



TOWNPLANNING
GROUP

**[21.2] KEY CONSULTATION CORRESPONDENCE
IWI AUTHORITIES
QUEENSTOWN CABLE CAR**



1.1 Te Rūnanga o Ngāi Tahu

25 July 2025

s 9(2)(a)

Te Runanga o Ngai Tahu

VIA EMAIL: s 9(2)(a)

Tēnā koe, s 9(2)(a),

PROPOSED QUEENSTOWN CABLE CAR REQUEST FOR ENGAGEMENT

1 INTRODUCTION

As you may be 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, including cultural advisory Kauati.

In accordance with section 11 of the FTAA, Southern Infrastructure wishes to commence consultation with your organisations at this early stage with the intent of receiving any feedback 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 KĀI TAHU MATTERS

Under the FTAA, there are specific matters that require consultation with Kāi Tahu due to the project area being in your takiwā. These include the principles and applicable provisions of the Ngāi Tahu Claims Settlement Act 1998 and corresponding Deed of Settlement 1997.

Southern Infrastructure has engaged Kauati to assist on these matters and Ailsa Cain will be in touch to discuss:

- a. information identifying the parcels of Māori Land, marae, and identified wāhi tūpuna within the project area.
- b. relevant information about the Ngāi Tahu Settlement that apply in the project area.
- c. views of Kāi Tahu in relation to the proposal.

As the FTAA has a two-step process, there are differing information requirements for each stage, with the substantive application building on the information provided of the referral. In our initial engagement, it would be useful to understand what information Kāi Tahu requires for each step and in what form, when, and by whom its views will be provided.

3 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**.



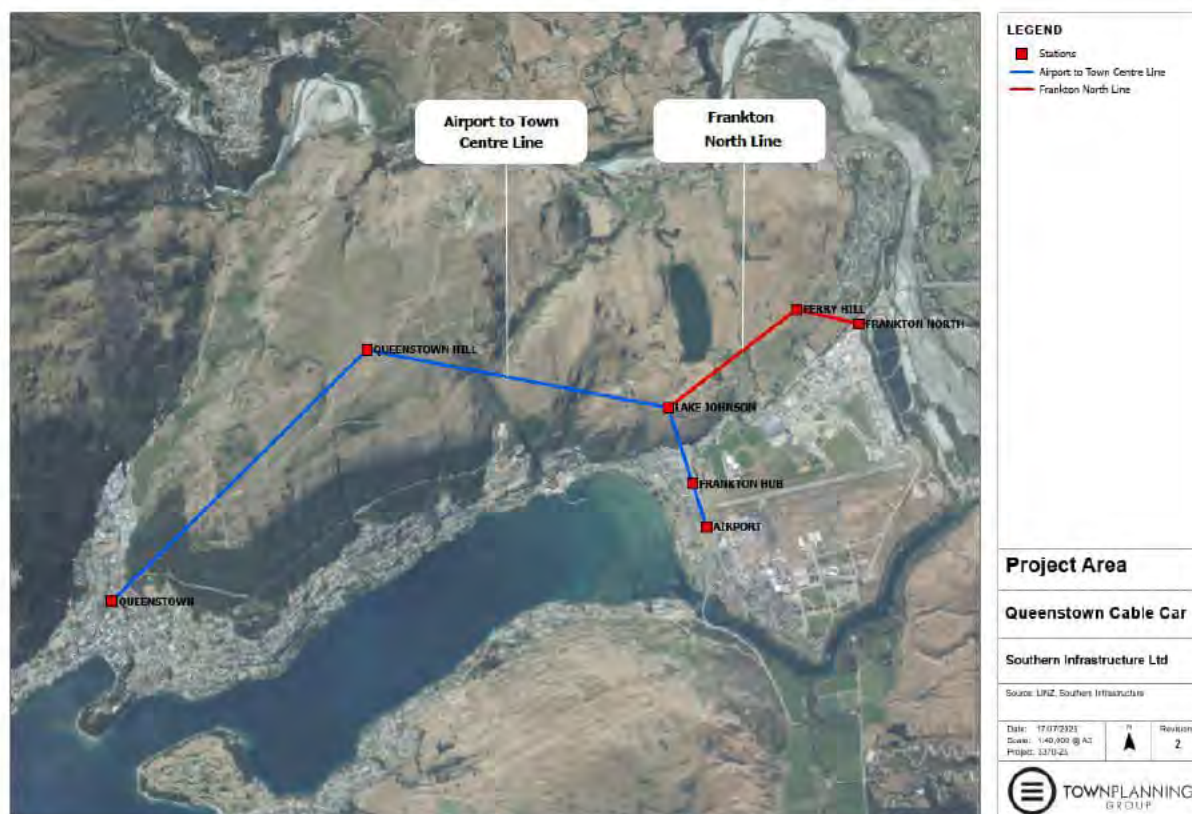


Figure 1: Overview of Stage One Route

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.*

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 (refer to Figure 2).
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 Queenstown Lakes District Council (“**QLDC**”), the project spans several different zones under the Queenstown Lakes Proposed District Plan and is subject to various overlays and notations. 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.

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]**.

4 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 regional 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.

5 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 your organisations, we would greatly appreciate a discussion around cultural 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.


We look forward to hearing from you.

Yours sincerely,

Town Planning Group



s 9(2)(a)



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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.

