



TOWNPLANNING
GROUP

**[21.1] KEY CONSULTATION CORRESPONDENCE
LOCAL AUTHORITIES
QUEENSTOWN CABLE CAR**



1.1 OTAGO REGIONAL COUNCIL

25 July 2025

s 9(2)(a)

Otago Regional Council
70 Stafford Street
Private Bag 1954
Dunedin 9054

VIA EMAIL: s 9(2)(a)
(cc s 9(2)(a))

Dear s 9(2)(a) ,

PROPOSED QUEENSTOWN CABLE CAR REQUEST FOR ENGAGEMENT

1 INTRODUCTION

As you are aware, Southern Infrastructure Limited ("**Southern Infrastructure**") is intending to lodge a referral application with the Ministry for the Environment under the Fast-track Approvals Act 2024 ("**FTAA**") for the establishment and operation of a mass public transportation cable car network in Queenstown.

Southern Infrastructure has engaged Town Planning Group to prepare the referral application, alongside a team of technical experts.

We understand that Southern Infrastructure has already engaged with Otago Regional Council ("**ORC**") through various channels in relation to the cable car project more generally. The purpose of this letter is to formally initiate consultation in relation to the referral application in accordance with section 11 of the FTAA, with the intent of receiving feedback from the ORC to help inform the proposal that we are currently formulating for referral.

The referral application will reflect what is essentially the foundation stage for the establishment of the initial mass rapid transit ("**MRT**") network between Frankton and Central Queenstown, with the intent that the network will be expanded in the future, providing a core solution to the current and future transportation challenges affecting Queenstown and its surrounds.

For your reference, we have appended in **Attachment [A]** an overview of the Southern Infrastructure team, including their background and experience.

2 PROJECT OVERVIEW

The project is a MRT solution to address transportation challenges in Queenstown and its surrounds, connecting the Queenstown town centre to key commercial, residential and employment hubs via defined transportation linkages.

The referral application focuses on what we refer to as “Stage One”, being the connection between Central Queenstown and Frankton (near Queenstown Airport and south of Quail Rise). The Stage One route is indicated in **Figure 1**.

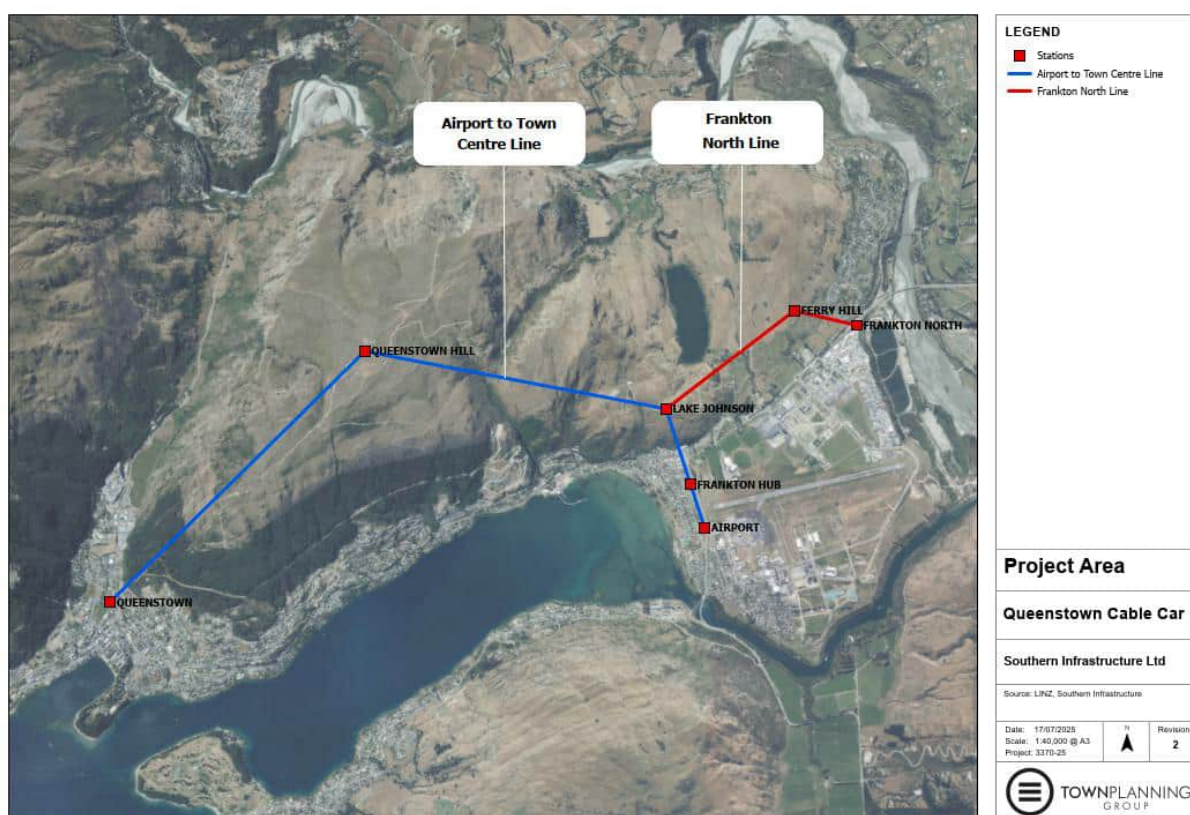


Figure 1: Overview of Stage One Route

The preferred route of the MRT network will, in the future, link the various local catchments (Central Queenstown, Frankton, Frankton North, Ladies Miles, Arthurs Point, Jacks Point). Importantly, *only Stage One constitutes the project for the purposes of the referral application that is to be made.*

We also understand that ORC is having parallel discussions with Southern Infrastructure regarding a new electric bus hub, which could be co-located with the cable car system. The intention is to enable shared services and infrastructure between the two transport modes. For example, allowing the cable car's electrical capacity to be utilised by electric buses overnight



when the cable car is not operating. This approach will minimise infrastructure duplication and reduces capital costs, avoiding the 'gold plating' typically associated with delivering two large-scale, standalone systems.

Key features of the project include:

Objectives	Reduce traffic congestion, improve public transport accessibility, and support sustainable tourism and residential mobility.
Route	Approximately 10km route with stations proposed in the following locations: Town Centre, Queenstown Hill, Lake Johnson, Frankton Bus Hub, Ferry Hill, Frankton North and near Queenstown Airport.
Capacity	10 passenger cabins arriving approximately every 12 seconds and capable of transporting up to 3,000 passengers per hour in each direction.
Technology	Electric-powered, low-emission cable car system with automated operations for reliability.
Timeline	Construction planned for 2027-2028, with operations commencing in 2029, subject to consents and feasibility criteria being met.

Several stations are proposed along the alignment which will provide transition points for the cable cars, along with supporting facilities such as hospitality and tourism facilities, ticketing offices, parking and other ancillary activities as well as associated earthworks, services and infrastructure.

The route traverses multiple landholdings of varying tenure, including local road reserve, state highway road reserve, public reserve land, designated land, and privately owned property.

From a regulatory perspective, the project may involve activities such as earthworks, the discharge of stormwater and wastewater, and other potential discharges to land or water, which would ordinarily require consent under the Resource Management Act 1991 and relevant regional planning documents.

For further context, we have appended a more detailed location plan in **Attachment [B]**, prepared by *Patersons*. The work-in-progress concept designs of the station buildings, prepared by *Jasmax*, are contained in **Attachment [C]**.

3 THE NEED FOR MASS RAPID TRANSIT

The proposed MRT solution has been designed to address the growing transport challenges in Queenstown and its surrounds. It responds to community needs, supports environmental objectives, and aligns with both national and local strategic directions.



At a regional level, this is an important transport infrastructure project with significant benefits. It will improve connectivity between key urban centres and growth areas, helping to reduce congestion on arterial roads and supporting more efficient movement of people.

The need for a MRT solution in Queenstown is well recognised and documented:

- Locally, the Queenstown Public Transport Business Case (2023), QLDC Climate Action Plan (2020), and Queenstown Integrated Transport Strategy (2019) emphasise the need for alternative public transport options. The Queenstown Town Centre Master Plan encourages progressive investigation of MRT options and the need to future proof other transport modes to link the town centre and Queenstown Airport. The QLDC 2024 Quality of Life Survey further confirms that transportation is a major concern to residents;
- At a national level, the project is consistent with the direction of the National Policy Statement for Urban Development (“**NPS-UD**”) which promotes urban intensification around key transport hubs and rapid transit stops. These locations are identified as areas that can support increased housing and employment density through improved public transport access;
- Most recently, the project is also aligned with the objectives of the Regional Deal, which prioritises transforming the transport network, accelerating mode shift to MRT options, and enabling streamlined delivery of critical infrastructure. By supporting these priorities, the cable car will help deliver on regional commitments to sustainable growth and resilience.

The project directly responds to the challenges identified in key strategy documents by delivering a high frequency, accessible, low-emission and affordable transport option that integrates with existing bus and active travel networks.

4 EFFECTS OF THE PROJECT

As you will be aware, the purpose of the FTAA is to facilitate the delivery of infrastructure and development projects with significant regional or national benefits.

The project will have a range of effects, including significant positive effects, and the expert project team is currently working on technical reports to identify the range and quantum of effects. To date, expertise has been engaged across the following fields: transport, planning, architecture/urban design, cultural advisory, ecology, landscape, geotechnical engineering, land surveying, acoustics, airport safety, geology, economics, and infrastructure/servicing.

As part of engaging with the ORC, we would greatly appreciate a discussion around values and effects of interest to help inform our overall evaluation of the project. We welcome ORC's input not only in relation to potential environmental effects, but also to understand how the



proposal may align with, support, or integrate into the existing public transport network and contribute to broader regional transport planning objectives.

5 NEXT STEPS

We are targeting lodgement of the referral application in September 2025.

We would welcome the opportunity to meet with you to discuss the proposal further. Equally, we are happy to coordinate a video or phone call at your convenience.

Please let us know your preferred dates, if there are specific matters you would like to discuss during the meeting, and whether there is any further information we can provide in advance of the meeting to assist your understanding of the proposal.

We look forward to hearing from you.

Yours sincerely,

Town Planning Group

s 9(2)(a)

s 9(2)(a)

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s 9(2)(a)





A Proven Record

Southern Infrastructure is a privately led infrastructure company established to deliver projects that unlock long-term regional impact where traditional delivery models have fallen short. Led by Rod, Jenna, Ross and Jana, our flagship projects include the Queenstown Cable Car and Southern Lakes Hospital — designed to meet critical public needs with private capital, community partnership, and delivery certainty.

Leadership Team

Rod Drury
Strategic Partner, Southern Infrastructure Ltd
Founder and former CEO of Xero. Entrepreneur, investor and venture philanthropist driving innovation across technology, infrastructure and economic development.



Jenna Adamson
Director, Southern Infrastructure Ltd
CEO, Rod Drury Family Office. Former law firm partner. Leading expert in property, commercial strategy and large-scale investment and property development.



Ross Copland
Director, Southern Infrastructure Ltd
Director, Queenstown Cable Car Limited. Engineer and developer. Former CEO of New Zealand Infrastructure Commission and ski area manager. Seasoned leader in infrastructure and development.



Jana Davis
Waitaha, Kāti Mamoe, Kāi Tahu. CEO of Te Tapu o Tāne Limited. Driving tribal development and environmental restoration through strategy, innovation, and kaupapa grounded in whenua, tikanga, and mana motuhake.



QUEENSTOWN CABLE CAR - STAGE 1 PROPERTY INFORMATION

CLIENT:	SOUTHERN INFRASTRUCTURE LTD	PATERSONS JOB NUMBER:	P240854							
PROJECT NAME:	QUEENSTOWN CABLE CAR	DAY	22							
		MONTH	JULY							
		YEAR	2025							
SHEET NO.	SHEET TITLE	DRAWING REVISIONS								
100	OVERVIEW	0								
101	QUEENSTOWN STATION	0								
102	QUEENSTOWN HILL STATION	0								
103	LAKE JOHNSON STATION	0								
104	FRANKTON BUS HUB STATION	0								
105	AIRPORT STATION	0								
106	FERRY HILL STATION	0								
107	FRANKTON NORTH STATION	0								
DISTRIBUTION:		NUMBER OF COPIES								
SOUTHERN INFRASTRUCTURE LTD		1								
REASONS FOR ISSUE:		I								
DRAWING SIZE:		A3								
MEDIA:		PDF								
A = APPROVAL D = DESIGN X = PRICING I = INFORMATION P = PRELIMINARY C = CONSTRUCTION T = TENDER Y = CONSENT R = REQUESTED E = DXF OR DWG										

LEGEND

AFFECTED PROPERTY

EXISTING BOUNDARY (OTHER)

PROPOSED CABLE CAR ALIGNMENT
(INCLUDING HORIZONTAL CLEARANCE ZONE)

INDICATIVE TOWER LOCATIONS

NOTES:

PLAN INFORMATION

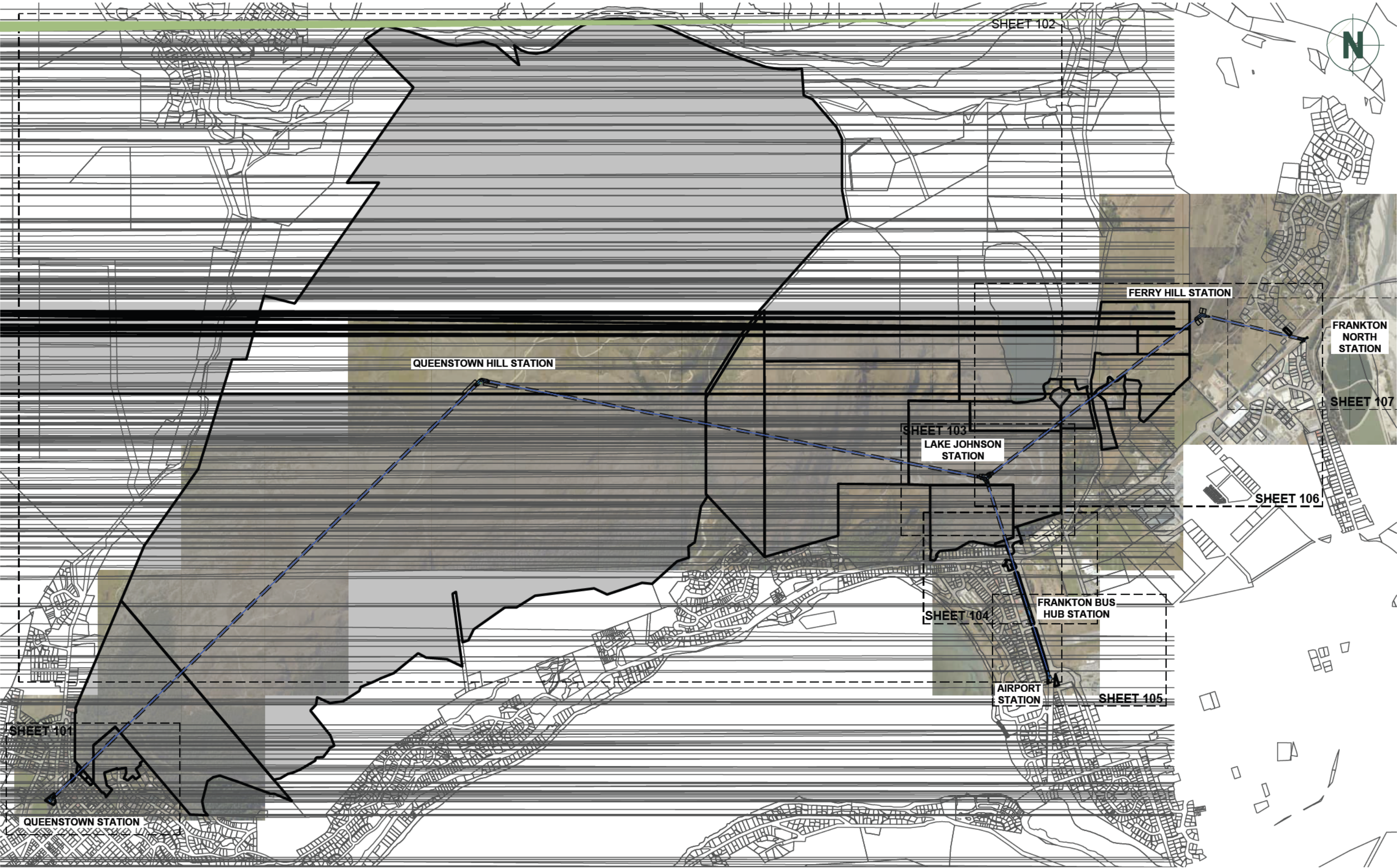
DIGITAL FORMAT FILES ARE AVAILABLE ON REQUEST TO PATERSONS.

