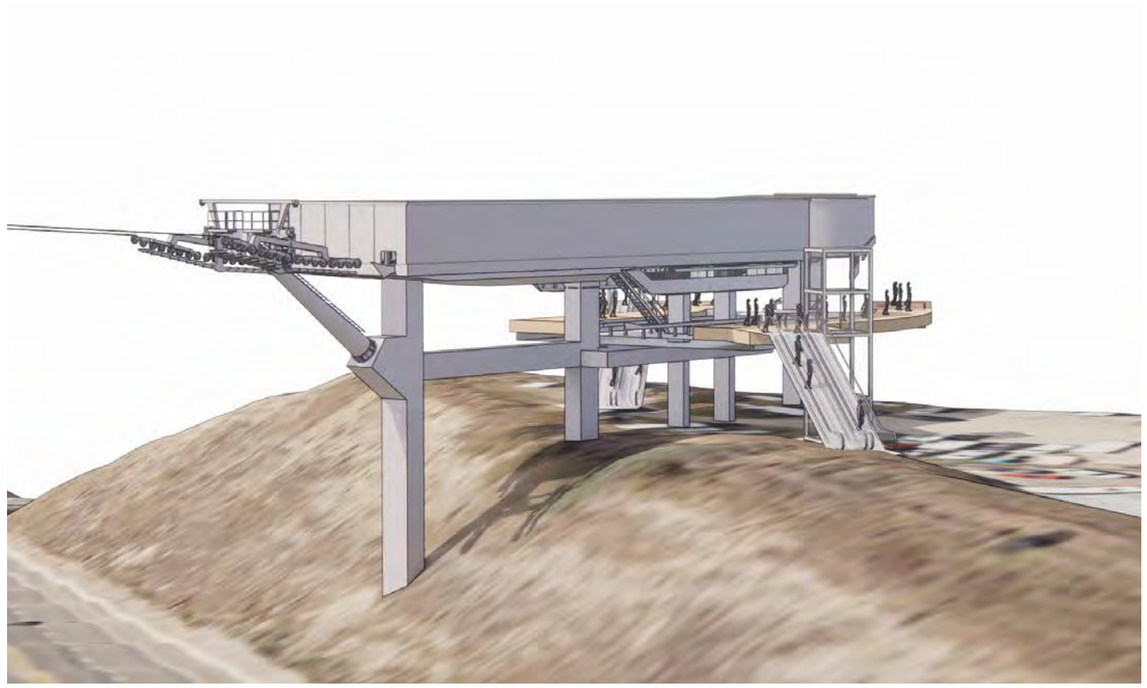
Legend

- Station Site Boundary
- Boarding Movement
- Alighting Movement
- Cable Car Platform
- Boarding Zone
- Alighting Zone

Station Section Alignment Option A



Station 3D Views - Alignment Option A



Lower Shotover Station

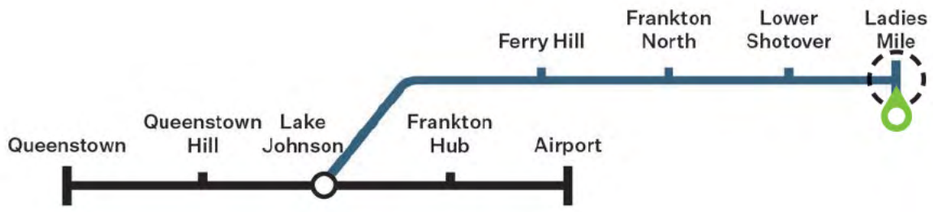
Alignment Option A

This station is the similar to Alignment B with minor station layout changes to allow for through station configuration

Refer to pages 66-68

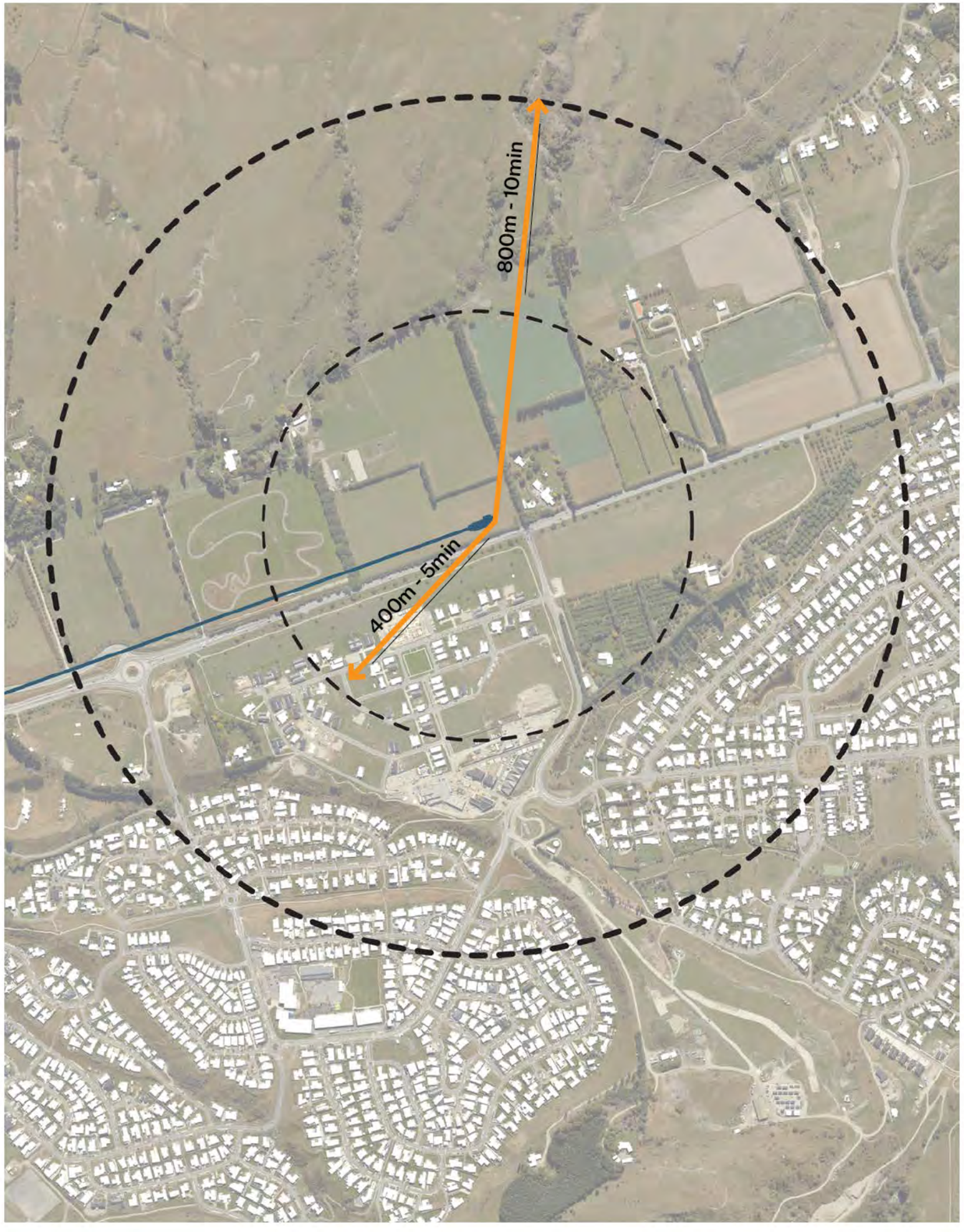
Ladies Mile Station

Alignment Option A



3.22 Ladies Mile Catchment

The Lower Shotover Station catchment provides coverage for the existing residential areas of Lake Hayes south of SH6 and future high density residential development within the Ladies Mile development area to the north of SH6.

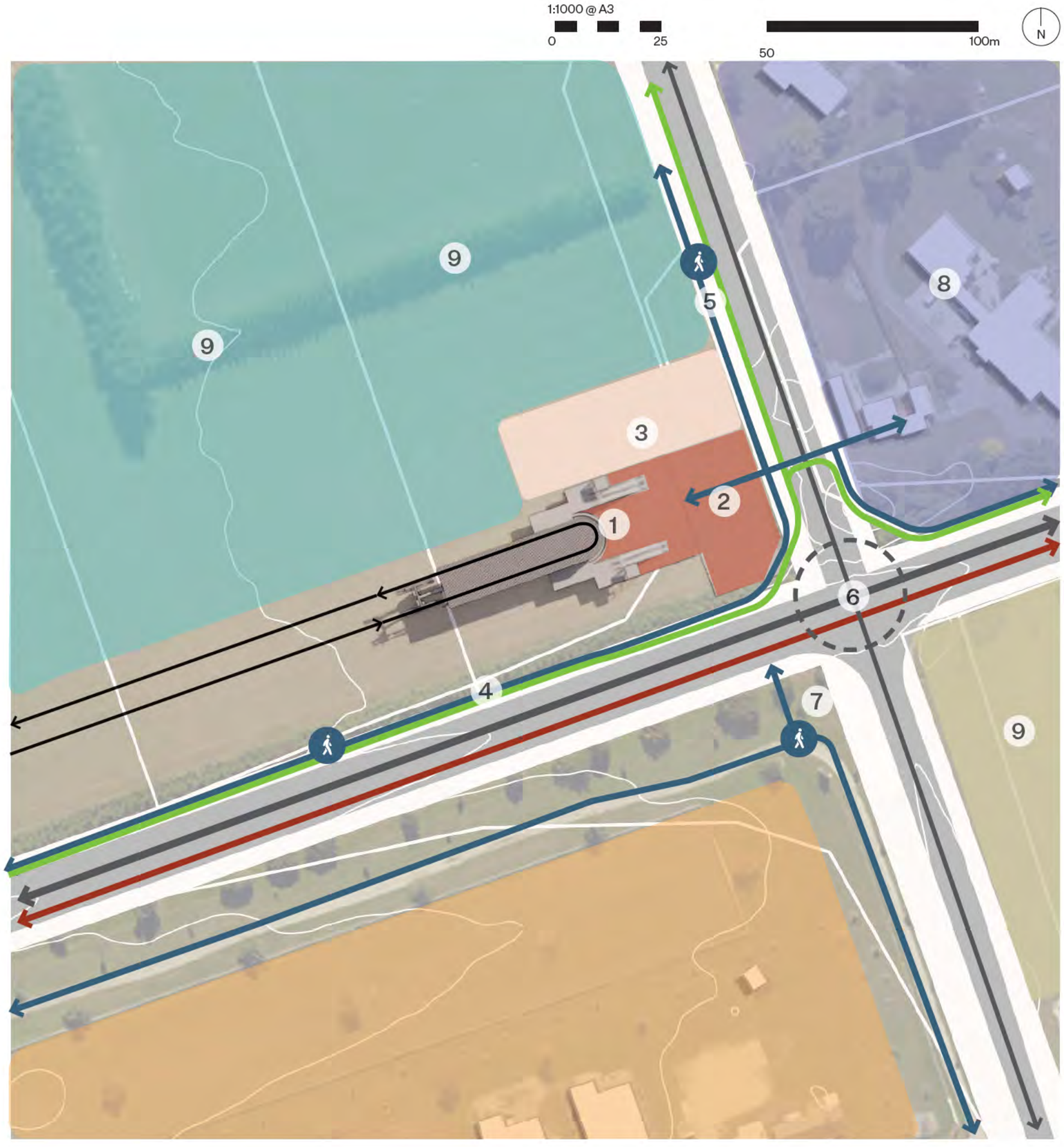


3.23 Ladies Mile Station - Alignment Option A

The Ladies Mile Station is a terminal station that provides access to existing and future residential areas within Ladies Mile, Lake Hayes and Shotover Country. The station is located within the Ladies Mile Development area and adjacent to the proposed 'Commercial Precinct'.