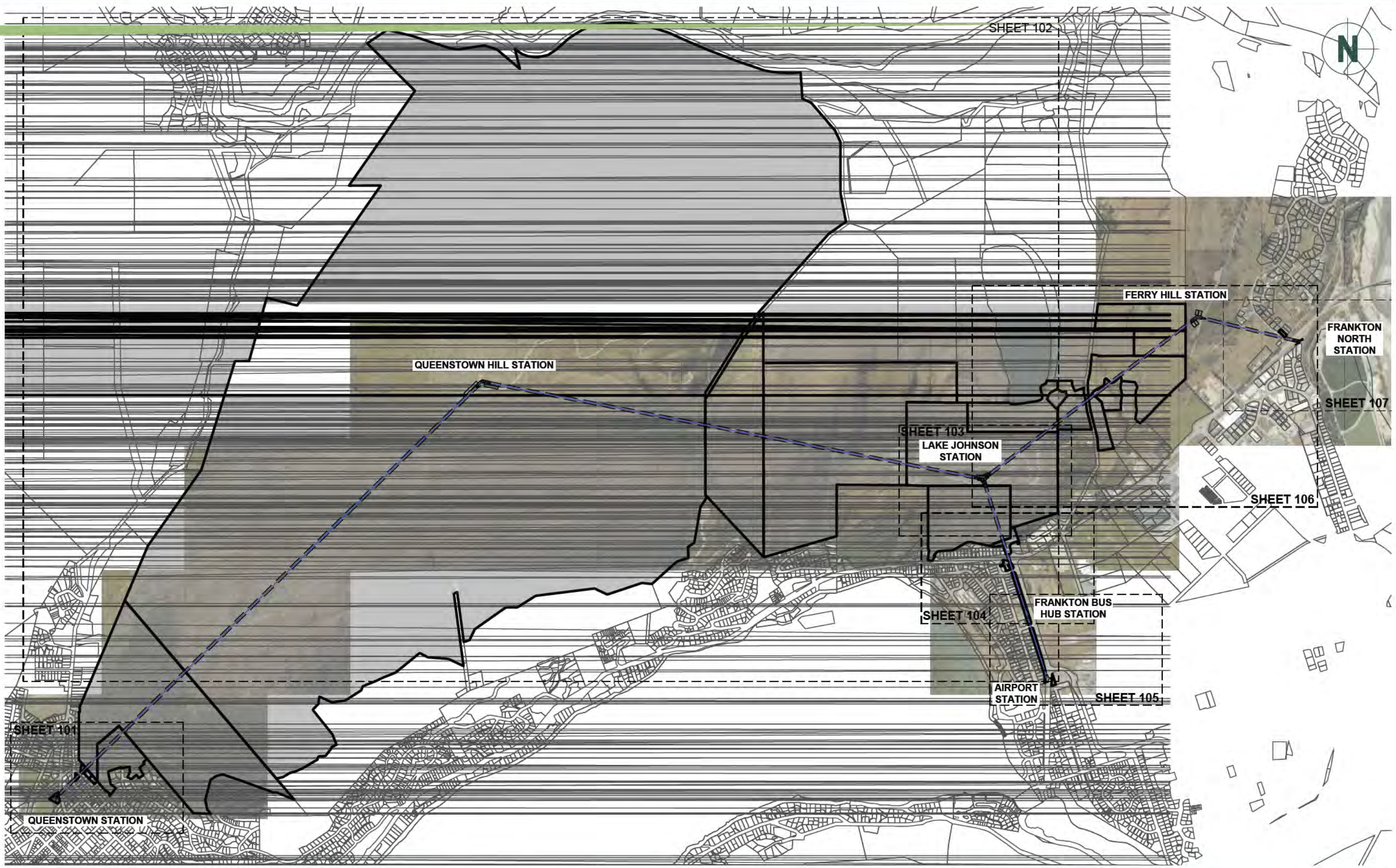


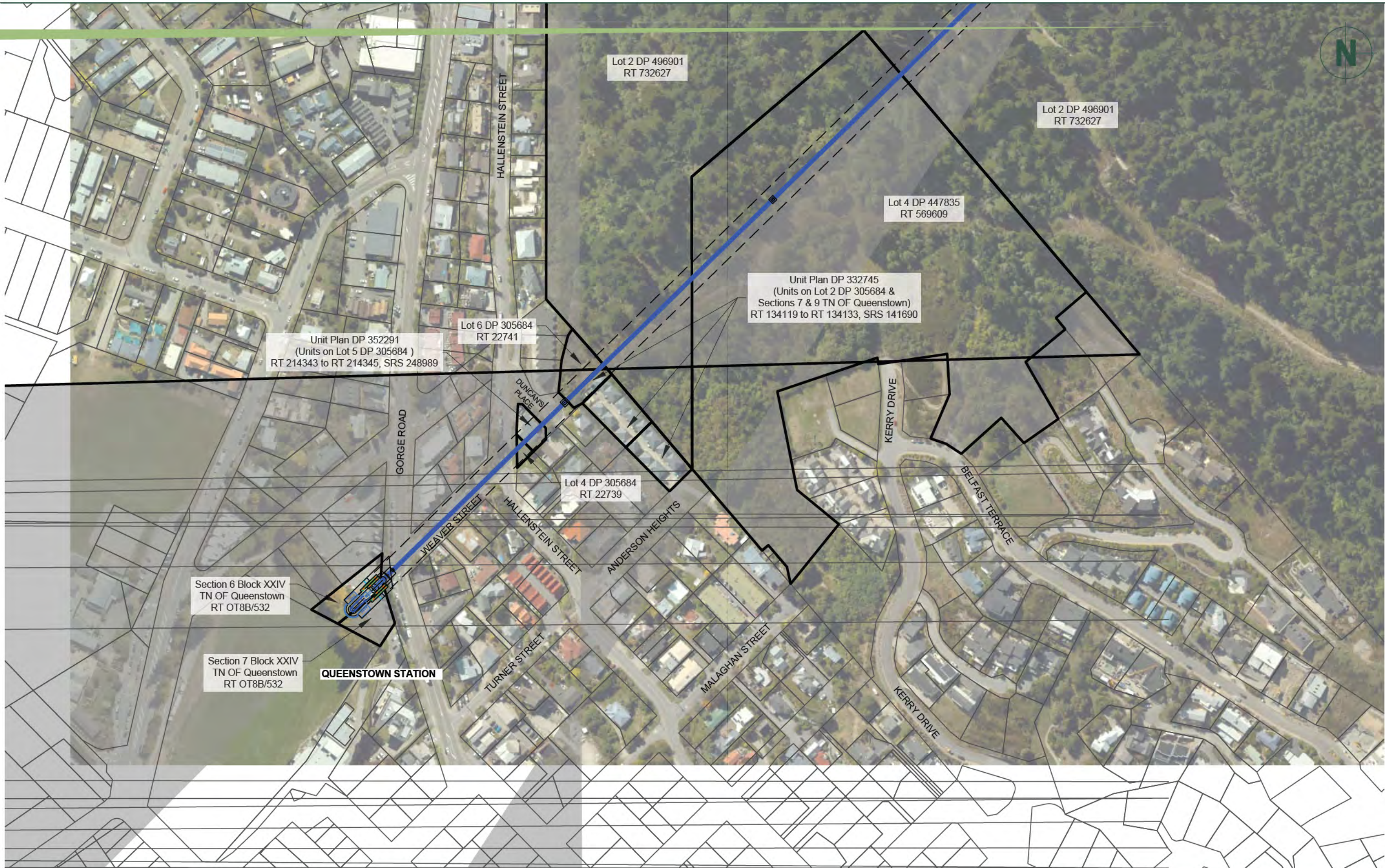
QUEENSTOWN CABLE CAR - STAGE 1 PROPERTY INFORMATION

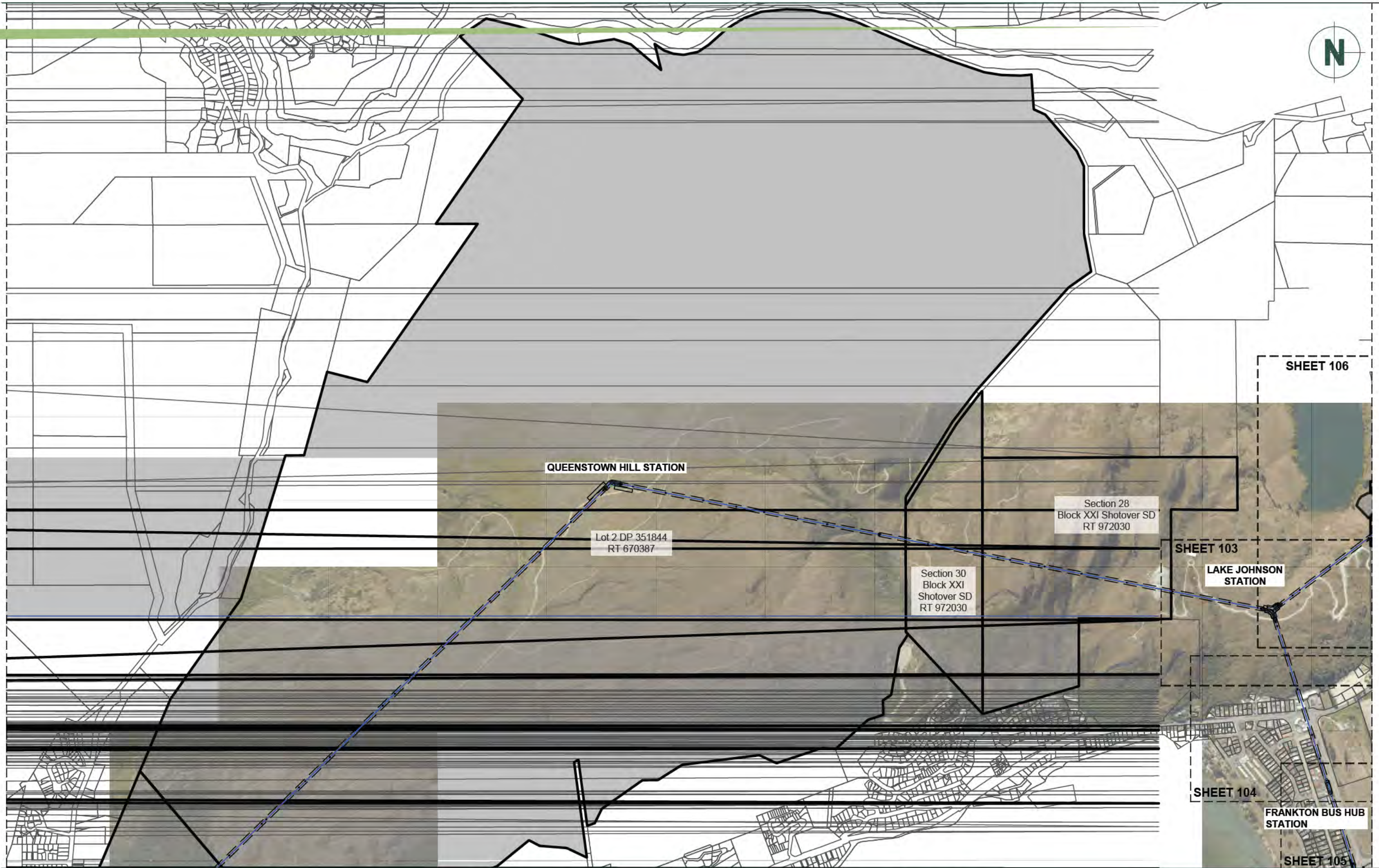
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		MONTH	JULY							
		YEAR	2025							
SHEET NO.	SHEET TITLE	DRAWING REVISIONS								
100	OVERVIEW	0								
101	QUEENSTOWN STATION	0								
102	QUEENSTOWN HILL STATION	0								
103	LAKE JOHNSON STATION	0								
104	FRANKTON BUS HUB STATION	0								
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								
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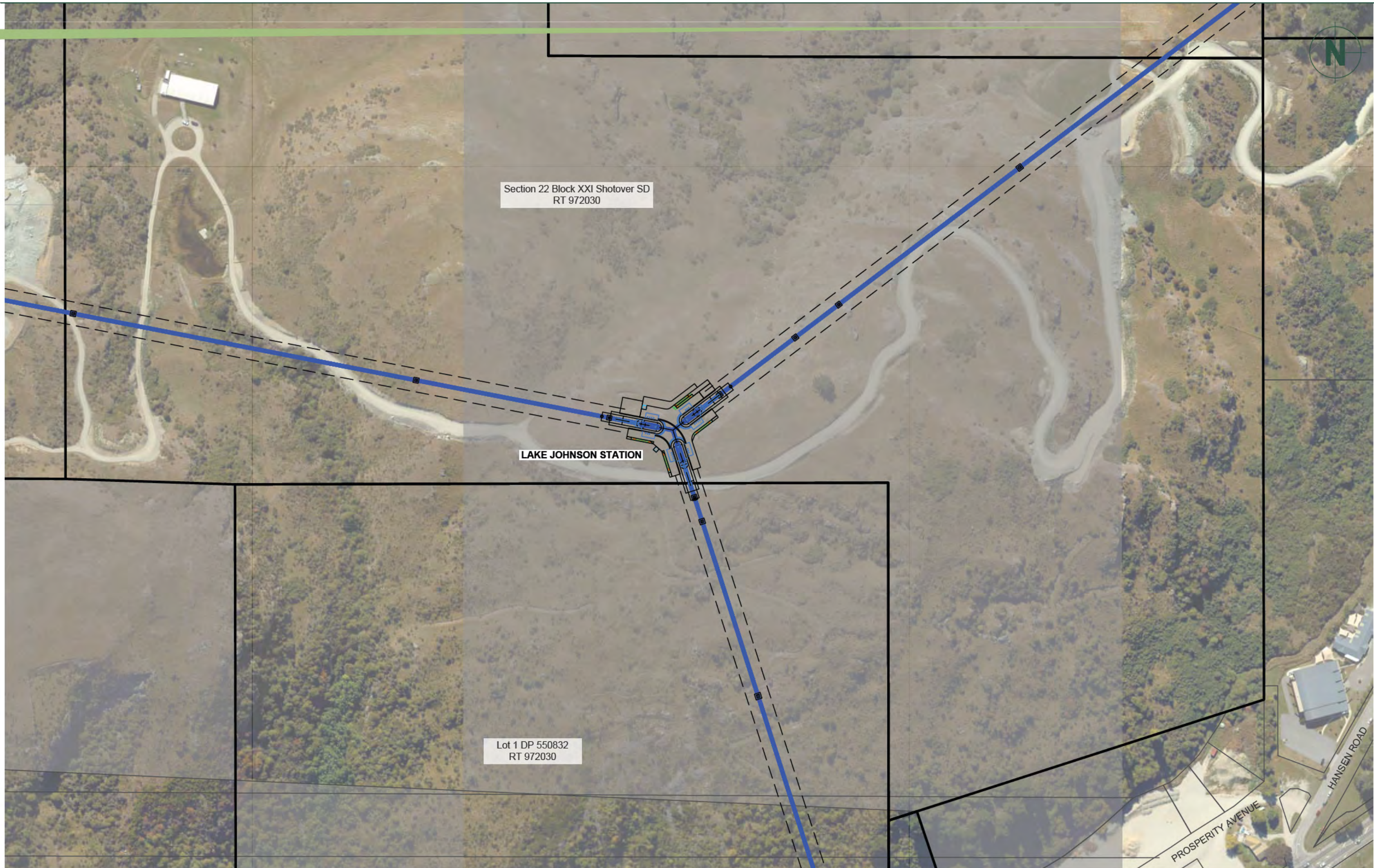
LEGEND

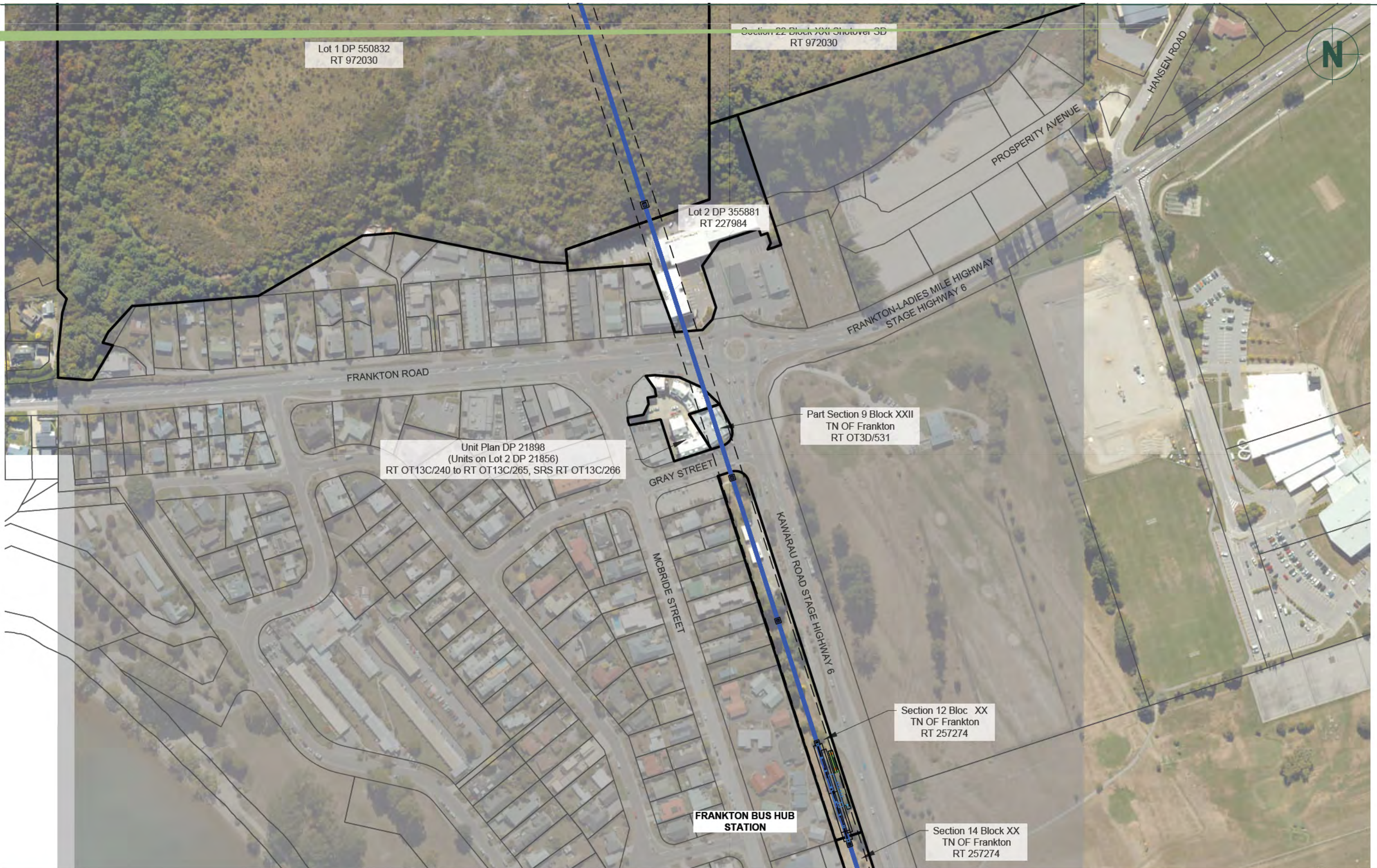
-  AFFECTED PROPERTY
-  EXISTING BOUNDARY (OTHER)
-  PROPOSED CABLE CAR ALIGNMENT
(INCLUDING HORIZONTAL CLEARANCE ZONE)
-  INDICATIVE TOWER LOCATIONS