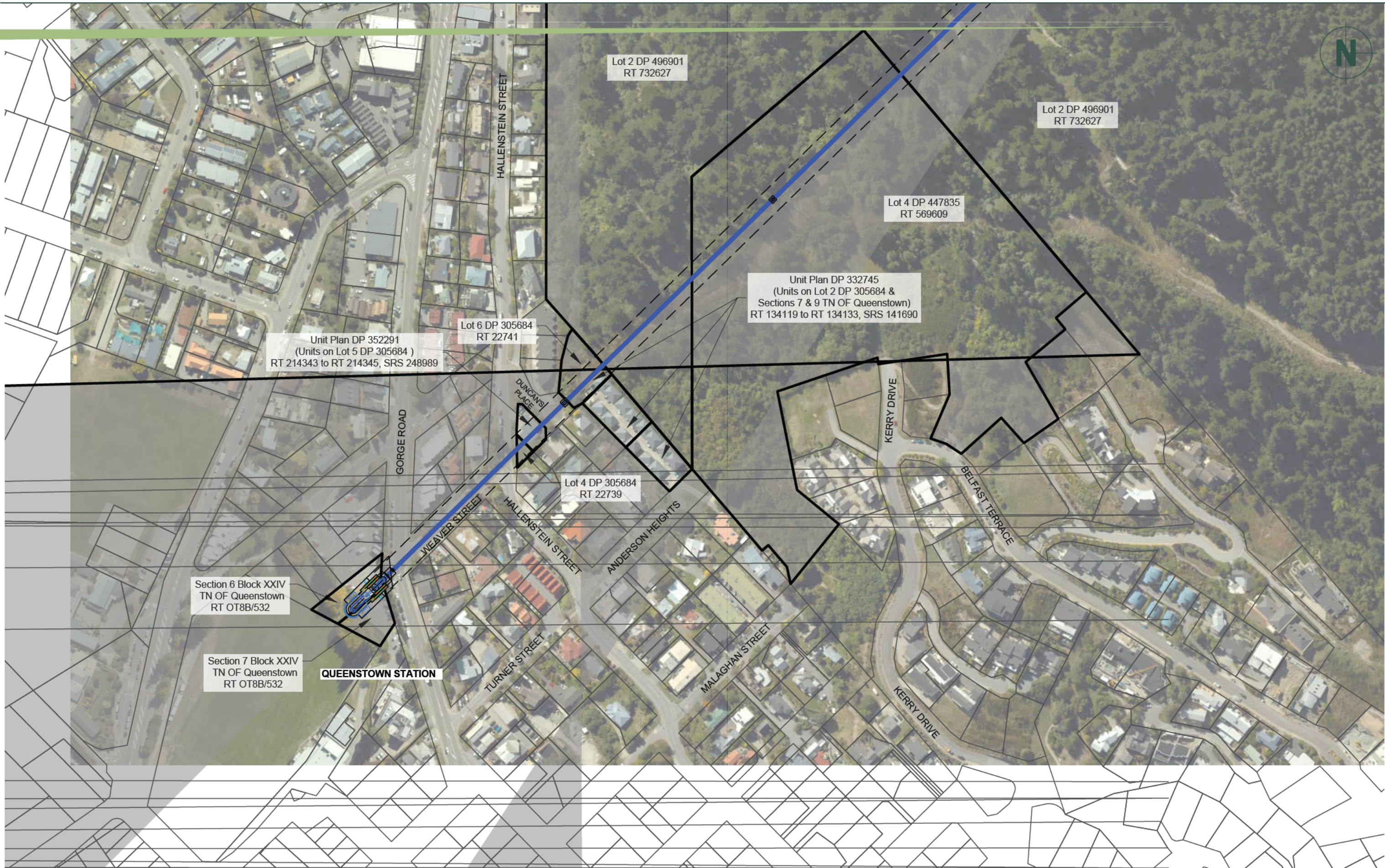
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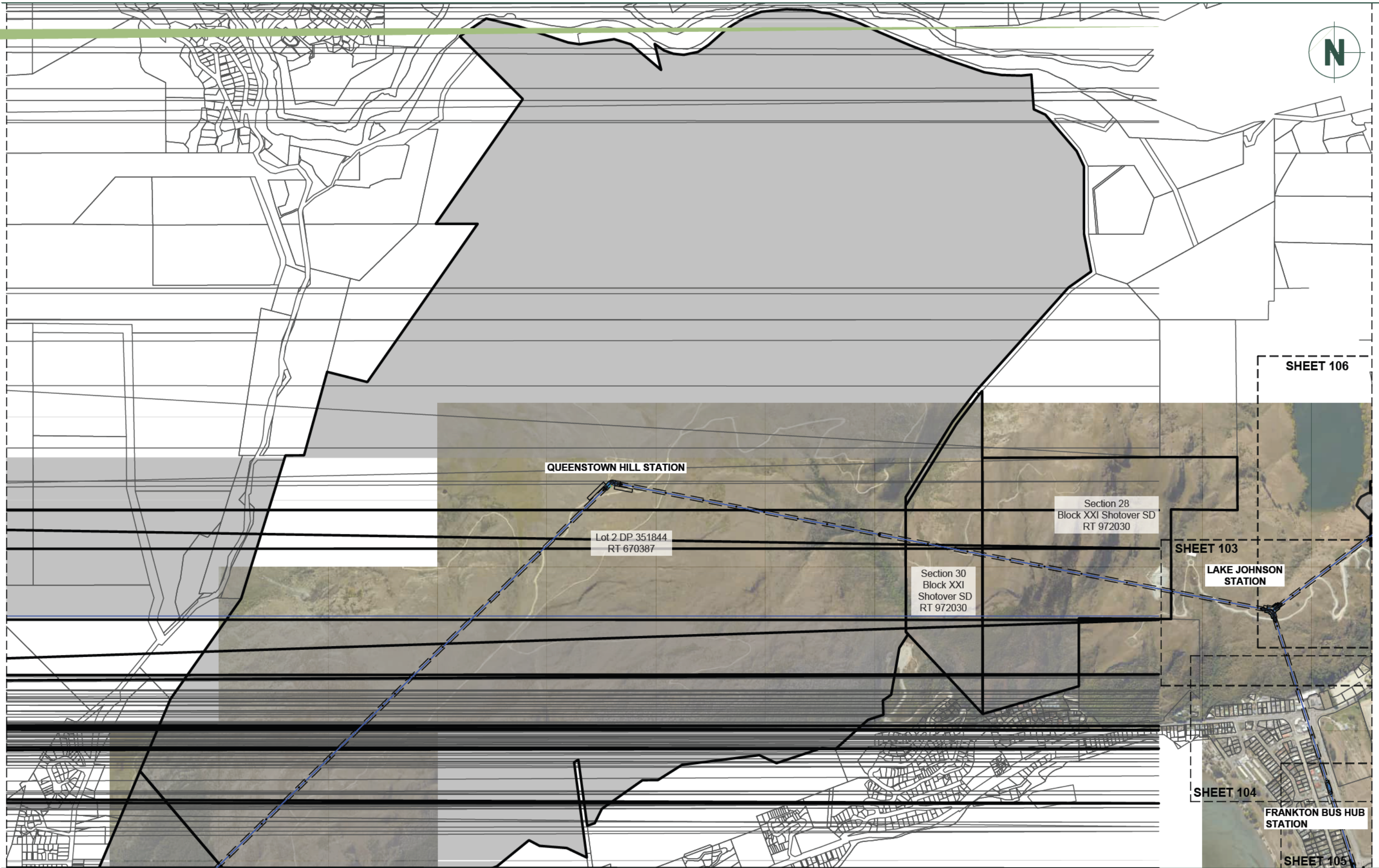
GENERAL DISCLAIMER

THIS PLAN AND ITS CONTENTS SHOULD NOT BE USED FOR ANY REASON OTHER THAN ITS INTENDED PURPOSE.

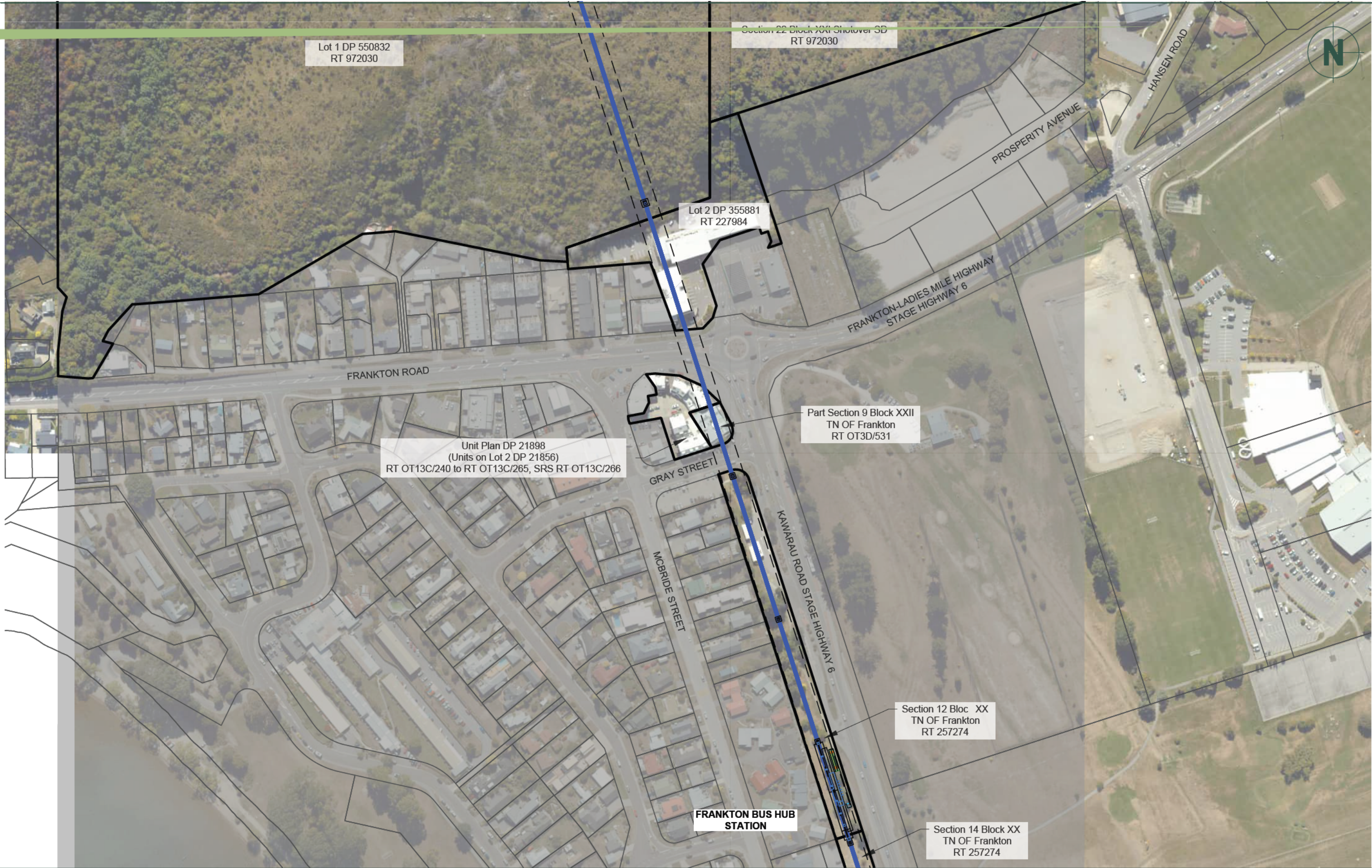
REFER TO THE RECORD OF TITLE (RT) AND TITLE PLAN(S) FOR ANY REGISTERED EASEMENT(S), COVENANT(S), AND/OR INTEREST(S).