Movement network context

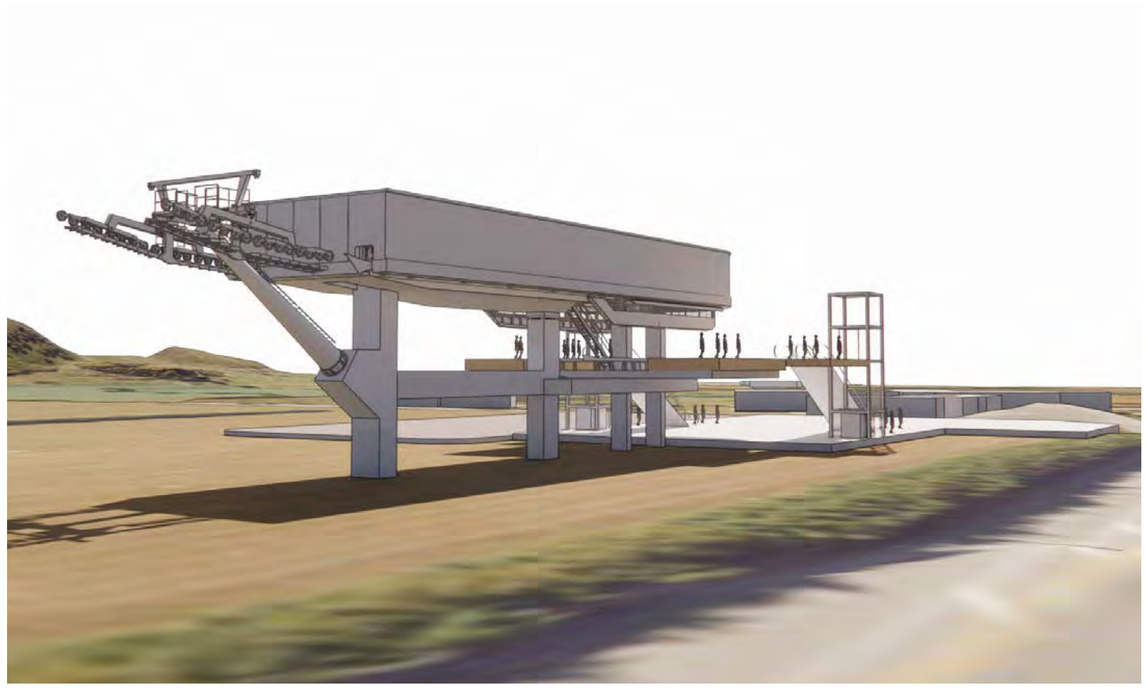
1. Terminal station with direct relationship to future development within Ladies Mile
2. Station plaza
3. Kiss and ride / rideshare / taxi drop-off and pick up
4. Cycle and walking route - Wakatipu Active Transport Network (D4 Lake Hayes North to Shotover Bridge)
5. Pedestrian connection to future development within Ladies Mile Development area
6. Intersection upgrade (by others as part of Ladies Mile Development Plan)
7. Pedestrian connection to SH6 crossing (Hawards Drive intersection for Lake Hayes)
8. Future Ladies Mile Commercial Precinct
9. Open space

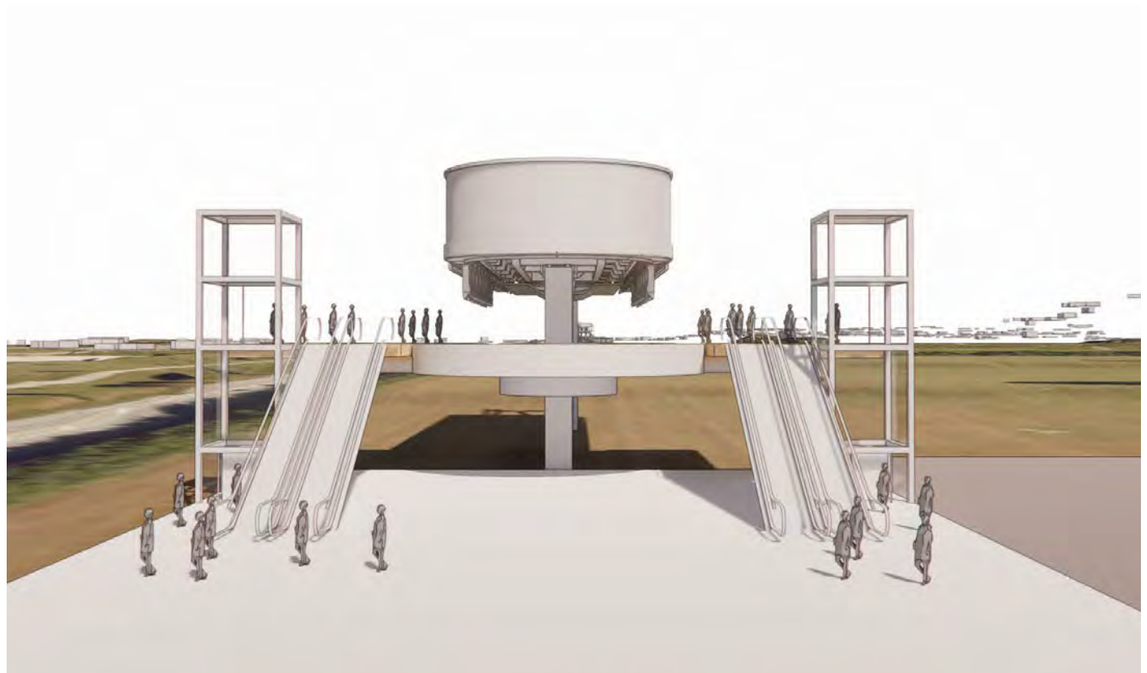


Legend

- Public realm improvements
- Potential carpark
- Cable Car alignment
- Pedestrian movement
- Cycle movement
- Bus route and stop
- General vehicle movement
- Potential future high density residential
- Low Density Residential - Retirement Village
- Commercial Precinct
- Open space
- Existing and proposed vegetation

Station 3D Views - Alignment Option A





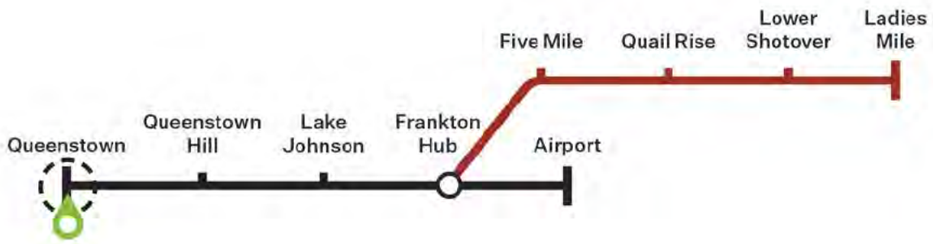
Route Alignment B

Note Queenstown, Queenstown Hill, Airport and Ladies Miles Stations are the same as Station Alignment A

Repeated stations not shown in Alignment B material

Queenstown Station

Alignment Option B

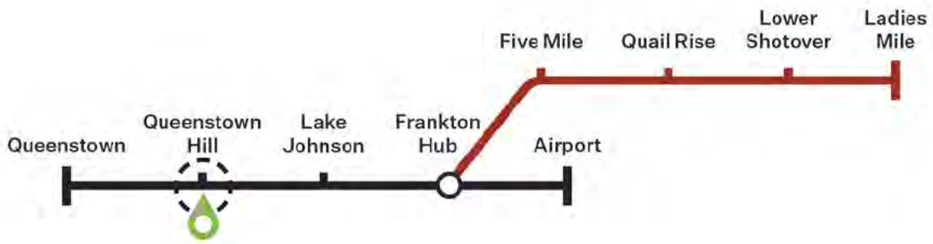


This station is the same as Alignment A

Refer to pages 8-12

Queenstown Hill Station

Alignment Option B

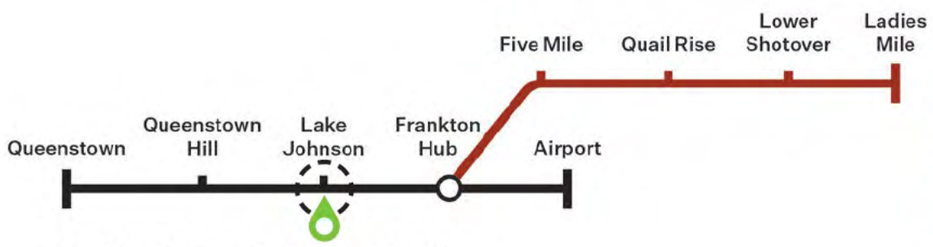


This station is the same as Alignment A

Refer to pages 13-17

Lake Johnson Station

Alignment Option B



3.24 Lake Johnson Station

Lake Johnson Station is a midway station on the Frankton to Queenstown line. The station location offers spectacular vantage in all directions.

Potential secondary development to realise the tourism and sightseeing opportunity is feasible in conjunction with the station.