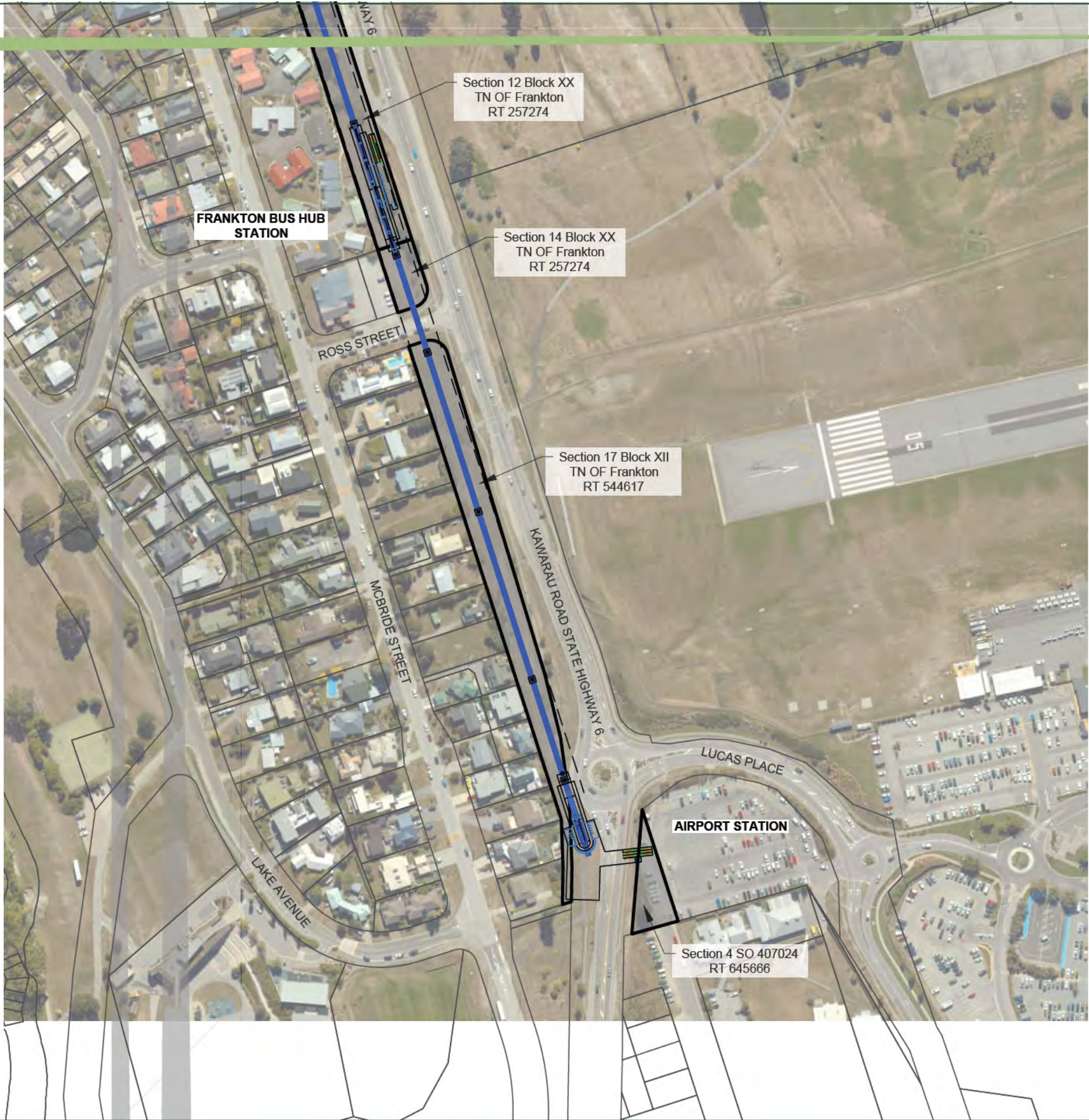




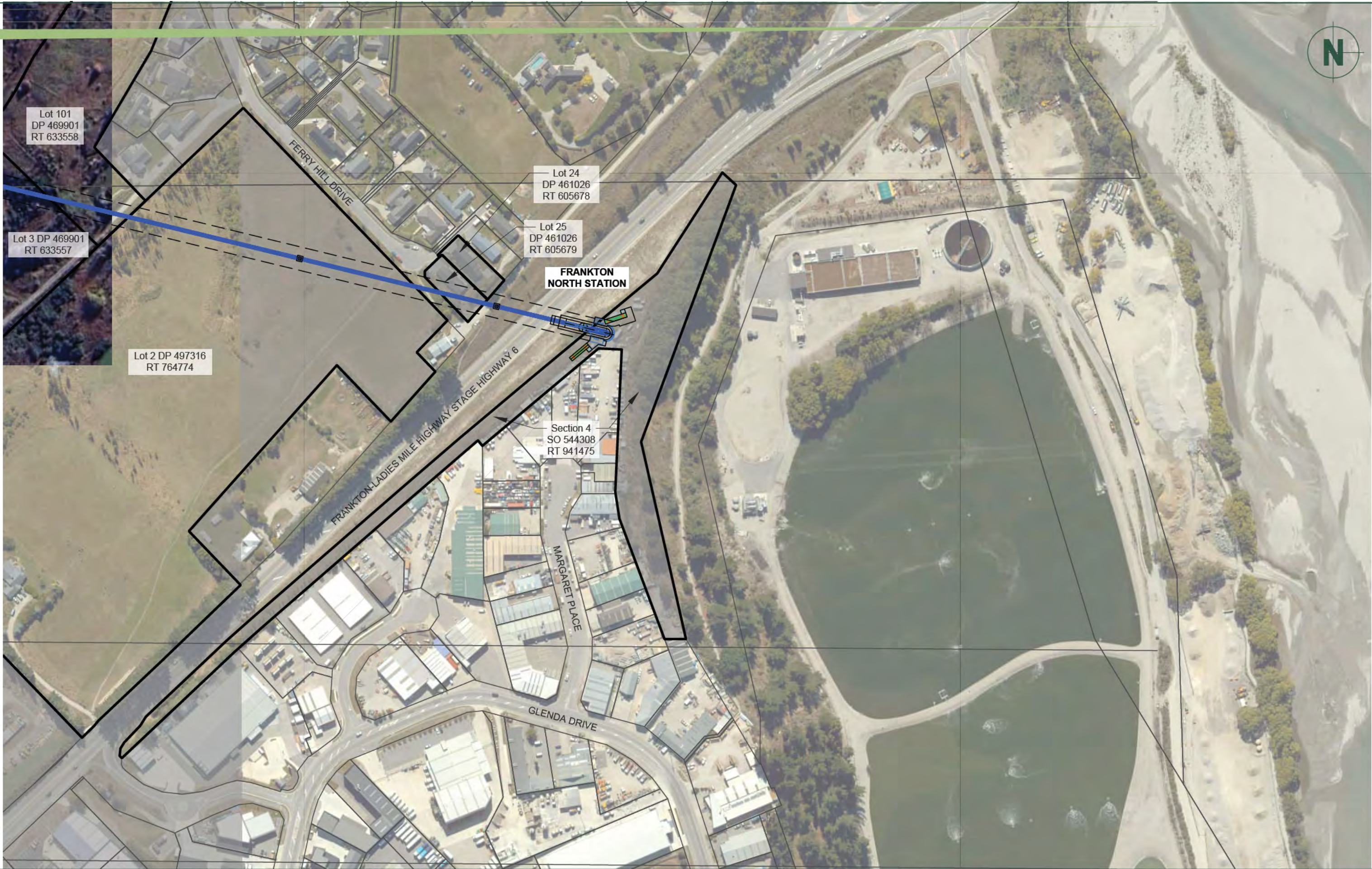








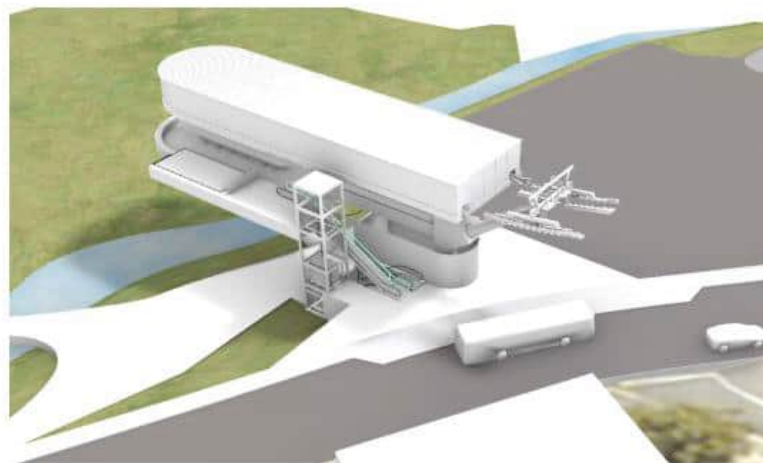
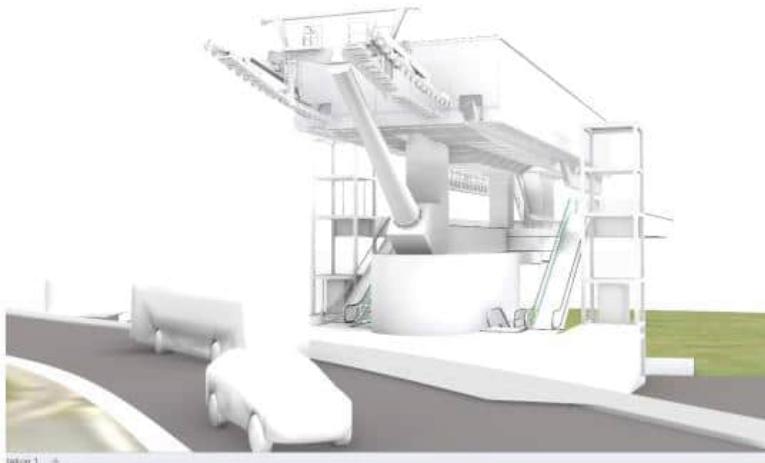




Queenstown Cable Car Station Concept 3D Views by *Jasmax* –
DRAFT for Consultation Purposes

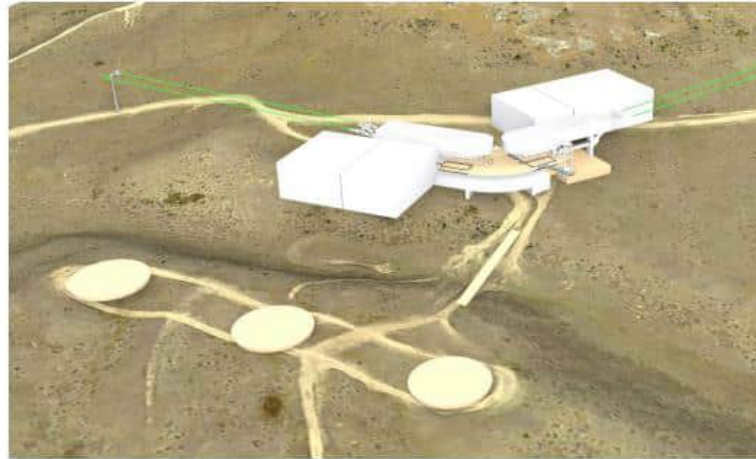
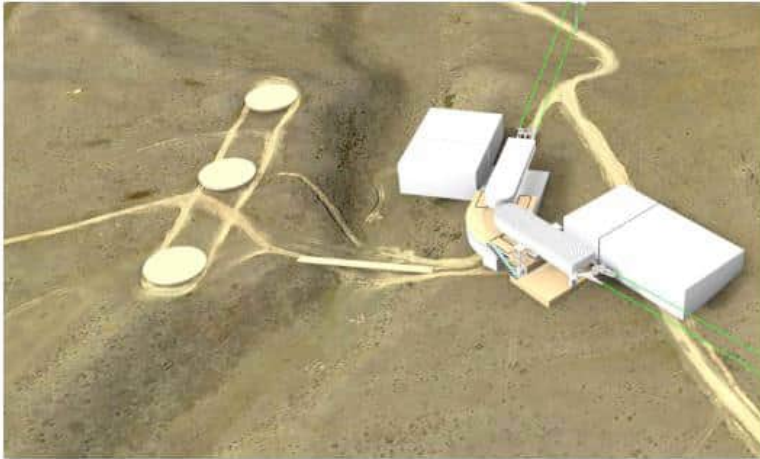
1. QUEENSTOWN STATION

Station 3D Views



2. QUEENSTOWN HILL STATION

Station 3D Views



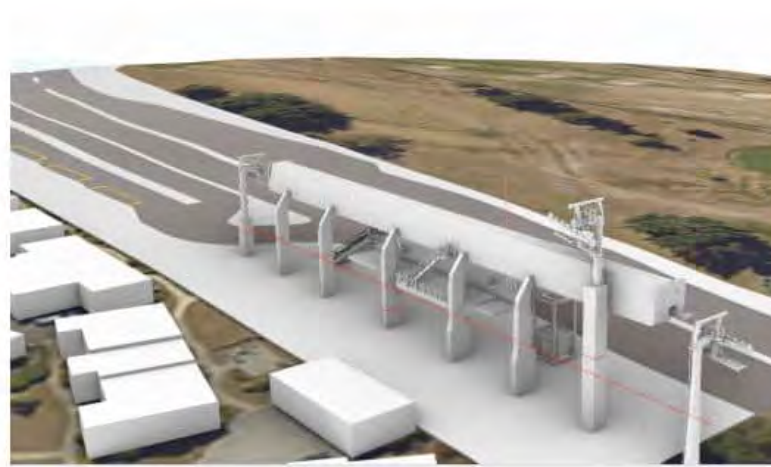
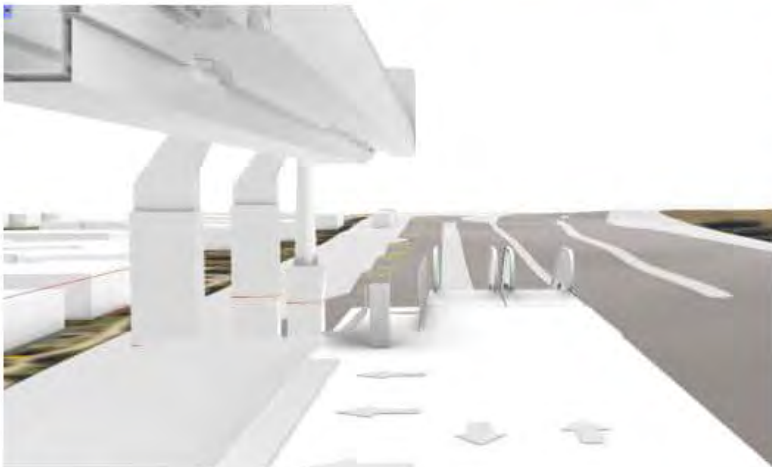
3. LAKE JOHNSON STATION

Station 3D Views



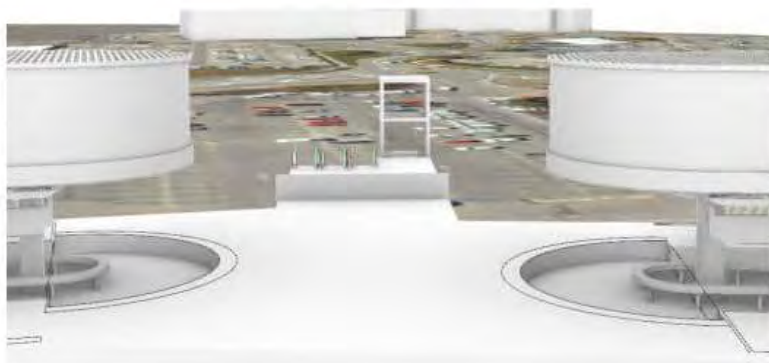
4. FRANKTON HUB STATION

Station 3D Views



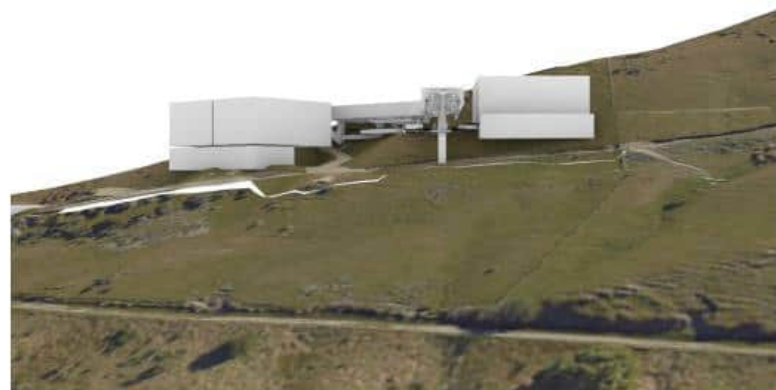
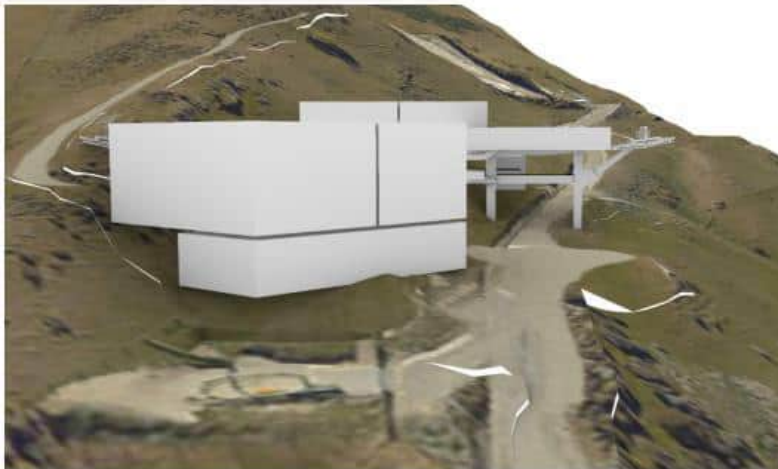
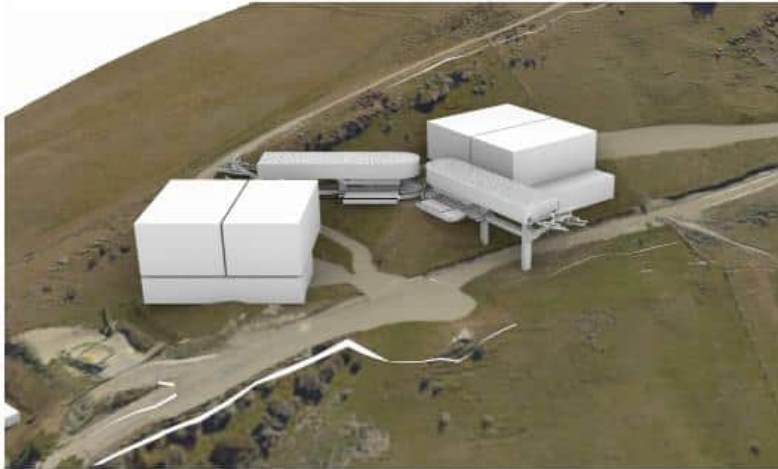
5. AIRPORT STATION

Station 3D Views



6. FERRY HILL STATION

Station 3D Views



7. FRANKTON NORTH STATION

Station 3D Views



21 August 2025

s 9(2)(a)

Te Rūnanga o Ngāi Tahu

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

Tēnā koe, s 9(2)(a)

Proposed Queenstown Cable Car Project – Reserves Act approvals

1. We are looking forward to arranging a hui with you and/or your team shortly to discuss the Queenstown Cable Car Project further.
2. We have been giving further thought to all the legal interests and other approvals Southern Infrastructure Limited (**SIL**) will require to authorise the Queenstown Cable Car Project. This includes legal interests SIL will need to secure for the project on reserve land administered by Queenstown Lakes District Council (**QLDC**). SIL intends to secure the Cable Car corridor by way of an easement in gross and the Cable Car stations by way of a lease.

Affected Properties

3. The intended Frankton Bus Hub Cable car station is located is depicted below.

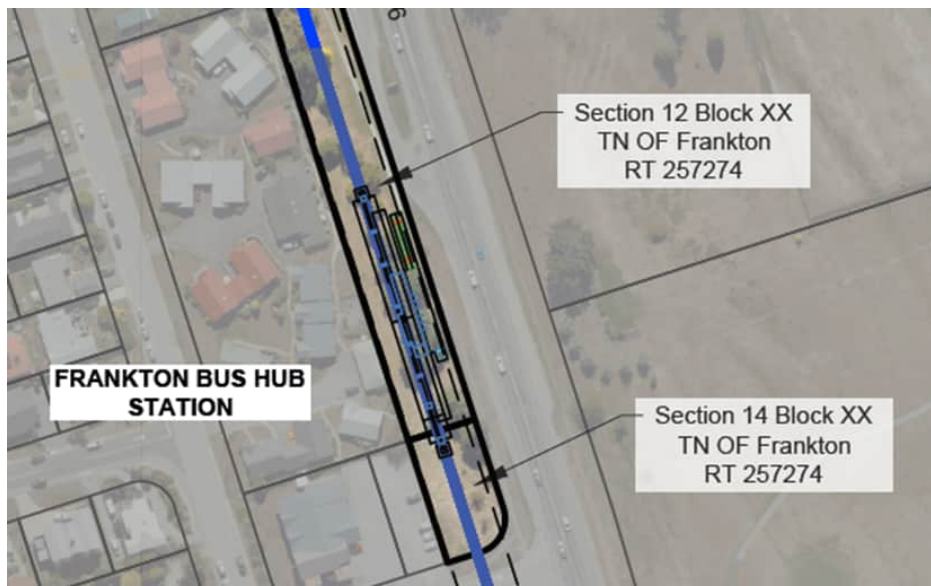


Figure 1 - Frankton Bus Hub Station location

4. We have identified that Frankton Bus Hub Station is located on reserve land that while administered by QLDC appears to remain vested in the Crown (Record of title 257274, legally described as Section 12 Block XX Town of Frankton, and Section 14 Block XX Town of Frankton, copy **enclosed**).
5. SIL intends to secure the Frankton Bus Hub Cable Car station by way of a lease for a term (including renewals) that will be over 50 years. The property is subject to a Part 9 Ngāi Tahu

Settlement Claims Act 1998 notice. As you no doubt will be aware, the granting of such a lease would trigger a right of first refusal to Ngāi Tahu.