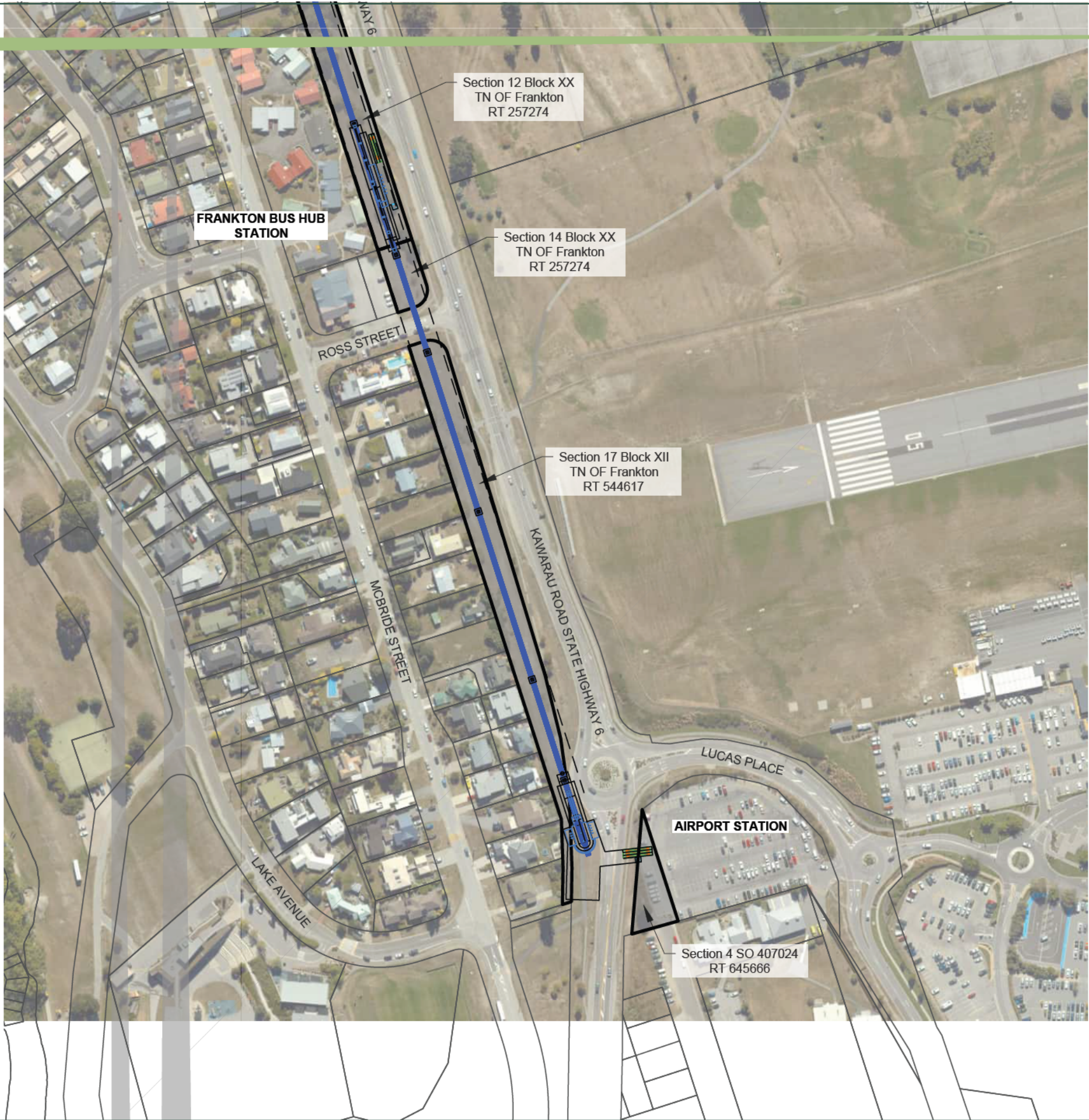


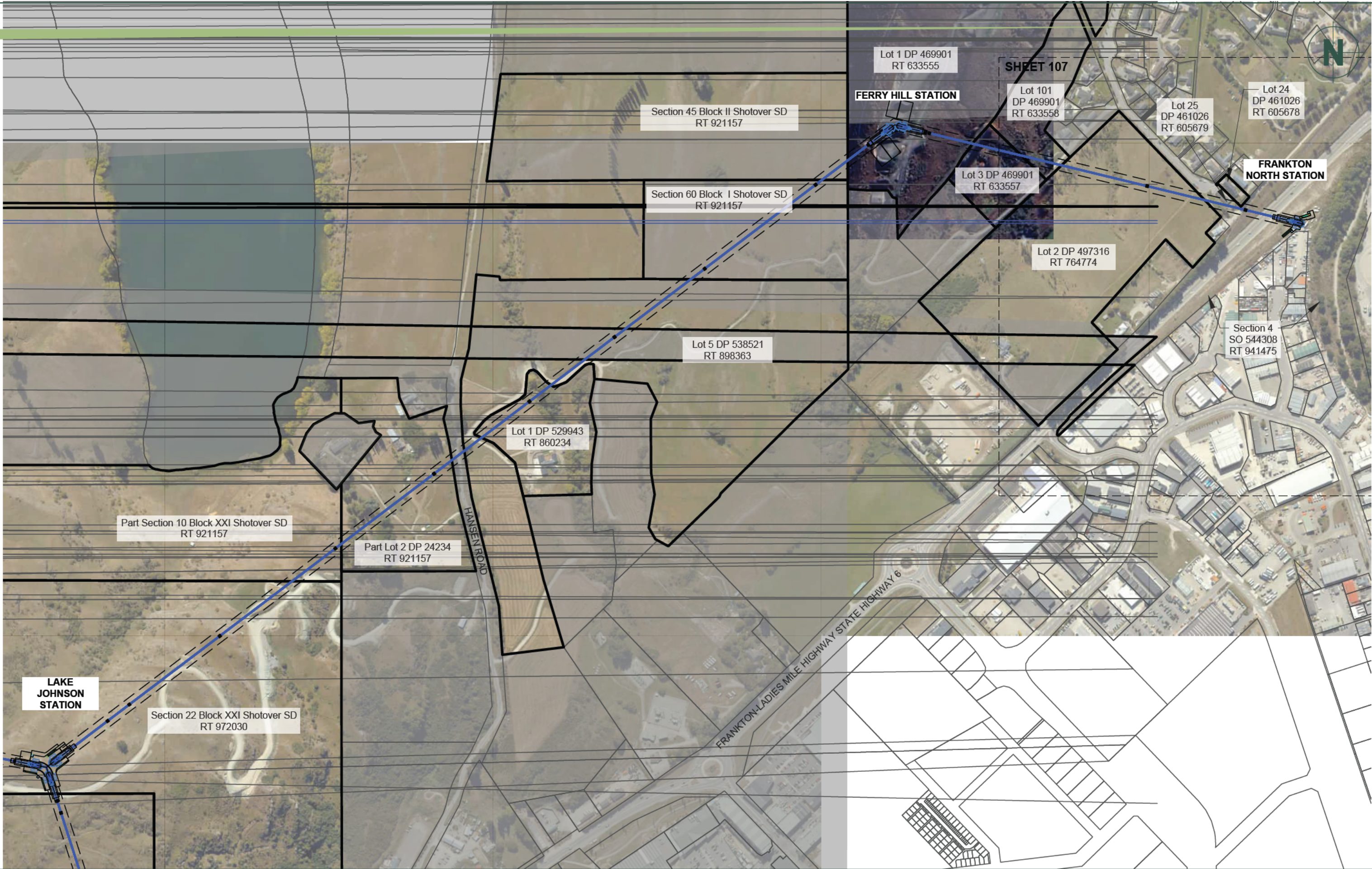


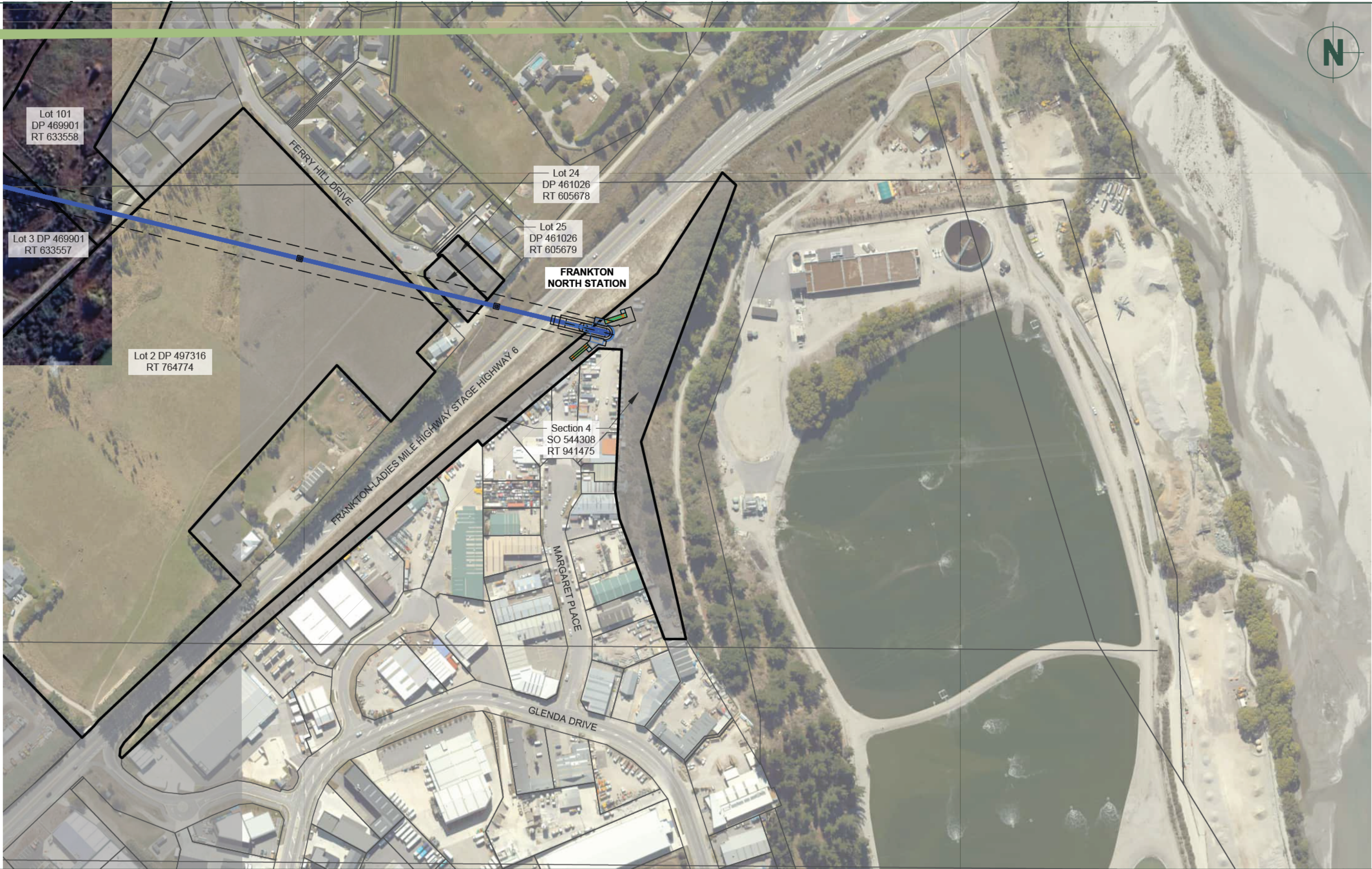








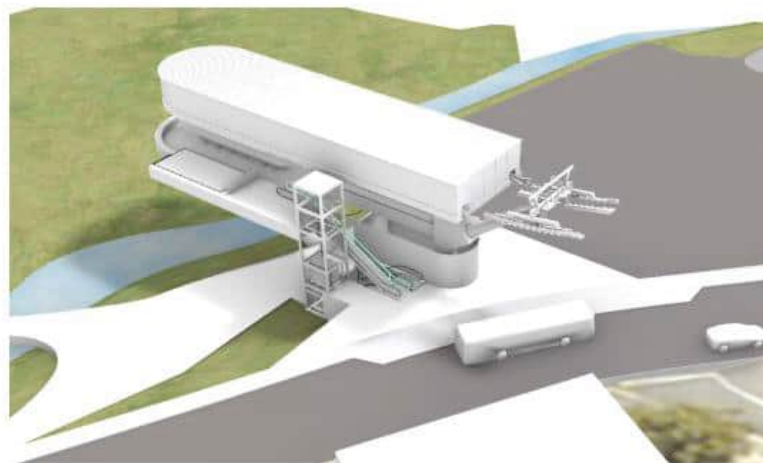
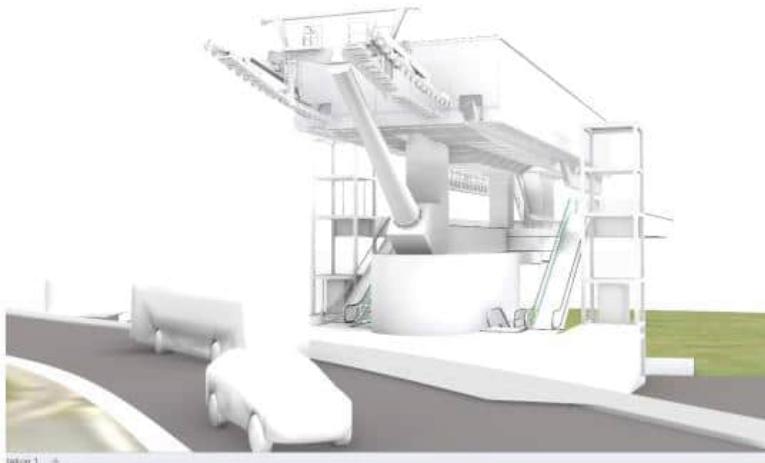




Queenstown Cable Car Station Concept 3D Views by *Jasmax* –
DRAFT for Consultation Purposes

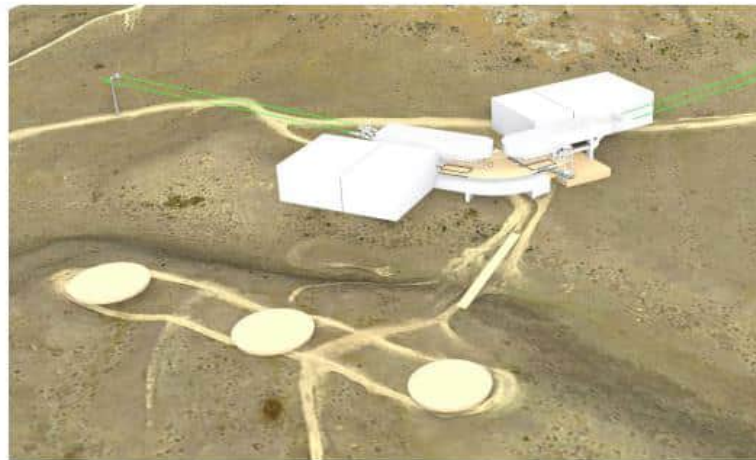
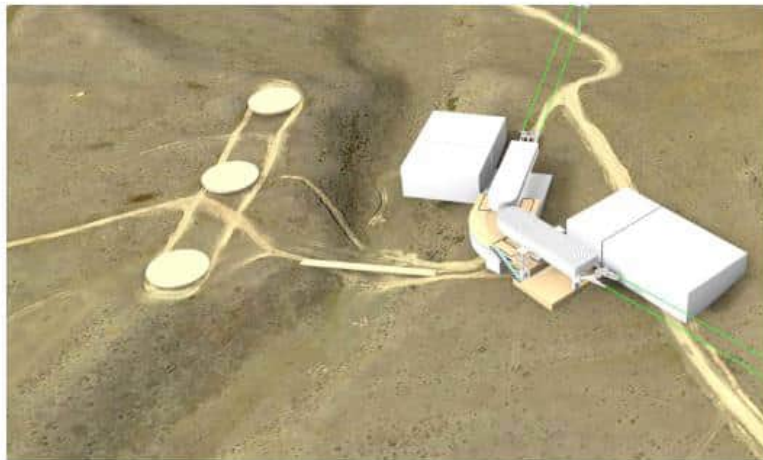
1. QUEENSTOWN STATION

Station 3D Views



2. QUEENSTOWN HILL STATION

Station 3D Views



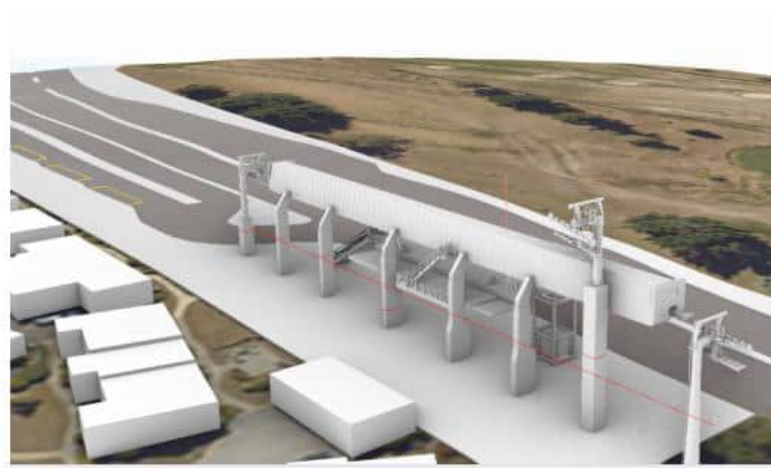
3. LAKE JOHNSON STATION

Station 3D Views



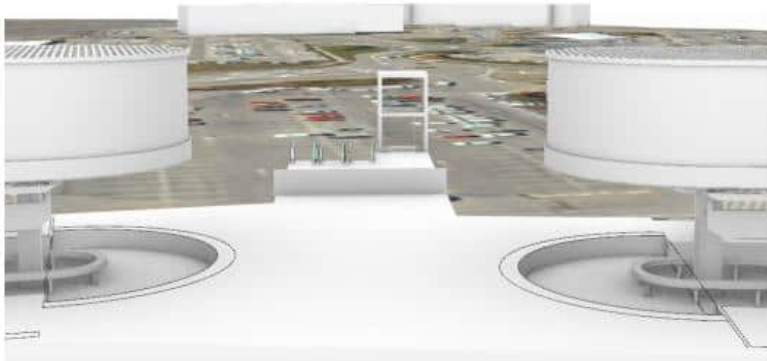
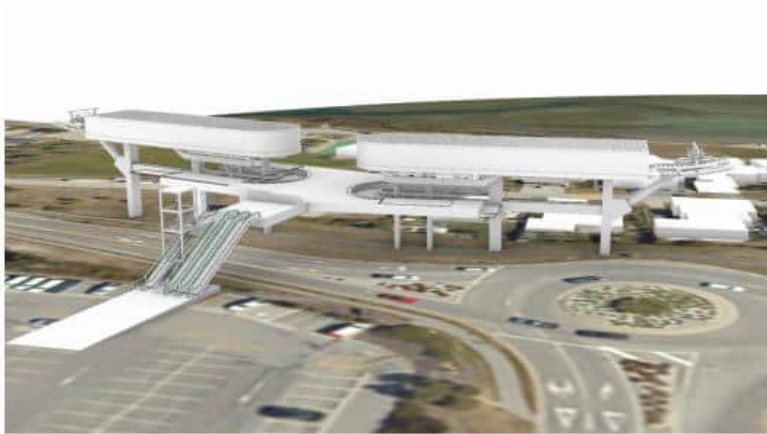
4. FRANKTON HUB STATION

Station 3D Views



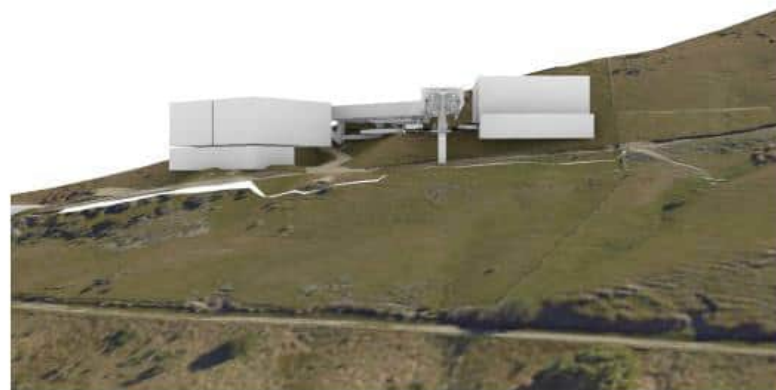
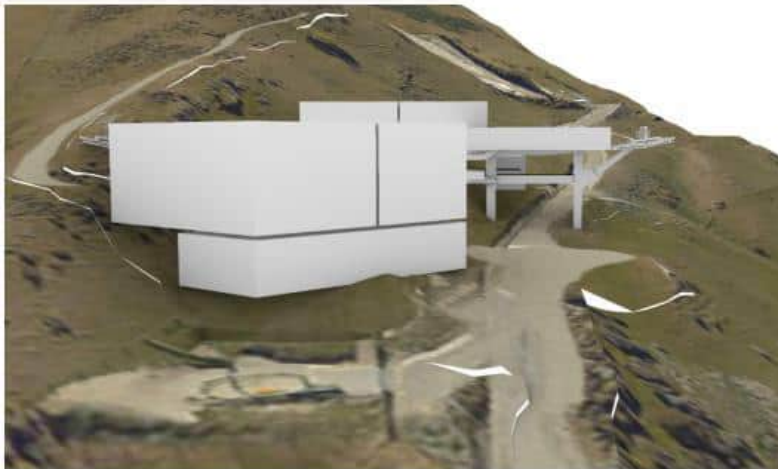
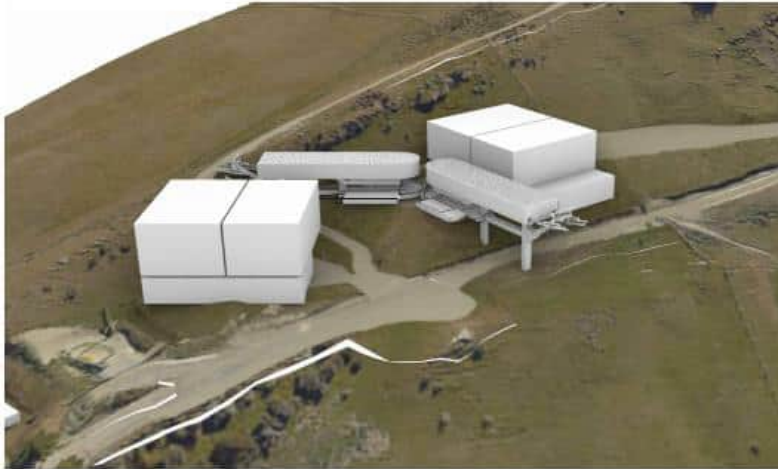
5. AIRPORT STATION

Station 3D Views



6. FERRY HILL STATION

Station 3D Views



7. FRANKTON NORTH STATION

Station 3D Views



Southern Infrastructure Limited – Queenstown Cable Car project

Thursday 21 August 10am via Teams.

Applicant:

s 9(2)(a) – Town Planning Group

s 9(2)(a) – Southern Infrastructure

s 9(2)(a) – Southern Infrastructure

s 9(2)(a) – Town Planning Group

ORC:

s 9(2)(a) – Team Leader Consents

s 9(2)(a) – Consents Planner

s 9(2)(a) – Transport Planner

Agenda for meeting

- Description of proposal from applicant including likely consent requirements
- Discussion on areas of technical expertise including companies that the applicant is intending to use
- Consent comments and questions
- Transport comments and questions
- Timeframes and next steps including site visit

21 October 2025

s 9(2)(a)

s 9(2)(a)

Otago Regional Council
70 Stafford Street
Private Bag 1954
Dunedin 9054

VIA EMAIL: s 9(2)(a)

Dear s 9(2)(a),

PROPOSED QUEENSTOWN CABLE CAR UPDATE ON PROJECT SCOPE

1 INTRODUCTION

Further to our initial engagement letter dated 25 July 2025 and subsequent correspondence, Southern Infrastructure (Cable Car) Limited (“**Southern Infrastructure**”) is pleased to provide a further update on the Queenstown Cable Car (“**QCC**”) project.

