



TOWNPLANNING
GROUP

**[21.3] KEY CONSULTATION CORRESPONDENCE
ADMINISTERING AGENCIES
QUEENSTOWN CABLE CAR**



1.1 MINISTRY FOR THE ENVIRONMENT

FW: Queenstown Cable Car - Referral Application under FTAA

S 9(2)(a) | Town Planning Group **S 9(2)(a)**

Date Tue 28/10/2025 2:33 PM

To **S 9(2)(a)** | Town Planning Group **S 9(2)(a)**



S 9(2)(a)

Cellphone: **S 9(2)(a)** Email: **S 9(2)(a)**
Town Planning Group | www.townplanning.co.nz
Offices in Queenstown & Christchurch

From: **S 9(2)(a)** | Town Planning Group

Sent: Tuesday, 21 October 2025 10:10 am

To: 'Admin Agency FTAA' <AdminAgencyFTAA@mfe.govt.nz>

Cc: **S 9(2)(a)** | Town Planning Group **S 9(2)(a)**

Subject: RE: Queenstown Cable Car - Referral Application under FTAA

Hi there,

Further to our email back in July regarding the Queenstown Cable Car (QCC) project and further to a Teams Meeting this morning with **S 9(2)(a)** (Town Planning Group), **S 9(2)(a)** (MfE), we wanted to provide you with a brief update on this project and continue consultation with the MfE in accordance with section 11 of the Fast-track Approvals Act 2024 ("FTAA").

The Southern Infrastructure (Cable Car) consultant team has been productively engaging with key stakeholders with strong interest and proactive input throughout the preparation of the referral application under the FTAA. Consultation remains ongoing as the project progresses.

Recently the project scope has extended to include Ladies Mile which 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. The expansion of the project has resulted in the need for additional approvals to be sought both under the FTAA and outside of this process, as well as necessitating wider consultation with an expanded group of stakeholders, agencies and affected landowners.

In terms of programme, we are on-track to lodge the referral application on behalf of Southern Infrastructure (Cable Car) Limited by the end of October, and we welcome any further feedback you may have ahead of lodgement.

Kind Regards,



S 9(2)(a)

Cellphone: **S 9(2)(a)** Email: **S 9(2)(a)**
Town Planning Group | www.townplanning.co.nz
Offices in Queenstown & Christchurch

From: Admin Agency FTAA <AdminAgencyFTAA@mfe.govt.nz>
Sent: Monday, 7 July 2025 9:51 am
To: s 9(2)(a) | Town Planning Group s 9(2)(a)
Subject: RE: Queenstown Cable Car - Referral Application under FTAA

Kia ora,

Thank you for your email.

Please find attached our response to your request for consultation with the Ministry for the Environment as the administering agency of the Resource Management Act 1991.

Ngā mihi,

System Oversight Team

Ministry for the Environment | Manatū Mō Te Taiao
Administering Agency under the Fast Track Approvals Act 2024
AdminAgencyFTAA@mfe.govt.nz | environment.govt.nz



From: s 9(2)(a) | Town Planning Group s 9(2)(a)
Sent: Friday, 4 July 2025 10:20 am
To: Admin Agency FTAA <AdminAgencyFTAA@mfe.govt.nz>
Subject: Queenstown Cable Car - Referral Application under FTAA

MFE CYBER SECURITY WARNING

This email originated from outside our organisation. Please take extra care when clicking on any links or opening any attachments.

Good morning,

On behalf of our client, Southern Infrastructure Limited, we are preparing a referral application under the FTAA for a proposed cable car (mass rapid transport solution) in Queenstown. We are well underway with our pre-application consultation and just wanted to confirm our requirements to consult with MfE as the administering agency of the RMA in accordance with Section 11 of the FTAA prior to submitting our referral application. We have reviewed all of the information available on the MfE and Fast Track website, however can you please confirm whether there is a formal pre-application process available in addition to MfE's role once the referral application has been lodged?

I look forward to hearing from you soon.

Many Thanks,

s 9(2)(a)



s 9(2)(a)

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

Tēnā koe ^{s 9(2)(a)}

Queenstown Cable Car - Pre-lodgement consultation under the Fast-track Approvals Act 2024 (FTAA)

Thank you for your correspondence dated 4 July 2025 in relation to Southern Infrastructure Limited's intention to lodge a referral application under the Fast-track Approvals Act 2024 (FTAA) in respect of the "Queenstown Cable Car" project.

As you are aware, the Ministry for the Environment (the Ministry) is the "relevant administering agency" for approvals relating to the Resource Management Act 1991 (RMA) and Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 (EEZ Act) under the FTAA.

We have received the information you provided on 4 July 2025. As part of your referral application, you will need to provide an assessment of the project against any relevant national policy statement, national environmental standards and if relevant the New Zealand Coastal Policy Statement. The Ministry has prepared the following summary on the national direction made under the RMA, for your consideration.

National Direction

Under the RMA, the government can create national direction to support local authorities' decision making under the RMA and develop a nationally consistent approach to resource management issues. This is typically done where an issue is of national importance, or involves significant national benefits or costs, or where necessary to give effect to other government policy or regulation. There are several types of national direction, including national policy statements and national environmental standards.

National Policy Statements (NPS)

National Policy Statements are instruments issued under section 52(2) of the RMA. An NPS is a vehicle for the government to prescribe objectives and policies for matters which are relevant to sustainable management. All National Policy Statements currently in force are published on the Ministry's website and links are provided in the table below. It is recommended that you consider the relevance of each NPS to your project. If you are seeking an RMA approval, then under section 13(4)(y)(i) and schedule 5 paragraph 2 of the FTAA your application must include an assessment of your project against any relevant NPSs. Refer to the National Policy Statements linked below.

National Policy Statement	Description
National Policy Statement for Greenhouse Gas Emissions from Industrial Process Heat 2023	This NPS provides nationally consistent policies and requirements for reducing greenhouse gas emissions from industries using process heat. It works alongside

	the National Environmental Standards for Greenhouse Gases from Industrial Process.
National Policy Statement for Highly Productive Land 2022	This NPS provides national direction to improve the way highly productive land is managed under the RMA. The objective is to ensure the availability of New Zealand's most favourable soils for food and fibre production.
National Policy Statement for Freshwater Management 2020	This NPS provides local authorities with updated national direction on how they should manage freshwater under the RMA.
National Policy Statement for Indigenous Biodiversity 2023	This NPS provides direction to local authorities to protect, maintain and restore indigenous biodiversity requiring at least no further reduction in indigenous biodiversity nationally.
National Policy Statement for Renewable Electricity Generation 2011	This NPS provides guidance for local authorities on how renewable electricity generation should be dealt with in RMA planning documents.
National Policy Statement on Electricity Transmission	This NPS sets out the objective and policies for managing the electricity transmission network.
National Policy Statement on Urban Development 2020	This NPS recognises the national significance of well-functioning urban environments. It removes barriers to development to allow growth in locations that have good access to existing services, public transport networks and infrastructure.
New Zealand Coastal Policy Statement 2010	The NZCPS provides guidance for local authorities in their day-to-day management of the coastal environment. The NZCPS is the only compulsory NPS under the RMA.

National Environmental Standards (NES)

National Environmental Standards are regulations issued under section 43 of the RMA. They prescribe technical and non-technical standards, methods or other requirements for land use and subdivision, use of the coastal marine area and beds of lakes and rivers, water take and use, discharges and noise. NESs require each local authority to enforce the same standard in respect of these areas unless otherwise specified. All National Policy Statements currently in force are published on the Ministry's website and links are provided in the table below. It is recommended that you consider the relevance of each NES to your project.