Movement network context

1. Midway station
2. Views north towards Lake Johnson
3. Views south west towards Frankton Arm and Lake Wakatipu
4. Potential integrated amenity tourism development
5. Pedestrian access to hot pools (by others)
6 Existing vehicle access realigned

Legend

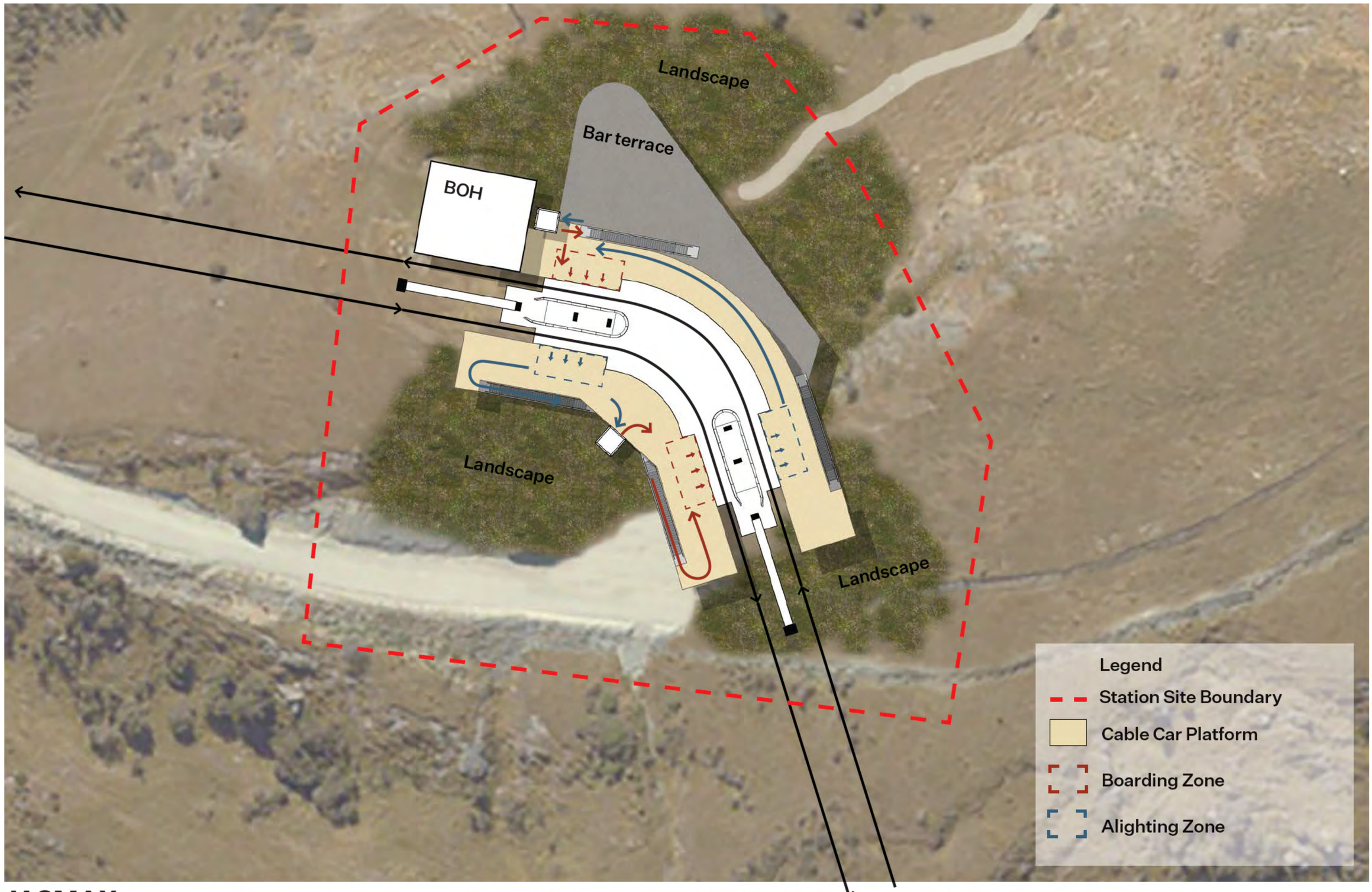
- Potential secondary development area
- Recreation reserve / private land
- Cable Car alignment
- Pedestrian movement
- General vehicle movement
- View direction

1:500 @ A3

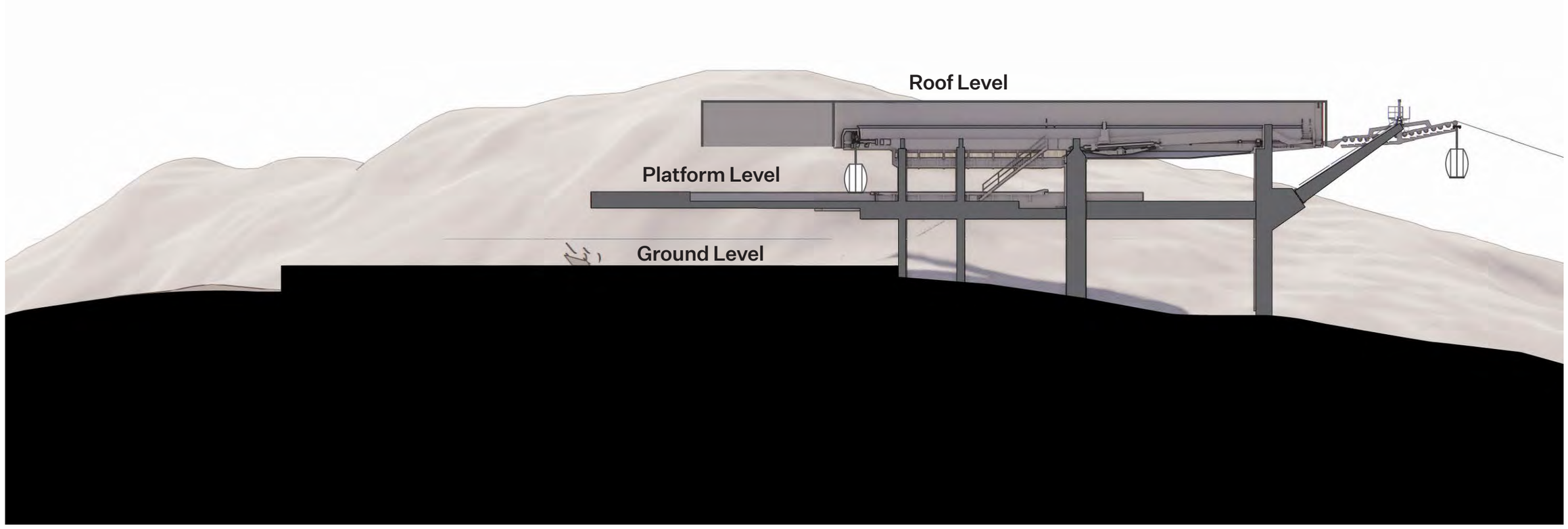
0 12.5 25 50m

N

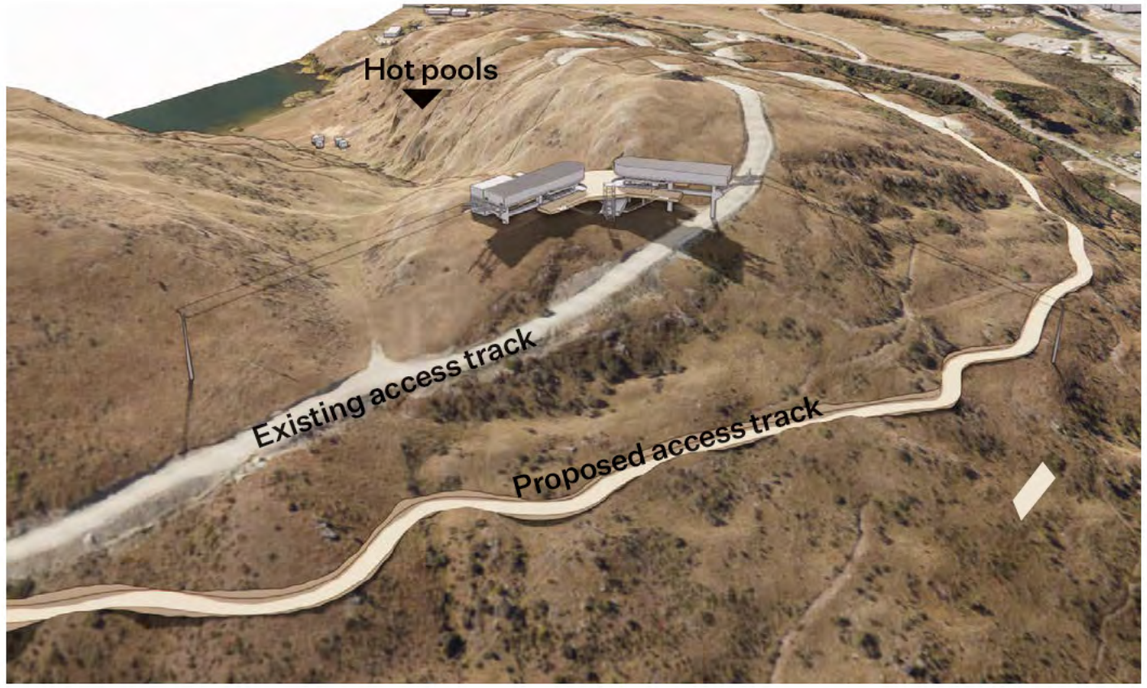
3.25 Lake Johnson Station Layout - Alignment Option B