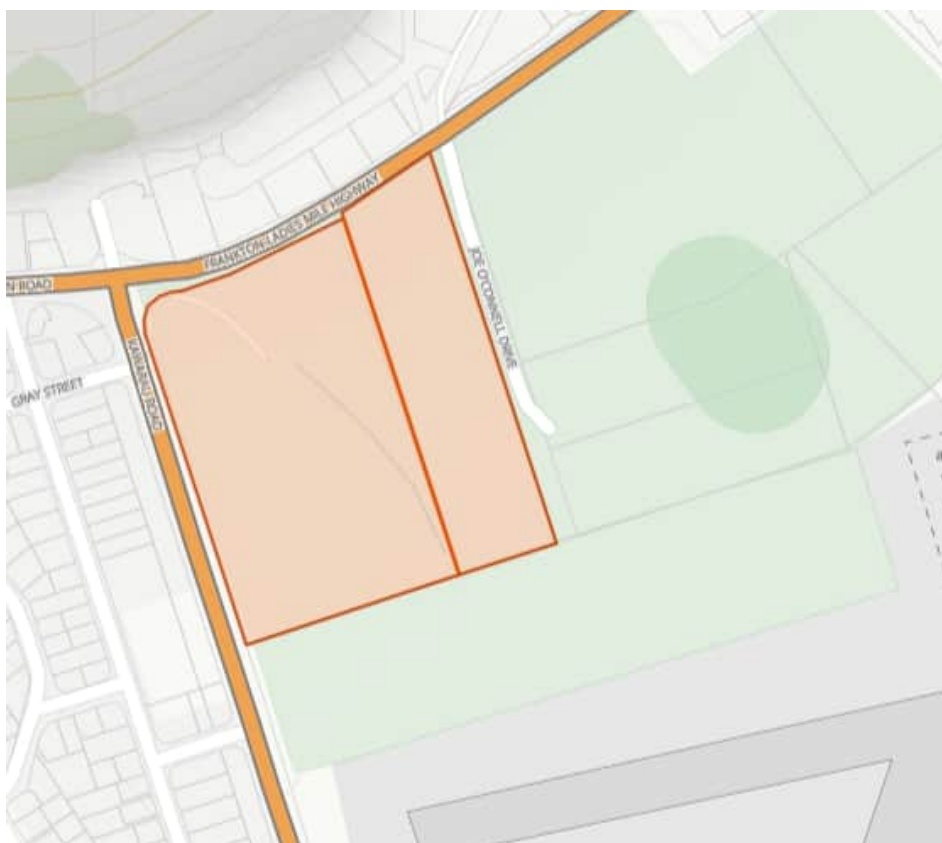


Figure 2 – Section 5-6 Block XII Town of Frankton

6. SIL is also exploring, as an alternative Cable Car route along SH6 with a station located at the Frankton Bus Hub and another Frankton North, obtaining an easement and/or lease over other reserve land that while administered by QLDC remains vested in the Crown (Record of title 1091078, legally described as Section 5-6 Block XXIII Town of Frankton, copy **enclosed**). This title is also subject to a Part 9 Ngāi Tahu Settlement Claims Act 1998 notice (where the granting of such a lease would trigger a right of first refusal to Ngāi Tahu). This alternative route would still require the utilisation of the Frankton Bus Hub Cable car station. This alternative route may not trigger the right of first refusal if an easement is used to secure the cable car infrastructure, however, we mention this for completeness and transparency.

Fast Track Approval Referral Application

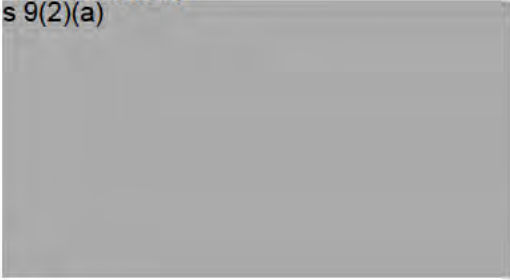
7. As you know, SIL is intending to lodge a referral application under the Fast-track Approvals Act 2024 (**FTAA**) for the establishment and operation of the Cable Car project. SIL intends to seek the necessary easements and leases over QLDC administered reserves as one of the approvals sought under the FTAA referral application.
8. 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

¹ FTAA, section 42(4)(e)

² FTAA, schedule 6, clause 1.

9. SIL will need to obtain 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.³
10. 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.
11. SIL would like to engage with Te Rūngana o Ngāi Tahu in relation to this right of first refusal as soon as possible. We look forward to hearing from you with your availability over the next few weeks.

Yours faithfully
s 9(2)(a)



³ FTAA, clause 2(2) of Schedule 6.

20 October 2025

s 9(2)(a)

Te Runanga o Ngai Tahu

VIA EMAIL: s 9(2)(a)

Tēnā koe, 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 with the project team, 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 for the Referral Application in response to feedback. This refinement is influencing both the range of approvals that will be sought and the nature of the consultation and engagement process for the Substantive stage.

Notably, 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 servicing the local community.

We understand that the process agreement that has been prepared has been signed by Southern Infrastructure and that this document is with the committee for endorsement.

As per the commitment from Southern Infrastructure, consultation 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 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 scope is shown below in **Figure 1** and included in **Attachment [A]**.

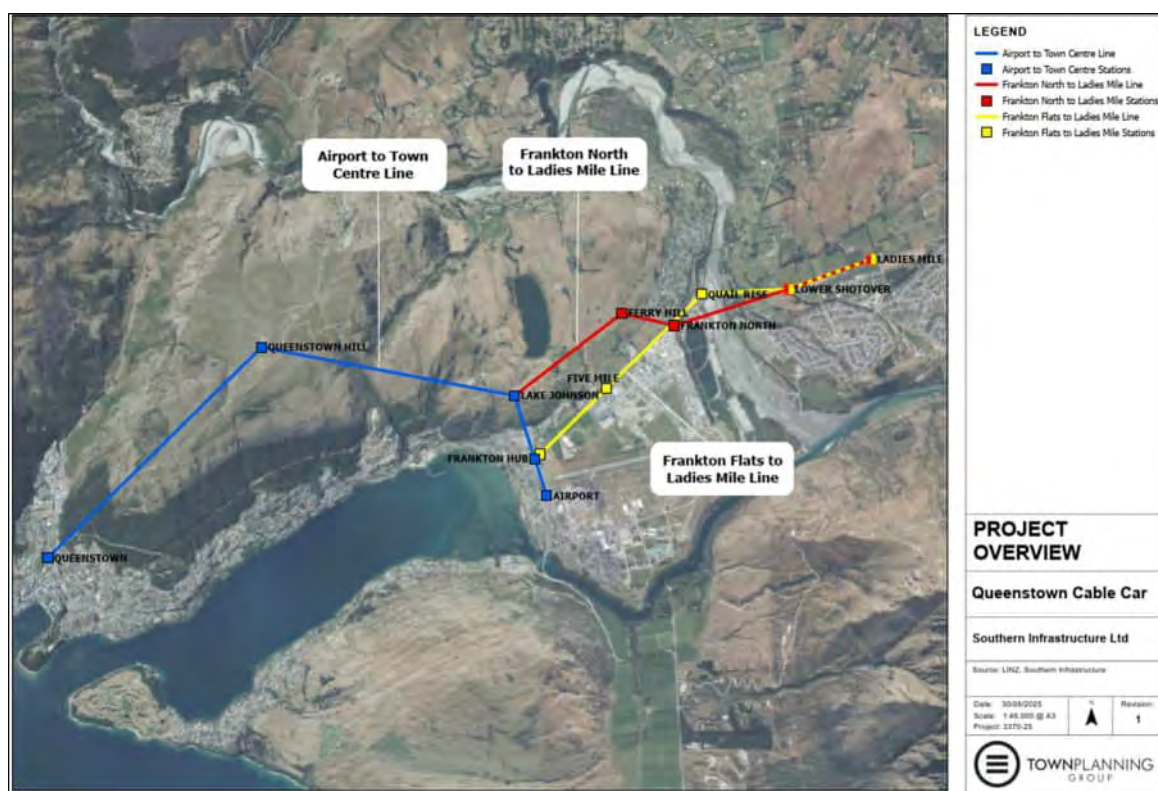


Figure 1 Overview of Updated Project Scope (Source: Town Planning Group).

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 Urban Design Description of Effects, 19/09/2025)

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 KĀI TAHU CONSIDERATIONS

Under the FTAA, there are specific matters that require consultation with Kāi Tahu due to the project area being in your takiwā. These include the principles and applicable provisions of the Ngāi Tahu Claims Settlement Act 1998 and corresponding Deed of Settlement 1997.

Southern Infrastructure will continue engagement with Kāi Tahu in accordance with the process agreement. Ailsa Cain of Kauati, on behalf of Southern Infrastructure, will be in touch to further discuss the extended project area in relation to the approvals sought.

4 EFFECTS & APPROVALS CONTEXT

As outlined in our previous letter, the QCC will have a range of effects including 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 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. 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. The inclusion of the Shotover River within the project area also introduces areas of Crown land within the project area.

Therefore, 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, and Wildlife Act 1953). 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).

From our review to date, the following reserves will 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 and will require additional approvals (primarily from DoC):

- 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**.



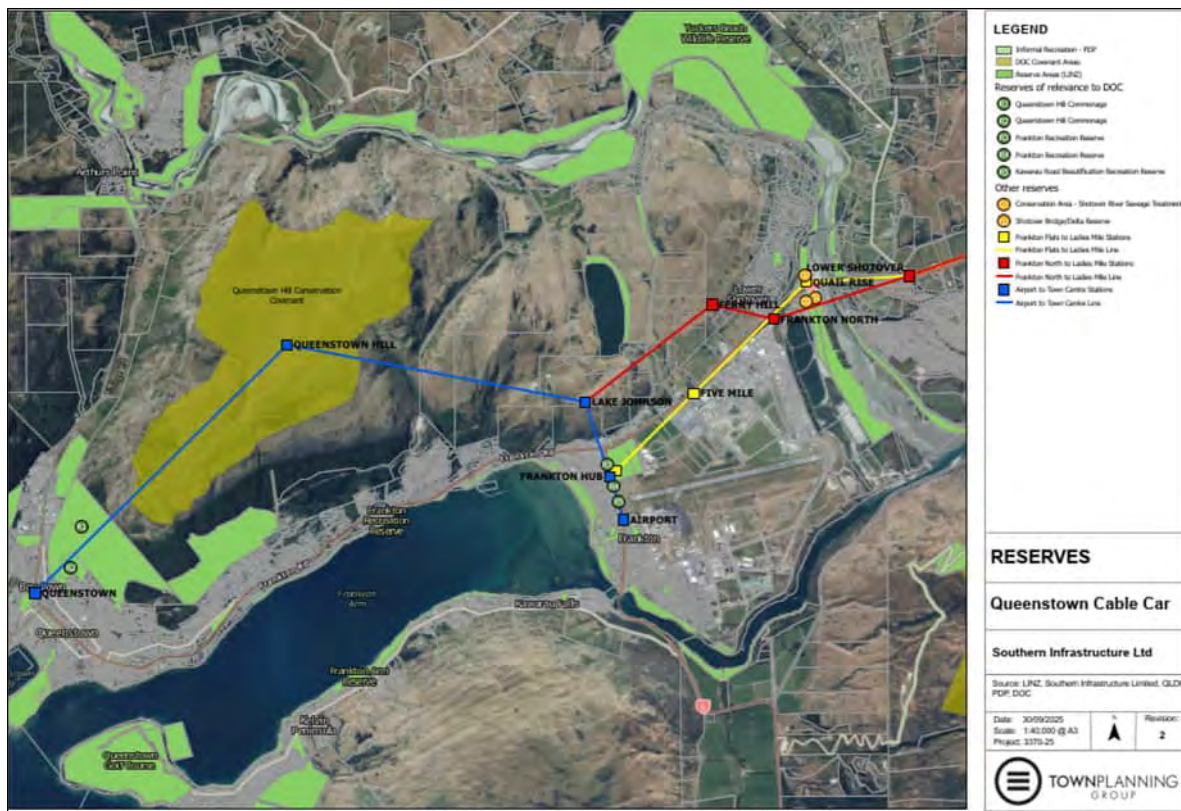


Figure 3 Reserve Areas (Source: Town Planning Group).

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.

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 WCO 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.

At a local authority level, the project area spans multiple different zones under the Queenstown Lakes Proposed District Plan and is subject to various overlays and notations. Resource consent will be required for the transport infrastructure and associated activities proposed in each of these zones.

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



5 NEXT STEPS

Consultation and engagement will be ongoing, and we confirm that commitment on behalf of Southern Infrastructure.

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 your input.

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

Ailsa will follow up this letter with an email and 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)

s 9(2)(a)

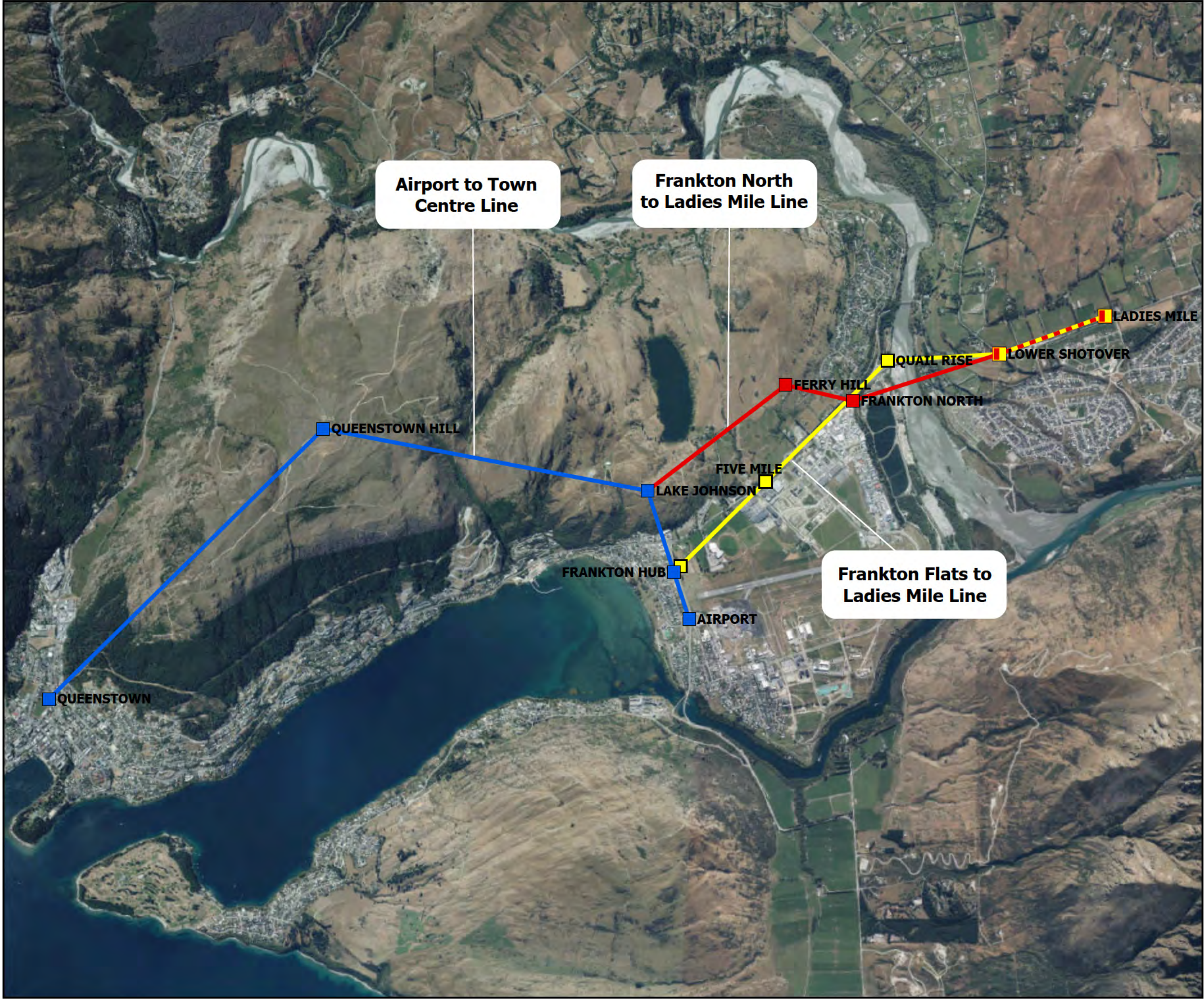
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ATTACHMENTS:

[A] Updated Project Overview Plan





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 Kāi Tahu Papatipu Rūnaka e Whitu

25 July 2025

s 9(2)(a)

Project Lead

Kāi Tahu Papatipu Rūnaka e Whitu

VIA EMAIL: s 9(2)(a)

Tēnā koe, s 9(2)(a)

PROPOSED QUEENSTOWN CABLE CAR REQUEST FOR ENGAGEMENT

1 INTRODUCTION

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In accordance with section 11 of the FTAA, Southern Infrastructure wishes to commence consultation with your organisations at this early stage with the intent of receiving any feedback 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 KĀI TAHU MATTERS

Under the FTAA, there are specific matters that require consultation with Kāi Tahu due to the project area being in your takiwā. These include the principles and applicable provisions of the Ngāi Tahu Claims Settlement Act 1998 and corresponding Deed of Settlement 1997.