If you are seeking an RMA approval under the FTAA, section 13(4)(y)(i) and schedule 5 paragraph 2 require that an assessment of your project against any relevant NES must be included with your application. Refer to the National Environmental Standards linked below.

National Environmental Standard	Description
National Environmental Standards for Air Quality	This NES prohibits discharges from certain activities and set a guaranteed minimum standard for air quality for people living in New Zealand.

National Environmental Standards for Commercial Forestry	This NES provides nationally consistent regulations to manage the environmental effects of forestry.
National Environmental Standards for Electricity Transmission Activities	This NES sets out which electricity transmission activities are permitted, subject to conditions to control environmental effects. They apply only to existing high voltage electricity transmission lines.
National Environmental Standards for Freshwater	This NES regulates activities that pose risks to the health of freshwater and freshwater ecosystems.
National Environmental Standards for Greenhouse Gas Emissions from Industrial Process Heat	This NES sets out nationally consistent rules for certain greenhouse gas emitting activities from industrial process heat.
National Environmental Standards for Marine Aquaculture	This NES replaces regional council rules for existing marine farms and provides a more certain and efficient process for replacing consents, realigning farms and changing farmed species. In some instances, they allow regional council rules to remain in force.
National Environmental Standards for Sources of Human Drinking Water	This NES sets requirements to protect sources of human drinking water from becoming contaminated.
National Environmental Standards for Storing Tyres Outdoors	This NES provides nationally consistent rules for the responsible storage of tyres.
National Environmental Standards for Telecommunication Facilities	This NES sets national rules regarding the deployment of telecommunications infrastructure across New Zealand.
National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health	This NES includes requirements for assessing and managing potentially contaminated soil.

Please ensure your application includes a summary of this consultation with the Ministry, and an explanation of how this consultation has informed your project. This information must be included in your application, regardless of whether it is a referral application or a substantive application for a listed project.

Thank you for consulting with the Ministry for the Environment as the relevant administering agency for the RMA and the EEZ Act.

If you have any queries in relation to the FTAA process, please contact info@fasttrack.govt.nz for further assistance.

Ngā mihi,

s 9(2)(a)



Acting General Manager, System Enablement and Oversight

1.2 DEPARTMENT OF CONSERVATION

25 July 2025

Fast Track Application Enquiries
Department of Conservation

VIA EMAIL: fasttrackapplicationenquiries@doc.govt.nz

PROPOSED QUEENSTOWN CABLE CAR REQUEST FOR ENGAGEMENT

1 INTRODUCTION

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 and its surrounds.

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

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.

Southern Infrastructure will possibly need to seek approvals under the Wildlife Act 1953 in relation to the project. In accordance with section 11 of the FTAA, Southern Infrastructure wishes to commence consultation with the Department of Conservation (“**DoC**”) as administering agency for the Wildlife Act 1953, with the intent of receiving 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 PROJECT OVERVIEW

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**.

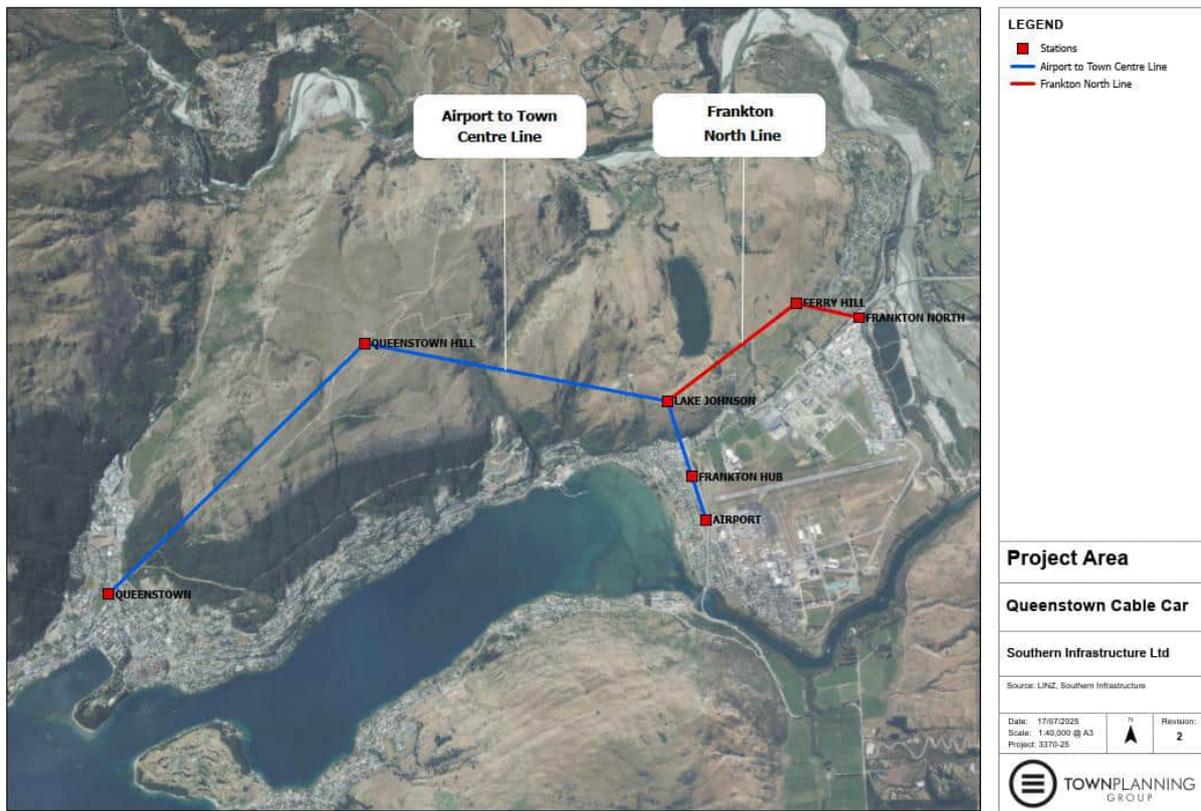


Figure 1: Overview of Stage One Route

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). 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.

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]**.

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 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 those effects. To date, expertise has been engaged across the following fields: cultural advisory, ecology, landscape, geotechnical engineering, land surveying, architecture/urban design, acoustics, airport safety, transport, geology, economics, and infrastructure/servicing.

Southern Infrastructure has engaged Wildlands Consultants (Andrew Wells) to prepare a desktop analysis of the anticipated and known ecological adverse effects of the project on the environment for the purpose of informing the referral application. It is possible that this will identify the need to seek approvals under the Wildlife Act 1953.

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

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) [REDACTED]

s 9(2)(a) [REDACTED]

s 9(2)(a) [REDACTED]

s 9(2)(a) [REDACTED]





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.