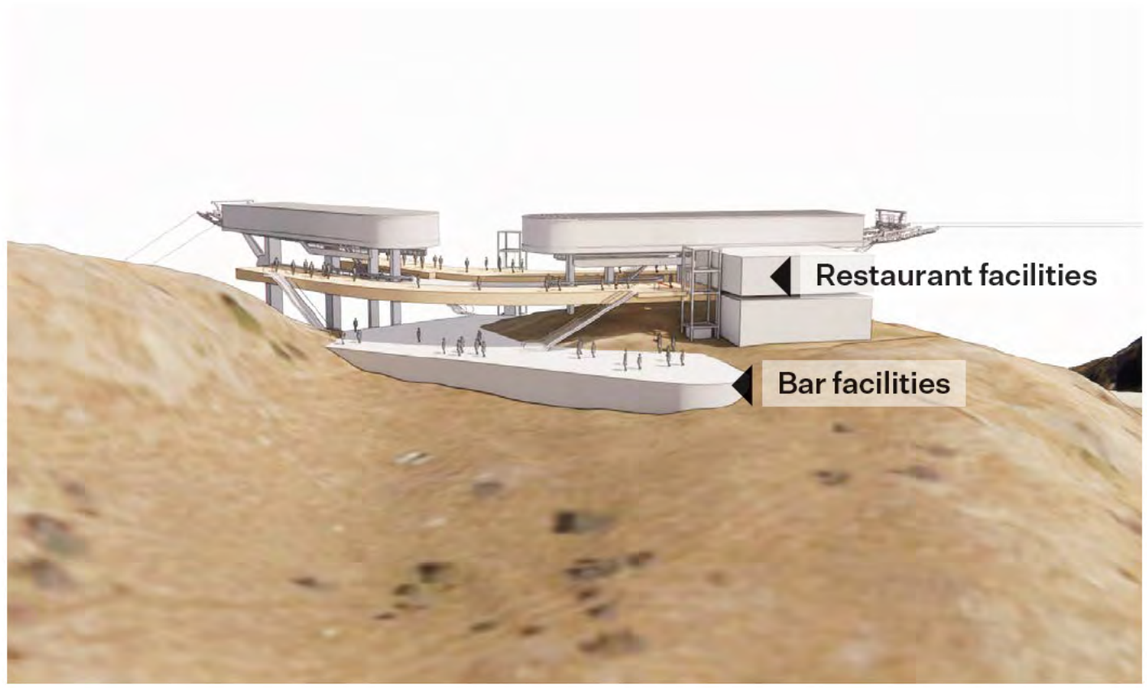


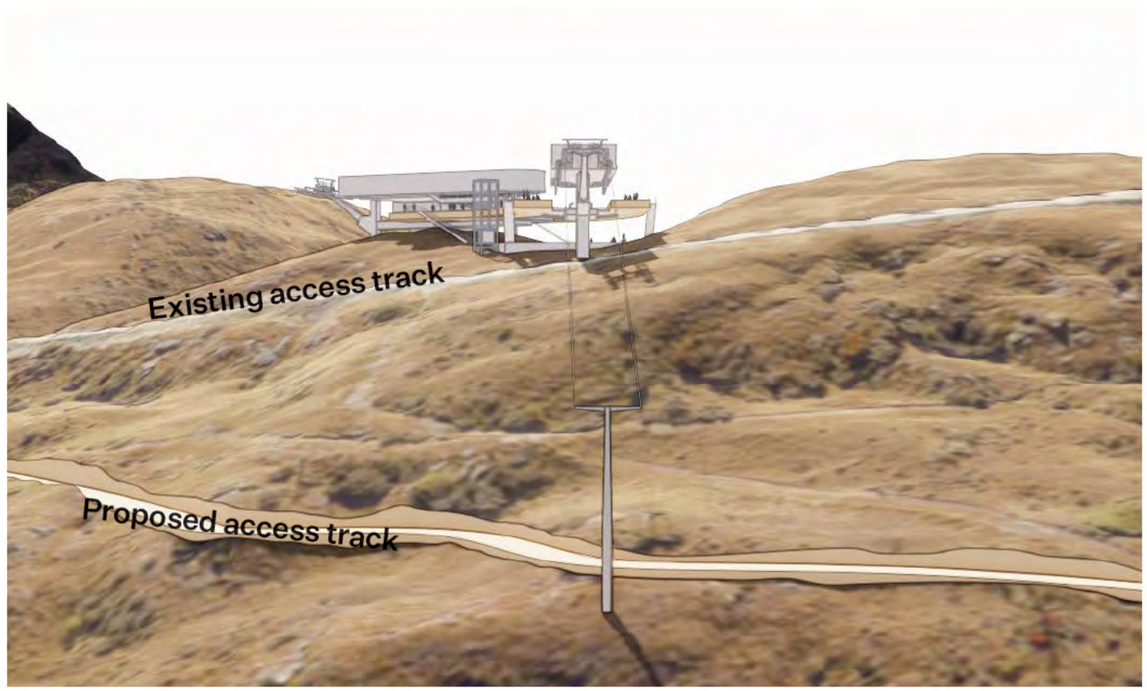
Station Section - Alignment Option B



Station 3D Views - Alignment Option B





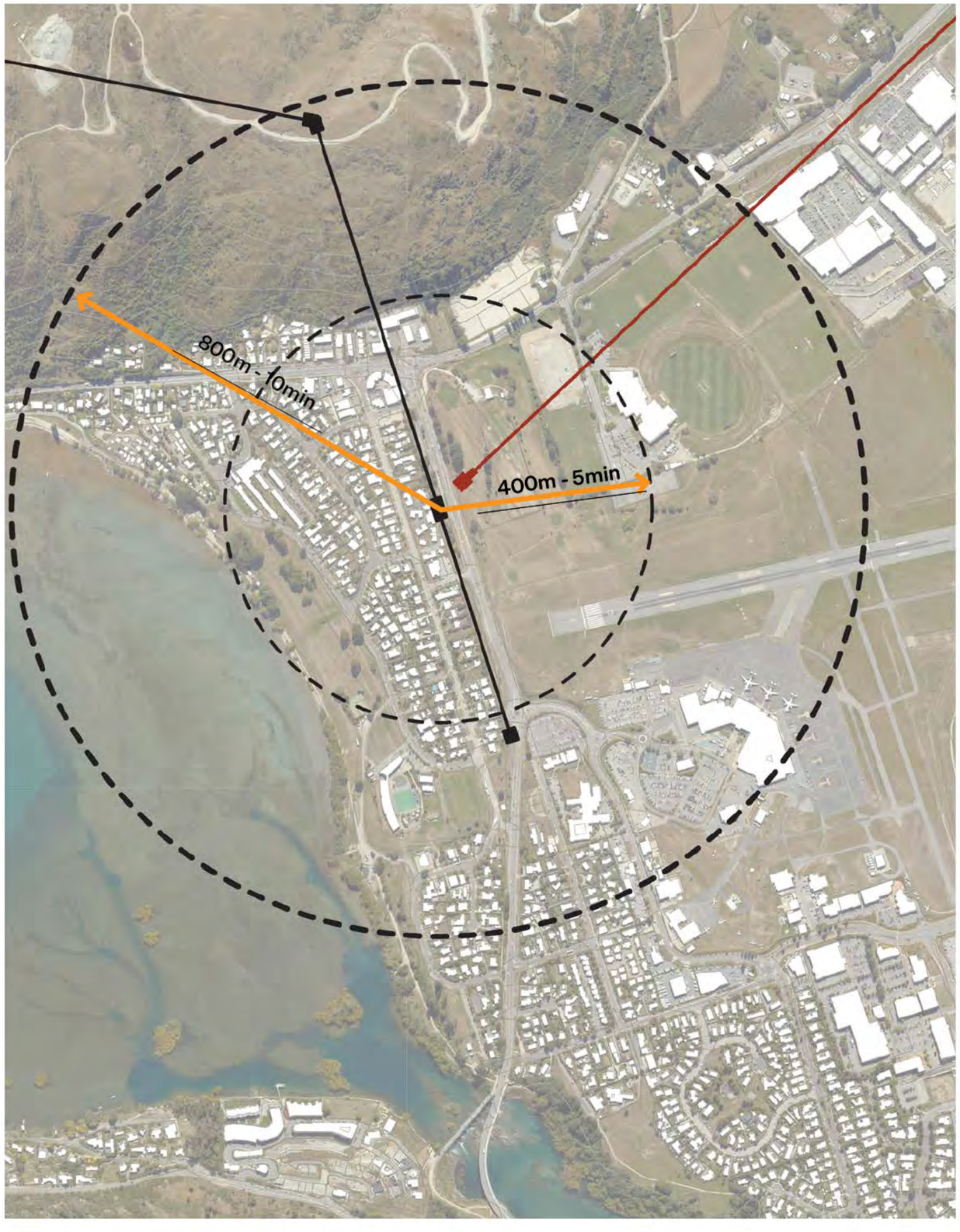


Frankton Hub Station

Alignment Option B

3.26 Frankton Hub Station Catchment

The Frankton Hub Station catchment provides coverage for the Queenstown Events Centre, Frankton Arm and Remarkables Primary School within a 800m or 10minute walk.



Legend

- 800m or 10min walking distance
- 400m or 5min walking distance
- Cable Car Alignment Airport to Town Centre Line
- Cable Car Alignment Frankton North Line

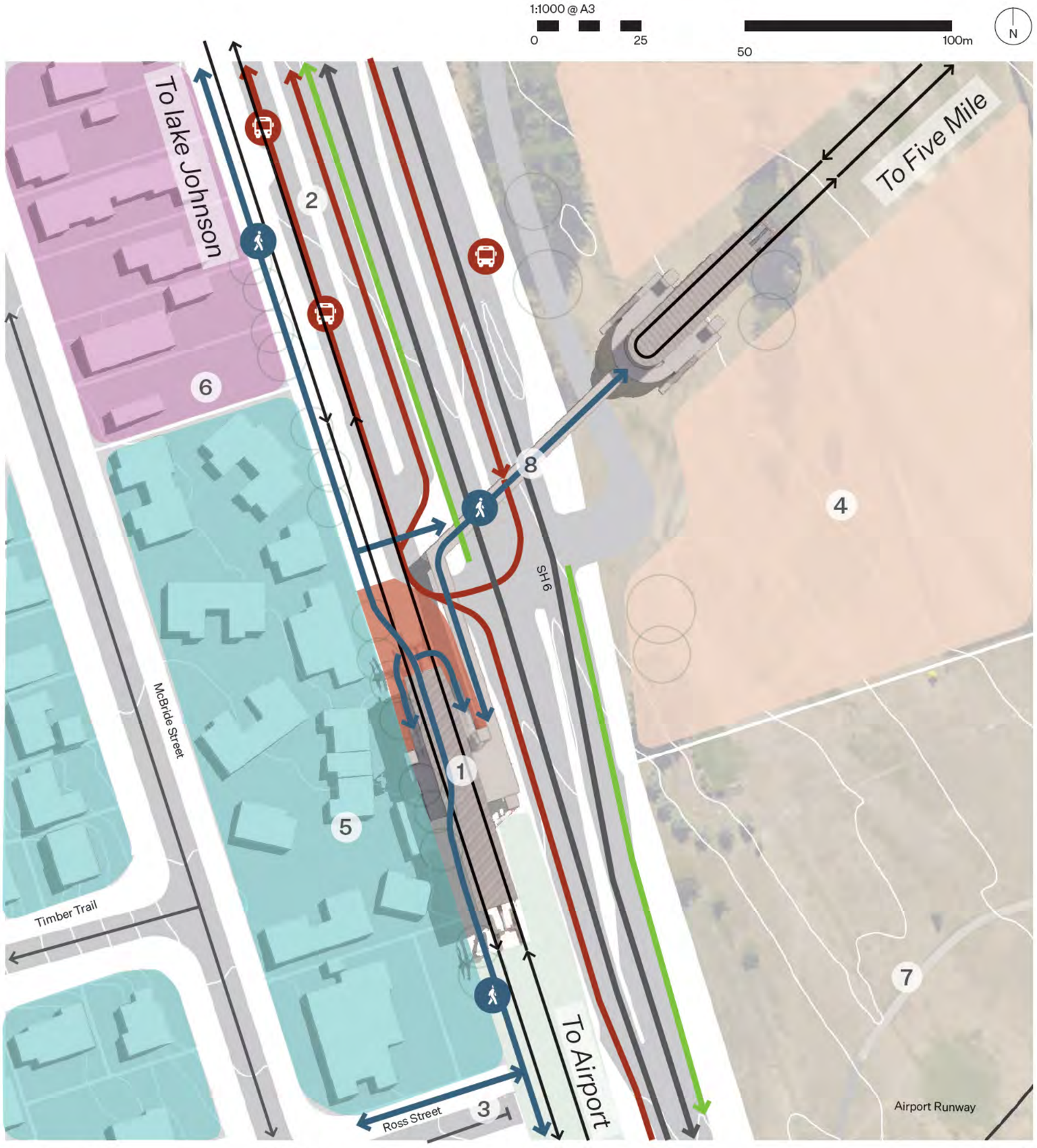
3.27 Frankton Hub Station - Alignment Option B

This midway station which serves the Frankton Area. It provides interchange between the bus and Cable Car services.