Southern Infrastructure has engaged Kauati to assist on these matters and Ailsa Cain will be in touch to discuss:

- a. information identifying the parcels of Māori Land, marae, and identified wāhi tūpuna within the project area.
- b. relevant information about the Ngāi Tahu Settlement that apply in the project area.
- c. views of Kāi Tahu in relation to the proposal.

As the FTAA has a two-step process, there are differing information requirements for each stage, with the substantive application building on the information provided of the referral. In our initial engagement, it would be useful to understand what information Kāi Tahu requires for each step and in what form, when, and by whom its views will be provided.

3 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**.



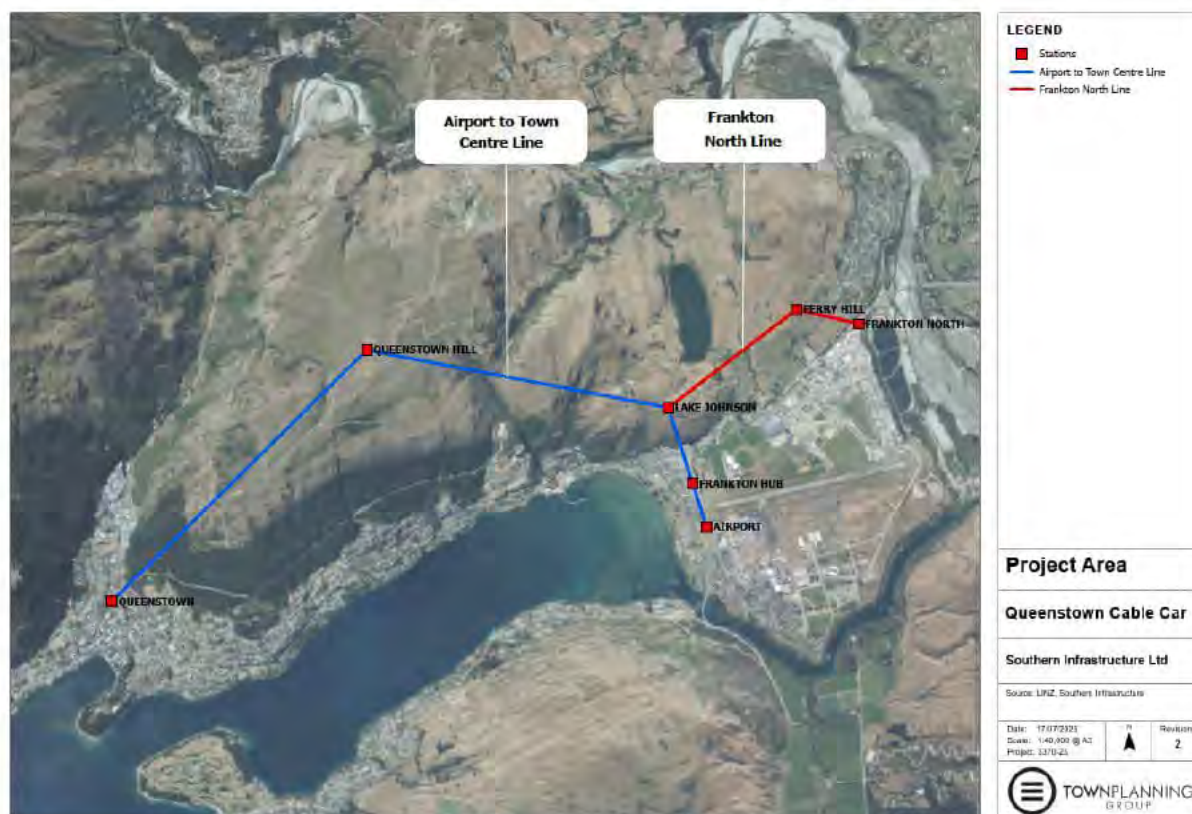


Figure 1: Overview of Stage One Route

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.*

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 (refer to Figure 2).
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 Queensgtown Lakes District Council (“**QLDC**”), the project spans several different zones under the Queenstown Lakes Proposed District Plan and is subject to various overlays and notations. 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.

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]**.

4 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 regional 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.

5 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 your organisations, we would greatly appreciate a discussion around cultural 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.


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)

s 9(2)(a)





A Proven Record

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.



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.

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.

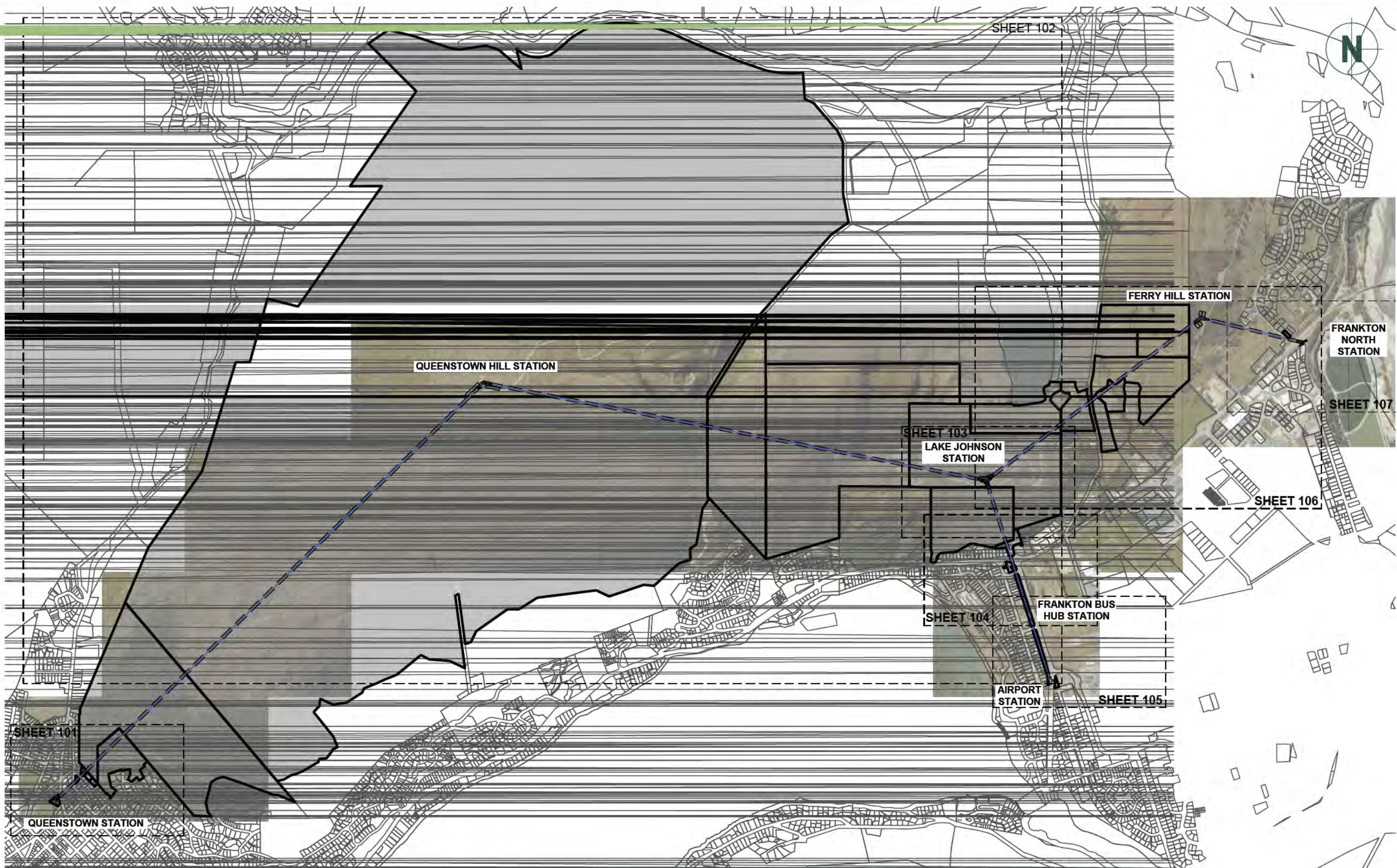


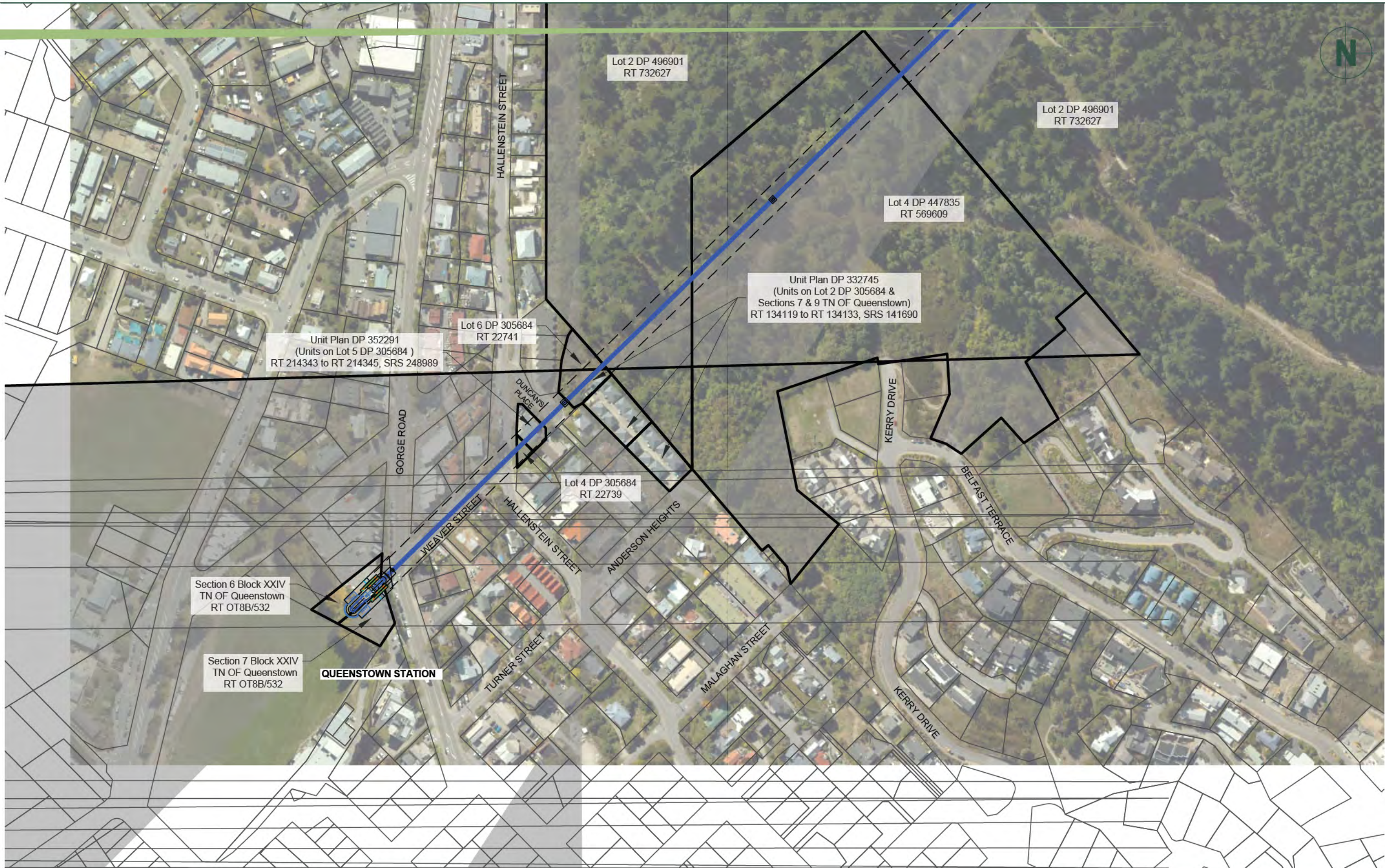
QUEENSTOWN CABLE CAR - STAGE 1 PROPERTY INFORMATION