The scope of the QCC project continues to be refined in response to feedback. This refinement is influencing both the range of approvals required and the nature of the consultation and engagement process.

As you are aware, the project scope has been extended to include the ‘Ladies Mile Line’, a supplementary cable car service connecting Frankton to Ladies Mile with four new stations. This addition, alongside the existing ‘Town Centre Line’, linking the Airport to the Queenstown Town Centre, responds to feedback received during the Joint Workshop hosted by Southern Infrastructure on 22nd August 2025, which was attended by Otago Regional Council (“**ORC**”), Queenstown Lakes District Council (“**QLDC**”), New Zealand Transport Agency Waka Kotahi (“**NZTA**”) and Queenstown Airport Corporation (“**QAC**”).

The purpose of this letter is to update ORC on the current status and invite further feedback on the project. Consultation and engagement will remain ongoing as the project progresses.

2 UPDATED PROJECT OVERVIEW

The updated project scope includes a proposed offline public transport system comprising two lines and nine stations:

1. **Airport to Town Centre Line** – A connection between Queenstown Airport and the Queenstown Town Centre with five stations located at the Airport, Frankton Hub, Lake Johnson, Queenstown Hill, and the Town Centre. This line (previously referred to as ‘Stage 1’) has been detailed in our previous letter.
2. **Ladies Mile Line** – A supplementary service to Ladies Mile with four stations. Two alternative alignments are under consideration:
 - *Route A:* Frankton North – Ladies Mile connecting to the Lake Johnson Station of the Town Centre Line and with stations at Ferry Hill, Frankton North, Lower Shotover and Ladies Mile.
 - *Route B:* Frankton Flats – Ladies Mile connecting to the Frankton Hub Station of the Town Centre Line and with stations at Five Mile, Quail Rise, Lower Shotover and Ladies Mile.

The updated project alignment is shown below in **Figure 1**.

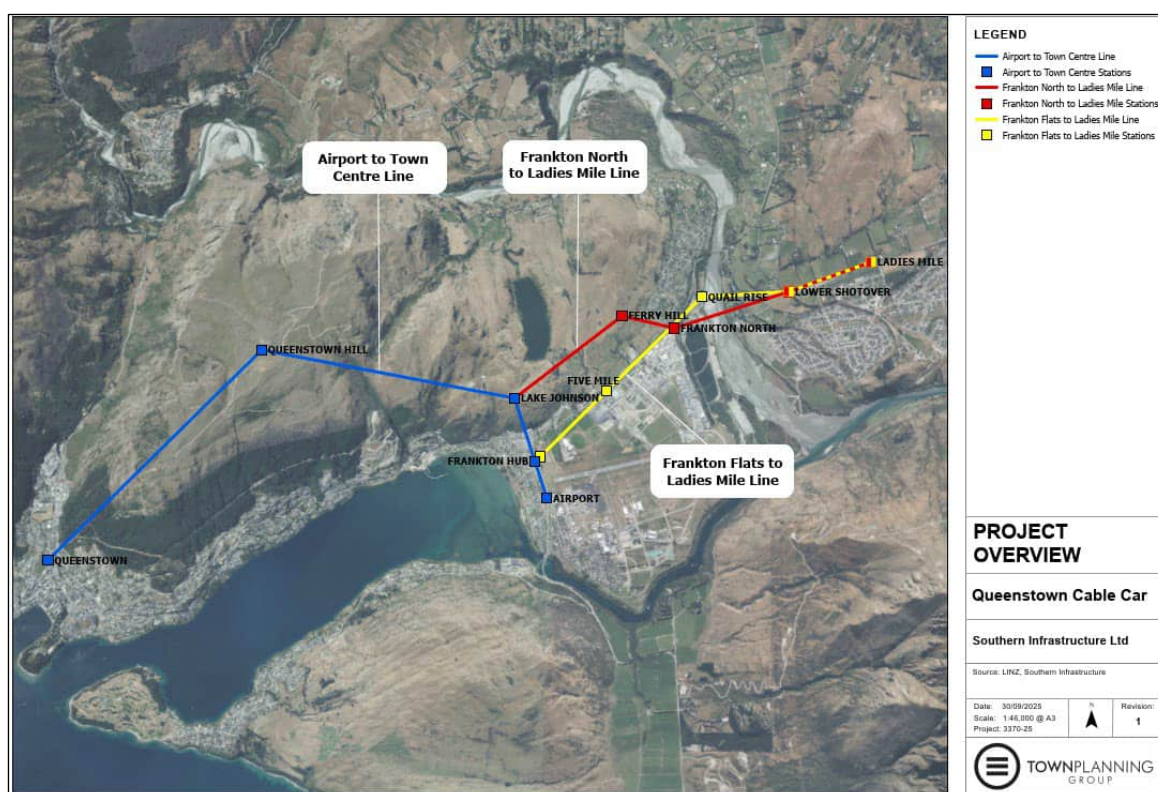


Figure 1: Overview of Updated Project Alignment (Source: Town Planning Group).

The Frankton Flats ('Route B') alignment to Ladies Mile is Southern Infrastructure's preferred option due to the more direct connections it provides to key commercial, residential, and employment centres including Five Mile Shopping Centre, Queenstown Central, and surrounding housing and mixed-use developments within Frankton Flats. As you will appreciate with a project of this nature, there is a lot to work through with both options and this will be evaluated as part of the preparation of the substantive application.

The wider catchment of the Five Mile station will provide connectivity to mixed-use, commercial, residential, and industrial areas within Frankton Flats, as well as employment zones around Glenda Drive all within an approximate 800m or 10-minute walking distance (refer **Figure 2**). The alignment of the QCC through the Frankton Flats will also support more intensive residential and commercial development enabling integrated land use and transport outcomes consistent with the National Policy Statement for Urban Development.

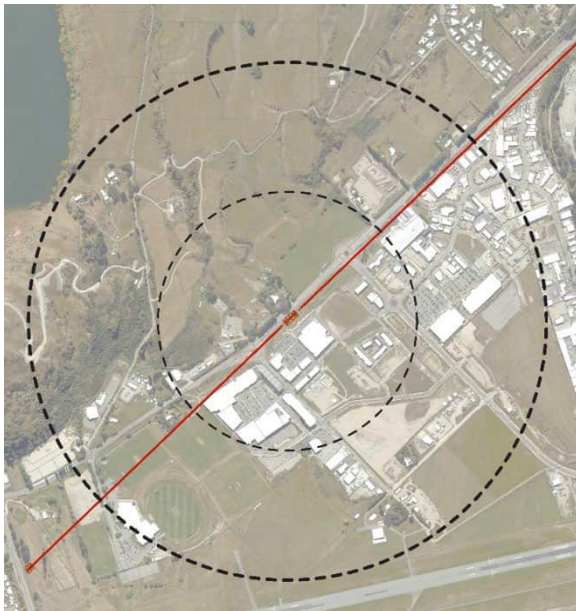


Figure 2: Five Mile Station Catchment (400m & 800m) (Source: Jasmax)

The expansion of the project to include Ladies Mile will help unlock this transport constrained urban zoned land along the eastern growth corridor, facilitating planned housing developments.

3 EFFECTS & APPROVALS CONXTEXT

As outlined in our previous letter, the QCC will have a range of effects, including significant positive effects, and the expert project team continues to consider these in light of the recent addition of the Ladies Mile Line.

Proceeding with the Frankton Flats route may mean that the Quail Rise Station (and any ancillary buildings) is located within, or in close proximity to, the bed of the Shotover River. While the exact alignment of the cable car corridor and station footprints is still being confirmed,



there will be additional rule triggers and environmental considerations associated with the proposed station and, more broadly, the additional Ladies Mile line.

We also note that the Water Conservation (Kawarau) Order 1997 ("**Kawarau WCO**") protects the Shotover River adjacent to the location of the proposed Quail Rise Station. The Kawarau Water Conservation Order will likely be a relevant consideration for a discharge permit. However, it is not considered that this WCO is an impediment to obtaining a discharge permit as any stormwater discharged will be clean and not change the quality and characteristics of water in the Shotover River. These are matters that will be identified in the referral application and worked through, alongside ORC.

4 NEXT STEPS

As we progress the referral application under the FTAA, and in particular consider the potential effects arising from the recent extension to include the Ladies Mile line, we continue to welcome ORC's input. Your feedback will help inform the referral application and ensure that the project appropriately addresses relevant values, required approvals and associated environmental effects.

We acknowledge that consultation with ORC will be ongoing and we look forward to working collaboratively to ensure that the necessary information is provided to support assessment of the QCC project under the FTAA process.

At this stage, we are targeting lodgement of the referral application in late October 2025.

We will follow this letter with a phone call in coming days.

In the meantime, please do not hesitate to contact the undersigned should you have any further queries we can assist with.

Yours sincerely,

Town Planning Group

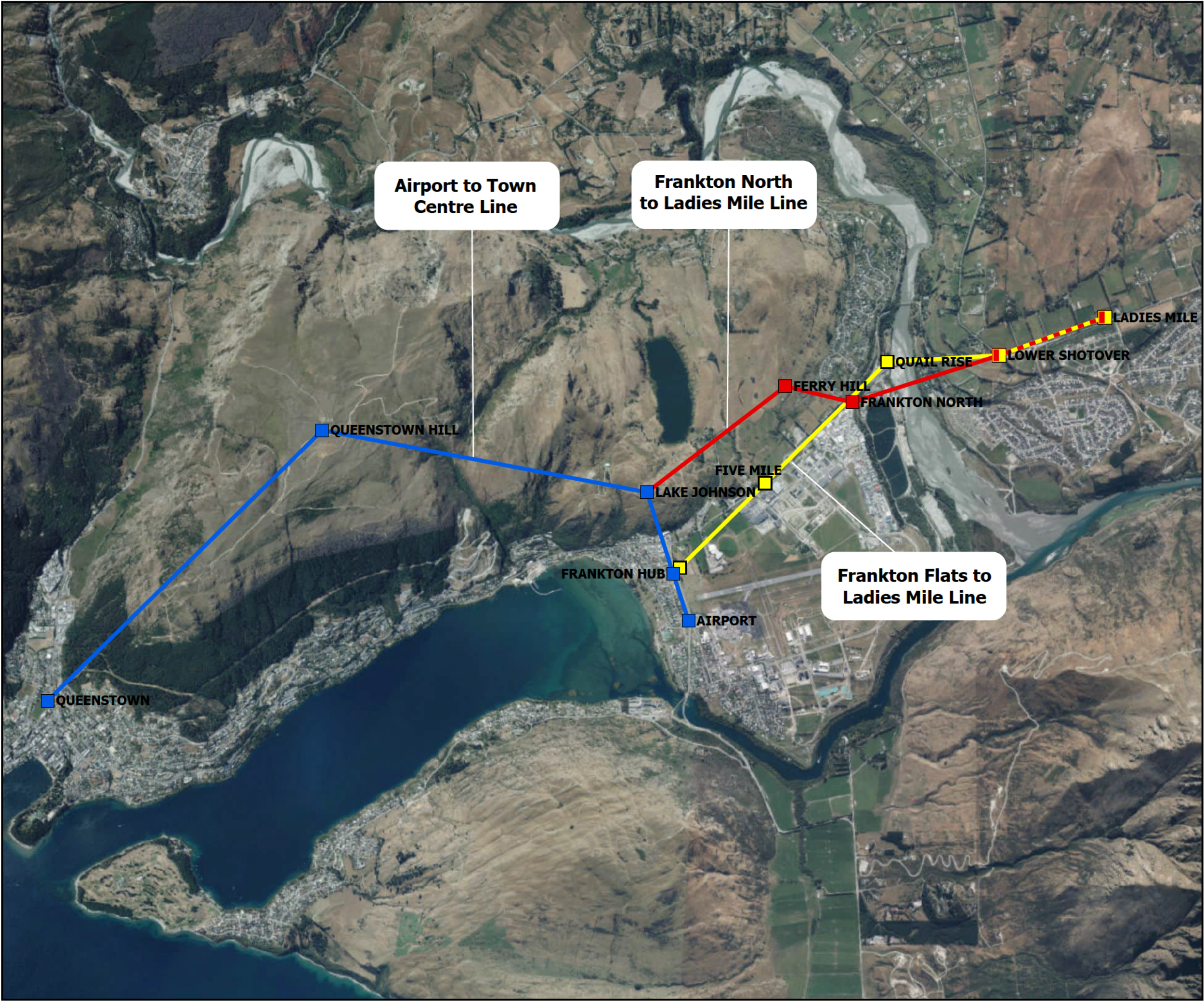
s 9(2)(a)

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s 9(2)(a)



LEGEND

- Airport to Town Centre Line
- Airport to Town Centre Stations
- Frankton North to Ladies Mile Line
- Frankton North to Ladies Mile Stations
- Frankton Flats to Ladies Mile Line
- Frankton Flats to Ladies Mile Stations

PROJECT OVERVIEW

Queenstown Cable Car

Southern Infrastructure Ltd

Source: LINZ, Southern Infrastructure

Date: 30/09/2025
Scale: 1:46,000 @ A3
Project: 3370-25



Revision:
1



1.2 QUEENSTOWN LAKES DISTRICT COUNCIL

25 July 2025

s 9(2)(a)

s 9(2)(a)

Queenstown Lakes District Council
10 George Road
QUEENSTOWN 9300

VIA EMAIL: s 9(2)(a)

Dear s 9(2)(a),

PROPOSED QUEENSTOWN CABLE CAR REQUEST FOR ENGAGEMENT

1 INTRODUCTION

As you are aware, Southern Infrastructure Limited ("**Southern Infrastructure**") is intending to lodge a referral application with the Ministry for the Environment under the Fast-track Approvals Act 2024 ("**FTAA**") for the establishment and operation of a mass public transportation cable car network in Queenstown.

Southern Infrastructure has engaged Town Planning Group to prepare the referral application, alongside a team of technical experts.

We understand that Southern Infrastructure has already engaged with the Queenstown Lakes District Council ("**QLDC**") through various channels in relation to the cable car project more generally. The purpose of this letter is to formally initiate consultation in relation to the referral application in accordance with section 11 of the FTAA, with the intent of receiving feedback from the QLDC to help inform the proposal that we are currently formulating for referral.

The referral application will reflect what is essentially the foundation stage for the establishment of the initial mass rapid transit ("**MRT**") network between Frankton and Central Queenstown, with the intent that the network will be expanded in the future, providing a core solution to the current and future transportation challenges affecting Queenstown and its surrounds.



For your reference, we have appended in **Attachment [A]** an overview of the Southern Infrastructure team, including their background and experience.

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The Queenstown Cable Car project is a MRT solution to address transportation challenges in Queenstown and its surrounds, connecting the Queenstown town centre to key commercial, residential and employment hubs via defined transportation linkages.

The referral application focuses on what we refer to as “Stage One”, being the connection between Central Queenstown and Frankton (near Queenstown Airport and south of Quail Rise). The Stage One route is indicated in **Figure 1**.

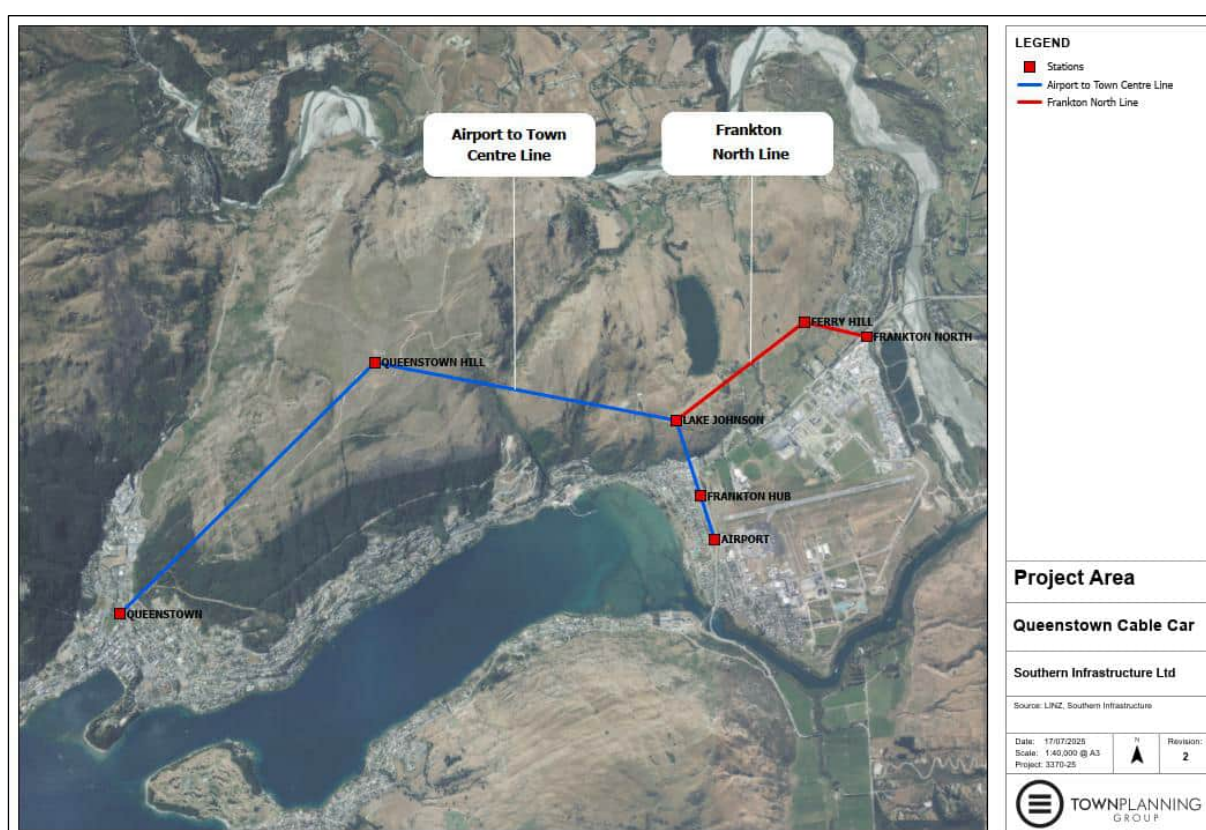


Figure 1: Overview of Stage One Route

The preferred route of the MRT network will, in the future, link the various local catchments (Central Queenstown, Frankton, Frankton North, Ladies Miles, Arthurs Point, Jacks Point). Notably, the recent *Te Tapuae Southern Corridor* consultation document identifies a potential gondola corridor, and Southern Infrastructure intends to continue working closely with QLDC to explore how this could be delivered as a future extension of the initial Queenstown–Frankton route. Importantly, *only Stage One constitutes the project for the purposes of the referral application that is to be made.*



Key features of the project include:

Objectives	Reduce traffic congestion, improve public transport accessibility, and support sustainable tourism and residential mobility.
Route	Approximately 10km route with stations proposed in the following locations: Town Centre, Queenstown Hill, Lake Johnson, Frankton Bus Hub, Ferry Hill, Frankton North and near Queenstown Airport.
Capacity	10 passenger cabins arriving approximately every 12 seconds and capable of transporting up to 3,000 passengers per hour in each direction.
Technology	Electric-powered, low-emission cable car system with automated operations for reliability.
Timeline	Construction planned for 2027-2028, with operations commencing in 2029, subject to consents and feasibility criteria being met.