This scenario is based on the completion of the NZUP works currently underway including upgrades to the Frankton Bus Hub and changes in the alignment of SH6.

Movement network context

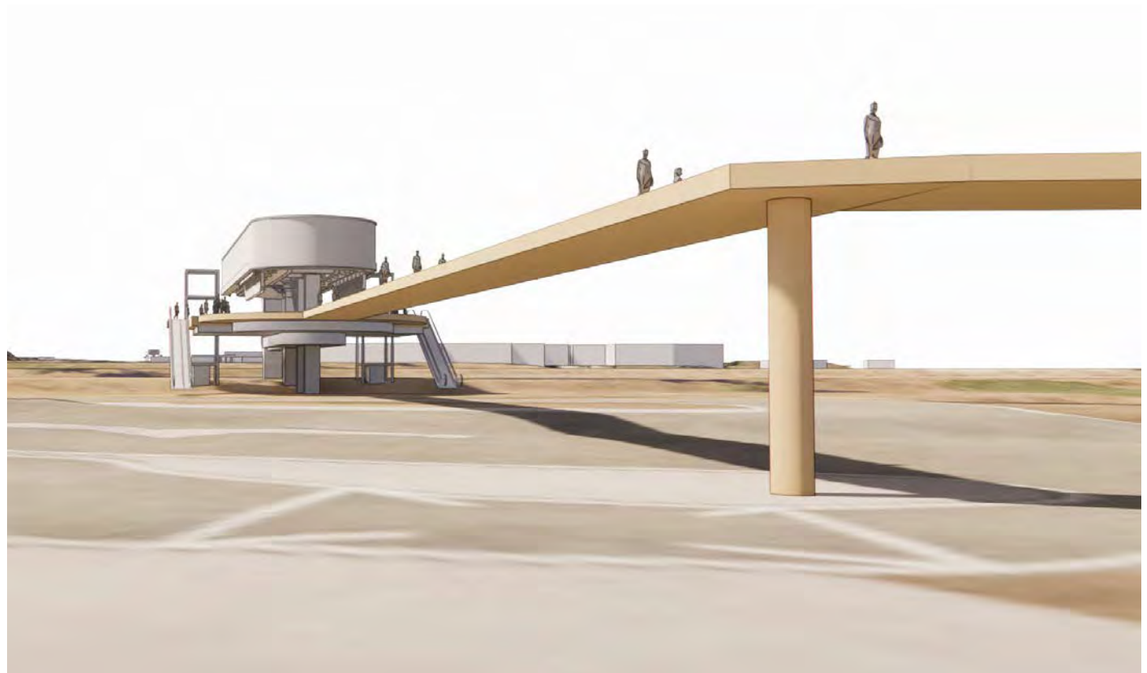
1. Midway station location
2. Upgraded Frankton Bus Hub location with interchange opportunity
3. Vehicular access from SH6 to Ross St closed due to Cable Car vertical alignment requirement
4. Potential future landuse development site (zoned community purpose)
5. Potential future residential intensification and associated increased PT patronage potential
6. Retail and mixed use development potential
7. Airport site
8. Pedestrian bridge connecting to Five Mile Cable Car line



Legend

- Public realm improvements
- Recreation Reserve
- Cable Car alignment
- Pedestrian movement
- Cycle movement
- Bus route
- General vehicle movement
- Potential future residential intensification
- Potential future mixed use and retail development
- Airport property
- Existing and proposed vegetation

Station 3D Views - Alignment Option B



Airport Station

Alignment Option B

This station is the same as Alignment A

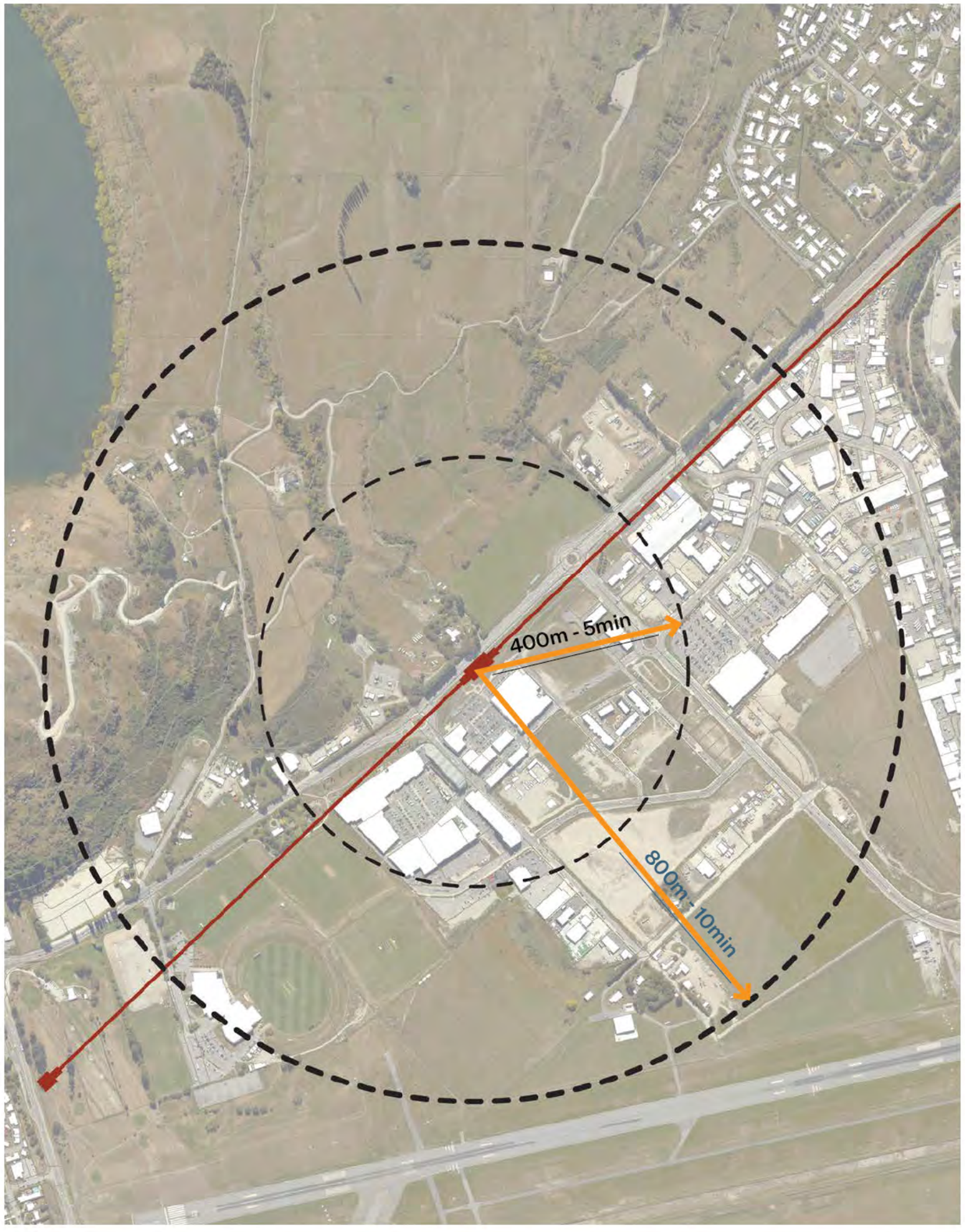
Refer to pages 27-35

Five Mile Station

Alignment Option B

3.28 Five Mile Catchment

The Five Mile Station catchment provides coverage for the Five Mile Shopping Centre, mixed-use, commercial and residential areas within Frankton Flats and employment and industrial areas surrounding Glenda Drive within a 800m or 10minute walk.