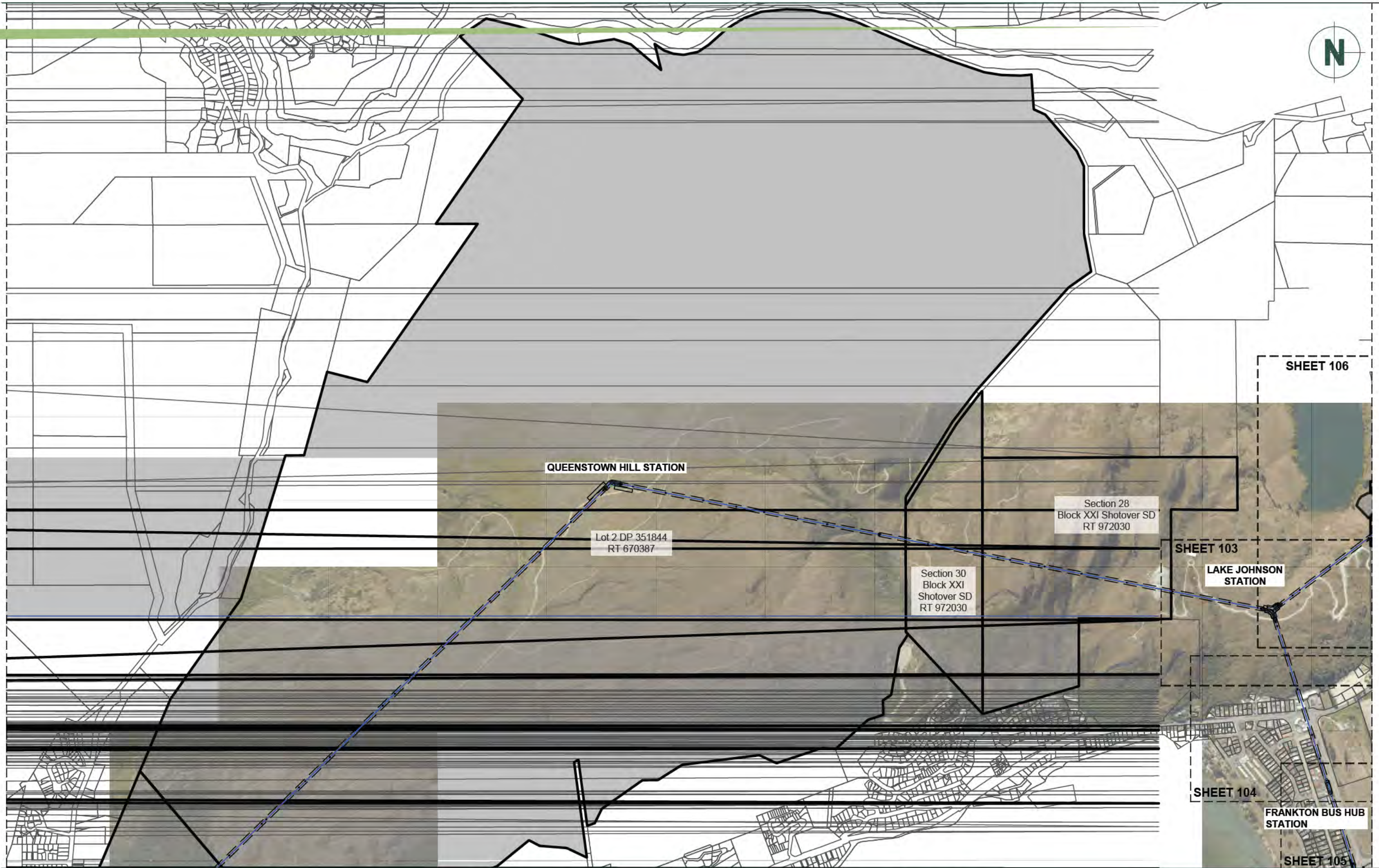
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PROJECT NAME:	QUEENSTOWN CABLE CAR	DAY	22							
		MONTH	JULY							
		YEAR	2025							
SHEET NO.	SHEET TITLE	DRAWING REVISIONS								
100	OVERVIEW	0								
101	QUEENSTOWN STATION	0								
102	QUEENSTOWN HILL STATION	0								
103	LAKE JOHNSON STATION	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 D = DESIGN X = PRICING I = INFORMATION P = PRELIMINARY C = CONSTRUCTION T = TENDER Y = CONSENT R = REQUESTED E = DXF OR DWG										

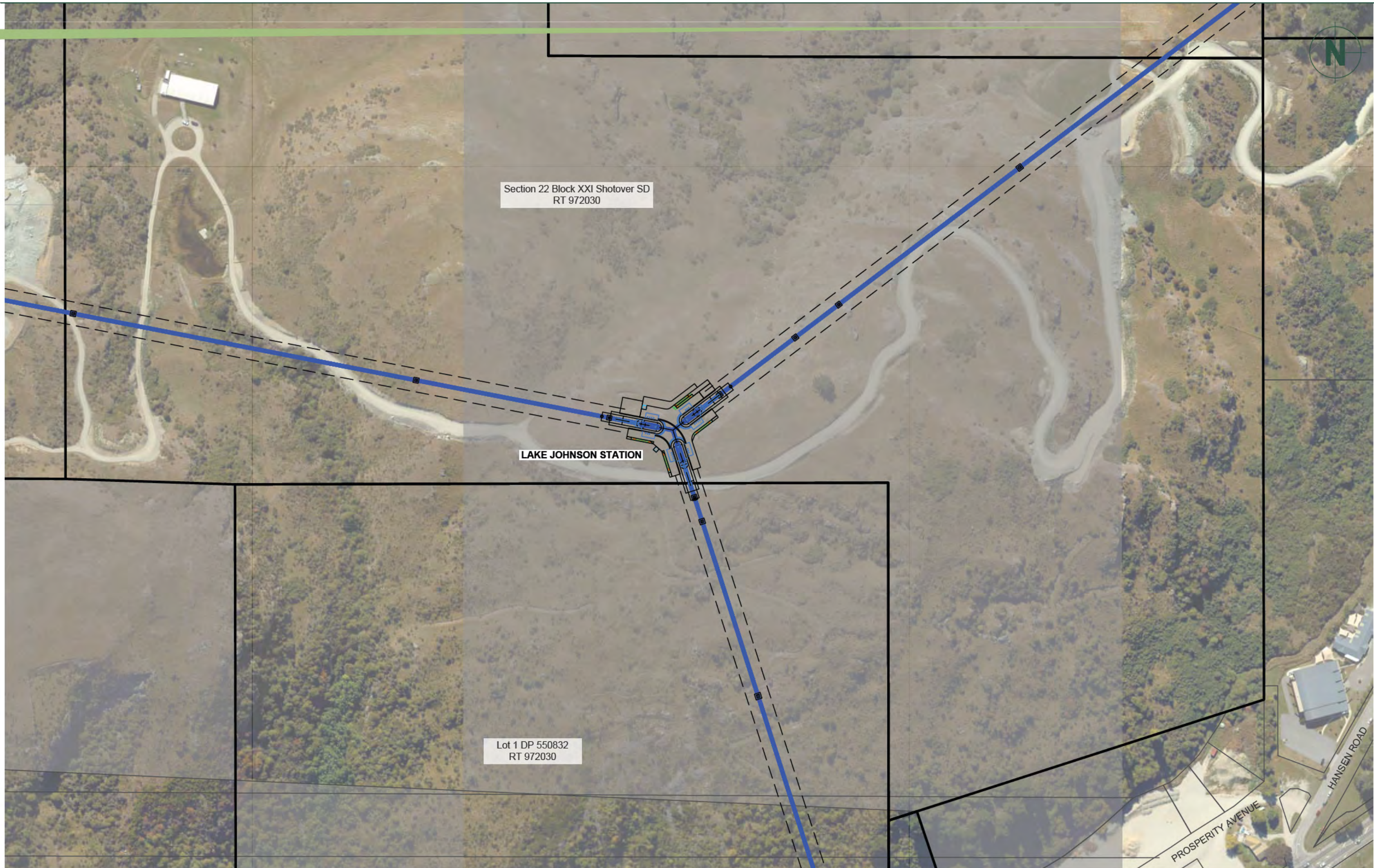
LEGEND

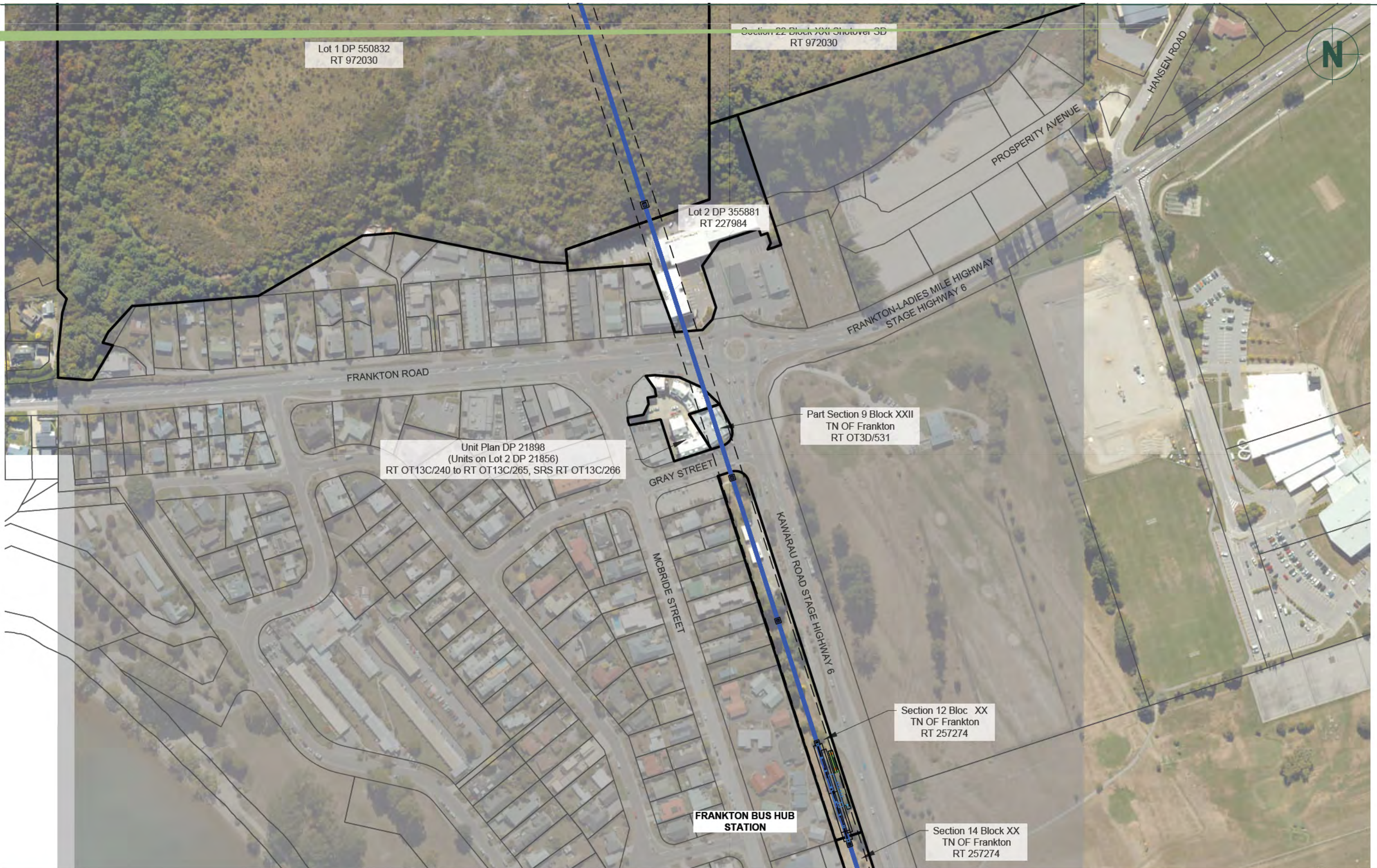
-  AFFECTED PROPERTY
-  EXISTING BOUNDARY (OTHER)
-  PROPOSED CABLE CAR ALIGNMENT
(INCLUDING HORIZONTAL CLEARANCE ZONE)
-  INDICATIVE TOWER LOCATIONS