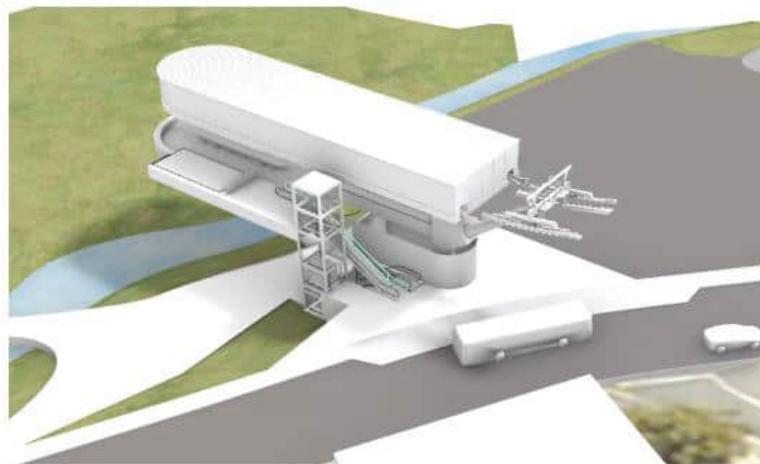
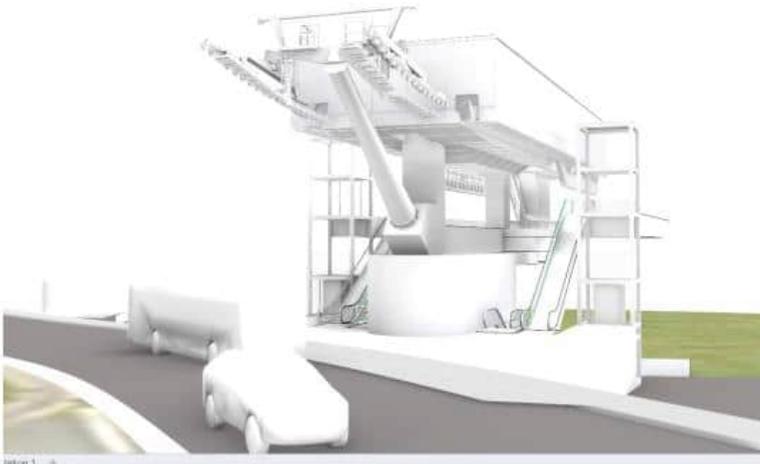
Jana Davis
Waitaha, Kāti Mamoe, Kāi Tahu. CEO of Te Tapu o Tāne Limited. Driving tribal development and environmental restoration through strategy, innovation, and kaupapa grounded in whenua, tikanga, and mana motuhake.



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

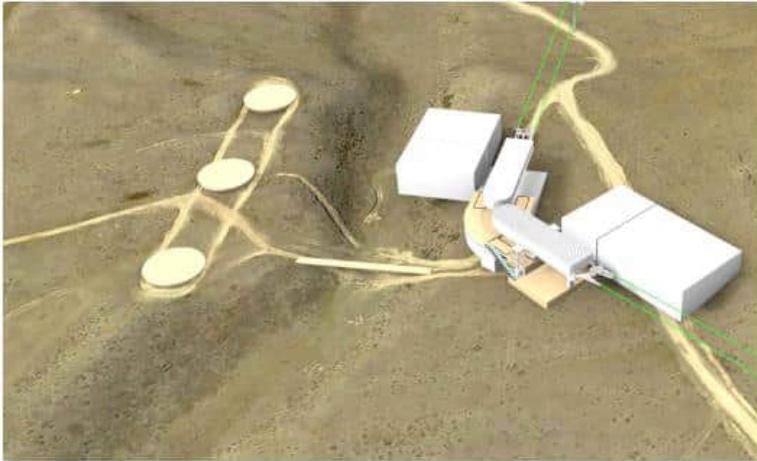
1. QUEENSTOWN STATION

Station 3D Views



2. QUEENSTOWN HILL STATION

Station 3D Views



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

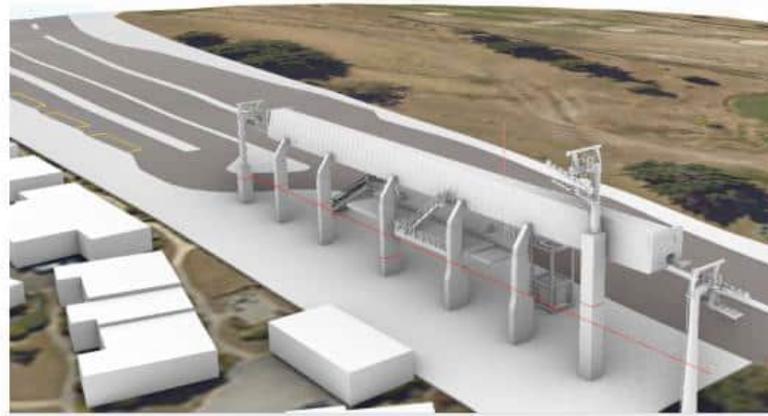
3. LAKE JOHNSON STATION

Station 3D Views



4. FRANKTON HUB STATION

Station 3D Views



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

5. AIRPORT STATION

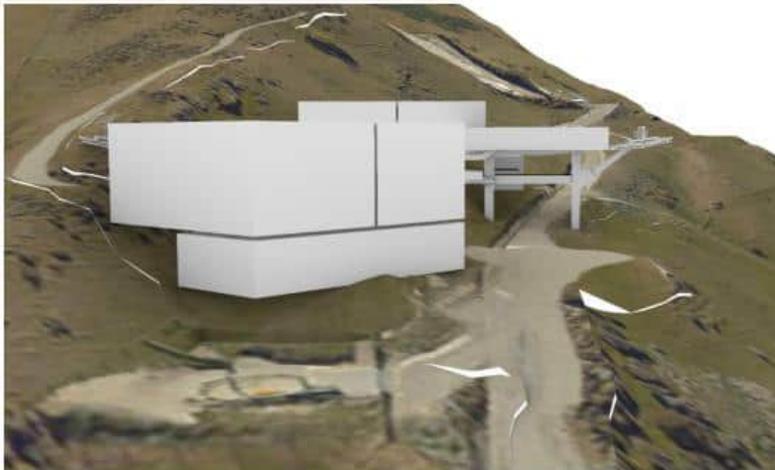
Station 3D Views



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

6. FERRY HILL STATION

Station 3D Views



7. FRANKTON NORTH STATION

Station 3D Views



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:		1							
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)
- PROPOSED CABLE CAR ALIGNMENT (INCLUDING HORIZONTAL CLEARANCE ZONE)
- INDICATIVE TOWER LOCATIONS

NOTES:

PLAN INFORMATION

- DIGITAL FORMAT FILES ARE AVAILABLE ON REQUEST TO PATERSONS.
- BOUNDARY AND TITLE INFORMATION IS SOURCED FROM GRIP AND THE LINZ DIGITAL CADASTRAL DATABASE (DCDB), LANDONLINE, ON 16.07.2025.

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).



CLIENT
SOUTHERN INFRASTRUCTURE LTD
QUEENSTOWN

DRAWING TITLE
QUEENSTOWN CABLE CAR
STAGE 1
PROPERTY DETAILS
INDEX SHEET

DATUM INFORMATION
COORDINATE SYSTEM NZGD 2000
 MOUNT NICHOLAS CIRCUIT
DATUM NZVD 2016
ORIGIN OF COORDINATES
ORIGIN OF LEVELS