Legend

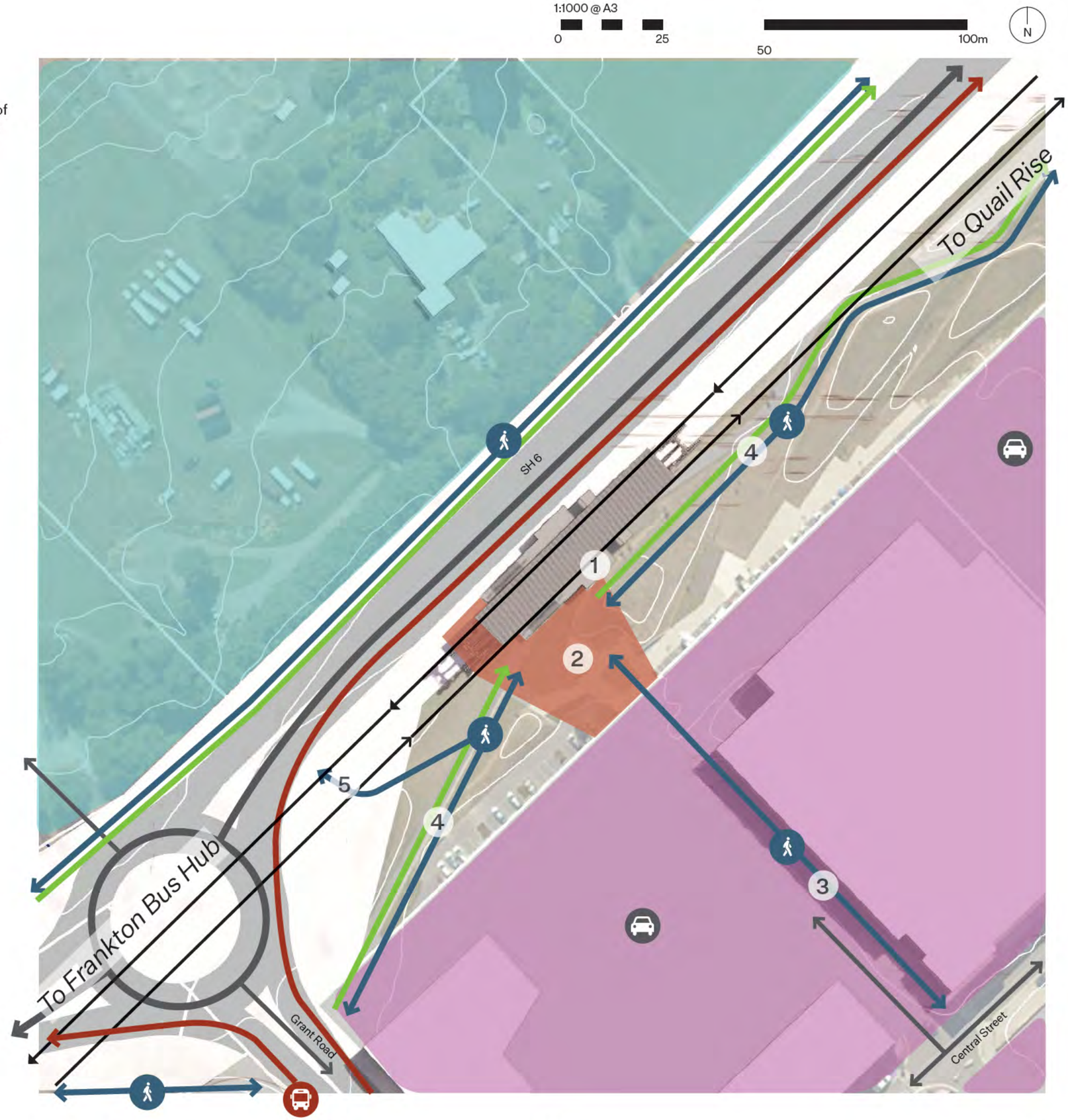
- 800m or 10min walking distance
- 400m or 5min walking distance
- Cable Car Alignment Airport to Town Centre Line
- Cable Car Alignment Frankton North Line

3.29 Five Mile Station- Alignment Option B

The Five Mile Station is a midway station providing access to the retail hub of Five Mile and future high density and mixed-use development north of SH6 via the Grant Road intersection.

Movement network context

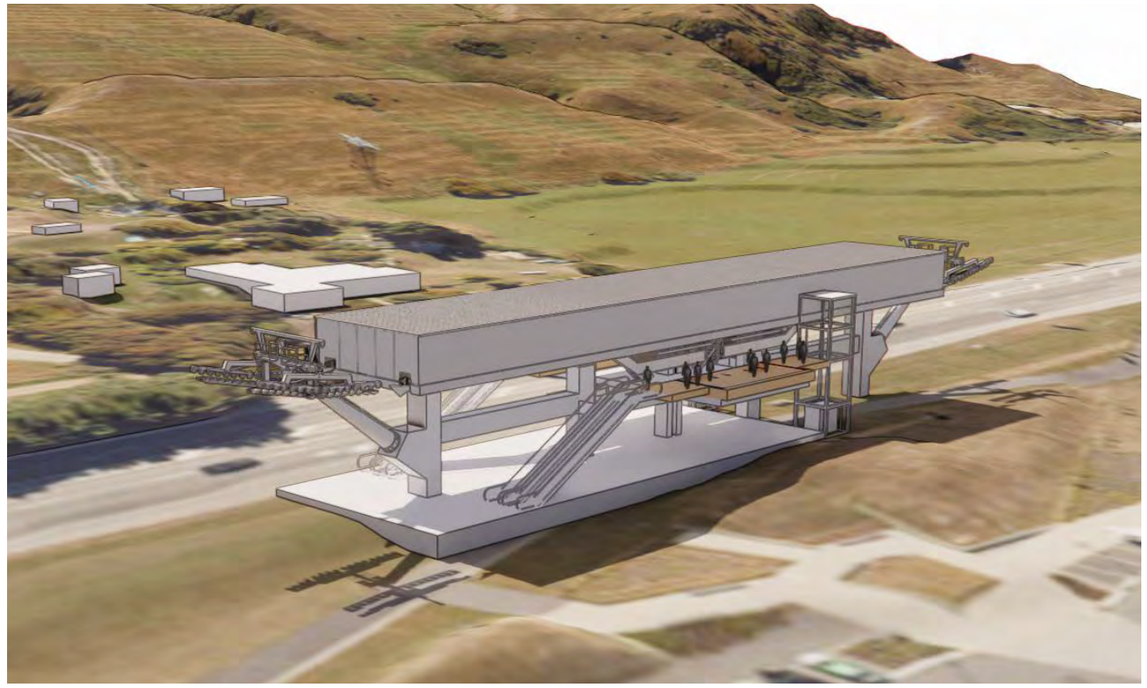
1. Midawy station providing access to Five Mile
2. Station plaza
3. Pedestrian links into shopping centre
4. Wakatipu Active Transport Network - Cycle and walking route
5. Pedestrian connection to future development sites on north side of SH6

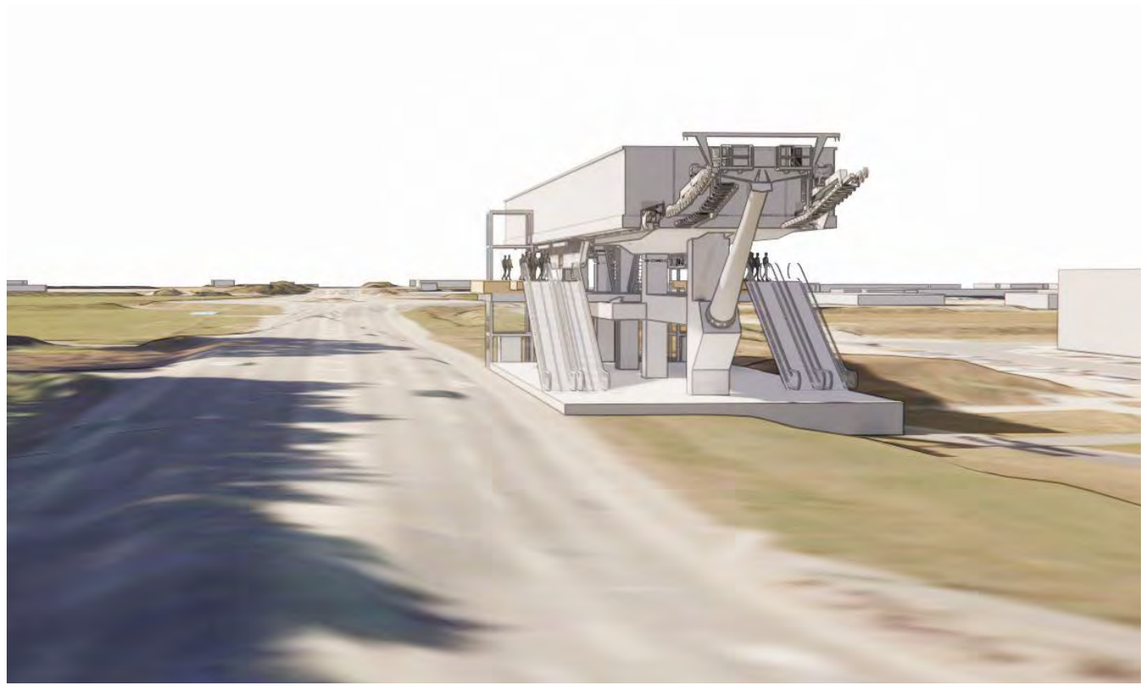


Legend

- Public realm improvements
- Existing recreation reserve
- Cable Car alignment
- Pedestrian movement
- Cycle movement
- Bus route and stop
- General vehicle movement
- Potential residential intensification
- Mixed use and retail development
- Existing and proposed vegetation