Several stations are proposed along the alignment which will provide transition points for the cable cars, along with supporting facilities such as hospitality and tourism facilities, ticketing offices, parking and other ancillary activities as well as associated earthworks, services and infrastructure.

The route traverses multiple landholdings of varying tenure, including local road reserve, state highway road reserve, public reserve land, designated land, and privately owned property.

With respect to QLDC, the project spans several different zones under the Queenstown Lakes Proposed District Plan and is subject to various overlays and notations. QLDC is also the requiring authority for several designations either directly affected by, or located in proximity to, the project.

Resource consent will be required for the transport infrastructure and associated activities proposed in each of these zones, with the activity status predominantly falling under the non-complying category (as the default status for activities not provided within the activity rules). The project also triggers a range of bulk and location rules, with District Wide provisions also relevant, particularly in relation to earthworks, transport, signage, indigenous vegetation and biodiversity, and sites of cultural significance.

Resource consents from the Otago Regional Council (“**ORC**”) will also be required for activities such as earthworks, the discharge of stormwater and wastewater, and other potential discharges to land or water.

We are also aware that QLDC has welcomed a full briefing from Southern Infrastructure to present the cable car concept to Council staff, acknowledging its potential as a critical infrastructure solution to address Queenstown’s growing transport challenges.



For further context, we have appended a more detailed location plan in **Attachment [B]**, prepared by *Patersons*. The work-in-progress concept designs of the station buildings, prepared by *Jasmax*, are contained in **Attachment [C]**.

3 THE NEED FOR MASS RAPID TRANSIT

The proposed MRT solution has been designed to address the growing transport challenges in Queenstown and its surrounds. It responds to community needs, supports environmental objectives, and aligns with both national and local strategic directions.

At a regional level, this is a significant transport infrastructure project with wide-reaching benefits. It will enhance connectivity between key urban centres and growth areas, reduce congestion on arterial routes, and enable more efficient movement of people.

Nationally, the project aligns with the National Policy Statement on Urban Development (2022), which supports intensification and development around key public transport corridors. Locally, the project supports a range of strategies such as the Queenstown Public Transport Business Case (2023), Climate Action Plan (2020), and Integrated Transport Strategy (2019).

The project also supports the objectives of the Regional Deal, a recent initiative and memorandum of understanding between central and local government which prioritises transforming the transport network, accelerating the shift to MRT options, and delivering critical infrastructure more efficiently. By aligning with these priorities, the cable car proposal contributes to regional commitments to sustainable growth, improved connectivity, and long-term resilience.

The project directly responds to the challenges identified in key strategy documents by delivering a high frequency, accessible, low-emission and affordable transport option that integrates with existing bus and active travel networks.

4 STRATEGIC RELEVANCE OF PROJECT TO QLDC PLANNING FRAMEWORKS

Specifically in the context of QLDC, the cable car proposal holds significant strategic relevance to the district's existing and emerging strategies, policies, and plans.

The long-term success of the Queenstown Lakes District depends on proactively addressing the challenges of population growth, transport demand, and sustainability. The MRT and cable car proposal is designed to support these goals by delivering an innovative and efficient public transport system that reduces reliance on private vehicles and improves the integration of land use and transport planning.

This project is directly supported by several key QLDC strategy documents, including:

- **Spatial Plan: Whaiora Grow Well** – emphasising the need for compact, well-connected communities and a shift to sustainable transport;



- **2021–2031 Long Term Plan** – committing to public and active transport investment and transformative infrastructure solutions;
- **Climate and Biodiversity Plan 2022–2025** – identifying transport as a major emissions source and encouraging low-emission alternatives;
- **Queenstown Town Centre and Frankton Masterplans** – promoting multimodal connectivity and resilient transport systems;

5 EFFECTS OF THE PROJECT

The purpose of the FTAA is to facilitate the delivery of infrastructure and development projects with significant regional or national benefits.

The project will have a range of effects, including significant positive effects, and the expert project team is currently working on technical reports to identify the range and quantum of effects. To date, expertise has been engaged across the following fields: transport, planning, architecture/urban design, cultural advisory, ecology, landscape, geotechnical engineering, land surveying, acoustics, airport safety, geology, economics, and infrastructure/servicing.

As part of engaging with the QLDC, we would greatly appreciate a discussion around values and effects of interest to help inform our overall evaluation of the project.

6 NEXT STEPS

We are targeting lodgement of the referral application in September 2025.

We would welcome the opportunity to meet with you to discuss the proposal further. Equally, we are happy to coordinate a video or phone call at your convenience.

Please let us know your preferred dates, if there are specific matters you would like to discuss during the meeting, and whether there is any further information we can provide in advance of the meeting to assist your understanding of the proposal.

Yours sincerely,

Town Planning Group

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A Proven Record

Southern Infrastructure is a privately led infrastructure company established to deliver projects that unlock long-term regional impact where traditional delivery models have fallen short. Led by Rod, Jenna, Ross and Jana, our flagship projects include the Queenstown Cable Car and Southern Lakes Hospital — designed to meet critical public needs with private capital, community partnership, and delivery certainty.

Leadership Team

Rod Drury
Strategic Partner, Southern Infrastructure Ltd
Founder and former CEO of Xero. Entrepreneur, investor and venture philanthropist driving innovation across technology, infrastructure and economic development.



Jenna Adamson
Director, Southern Infrastructure Ltd
CEO, Rod Drury Family Office. Former law firm partner. Leading expert in property, commercial strategy and large-scale investment and property development.



Ross Copland
Director, Southern Infrastructure Ltd
Director, Queenstown Cable Car Limited. Engineer and developer. Former CEO of New Zealand Infrastructure Commission and ski area manager. Seasoned leader in infrastructure and development.







Jana Davis
Waitaha, Kāti Mamoe, Kāi Tahu. CEO of Te Tapu o Tāne Limited. Driving tribal development and environmental restoration through strategy, innovation, and kaupapa grounded in whenua, tikanga, and mana motuhake.