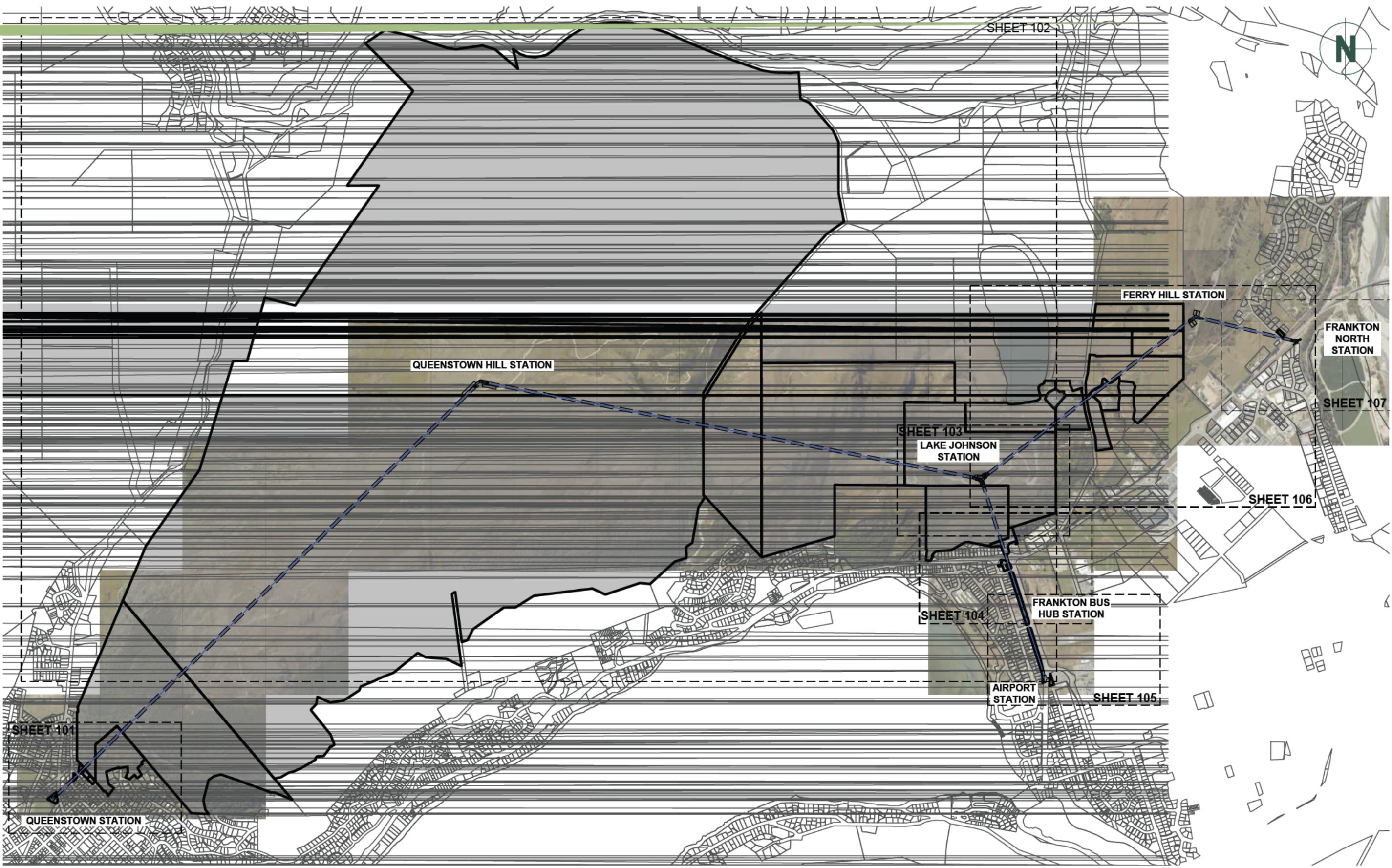
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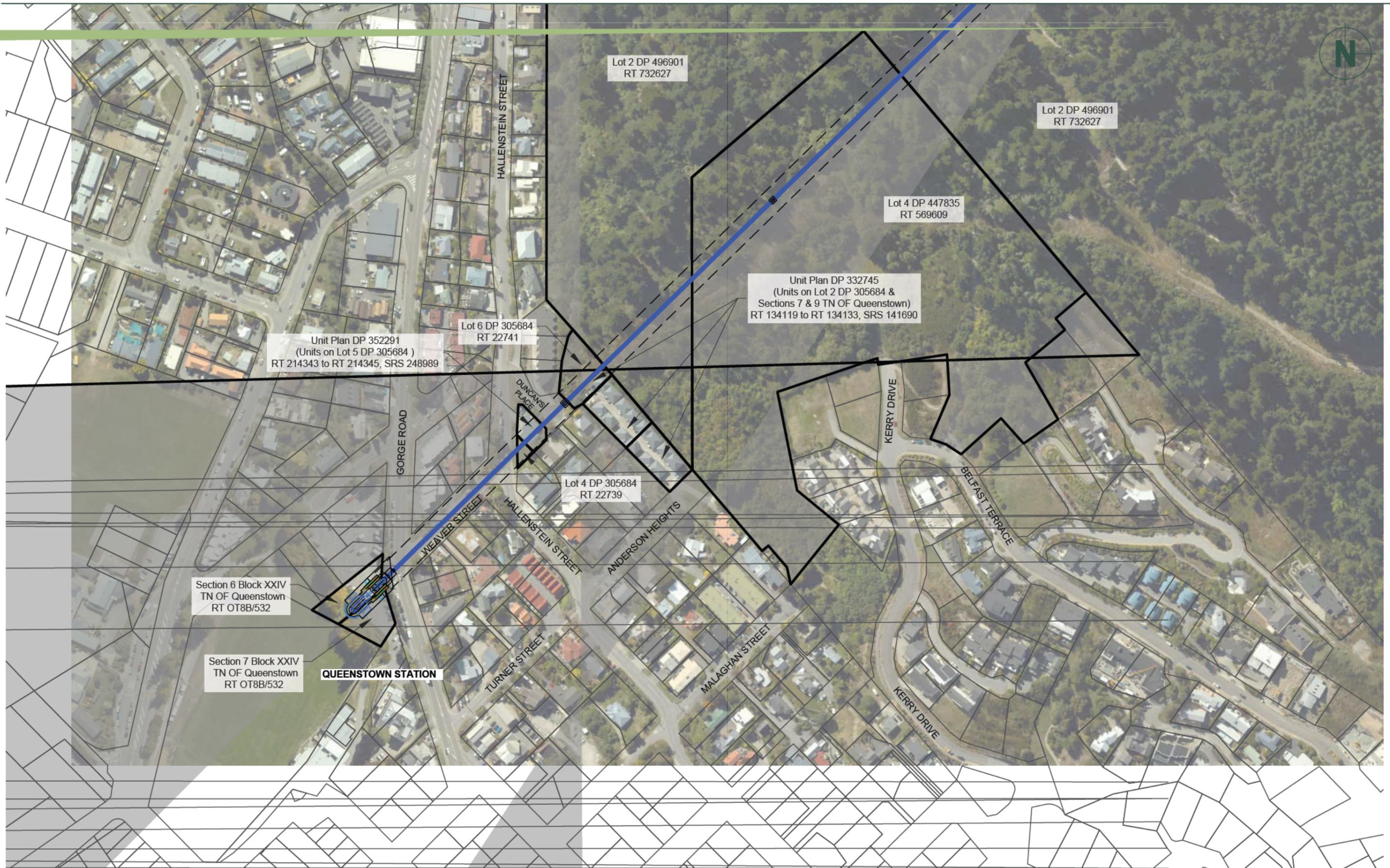
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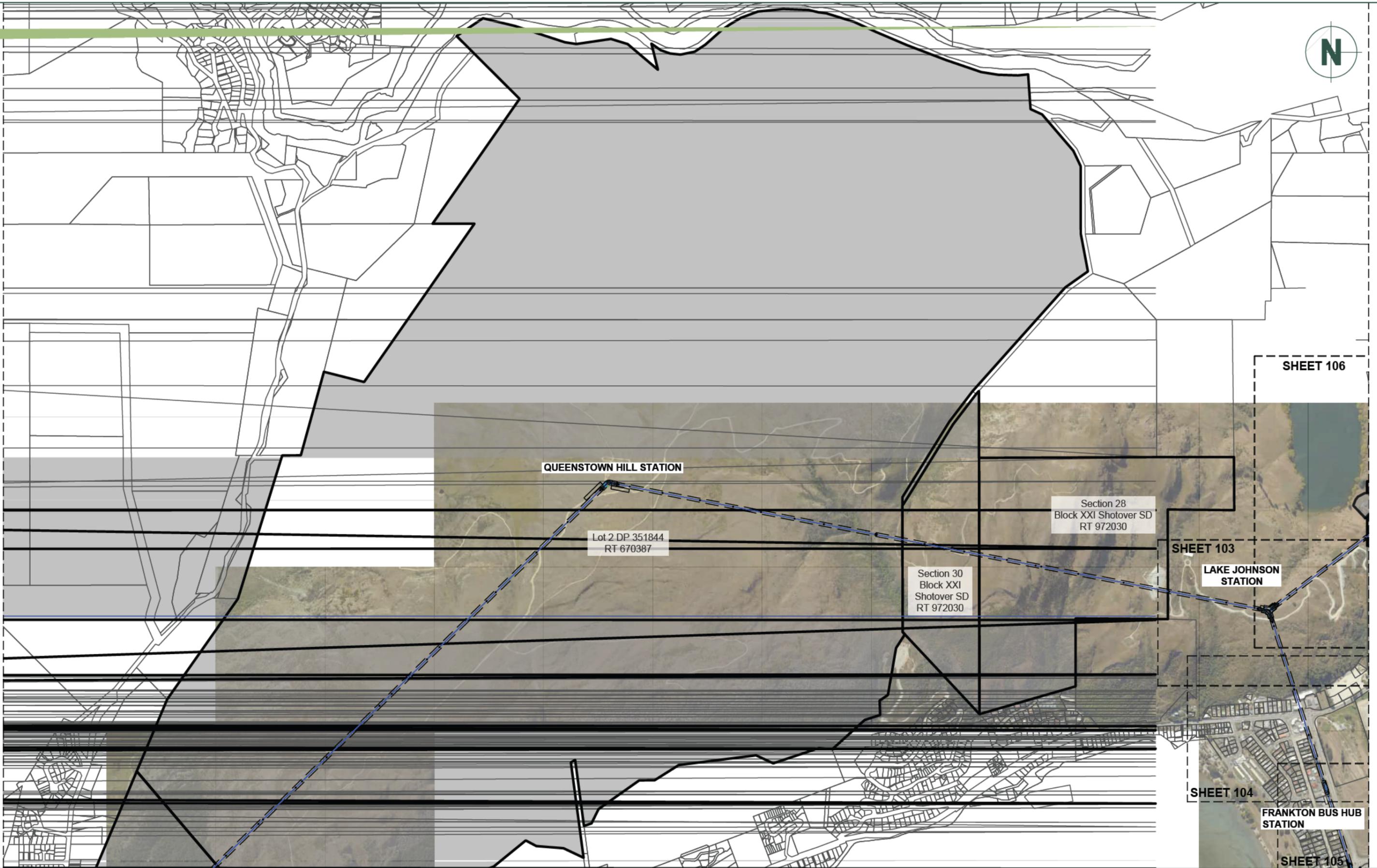
SURVEYED
DESIGNED
DRAWN DTLB 22.07.2025
REVIEWED BAC 22.07.2025
APPROVED