Station 3D Views



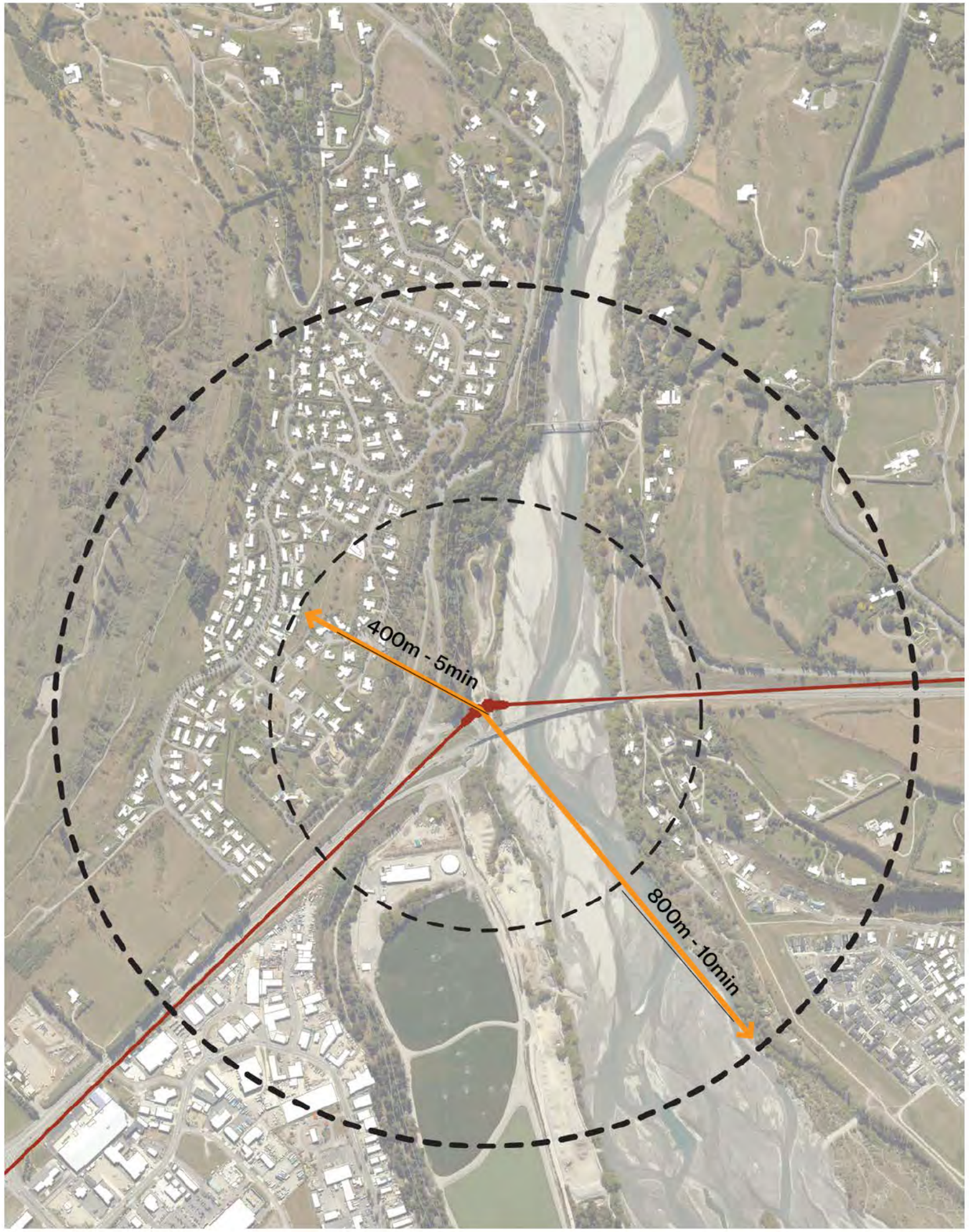


Quail Rise Station

Alignment Option B

3.30 Quail Rise Catchment

The Quail Rise Station catchment provides coverage for the employment area of Glenda Drive, Quail Rise and Shotover residential areas within a 800m or 10minute walk.



Legend

- 800m or 10min walking distance
- 400m or 5min walking distance
- Cable Car Alignment Airport to Town Centre Line
- Cable Car Alignment Frankton North Line

3.31 Quail Rise Bus Hub - Alignment Option B

Quail Rise Station also provides the opportunity for a electric-bus hub with depot and maintenance facilities providing optimised, shared services and infrastructure between the two transport systems.

Notes

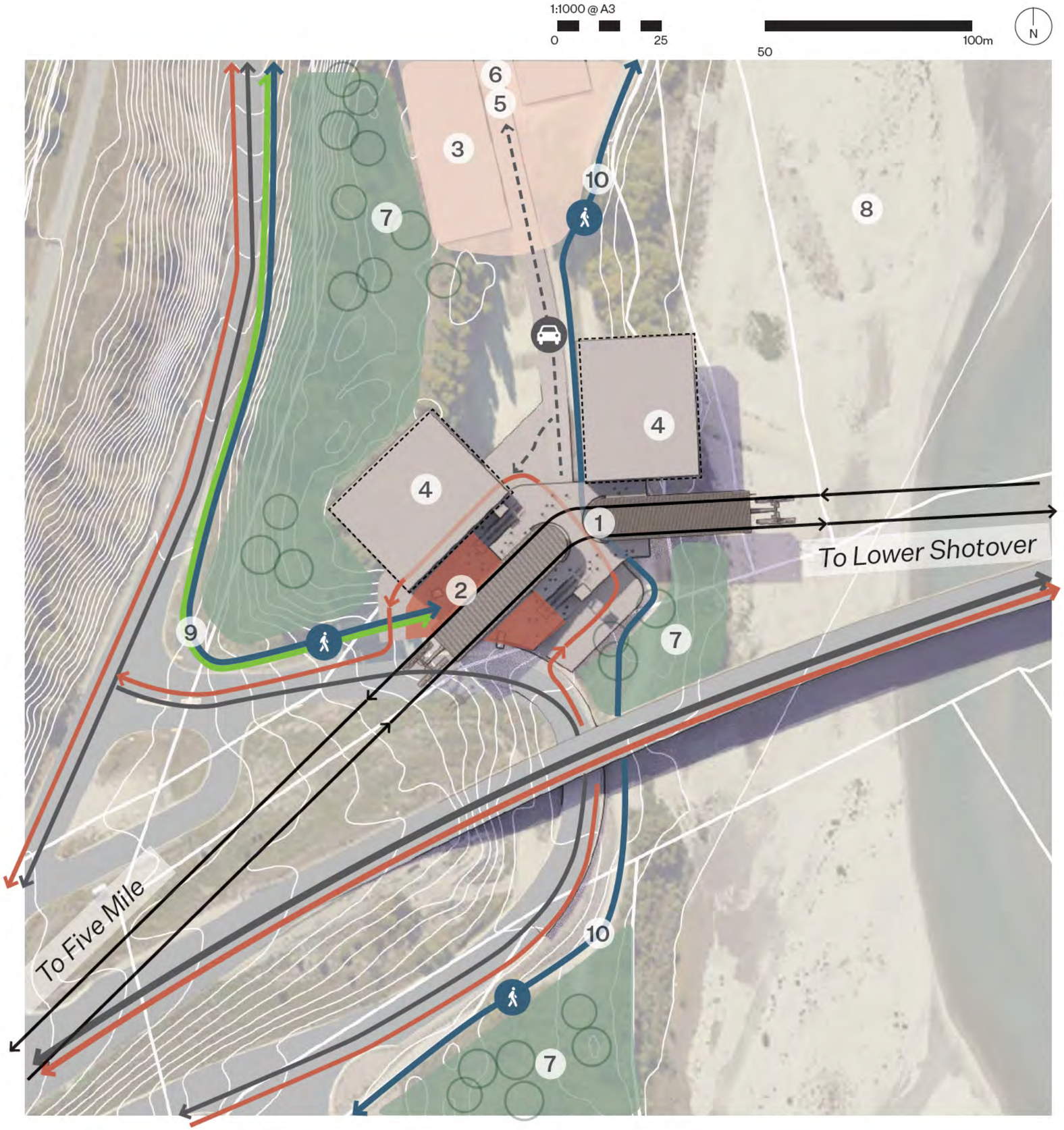
1. Cable car station
2. Cable car abin storage/maintenance depot
3. Bus parking and charging
4. Bus maintenance workshop
5. Staff carparking
6. Public carparking
7. Future building
8. Queenstown Trail realignment

3.32 Quail Rise Station - Alignment Option B

Quail Rise is a is a midway station that provides the opportunity for a depot facility / maintenance and operations hub.

Movement network context

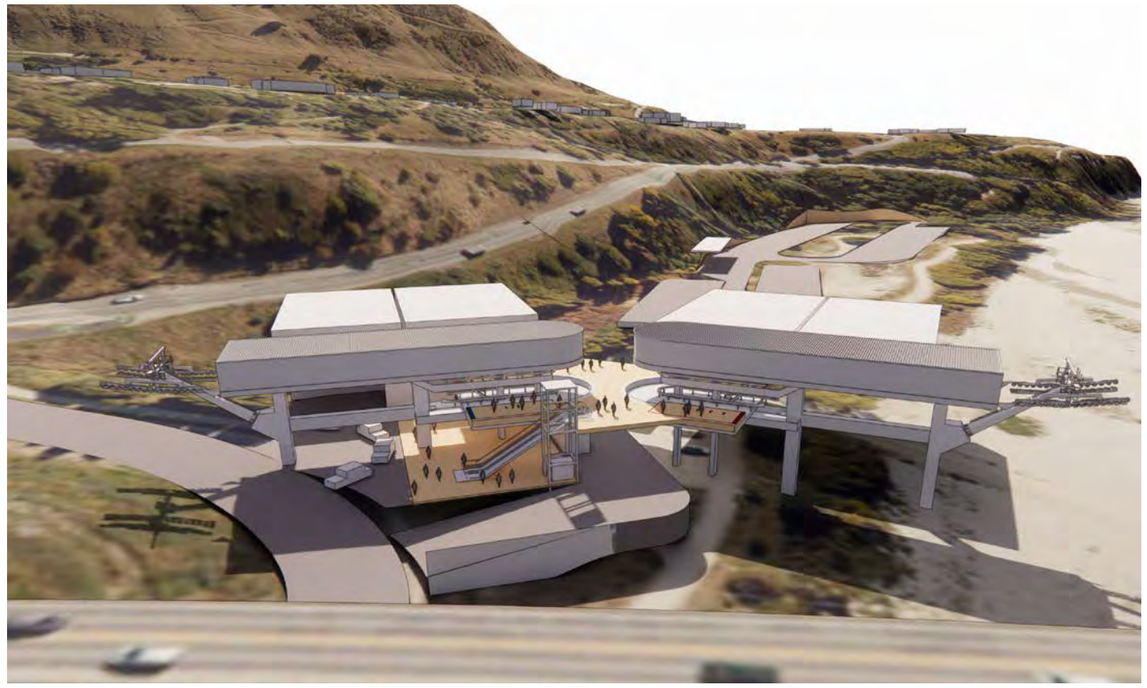
1. Midway station
2. Station plaza and drop-off
3. Staff carpark
4. Cable car cabin storage
5. Maintenance workshop
6. Bus parking and charging
7. Planted embankment
8. Shotover River
9. Walking and cycling route to Quail Rise
10. Queenstown Trail



Legend

- Public realm improvements
- Potential carpark development
- Existing recreation reserve
- Existing and proposed vegetation
- Cable Car alignment
- Pedestrian movement
- Cycle movement
- Bus route and stop
- General vehicle movement