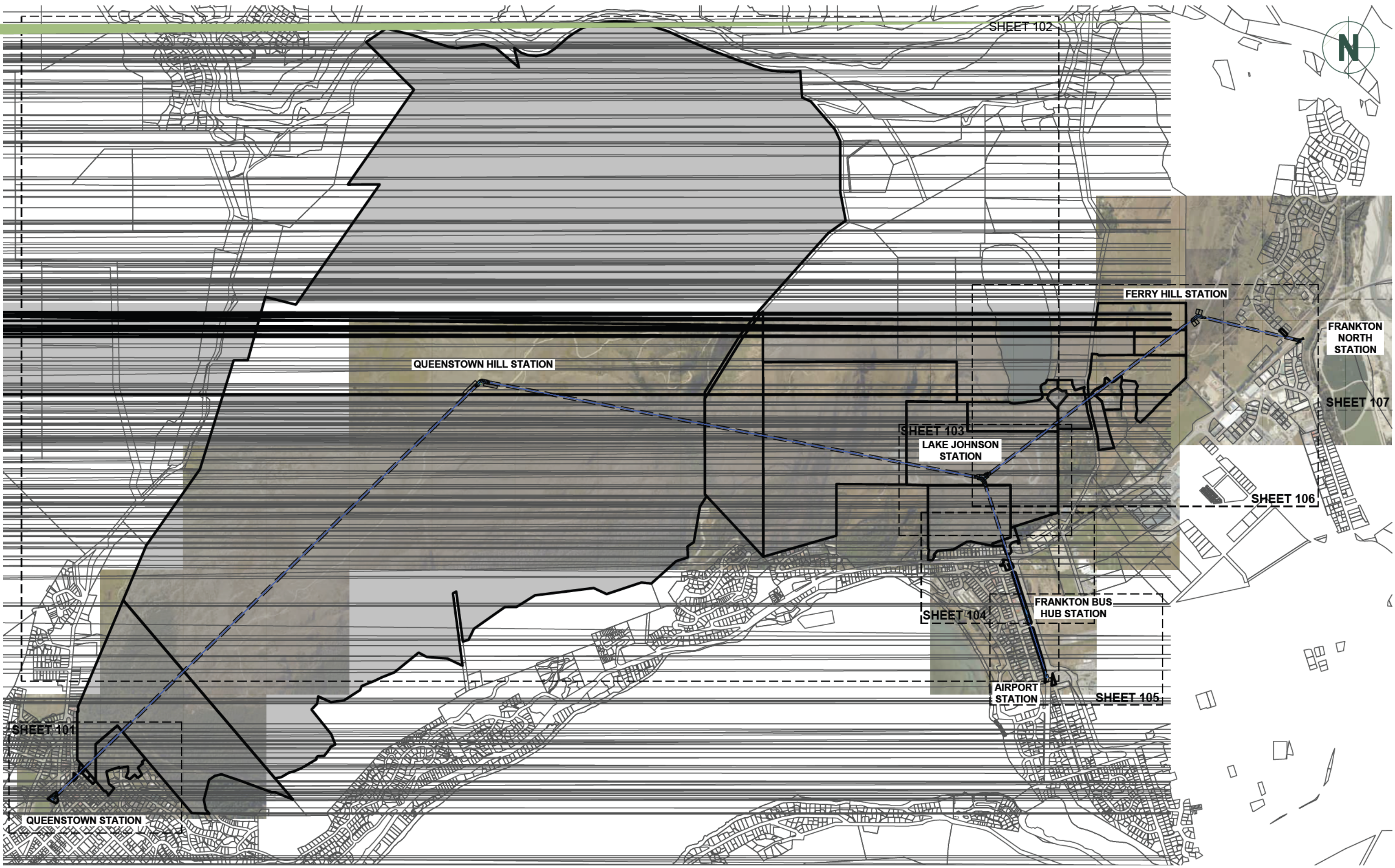


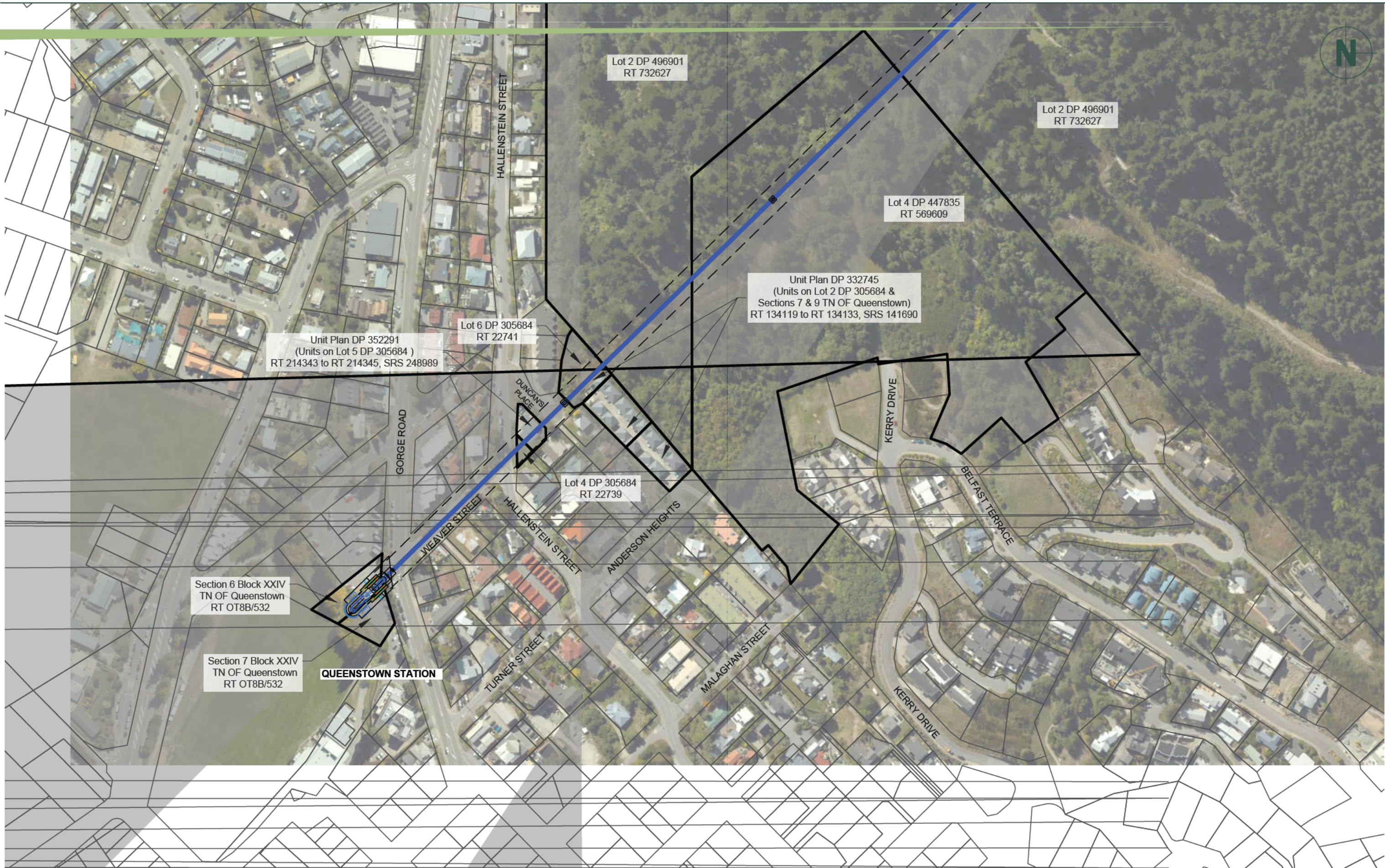
QUEENSTOWN CABLE CAR - STAGE 1 PROPERTY INFORMATION

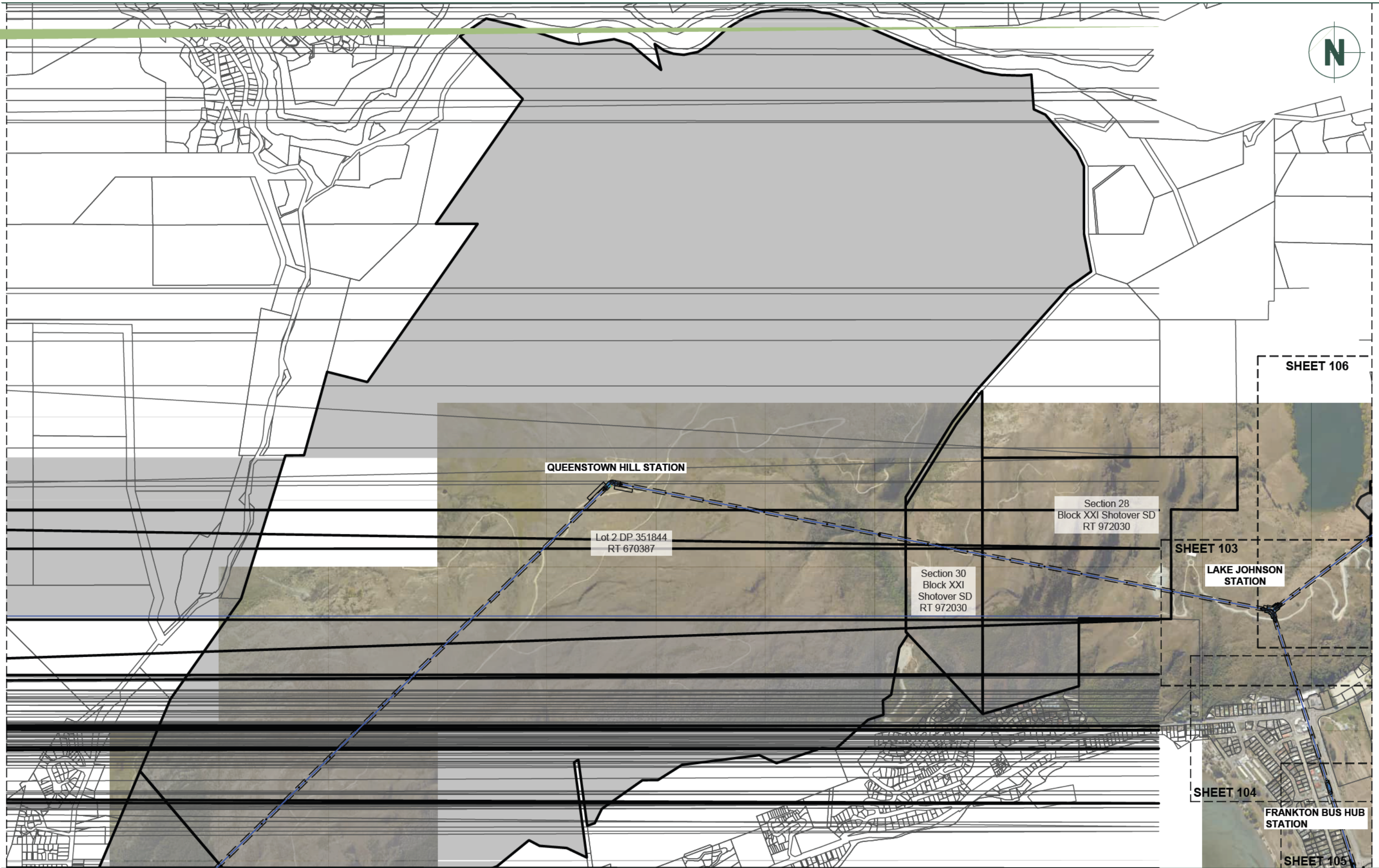
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PROJECT NAME:	QUEENSTOWN CABLE CAR	DAY	22								
		MONTH	JULY								
		YEAR	2025								
SHEET NO.	SHEET TITLE	DRAWING REVISIONS									
100	OVERVIEW	0									
101	QUEENSTOWN STATION	0									
102	QUEENSTOWN HILL STATION	0									
103	LAKE JOHNSON STATION	0									
104	FRANKTON BUS HUB STATION	0									
105	AIRPORT STATION	0									
106	FERRY HILL STATION	0									
107	FRANKTON NORTH STATION	0									
DISTRIBUTION:		NUMBER OF COPIES									
SOUTHERN INFRASTRUCTURE LTD		1									
REASONS FOR ISSUE:		I									
DRAWING SIZE:		A3									
MEDIA:		PDF									
A = APPROVAL C = CONSTRUCTION	D = DESIGN T = TENDER	X = PRICING Y = CONSENT	I = INFORMATION R = REQUESTED	P = PRELIMINARY E = DXF OR DWG							

LEGEND

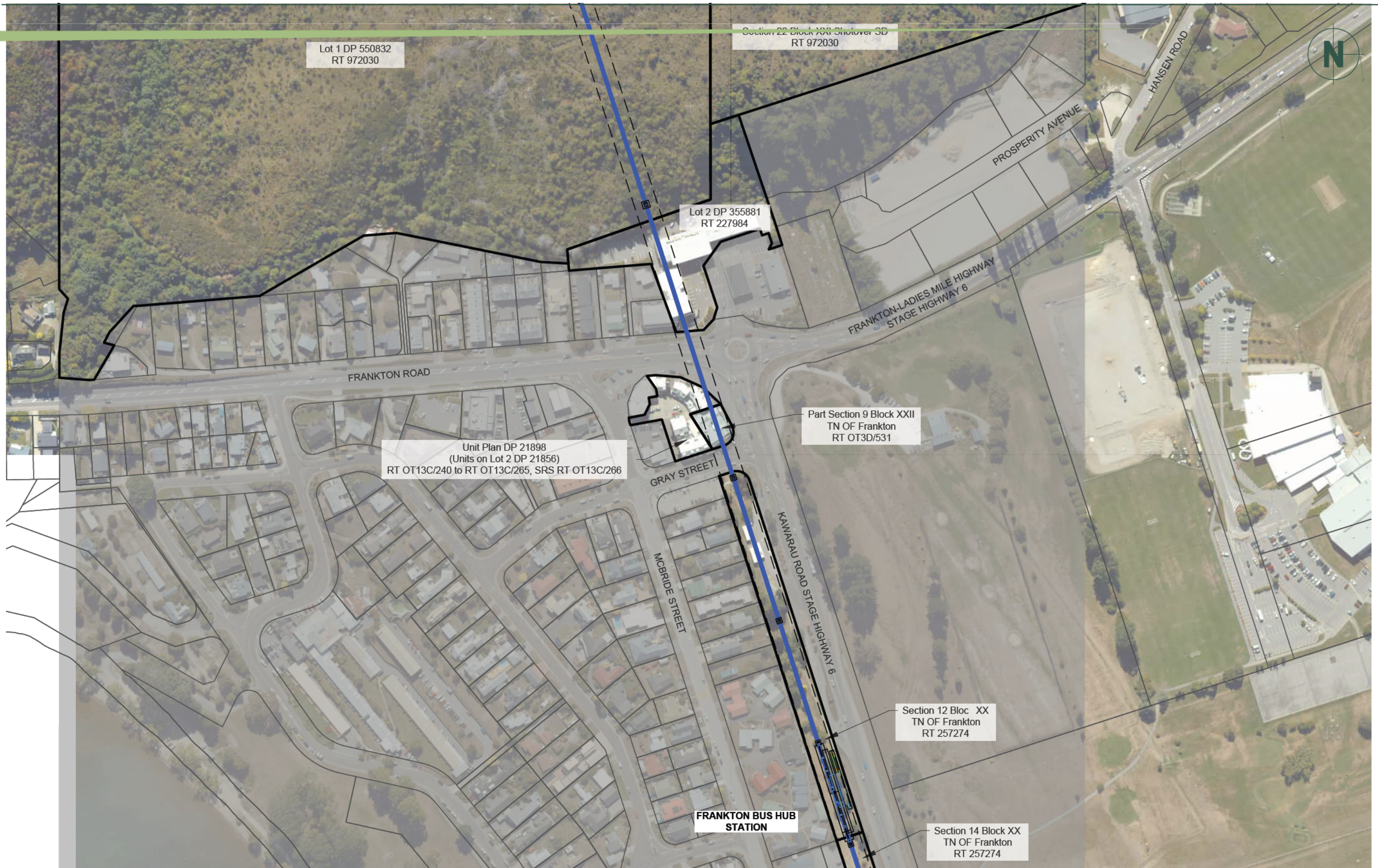
-  AFFECTED PROPERTY
-  EXISTING BOUNDARY (OTHER)
-  PROPOSED CABLE CAR ALIGNMENT
(INCLUDING HORIZONTAL CLEARANCE ZONE)
-  INDICATIVE TOWER LOCATIONS