© Paterson Pitts Limited Partnership

PROJECT **P240854**
DRAWING NO **002**
SHEET **001**
REVISION **0**
SCALE (A3)







QUEENSTOWN HILL STATION

Lot 2 DP 351844
RT 670387

Section 28
Block XXI Shotover SD
RT 972030

Section 30
Block XXI
Shotover SD
RT 972030

SHEET 103

LAKE JOHNSON
STATION

SHEET 104

FRANKTON BUS HUB
STATION

SHEET 105

SHEET 106



CLIENT
SOUTHERN INFRASTRUCTURE LTD
QUEENSTOWN

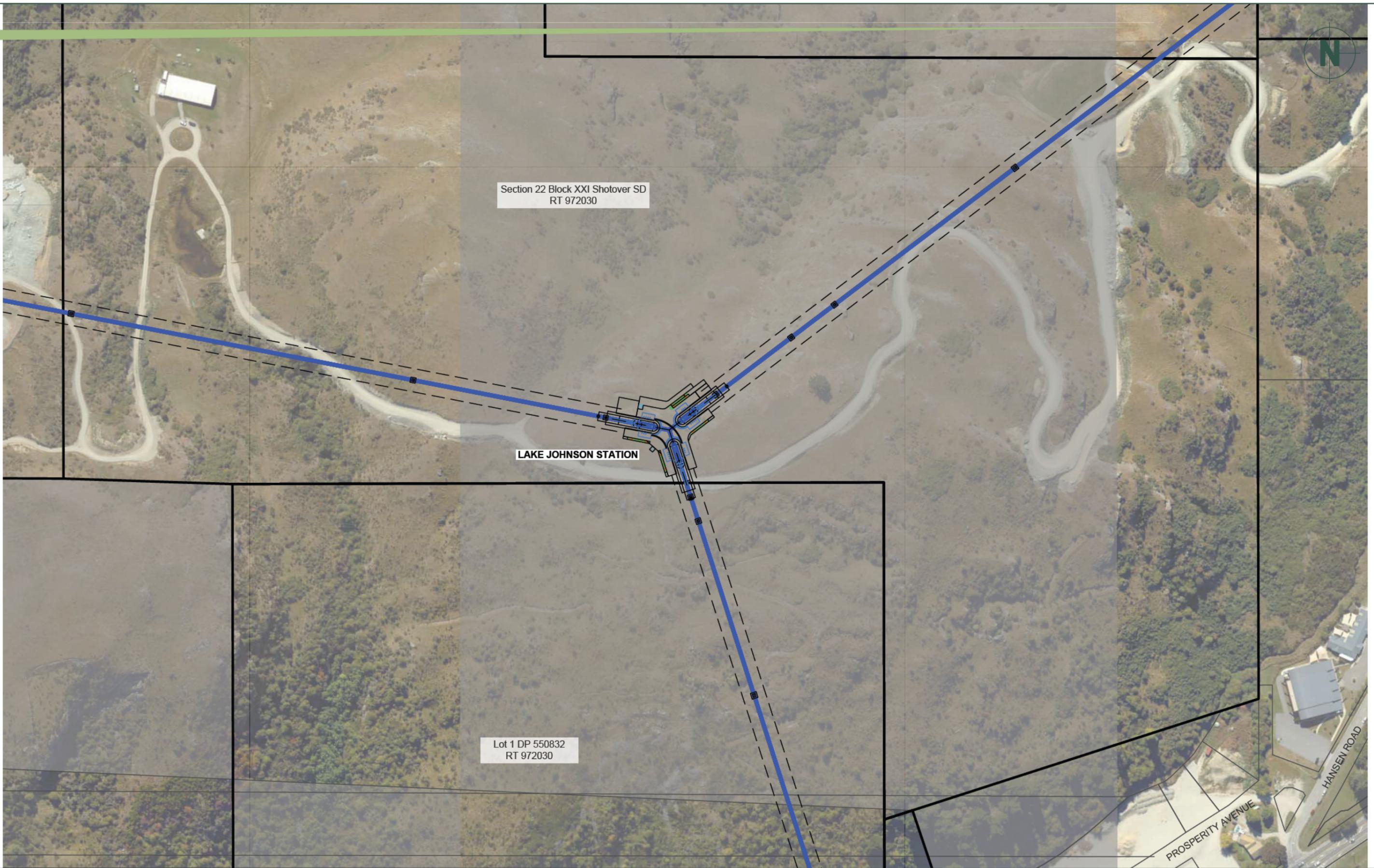
DRAWING TITLE
QUEENSTOWN CABLE CAR
STAGE 1
PROPERTY DETAILS
QUEENSTOWN HILL STATION