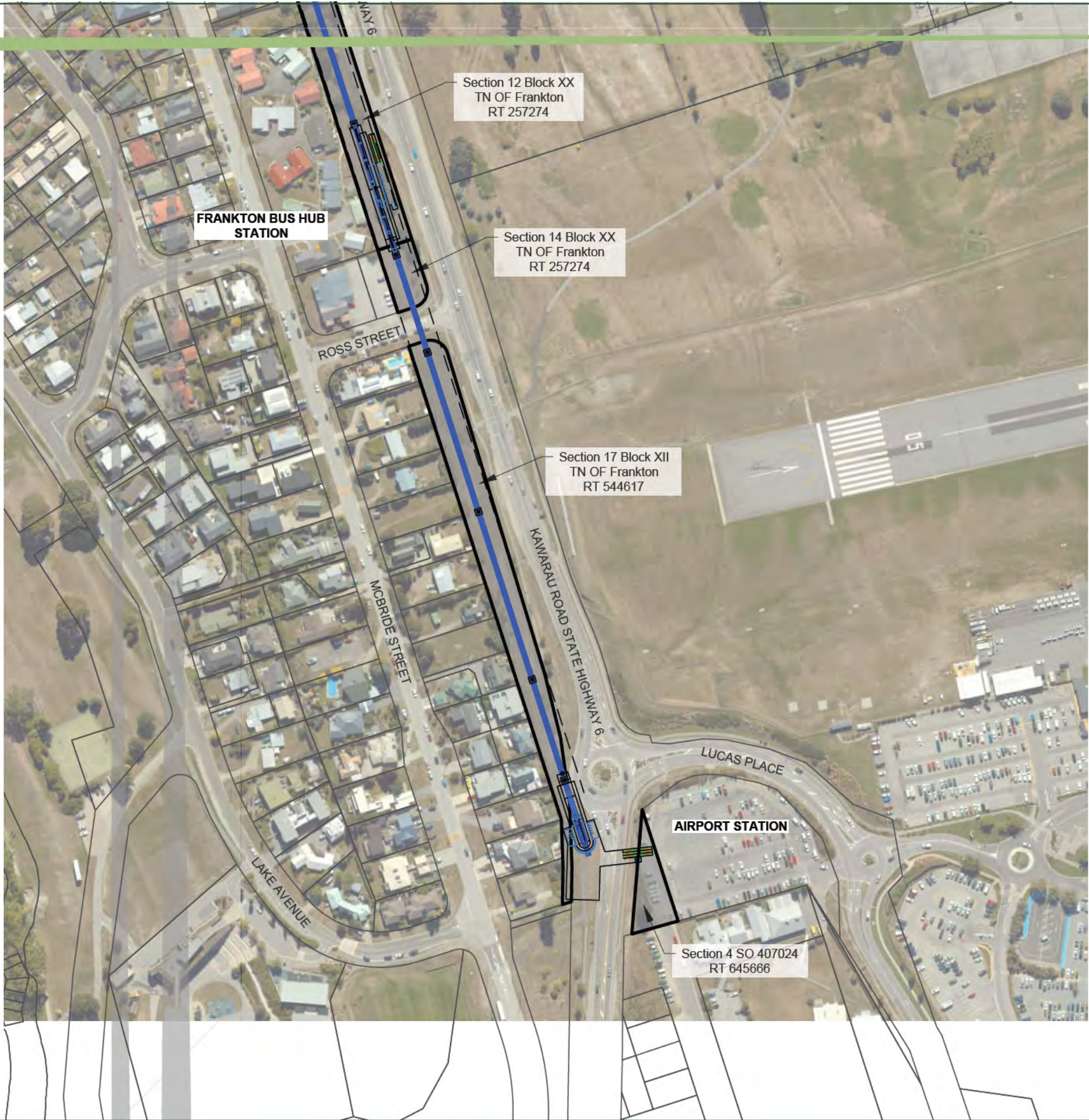




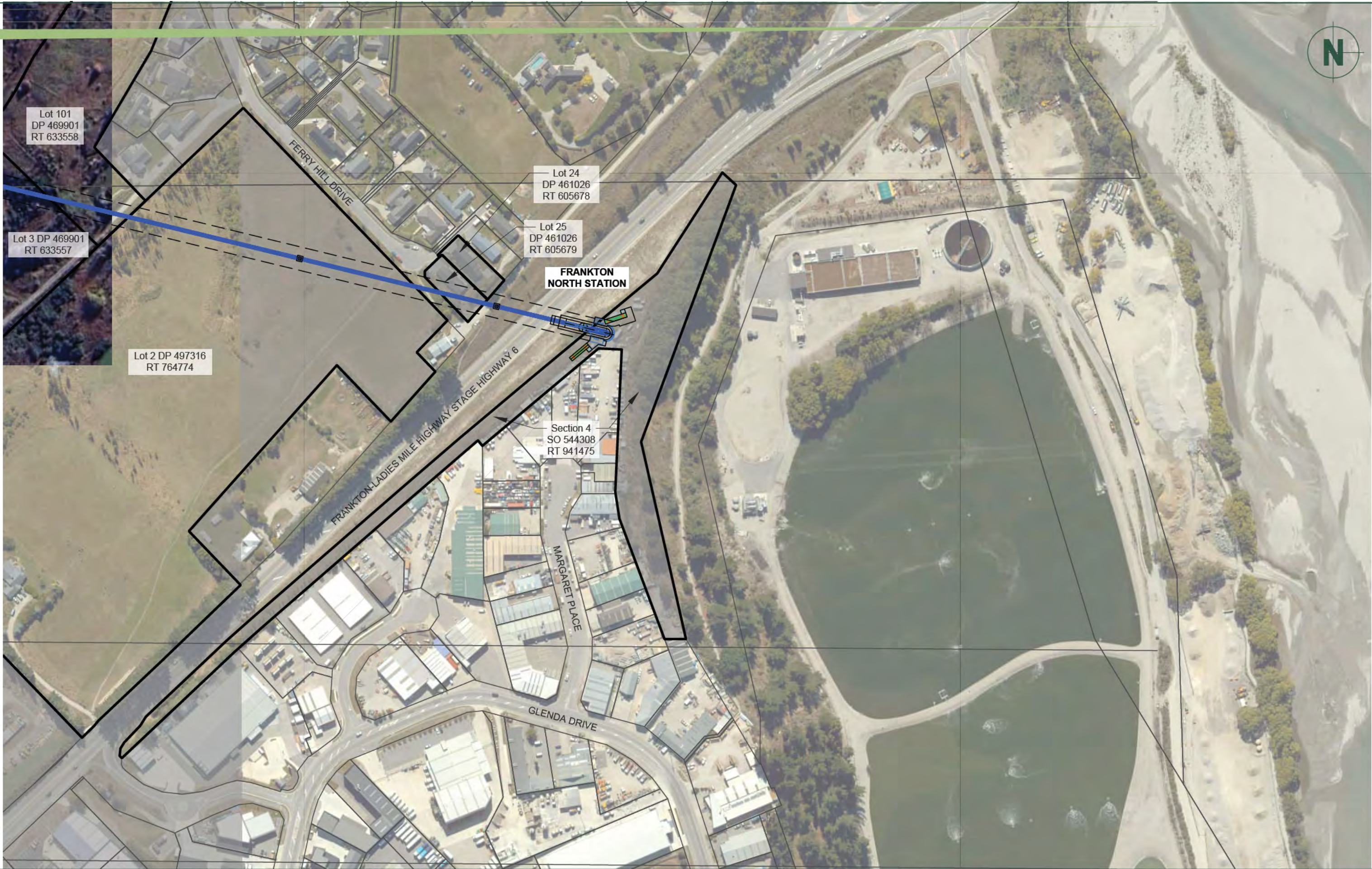








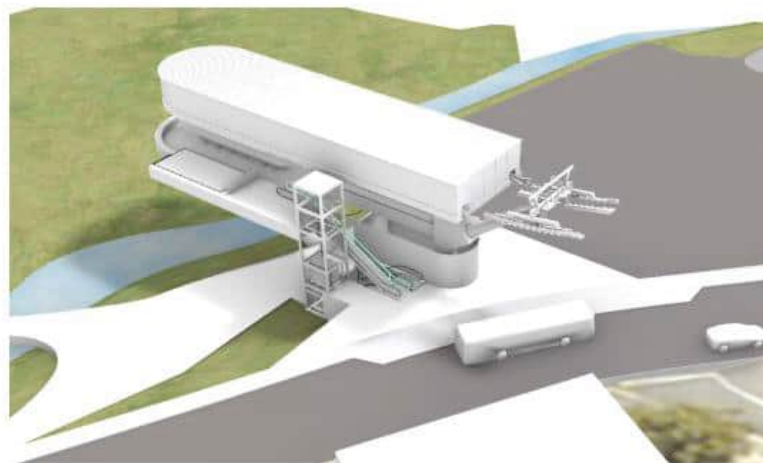
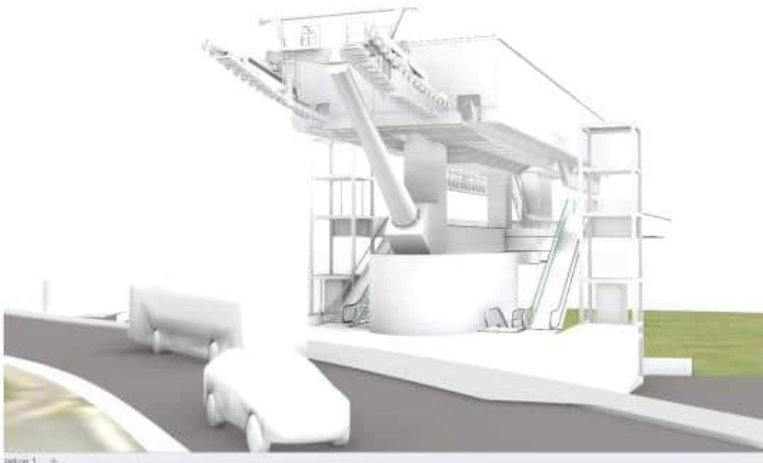




Queenstown Cable Car Station Concept 3D Views by *Jasmax* –
DRAFT for Consultation Purposes

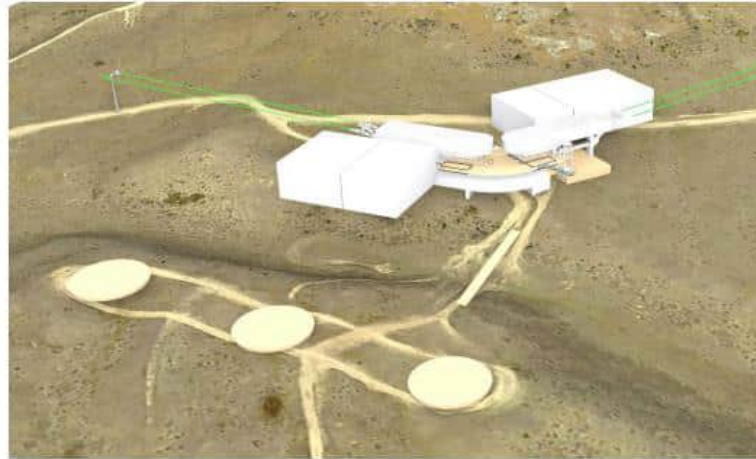
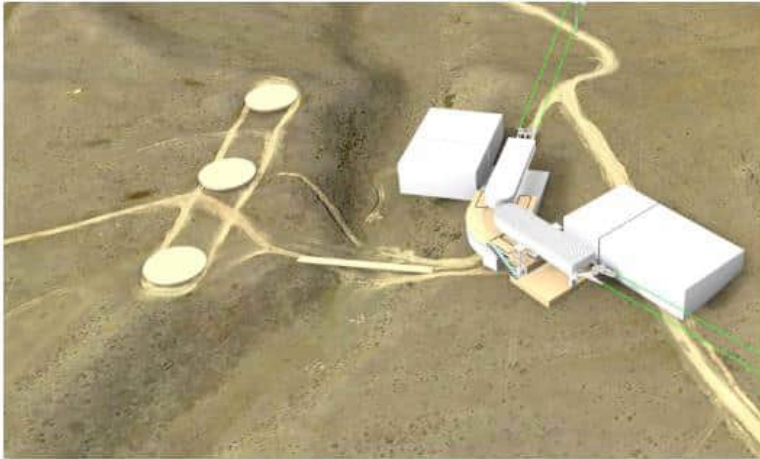
1. QUEENSTOWN STATION

Station 3D Views



2. QUEENSTOWN HILL STATION

Station 3D Views



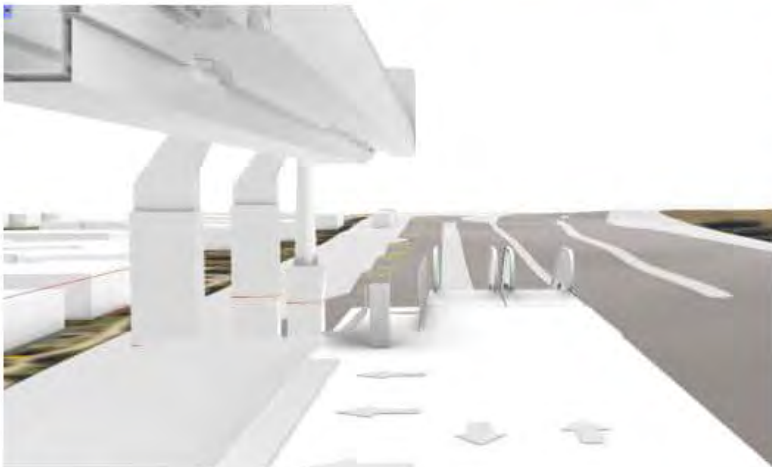
3. LAKE JOHNSON STATION

Station 3D Views



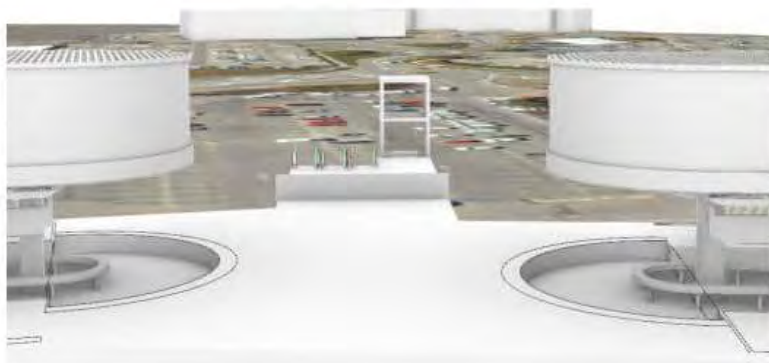
4. FRANKTON HUB STATION

Station 3D Views



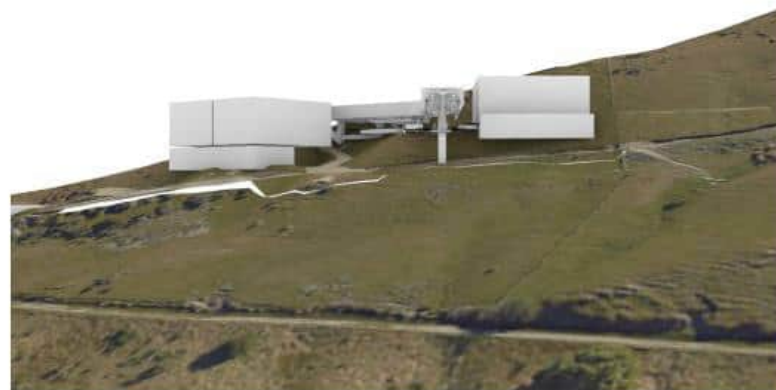
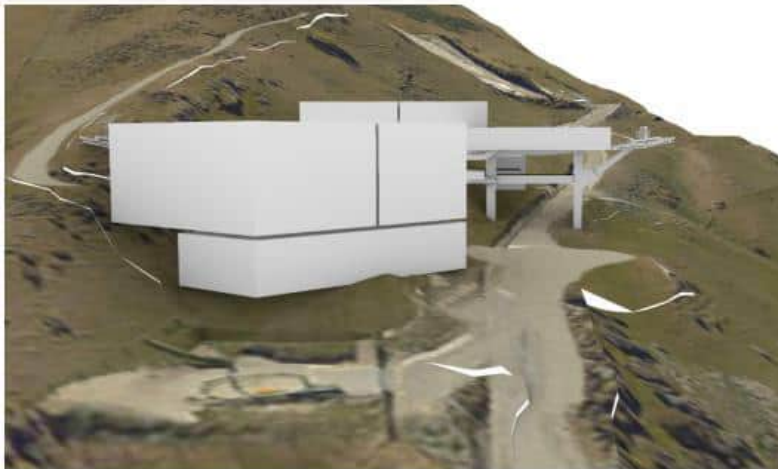
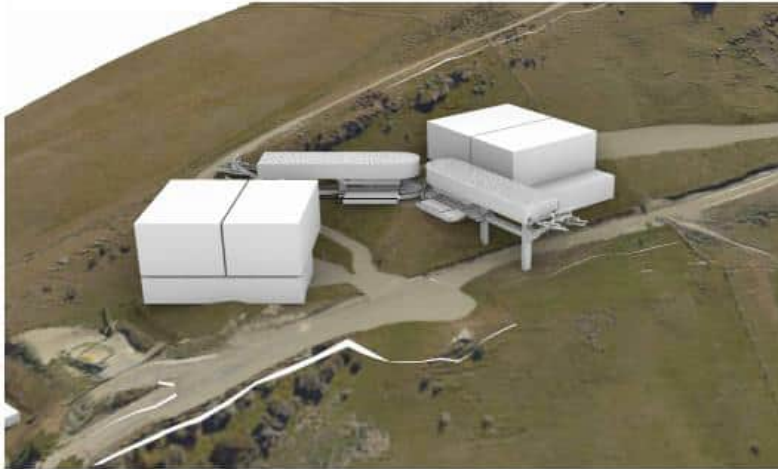
5. AIRPORT STATION

Station 3D Views



6. FERRY HILL STATION

Station 3D Views



7. FRANKTON NORTH STATION

Station 3D Views



20 October 2025

s 9(2)(a)

Project Lead

Kāi Tahu Papatipu Rūnaka e Whitu

VIA EMAIL: s 9(2)(a)

Tēnā koe, 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 with the project team, 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 for the Referral Application in response to feedback. This refinement is influencing both the range of approvals that will be sought and the nature of the consultation and engagement process for the Substantive stage.

Notably, 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 servicing the local community.

We understand that the process agreement that has been prepared has been signed by Southern Infrastructure and that this document is with the committee for endorsement.

As per the commitment from Southern Infrastructure, consultation 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 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 scope is shown below in **Figure 1** and included in **Attachment [A]**.

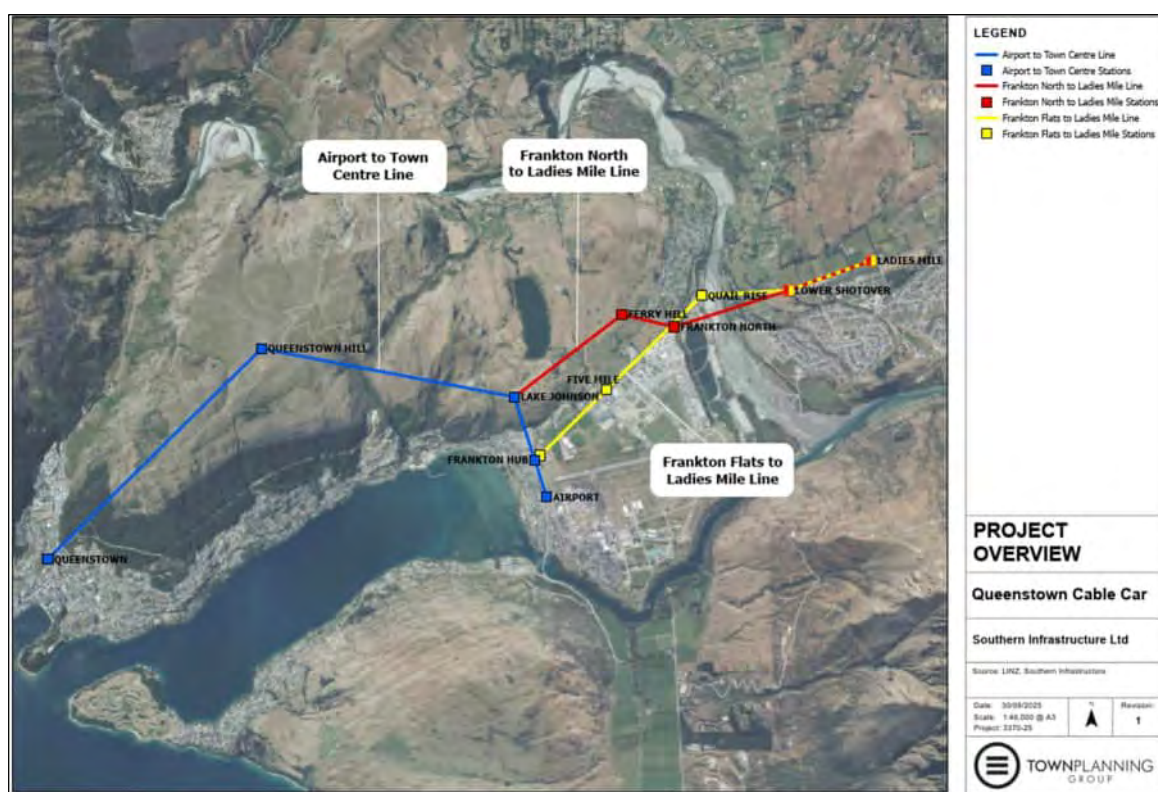


Figure 1 Overview of Updated Project Scope (Source: Town Planning Group).