Station 3D Views

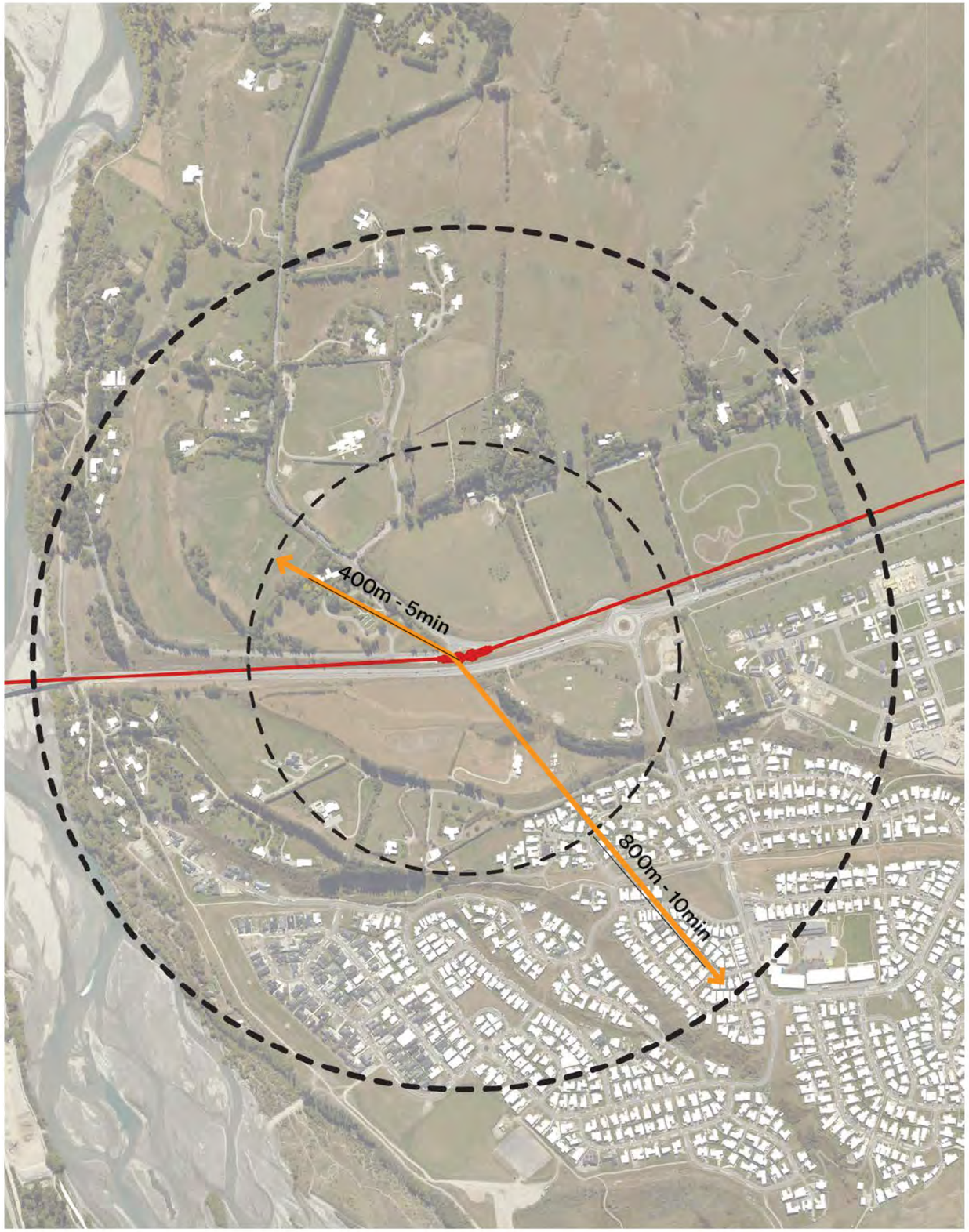


Lower Shotover Station

Alignment Option B

3.33 Lower Shotover Catchment

The Lower Shotover station catchment provides coverage for the existing residential areas of Shotover Country south of SH6 and future medium density residential development within the Ladies Mile development area to the north of SH6.



Legend

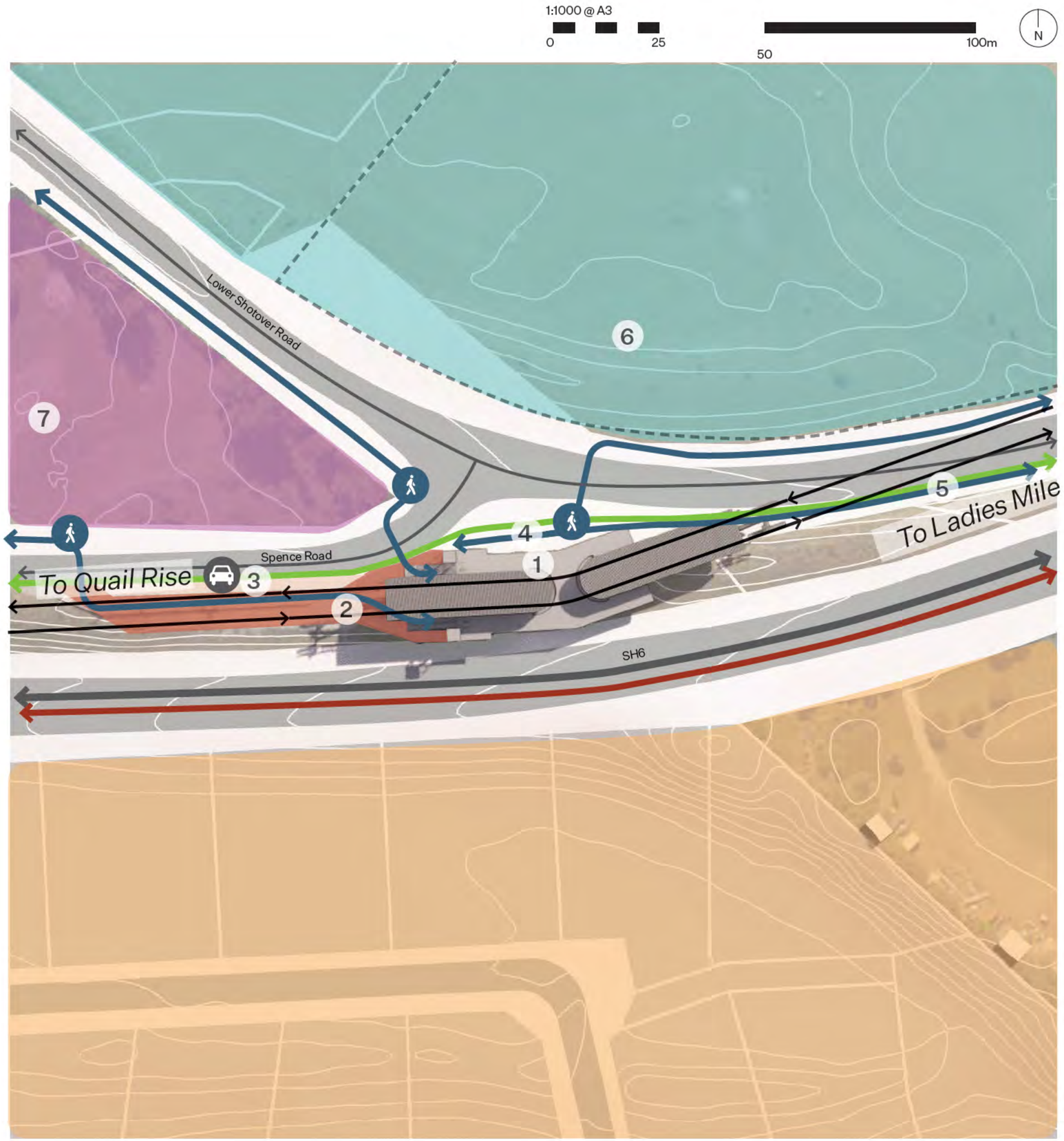
- 800m or 10min walking distance
- 400m or 5min walking distance
- Cable Car Alignment Airport to Town Centre Line
- Cable Car Alignment Frankton North Line

3.34 Lower Shotover Station Alignment Option B

3.35 The Lower Shotover Station is a midway station that provides access to existing and future residential areas within Ladies Mile, Lake Hayes and Shotover Country. The station is located within he road reserve adjacent to the Wakatipu Baby Memorial Cemetery.

Movement network context

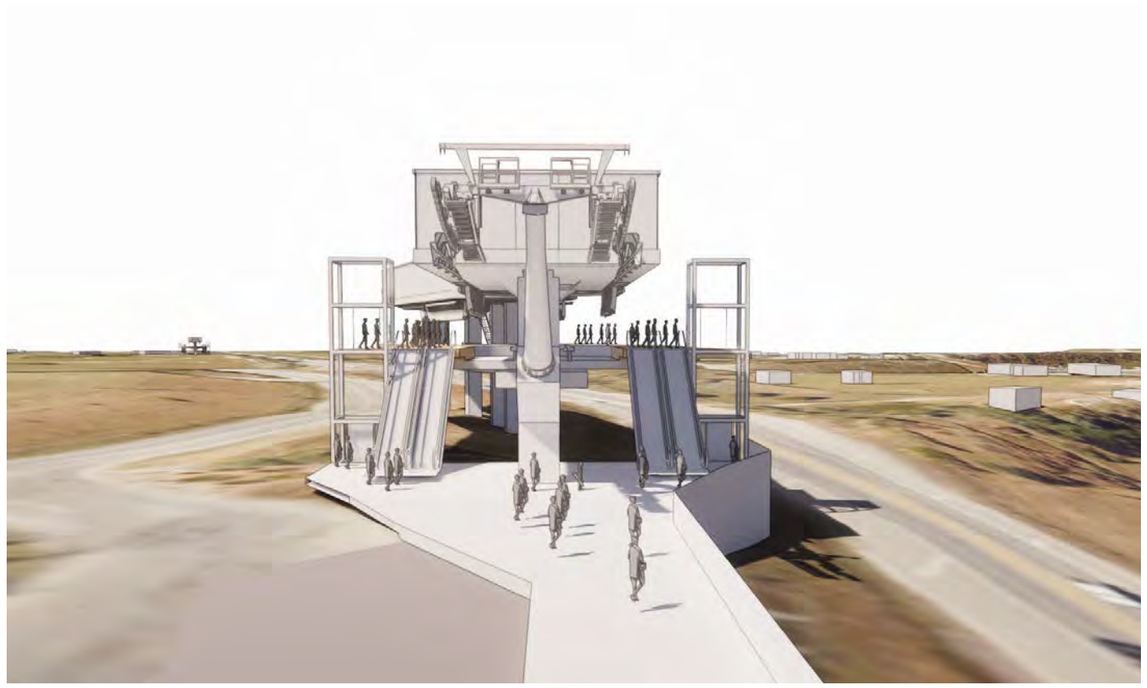
1. Midway station
2. Station plaza
3. Drop-off and pickup zone
4. Cycle and walking route - Wakatipu Active Transport Network (D4 Lake Hayes North to Shotover Bridge)
5. Pedestrian connection to SH6 crossing (Stalker Road roundabout for Lake Hayes)
6. Simplicity Living development site
7. Wakatipu Baby Memorial Cemetery



Legend

- Public realm improvements
- Potential carpark
- Cable Car alignment
- Pedestrian movement
- Cycle movement
- Bus route and stop
- General vehicle movement
- Potential future high density residential
- Cemetery
- Low Density Residential -
- Existing and proposed vegetation

Station 3D Views - Alignment Option B



Ladies Mile Station

Alignment Option B

This station is the same as Alignment A

Refer to pages 45-47

Thank you.

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