DATUM INFORMATION
COORDINATE SYSTEM NZGD 2000
MOUNT NICHOLAS CIRCUIT
DATUM NZVD 2016
ORIGIN OF COORDINATES
ORIGIN OF LEVELS

REV DRAWN DATE NOTE
STATUS **FOR INFORMATION**

SURVEYED
DESIGNED
DRAWN DTLB 22.07.2025
REVIEWED BAC 22.07.2025
APPROVED
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PROJECT P240854
DRAWING NO 002
SHEET 102
REVISION 0
SCALE (A3) 1:15000

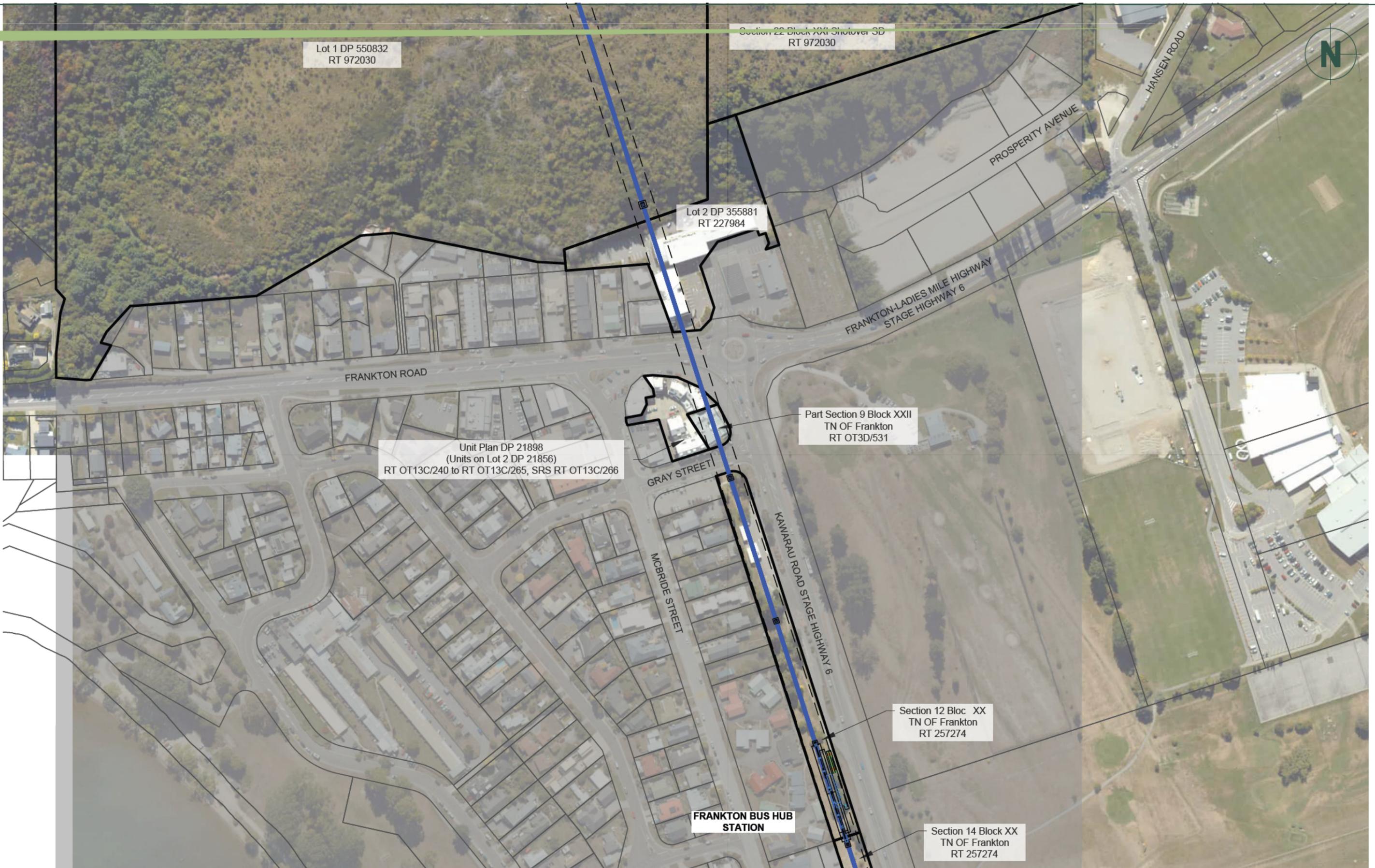


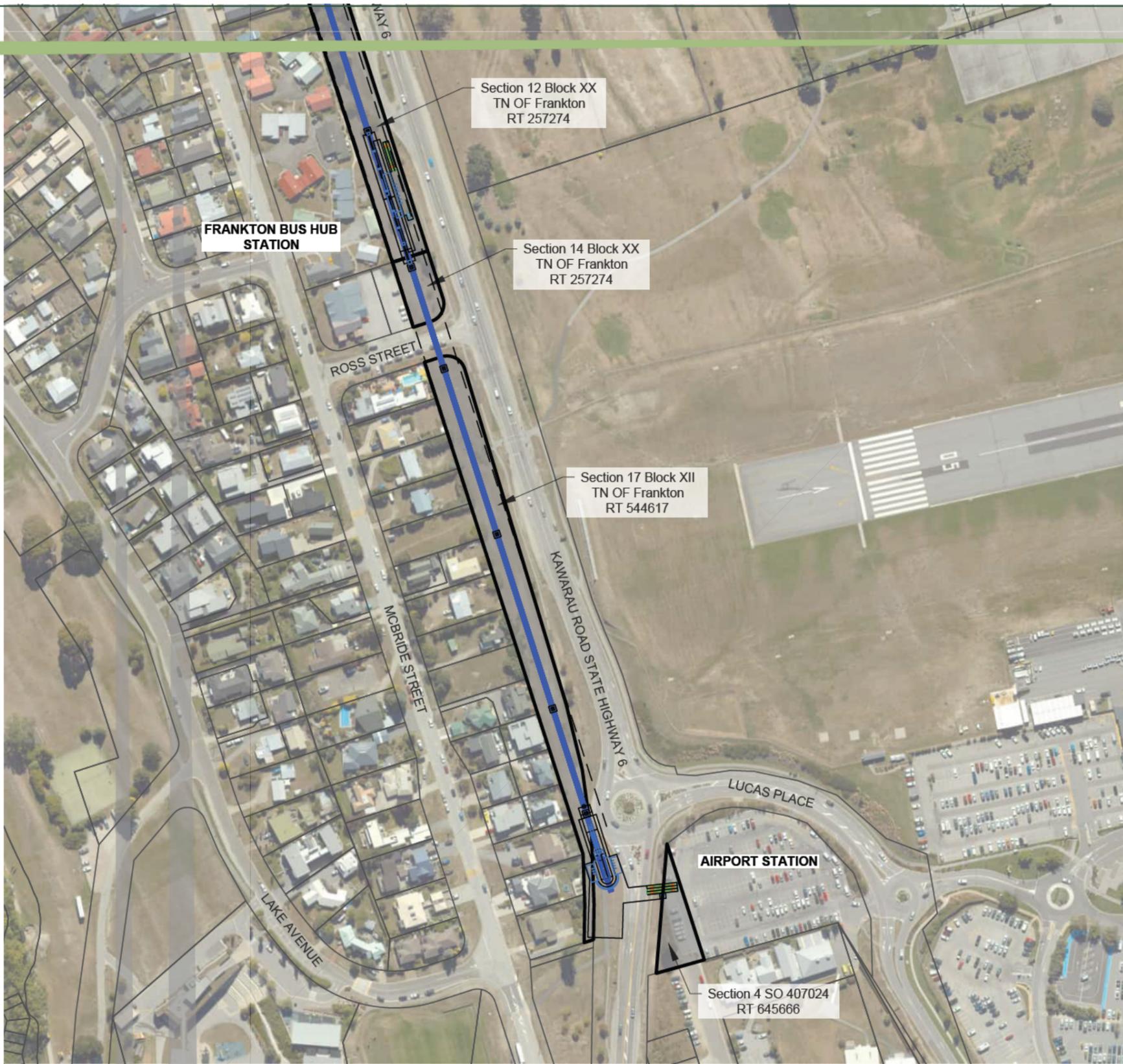
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RT 972030