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 Urban Design Description of Effects, 19/09/2025)

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 KĀI TAHU CONSIDERATIONS

Under the FTAA, there are specific matters that require consultation with Kāi Tahu due to the project area being in your takiwā. These include the principles and applicable provisions of the Ngāi Tahu Claims Settlement Act 1998 and corresponding Deed of Settlement 1997.

Southern Infrastructure will continue engagement with Kāi Tahu in accordance with the process agreement. Ailsa Cain of Kauati, on behalf of Southern Infrastructure, will be in touch to further discuss the extended project area in relation to the approvals sought.

4 EFFECTS & APPROVALS CONTEXT

As outlined in our previous letter, the QCC will have a range of effects including 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 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. 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. The inclusion of the Shotover River within the project area also introduces areas of Crown land within the project area.

Therefore, 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, and Wildlife Act 1953). 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).

From our review to date, the following reserves will 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 and will require additional approvals (primarily from DoC):

- 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**.



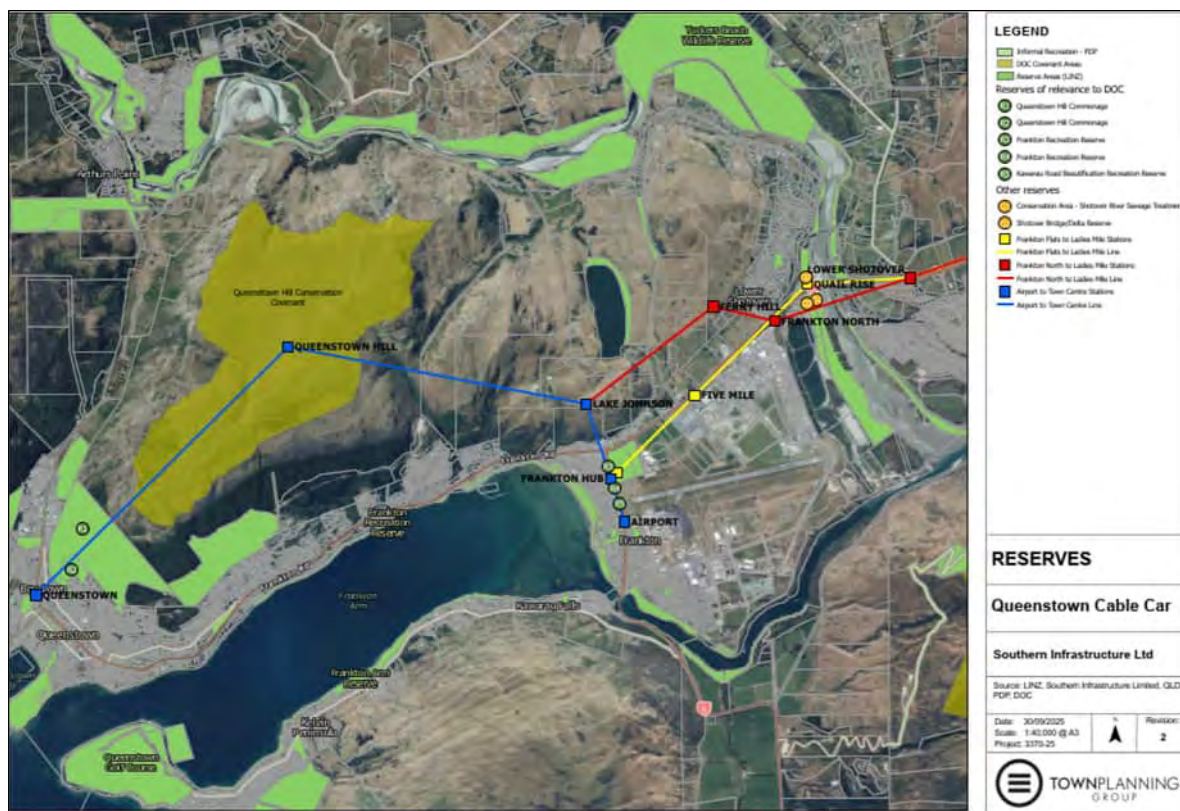


Figure 3 Reserve Areas (Source: Town Planning Group).

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.

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 WCO 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.

At a local authority level, the project area spans multiple different zones under the Queenstown Lakes Proposed District Plan and is subject to various overlays and notations. Resource consent will be required for the transport infrastructure and associated activities proposed in each of these zones.

Resource consents from the Otago Regional Council ("**ORC**") will also be required for activities such as earthworks, the discharge of stormwater and wastewater, the placement of structures in proximity to a watercourse / Shotover riverbed and other potential discharges to land and/or water.



5 NEXT STEPS

Consultation and engagement will be ongoing, and we confirm that commitment on behalf of Southern Infrastructure.

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 your input.

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

Ailsa will follow up this letter with an email and 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)

s 9(2)(a)

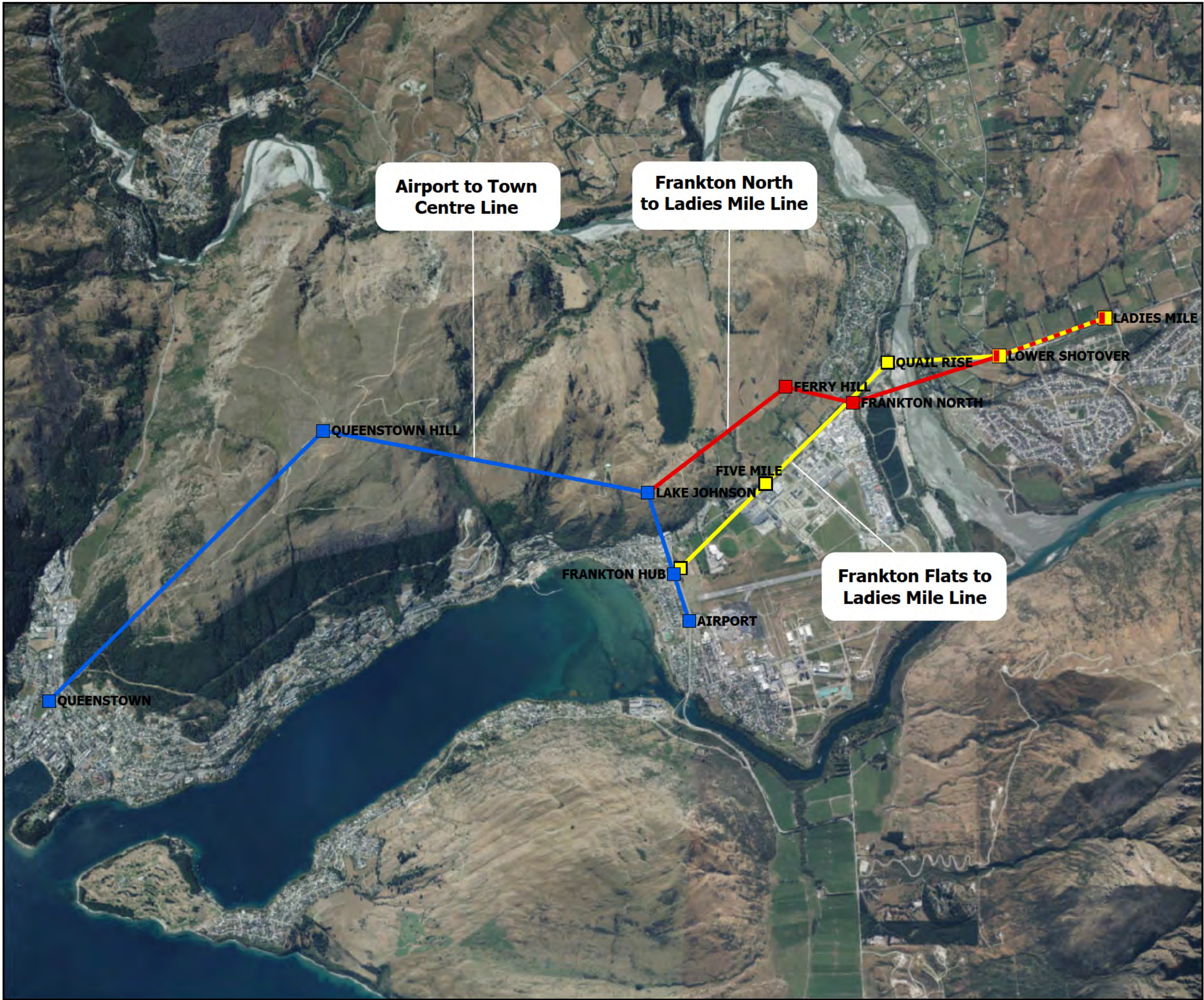
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ATTACHMENTS:

[A] Updated Project Overview Plan





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



1.3 Aukaha

From: applications@aukaha.nz
Sent: Tuesday, 29 July 2025 1:19 pm
To: s 9(2)(a) | Town Planning Group
Subject: Completed Consent Application
Attachments: Attachment-C-Draft-Station-Concept-Designs.pdf; Attachment-B-Property-Overview-Plan.pdf; Attachment-A-Southern-Infrastructure-Team.pdf; Kai-Tahu-Papatipu-Runaka-e-Whitu-Consultation-Letter-FINAL.pdf



Thanks, we have received your application and someone will be in contact.

Here is a copy for your records:

Declaration

Information Declaration

☒ The information you provide is true and correct to the best of your knowledge.

Payment Consent

☒ You undertake to pay all costs related to this application.

Property Details

Property Details

Physical Site Address

Gorge Road
Queenstown, Otago Region 9300
New Zealand
[Map It](#)

Record of Title

OT8B/532

Legal description(s) of the specific parcels that the resource consent application is for

Section 6 Block XXIV TN OF Queenstown

Further information

There are multiple land parcels this application relates to, these are outlined within the supporting documents (Attachment [B] Property Overview Plan)

What is your role in the application?

Agent acting on behalf of the applicant

Agent

Full Legal Entity Name

Town Planning Group (NZ) Limited

Agent Contact Person

s 9(2)(a)

Contact Phone

s 9(2)(a)

Email

s 9(2)(a)

Physical Address

s 9(2)(a)

Postal Address

s 9(2)(a)

Consent

☒ Confirm you have approval to act on behalf of the applicant

Applicant

Full Legal Entity Name

Souther Infrastructure Limited

Contact Person

s 9(2)(a)

Phone

s 9(2)(a)

Applicant Email

s 9(2)(a)

Physical Address

s 9(2)(a)

Postal Address

s 9(2)(a)

Activity or Works Proposed

Have you consulted with Aukaha previously on this application?

No

Have you discussed this proposal with Council prior to this application?
No
Has this application been lodged with Council?
No
Application Type
<ul style="list-style-type: none"> Other
Please write a detailed summary of your proposed activity or works and attach relevant documents
<p>This application is a request for engagement relating to a referral application we seek to lodge under the Fast Track Approvals Act 2024 for the establishment and operation of a mass public transportation cable car network in Queenstown.</p> <p>Futher details can be found within the supporting documents.</p>
Attach relevant documents (including any application appendices)
<ul style="list-style-type: none"> Attachment-C-Draft-Station-Concept-Designs.pdf Attachment-B-Property-Overview-Plan.pdf Attachment-A-Southern-Infrastructure-Team.pdf Kai-Tahu-Papatipu-Runaka-e-Whitu-Consultation-Letter-FINAL.pdf
Please provide latitude and longitude co-ordinates of proposed area
The are many land parcels the proposal relates to, please see Attachment B Property Overview Plan for full details
Describe any other activities that are part of the proposal to which the application relates
Please refer to the supporting documents.
Are you required to apply for other resource consents for this proposal?
No
Payment
Who is paying for this invoice?
Agent
Agent & Council Billing
Accounts contact person
s 9(2)(a)
Accounts Email
s 9(2)(a)
Accounts Phone
0800 224 470
Purchase Order
Purchase Order
<ul style="list-style-type: none"> My business doesn't require a Purchase Order.
Standard Terms of Engagement
<ul style="list-style-type: none"> I agree to the Terms of Engagement

Signature**Your Name**

s 9(2)(a)

Date

29/07/2025

Emailed Copy

- I'd like an email copy of this application

Email completed application

s 9(2)(a)

1.4 Te Ao Mārama Inc

From: s 9(2)(a) | Town Planning Group
Sent: Friday, 1 August 2025 6:51 am
To: s 9(2)(a)
Cc: s 9(2)(a) | Town Planning Group, s 9(2)(a), s 9(2)(a)
Subject: RE: Te Ao Marama Inc Preliminary engagement - Southern Infrastructure Limited - Queenstown Cable Car Project

Kia ora s 9(2)(a)

Thanks for your email.

I can confirm on behalf of Southern Infrastructure Ltd acceptance of below. The contact and address for service is s 9(2)(a) cc'd into this email.

I have also linked in Ailsa from Kauati who will be able to advise on the further information we can supply in line with your notes below.

I suggest that once you are provided with our initial reporting, we tee up a meeting from there. I am overseas until 17 August but available via Teams to meet as necessary.

Look forward to discussing this shortly.

Many thanks,

s 9(2)(a)



s 9(2)(a) – Director

Cell: s 9(2)(a)
Town Planning Group | www.townplanning.co.nz
Offices in Queenstown & Christchurch

From: s 9(2)(a), s 9(2)(a)
Sent: Thursday, 31 July 2025 2:21 pm
To: s 9(2)(a) | Town Planning Group, s 9(2)(a)
Subject: Te Ao Marama Inc Preliminary engagement - Southern Infrastructure Limited - Queenstown Cable Car Project

Kia ora s 9(2)(a)

Ngā mihi for your email and letter received in our office earlier this week. We note the information attached and the offer to meet. We also note that your consultant from Kauati will be in touch to discuss matters relevant to ensuring you meet your Section 11 FTAA obligations.

We offer an initial enquiry hui for preliminary Fast Track resource consent applications based on an hourly charge out rate. This initial hui will involve a set charge of **2.5 hr** of relevant kaimahi (staff) time, administration fee and will be via teams.

Information required prior to the hui (to be provided in writing) is: We note that you have supplied some of this already but still require the remainder prior to any meeting.

- A brief scope of the proposal including maps, site plans, visualisations.
- Identification of any relevant Ngāi Tahu considerations related to the sites – known by the applicant
- Identification of any engagement with Ngāi Tahu entities undertaken to date with regard to this proposal.

Please advise via the office@tami.maori.nz email address:

- Your acceptance of these terms
- If you require a quote of the fee

On confirmation of the above, we will be able to organise a relevant time for the initial engagement.

Please ensure all correspondence is directed to the Te Ao Marama Inc office in the first instance.

We look forward to meeting you in due course and hearing about your project.

Kia tū tō mana,

s 9(2)(a)

Kaiwhakahaere Tari

s 9(2)(a)

s 9(2)(a)



**TE AO
MARAMA INC.**

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