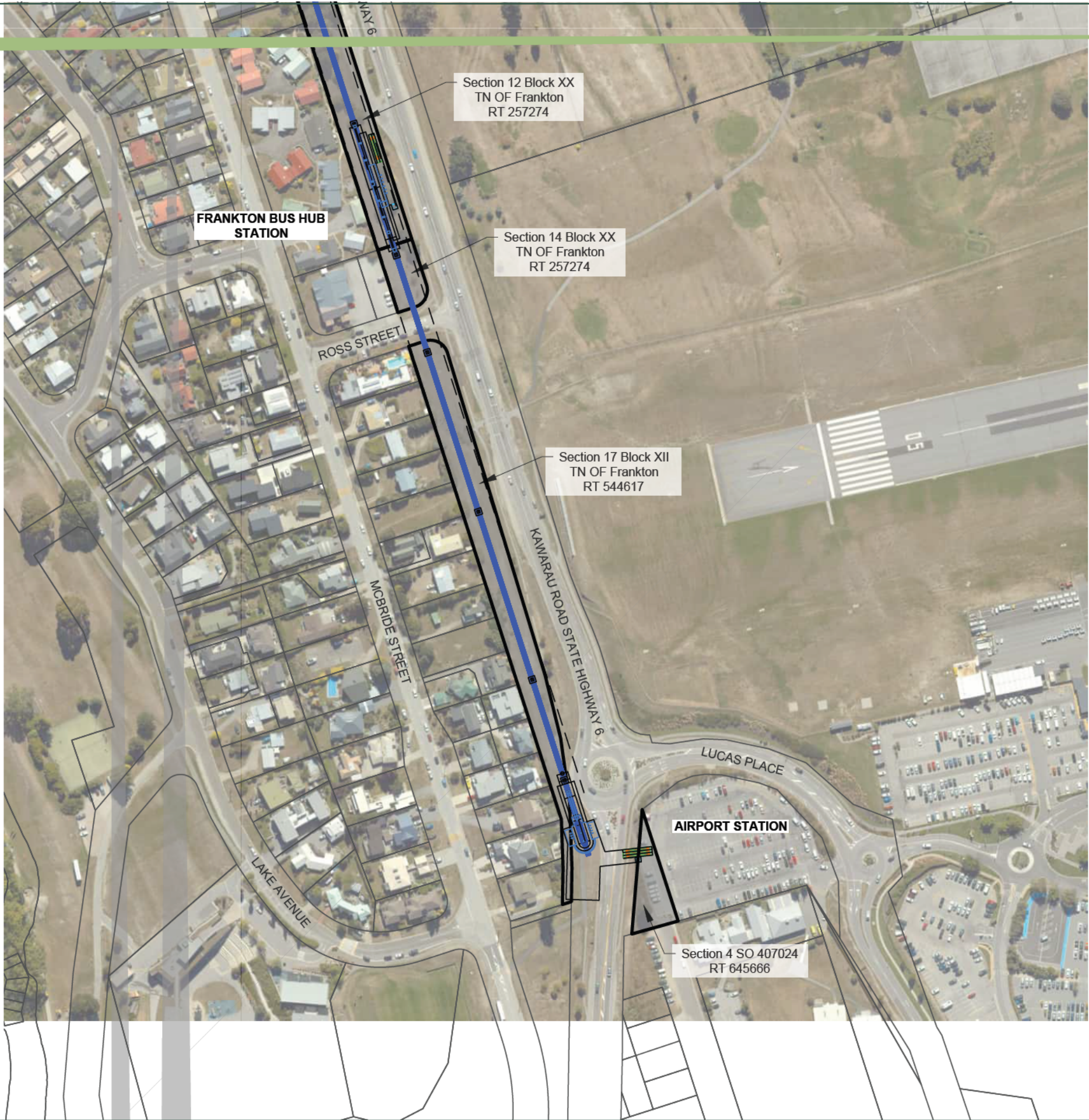


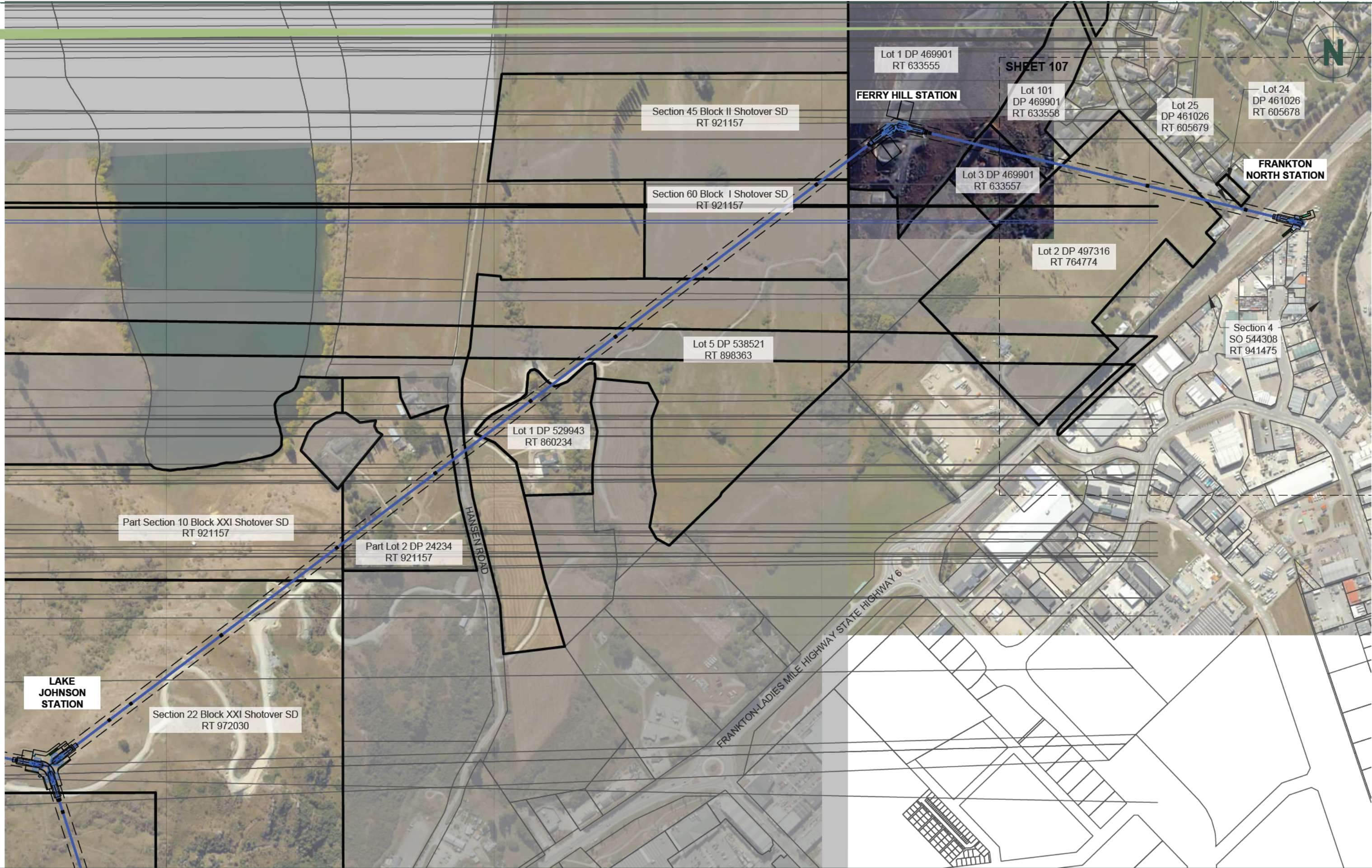


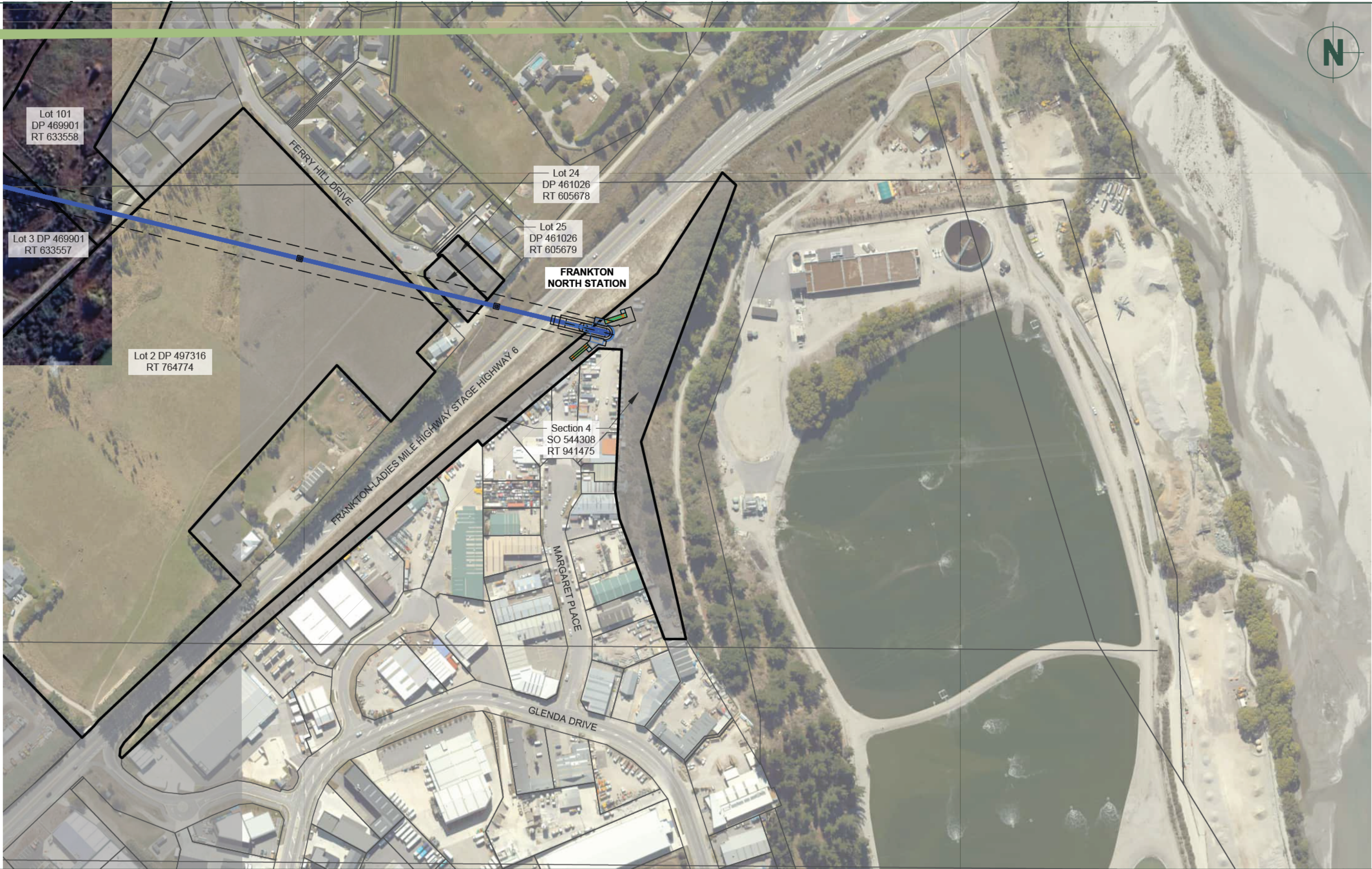








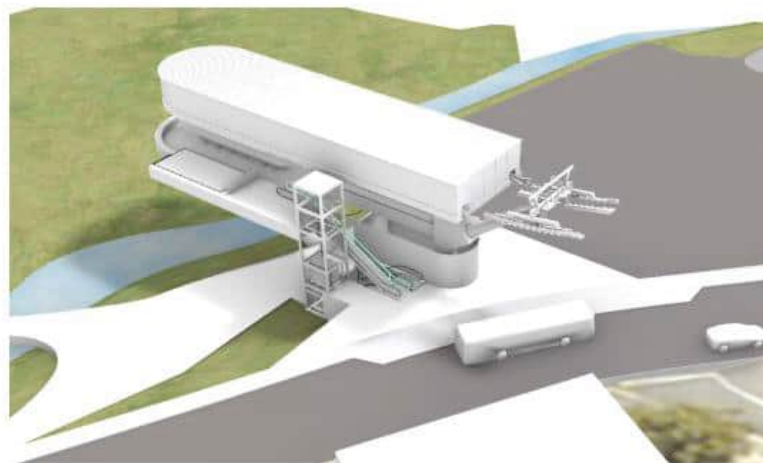
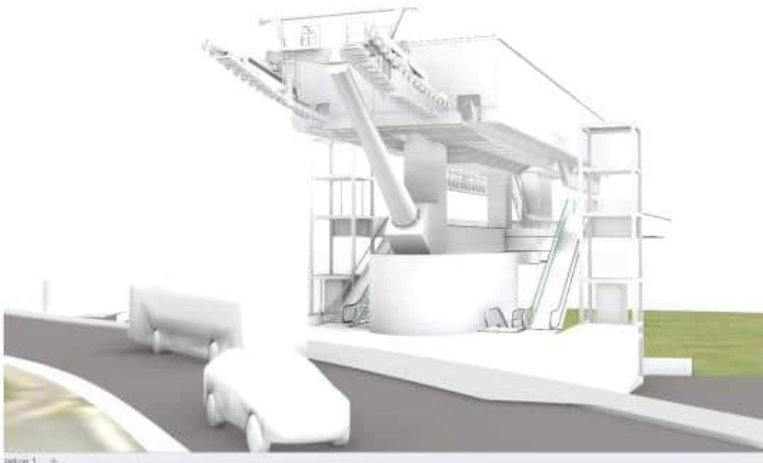




Queenstown Cable Car Station Concept 3D Views by *Jasmax* –
DRAFT for Consultation Purposes

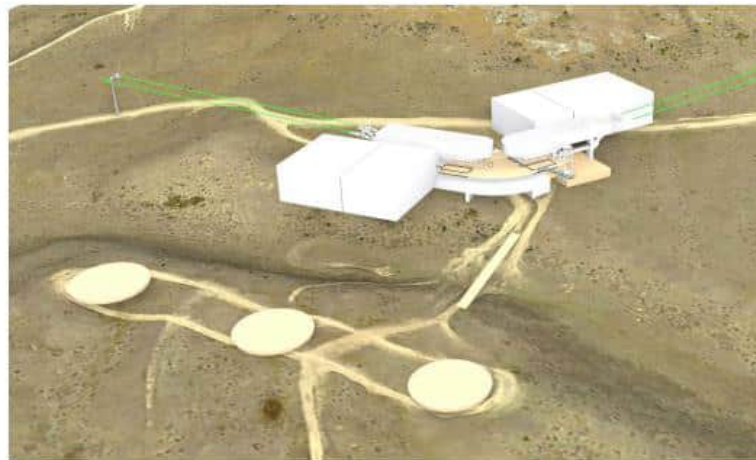
1. QUEENSTOWN STATION

Station 3D Views



2. QUEENSTOWN HILL STATION

Station 3D Views



3. LAKE JOHNSON STATION

Station 3D Views



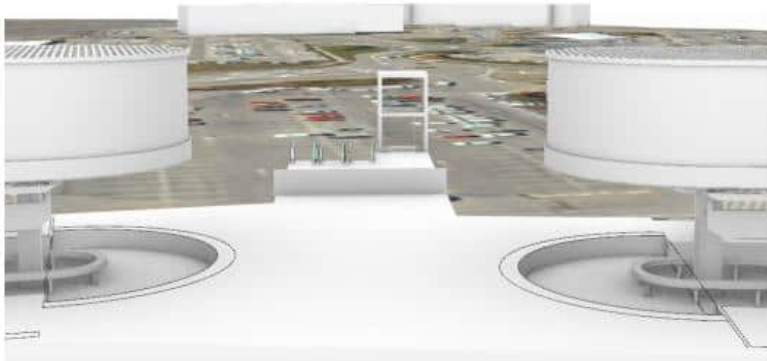
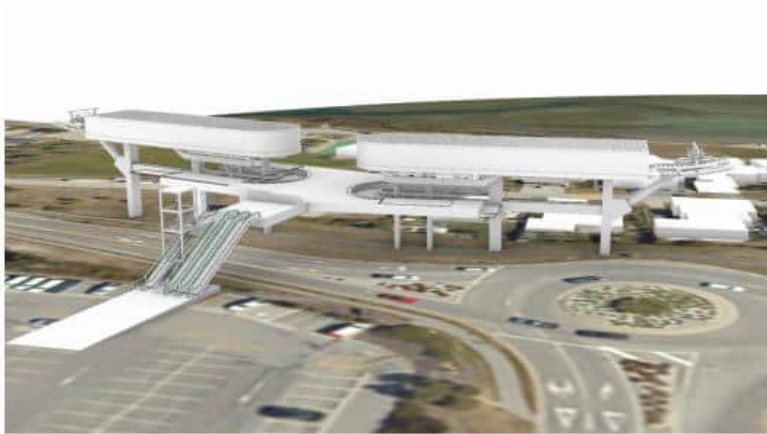
4. FRANKTON HUB STATION

Station 3D Views



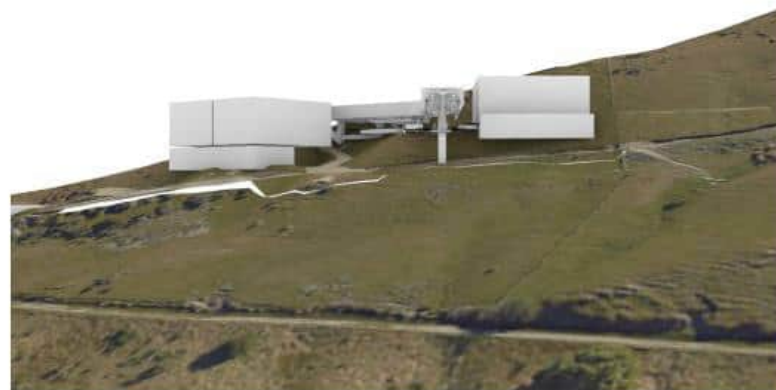
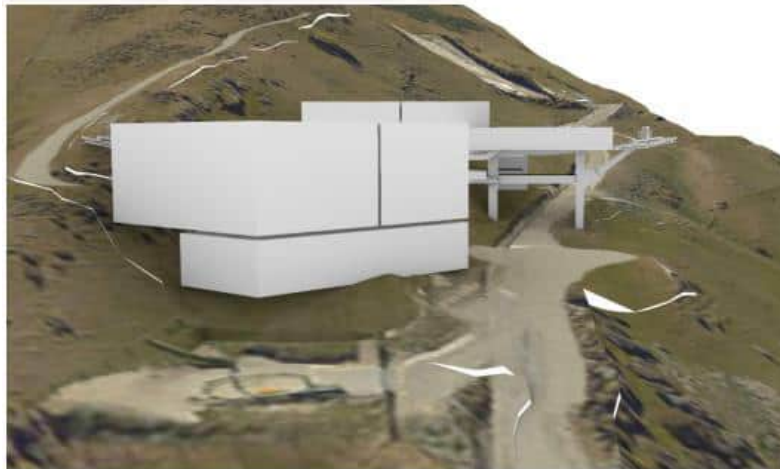
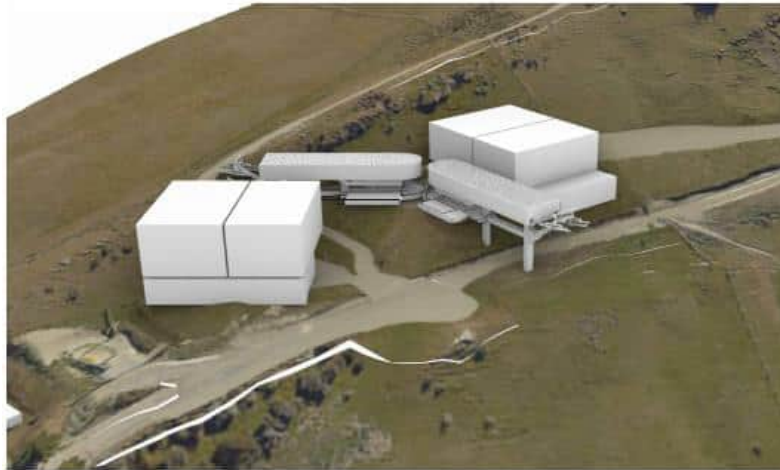
5. AIRPORT STATION

Station 3D Views



6. FERRY HILL STATION

Station 3D Views



7. FRANKTON NORTH STATION

Station 3D Views



21 August 2025

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

Queenstown Lakes District Council
10 Gorge Road
QUEENSTOWN 9300

By email to: s 9(2)(a)

Dear s 9(2)(a)

Proposed Queenstown Cable Car Project – Approvals required from QLDC

1. We are looking forward to meeting with you on Friday 22 August 2025 to discuss the Queenstown Cable Car Project further and altogether with key stakeholders.
2. The purpose of this letter is to set out the legal interests and necessary approvals that Southern Infrastructure Limited (**SIL**) has identified will be needed from Queenstown Lakes District Council (**QLDC**) to enable the project.
3. At this stage, these are summarised as follows:

Approval	Detail
Council approving as landowner (fee simple titles)	Securing easement in gross from QLDC for Cable Car corridor over two fee simple titles owned by QLDC.
Council approval (as administering body of reserves)	<p>Securing written agreement from QLDC for Cable Car corridor and Cable Car stations to be located on six QLDC administered reserves (including one additional reserve if the alternative cable car route is utilised).</p> <p>We discuss further below the ability for these Reserves Act approvals to be sought under the Fast-track Approvals Act 2024, and SIL's intention to pursue this route.</p> <p>Where Cable Car stations are to be located on QLDC administered reserves, these reserves will likely need to be reclassified under the standard Reserves Act 1977 processes.</p>
Council approval (as a delegation of a Ministerial Power pursuant to the Reserves Act 1977)	Where reserves are to be reclassified under the standard Reserves Act 1977 processes, QLDC holds delegated Ministerial powers pursuant to a 2013 delegation instrument.
Council's approvals with respect to registered interests on other	Securing QLDC's agreement for any variation required to QLDC registered interests on other landowner titles

landowner titles (whether in favour of QLDC as owner of benefited land or as Territorial Authority)	or in favour of it as Territorial Authority (including consent notices, land covenants, easements (in gross or otherwise), amalgamation conditions, encumbrances (in gross or otherwise).
Council approvals as the territorial authority with roads vested in it	<p>Securing lease of airspace for the Cable Car to cross several roads owned by QLDC:</p> <ul style="list-style-type: none"> - Gorge Road, central Queenstown - Weaver Street / Hallenstein Street / Duncans Place, central Queenstown - Gray Street, central Queenstown <p>Securing lease of airspace for pedestrian overbridge over Lucas Place (for pedestrian connection to the Airport).</p>
Council agreement to apply stop Ross Street (where meets SH6), Frankton	QLDC to initiate statutory process for stop Ross Street (either under the Public Works Act 1981 or Local Government Act 1974).
Requiring authority approvals	<p>Securing written consent from QLDC, as requiring authority, for the Cable Car to cross seven designations held by QLDC (if the Cable Car is deemed to prevent or hinder a public work or project or work to which the designation relates). Seven designations:</p> <ul style="list-style-type: none"> - 155 – (QLDC Recreation reserve) - 164 – (QLDC Local purpose (beautification)) - 171 – (QLDC Recreation reserve) - 232 – (QLDC Gorge Road Car Park) - 290 – (QLDC Local purpose (beautification)) - 374 – (QLDC Forestry operations) - 587 – (QLDC Queenstown Town Centre Arterial) <p>If the alternative cable car route is utilised, it will cross another designation held by QLDC (29 – QLDC Multi-Purpose indoor and outdoor recreation, cultural and conference complex).</p>

As a result of feedback to date, we are exploring the alternative cable car route along SH6 with a station located at the Frankton Bus Hub and another Frankton North. If this is feasible, we'll promptly confirm the same and provide you with the requisite details and plans.


Reserves Act approvals under the FTAA

4. SIL intends to seek the necessary easements and leases over QLDC administered reserves as one of the approvals sought under the FTAA.

5. Under the FTAA, approval can be sought for a “concession” as part of a larger project.¹ A “concession” includes a Reserves Act approval, which includes “a lease, license, permit, permit, or easement in respect of a reserve other than a Crown-administered reserve.”²
6. QLDC’s written agreement is required to be included as part of the substantive application under the FTAA³, and for the Panel (appointed under the FTAA) to grant the relevant Reserve Act approval.⁴ QLDC does not need to provide written agreement as part of a referral application under the FTAA.
7. The FTAA provides that, in giving their written agreement, a local authority⁵ –
 - (a) must not unreasonably withhold its agreement; and
 - (b) must take into account the purpose of the FTAA and any relevant matters under the Reserves Act 1977 when deciding whether to give its agreement. However, if a provision of the Reserves Act 1977 would normally require a local authority to withhold its agreement, it must not treat the provision as requiring it to do so for purposes of the FTAA.⁶
8. We understand that the reserve underlying the Frankton Bus Hub (257274, legally described as Section 12 Block XX Town of Frankton, and Section 14 Block XX Town of Frankton) is legally owned by the Crown and administered by QLDC. This is where the Frankton Bus Hub Cable Car station is to be located. As the cable car station is proposed to be secured by way of a lease for a term (including renewals) that will be over 50 years, the granting of the lease will trigger a right of first refusal pursuant to section 9 of the Ngāi Tahu Settlement Claims Act 1998.
9. We are also exploring an alternative cable car route that will be over another reserve off Kawareau Road (1091098, legally described as Section 5-6 Block XIII Town of Frankton) legally owned by the Crown and administered by QLDC. If a lease is required over this reserve, it may be that this will also trigger a right of first refusal pursuant to section 9 of the Ngāi Tahu Settlement Claims Act 1998. This alternative cable car route will also pass over a fee simple title Lot 100 DP 468142 as contained in record of title 627621.
10. SIL is going to engage with Te Rūngana o Ngāi Tahu in relation to the matter. SIL acknowledges that it will require Te Rūngana o Ngāi Tahu’s written agreement to lodge a referral application under the FTAA for the necessary Reserves Act approval in relation to the Frankton Bus Hub reserve.⁷
11. We appreciate your assistance in moving this forward – noting that the route, legal interests and necessary approvals may adapt as the project evolves, and we’ll keep you promptly updated throughout and work with you on the same.

Yours faithfully

s 9(2)(a)



¹ FTAA, section 42(4)(e)
² FTAA, schedule 6, clause 1.
³ FTAA, schedule 6, clause 3(1)(m)
⁴ FTAA, schedule 6, clause 3(a)
⁵ FTAA, clause 7(4) of Schedule 6.
⁶ FTAA, clause 7(5) of Schedule 6.
⁷ FTAA, clause 2(2) of Schedule 6.

21 October 2025

s 9(2)(a)
s 9(2)(a)
Queenstown Lakes District Council
10 George Road
QUEENSTOWN 9300

VIA EMAIL: s 9(2)(a)
s 9(2)(a)

Dear s 9(2)(a),

PROPOSED QUEENSTOWN CABLE CAR UPDATE ON PROJECT SCOPE

1 INTRODUCTION

Further to our initial engagement letter dated 25 July 2025 and subsequent correspondence, Southern Infrastructure (Cable Car) Limited (“**Southern Infrastructure**”) is pleased to provide a further update on the Queenstown Cable Car (“**QCC**”) project.