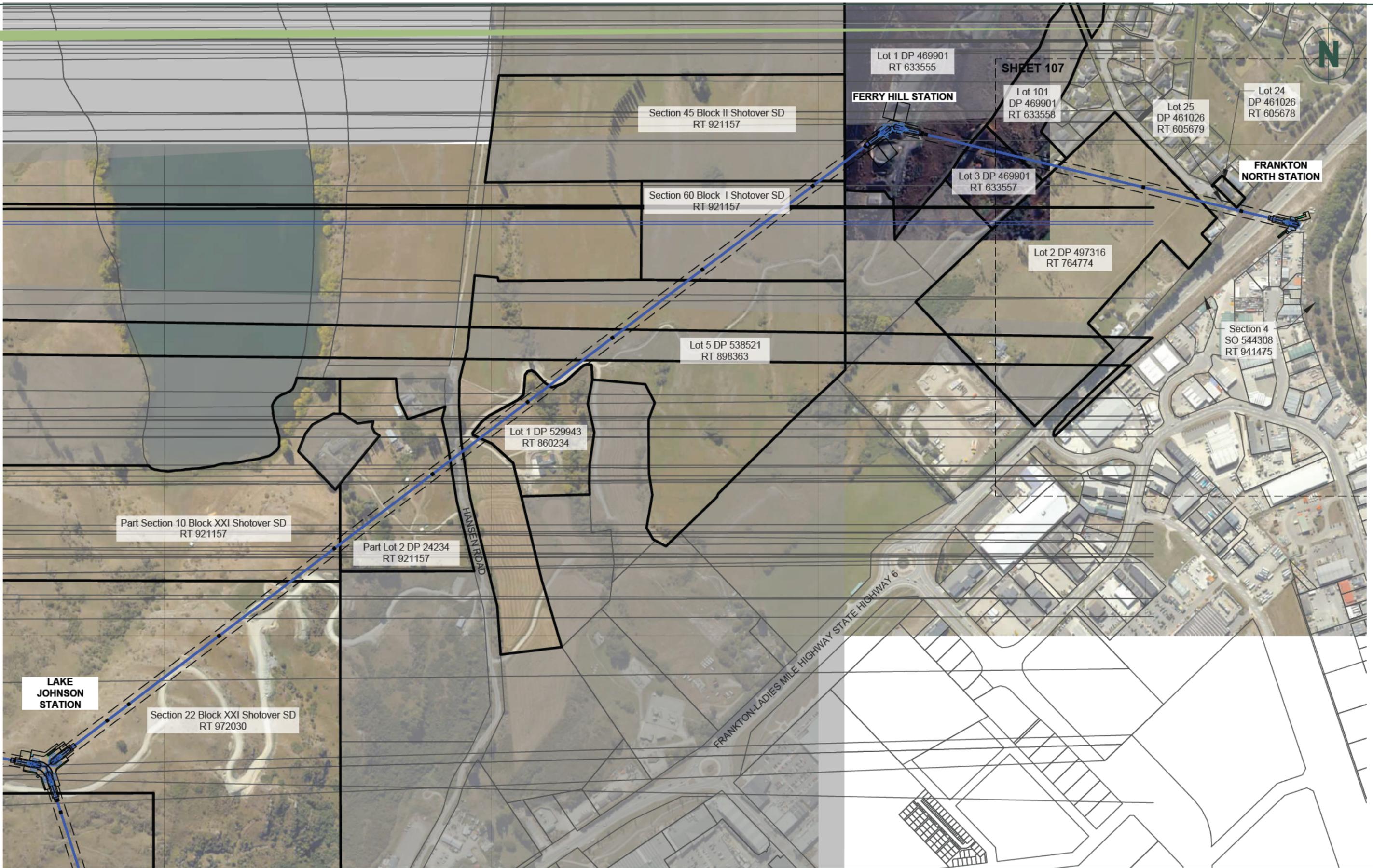
LAKE JOHNSON STATION

Lot 1 DP 550832
RT 972030

PROSPERITY AVENUE
HANSEN ROAD









Request for Fast-track Pre-lodgement Consultation

Purpose – To request pre-lodgement consultation on fast-track referral or substantive applications as required by the Fast-track Approvals Act 2024.

Instructions:

Please Email the completed form to fasttrackapplicationenquiries@doc.govt.nz

NOTE: DOC will recover the actual and reasonable costs incurred in consulting and assisting you before the application is lodged (whether or not the application is subsequently lodged).

Project Details

Your name: s 9(2)(a), Town Planning Group on behalf of Southern Infrastructure Limited	Your role & company: <i>(If you are a consultant acting on behalf of the applicant, please include your role and company name)</i>
Phone number: s 9(2)(a)	Email: s 9(2)(a)
*Fast-track applicant's name (Company Name and Trading Name (if different)): Southern Infrastructure Limited	
*Project name and summary: Queenstown Cable Car - Mass Rapid Transport	
*Project site location and the location of proposed activities within the site (where appropriate): Various locations throughout Queenstown, please see supporting documents for full details	
GPS location and/or map: Please see attached	
Is the project on Public Conservation Land? No	
*Type of Fast-track Application (referral or substantive). If the substantive application is for a project listed in Schedule 2, please specify. Referral	
Applicant Phone number: s 9(2)(a)	Applicant email: s 9(2)(a)
Details of the proposed activity:	

Please provide supporting information to help understand the proposal, including identification of any duplications of permissions either active or applied for, clear identification of the locations of the proposed activities which relate to the approval(s) sought and any draft application documents, reports and plans.

Please see supporting documents

Details of any relevant Treaty of Waitangi settlement obligations you are aware of and any engagement you have undertaken with local iwi/hapū:

What conservation approvals do you think may be required for the activity?

- | | |
|--|--|
| <ul style="list-style-type: none"> • Concessions under the Conservation Act 1987, Reserves Act 1977, Wildlife Act 1953, and National Parks Act 1980 | |
| <ul style="list-style-type: none"> • Authorities provided under the Wildlife Act 1953 (including the identification of the proposed activity eg relocation, salvage, capture etc and the species affected) | |
| <ul style="list-style-type: none"> • Specific permissions under the Freshwater Fisheries Regulations 1983 | |
| <ul style="list-style-type: none"> • Access arrangements under the Crown Minerals Act 1991 | |
| <ul style="list-style-type: none"> • Exchanges of land under the Conservation Act 1987 or Reserves Act 1977 | |
| <ul style="list-style-type: none"> • Amending or revoking conservation covenants under section 27 of the Conservation Act 1987 or section 77 of the Reserves Act 1977 | |
| <ul style="list-style-type: none"> • Other (please specify) | |

What current interests over the land are you aware of?

Is there any other additional information that may be relevant? (e.g. is the activity in a World Heritage Area?)

Date initially planning to lodge (subject to pre-lodgement consultation discussions): September 2025

Disclaimers:

- The purpose of collecting this information is to enable the Department to respond to your request for pre-lodgement consultation and your application if one is subsequently lodged. The Department will not use this information for any reason not related to that purpose.
- DOC works with others to achieve its conservation goals and has a responsibility to give effect to the principles of the Treaty of Waitangi in doing so. As part of that, we may share some of the high-level information you provide above (marked with a *), as well as a summary of our response to you, with our Treaty partners, conservation boards, and the New Zealand Conservation Authority. DOC will not carry

our any of your required consultation with these groups on your behalf, nor will we represent their views or the views of others in our pre-lodgement consultation with you. However, if interests are identified early on, this can help support our advice to you.

- However, if any interests are identified early, this can help support DOC's advice to you in the early steps of this application.
- Applicants should be aware that provisions of the Official Information Act may require that some or all information provided to DOC be publicly released.



Outlook

RE: Southern Infrastructure (Cable Car) Limited - Queenstown Cable Car Project - Fast Track

From s 9(2)(a) | Town Planning Group s 9(2)(a)

Date Thu 23/10/2025 12:38 PM

To s 9(2)(a)

Cc s 9(2)(a)

Hi s 9(2)(a),

Thanks so much for your email and feedback as well as background technical documents regarding the conservation covenant.

I have responded to your queries below in red which I trust is helpful.

Please don't hesitate to contact me if you have any further questions and we look forward to any further feedback DoC may have.

Kind Regards,

s 9(2)(a)



s 9(2)(a) – Senior Planner

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

From: s 9(2)(a)

Sent: Wednesday, 22 October 2025 11:22 am

To: s 9(2)(a) | Town Planning Group s 9(2)(a)

Cc: s 9(2)(a) | Town Planning Group s 9(2)(a)

s 9(2)(a)

Subject: RE: Southern Infrastructure (Cable Car) Limited - Queenstown Cable Car Project - Fast Track

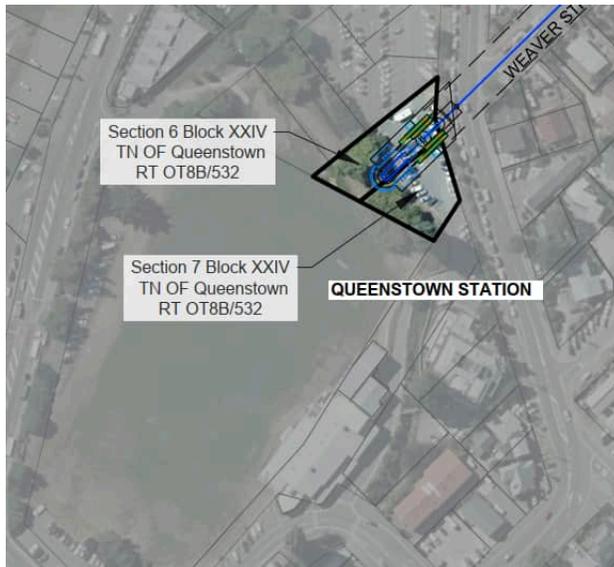
Kia ora s 9(2)(a),

We have some initial feedback/questions below:

- In relation to the conservation covenant, I can confirm that DOC is the appropriate point of contact on behalf of the MoC. I have attached some background technical documents which may be of interest. We are following up to determine whether there are further technical documents or reports that could be of assistance – we'll keep you in the loop regarding this. **Noted and thank you for technical documents.**
- We have flagged two additional reserves that the proposed cable car lines may intersect with (see attached) but this is difficult to determine based on the mapping currently provided. We would like to seek clarification as to whether this is the case. If so, concessions would be required for these areas as well. **I have provided a link here to survey plans which more accurately show the property boundaries and mapping of the proposed cable car alignment. As these plans show that the alignment will not intersect with these additional reserves, we have not**

included this in our identification of reserves. Link to plans - [Plans for DoC 23.10.25](#). I note that these plans are still considered as 'Draft'.

I have also provided snips below of Queenstown and Quail Rise Stations with adjacent reserve areas below:



- Regarding consultation undertaken so far, we are interested in whether you have consulted with the owner(s) of the conservation covenant and/or the local council? **Yes, the applicant Southern Infrastructure has had discussions over the years with the landowners, the Middletons regarding the nature of the conservation covenant and the owner is aware of both the covenant and the proposed cable car project and alignment through this covenant area.**

- Shapefiles for the proposed cable car lines would be very helpful to assist with further assessment. **As per the above link, I hope these additional plans are useful. Once we have plan sets confirmed, we will be happy to provide you with shapefiles and further plan sets.**

We are continuing to work our way through the material provided and will aim to provide further feedback as soon as possible.

Ngā mihi,
s 9(2)(a)

From: s 9(2)(a)
Sent: Tuesday, 21 October 2025 4:42 pm
To: s 9(2)(a)
Cc: s 9(2)(a)
Subject: RE: Southern Infrastructure (Cable Car) Limited - Queenstown Cable Car Project - Fast Track

Kia ora s 9(2)(a),

Thank you very much for the updated information and apologies for the delayed response.

We are currently working our way through the material provided and I will be in touch soon with some initial feedback.

Ngā mihi,
s 9(2)(a)

From: s 9(2)(a) | Town Planning Group s 9(2)(a)
Sent: Tuesday, 21 October 2025 11:03 am
To: s 9(2)(a)
Cc: s 9(2)(a) | Town Planning Group s 9(2)(a)
Subject: FW: Southern Infrastructure (Cable Car) Limited - Queenstown Cable Car Project - Fast Track

Hi s 9(2)(a)

I thought I would follow up on the below email sent last week and see whether you have any initial feedback on the updated information provided.

Happy to discuss over the phone / teams if this would be easier.

Look forward to hearing from you soon.

Kind Regards,

s 9(2)(a)



s 9(2)(a) – Senior Planner

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

From: s 9(2)(a) | Town Planning Group s 9(2)(a) On Behalf Of s 9(2)(a)
s 9(2)(a) | Town Planning Group
Sent: Wednesday, 15 October 2025 12:46 pm
To: s 9(2)(a) FastTrackApplicationEnquiries
<fasttrackapplicationenquiries@doc.govt.nz>
Cc: s 9(2)(a) | Town Planning Group s 9(2)(a) s 9(2)(a) | Town
Planning Group s 9(2)(a)
Subject: Southern Infrastructure (Cable Car) Limited - Queenstown Cable Car Project - Fast
Track

On behalf of Southern Infrastructure (Cable Car) Limited, please find **attached** a letter with a project update and response to a further information request on the Queenstown Cable Car project, along with supporting attachments.

We look forward to hearing from you.



s 9(2)(a)
s 9(2)(a)
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Offices in Queenstown & Christchurch

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