As you will be aware, the project scope has been extended to include the ‘Ladies Mile Line’, a supplementary cable car service connecting Frankton to Ladies Mile with four new stations. This addition, alongside the existing ‘Town Centre Line’, linking the Airport to the Queenstown Town Centre, responds to feedback received during the Joint Workshop hosted by Southern Infrastructure on 22nd August 2025, which was attended by Otago Regional Council (“**ORC**”), Queenstown Lakes District Council (“**QLDC**”), New Zealand Transport Agency Waka Kotahi (“**NZTA**”) and Queenstown Airport Corporation (“**QAC**”).

The purpose of this letter is to update QLDC on the current status and invite further feedback on the project.

2 UPDATED PROJECT OVERVIEW

The updated project scope includes a proposed offline public transport system comprising two lines and nine stations:

1. **Airport to Town Centre Line** – A connection between Queenstown Airport and the Queenstown Town Centre with five stations located at the Airport, Frankton Hub, Lake Johnson, Queenstown Hill, and the Town Centre. This line (previously referred to as ‘Stage 1’) has been detailed in our previous letter.
2. **Ladies Mile Line** – A supplementary service to Ladies Mile with four stations. Two alternative alignments are under consideration:
 - *Route A:* Frankton North – Ladies Mile connecting to the Lake Johnson Station of the Airport to Town Centre Line and with stations at Ferry Hill, Frankton North, Lower Shotover and Ladies Mile.
 - *Route B:* Frankton Flats – Ladies Mile connecting to the Frankton Hub Station of the Airport to Town Centre Line and with stations at Five Mile, Quail Rise, Lower Shotover and Ladies Mile.

The updated project alignment is shown below in **Figure 1**.

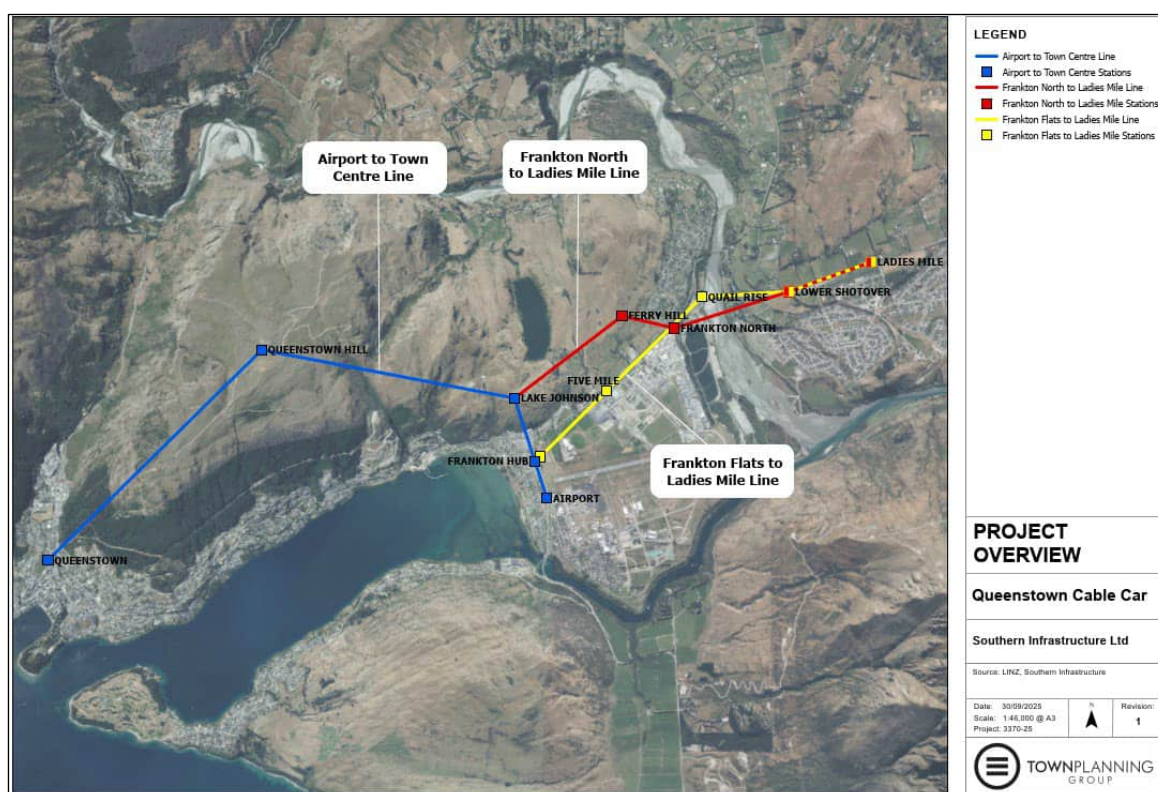


Figure 1: Overview of Updated Project Alignment (Source: Town Planning Group).

The Frankton Flats ('Route B') alignment to Ladies Mile is Southern Infrastructure's preferred option due to the more direct connections it provides to key commercial, residential, and employment centres including Five Mile Shopping Centre, Queenstown Central, and surrounding housing and mixed-use developments within Frankton Flats. As you will appreciate with a project of this nature, there is a lot to work through with both options. and this will be evaluated as part of the preparation of the substantive application.

The wider catchment of the Five Mile station will provide connectivity to mixed-use, commercial, residential, and industrial areas within Frankton Flats, as well as employment zones around Glenda Drive all within an approximate 800m or 10-minute walking distance (refer **Figure 2**). The alignment of the QCC through the Frankton Flats will also support more intensive residential and commercial development enabling integrated land use and transport outcomes consistent with the National Policy Statement for Urban Development.

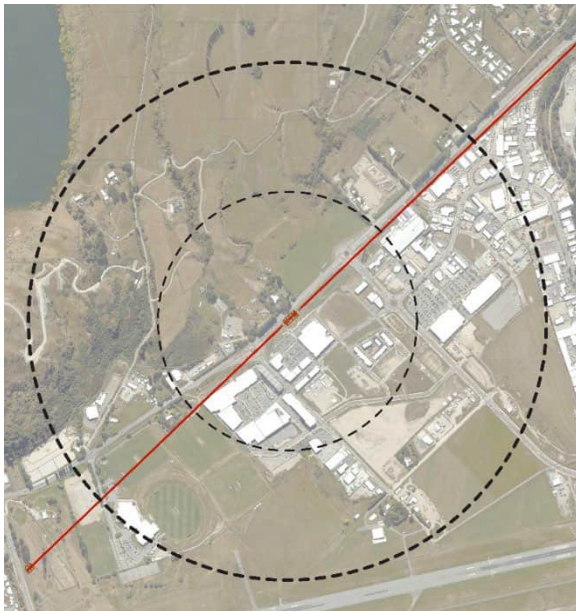


Figure 2: Five Mile Station Catchment (400m & 800m) (Source: Jasmax)

The expansion of the project to include Ladies Mile will unlock this transport constrained land along the eastern growth corridor, facilitating planned housing developments. Therefore, the proposed extension of the cable car network will generate even greater regional benefits.

3 EFFECTS & APPROVALS CONTEXT

As outlined in our previous letter, the QCC will have a range of effects including significant positive effects, and the expert project team continues to consider these in light of the recent addition of the Ladies Mile Line.

From a consenting and approval perspective, the additional Ladies Mile line as well as a further review of the legal interests within the project area has identified the need for additional approvals both under the FTAA and outside of this process. The crossing of the Shotover River



involves reserve land held for conservation purposes, with specific implications for approvals under the Conservation Act 1987 and Reserves Act 1977.

Accordingly, in addition to the Schedule 5 (Resource Management Act 1991) and Schedule 7 (Wildlife Act 1953) approvals outlined in our previous letter, Southern Infrastructure now also seeks approvals under Schedule 6 of the FTAA (Conservation Act 1987, Reserves Act 1977, Wildlife Act 1953 and National Parks Act 1980). These relate to:

- An amendment to a conservation covenant (Part 3 of Schedule 6); and
- Easements and leases (concessions) over reserves administered by the Crown or QLDC (Part 1 of Schedule 6).

The following reserves will likely be traversed by the proposed QCC project:

- Queenstown Hill Commonage/Te Tapunui Queenstown Hill Reserve (Recreational Reserve) (Lot 2 DP 496901 and Lot 4 DP 447835) vested in QLDC – for cable and pylons.
- Frankton Recreational Reserve (Recreation Reserve) (Section 12, 14 Block XX Town of Frankton) vested in QLDC – for cable, pylons, and Frankton Bus Hub Station.
- Kawarau Road Beautification Reserve (Local Purpose: Beautification) (Section 17 Block XI Town of Frankton) vested in QLDC – for cable, pylons, and Airport Station.

In addition, the following reserve areas may fall within the extended project footprint across the Shotover River:

- Conservation Area – Shotover River Sewage Treatment (Section 4 SD 409393) Crown Land – cable car infrastructure TBC.
- Shotover Bridge/Delta Reserve (for Conservation Purposes) (Section 1 SO 409393) vested in QLDC – cable car infrastructure TBC.

While the preferred alignment across the Shotover River and to Ladies Mile has not been confirmed, we have assumed for completeness that all of the reserve areas identified above may be within the extended project area.

The locations and extent of these reserves are shown on **Figure 3**.



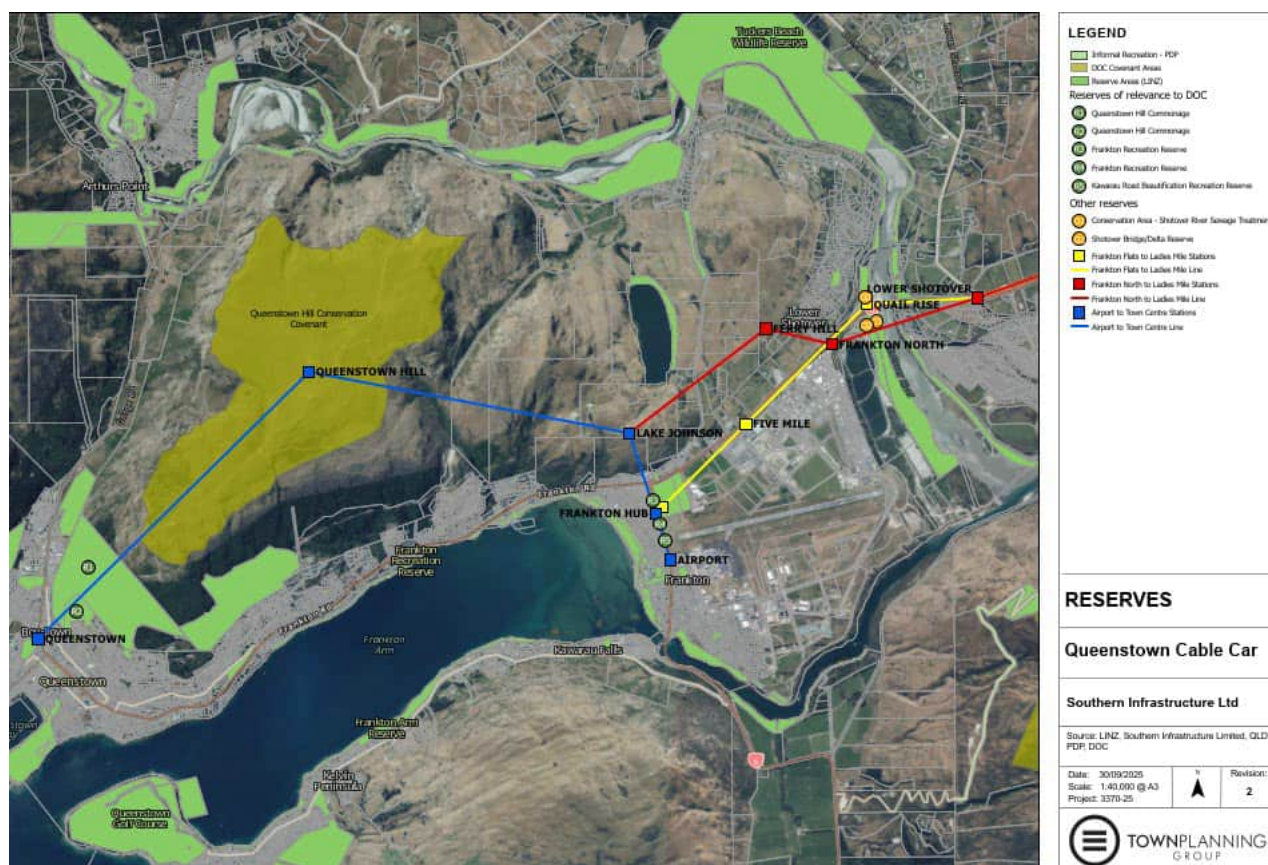


Figure 3: Reserve Areas (Source: Town Planning Group).

4 NEXT STEPS

As we progress the referral application under the FTAA, and in particular consider the potential effects arising from the recent extension to include the Ladies Mile line, we continue to welcome QLDC's input. Your feedback will help inform the referral application and ensure that the project appropriately addresses relevant values, required approvals and associated environmental effects.

A significant degree of co-ordination, expert review and integration of technical inputs is required prior to the lodgement of our referral application. QLDC will be provided with a complete package of application documentation at the time of lodgement. At this stage, we are targeting lodgement of the referral application in late October 2025.

We will follow this letter with a phone call in coming days.

In the meantime, please do not hesitate to contact the undersigned should you have any further queries we can assist with.

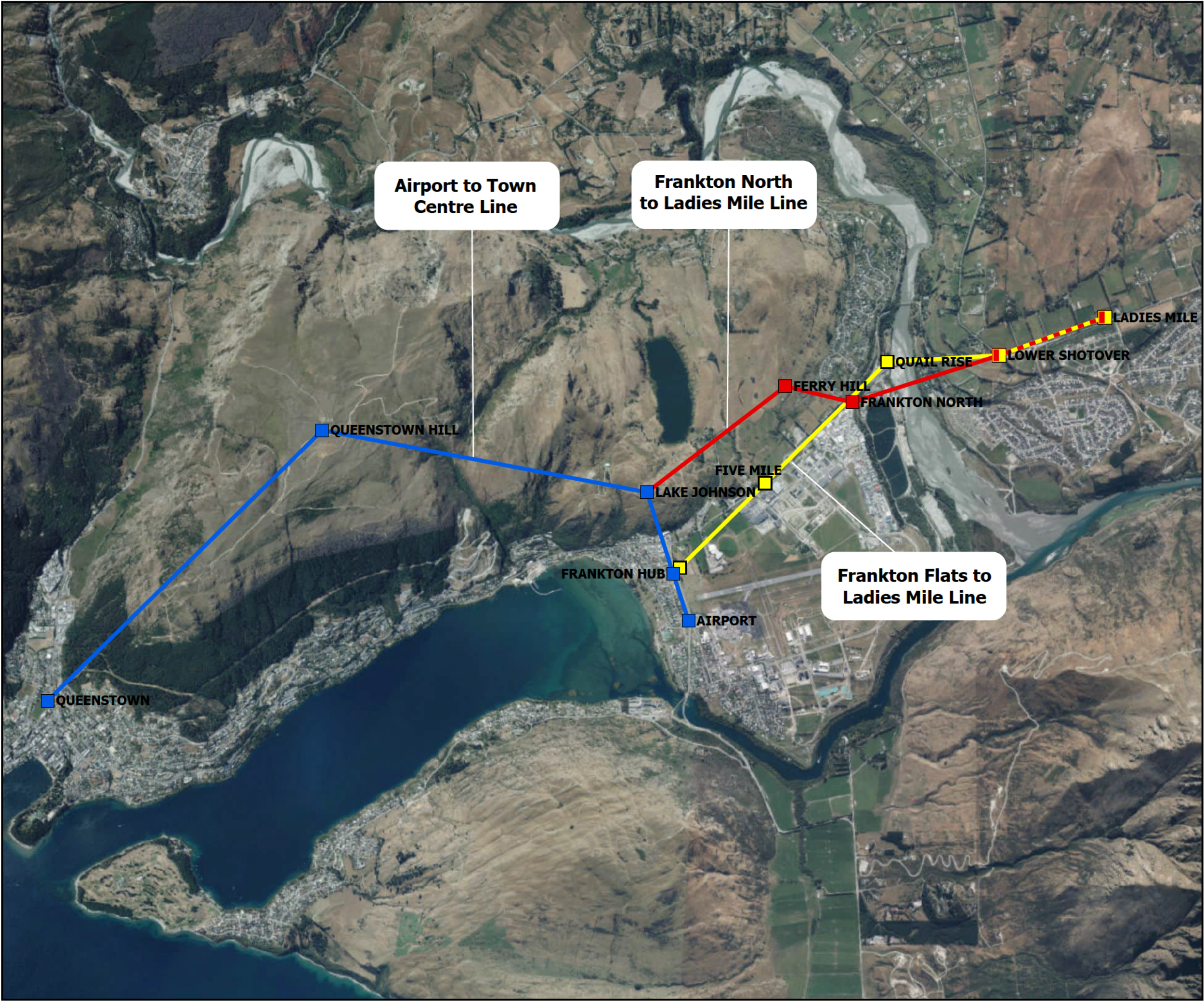
Yours sincerely,
Town Planning Group

s 9(2)(a)

s 9(2)(a)

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LEGEND

- Airport to Town Centre Line
- Airport to Town Centre Stations
- Frankton North to Ladies Mile Line
- Frankton North to Ladies Mile Stations
- Frankton Flats to Ladies Mile Line
- Frankton Flats to Ladies Mile Stations

PROJECT OVERVIEW

Queenstown Cable Car

Southern Infrastructure Ltd

Source: LINZ, Southern Infrastructure

Date: 30/09/2025
Scale: 1:46,000 @ A3
Project: 3370-25



Revision:
1

