



TOWNPLANNING
GROUP

**[21.4] KEY CONSULTATION
CORRESPONDENCE OTHER PARTIES
QUEENSTOWN CABLE CAR**



1.1 NZ Transport Agency Waka Kotahi

25 July 2025

s 9(2)(a)

s 9(2)(a)

NZ Transport Agency Waka Kotahi (NZTA)
Private Bag 6995
Marion Square
Wellington 6141

VIA EMAIL: s 9(2)(a)

Dear s 9(2)(a),

PROPOSED QUEENSTOWN CABLE CAR REQUEST FOR ENGAGEMENT

1 INTRODUCTION

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

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

We understand that Southern Infrastructure has already engaged with the New Zealand Transport Agency ("**NZTA**") through various channels in relation to the cable car project more generally. The purpose of this letter is to formally initiate consultation in relation to the referral application, with the intent of receiving feedback from the NZTA to help inform the proposal that we are currently formulating for referral.

In accordance with the section 13(4)(j) FTAA, Southern Infrastructure has identified NZTA as a party likely to be affected by the Project. Southern Infrastructure wishes to commence consultation with NZ Transport Agency Waka Kotahi (NZTA) at this early stage with the intent of receiving any feedback to help inform the proposal that we are currently formulating for

referral. Subject to approval of the referral application, engagement will be ongoing and we are hopeful that a substantive application will be lodged in late 2025.

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

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

2 PROJECT OVERVIEW

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

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

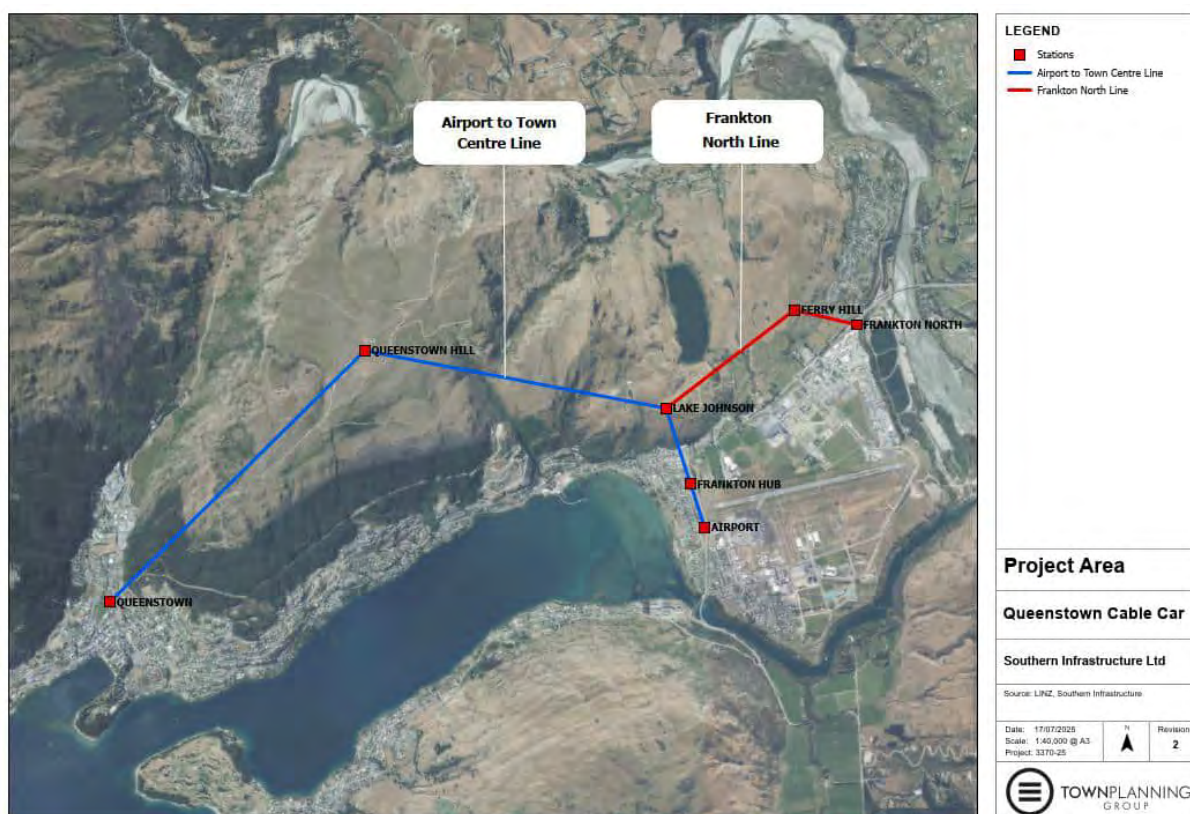


Figure 1: Overview of Stage One Route

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

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.

NZTA is a party likely to be affected by the project, given NZTA is the road controlling authority for State Highways and the proposed transport infrastructure will cross or interface with road reserve administered by the NZTA. We understand that Southern Infrastructure has engaged with NZTA through various channels and contact points. We also understand that discussions between the parties have taken place, and are ongoing, in relation to the proposed pedestrian bridge over State Highway 6, as well as other adjacent and related projects including the Frankton bus hub upgrade and the proposed road closure of Ross Street.

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



3 THE NEED FOR MASS RAPID TRANSIT

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

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

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

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

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

4 EFFECTS OF THE PROJECT

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

The project will have a range of effects, including significant positive effects, and the expert project team is currently working on technical reports to identify the range and quantum of effects. To date, expertise has been engaged across the following fields: transport, planning,



architecture/urban design, cultural advisory, ecology, landscape, geotechnical engineering, land surveying, acoustics, airport safety, geology, economics, and infrastructure/servicing.

Your input is greatly appreciated in relation to both the potential effects on transport corridors and the management of designated land under NZTA control, and to assist our understanding of operational, safety, and strategic network functionality.

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

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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

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

LEGEND

AFFECTED PROPERTY

EXISTING BOUNDARY (OTHER)

PROPOSED CABLE CAR ALIGNMENT
(INCLUDING HORIZONTAL CLEARANCE ZONE)

INDICATIVE TOWER LOCATIONS

NOTES:

PLAN INFORMATION

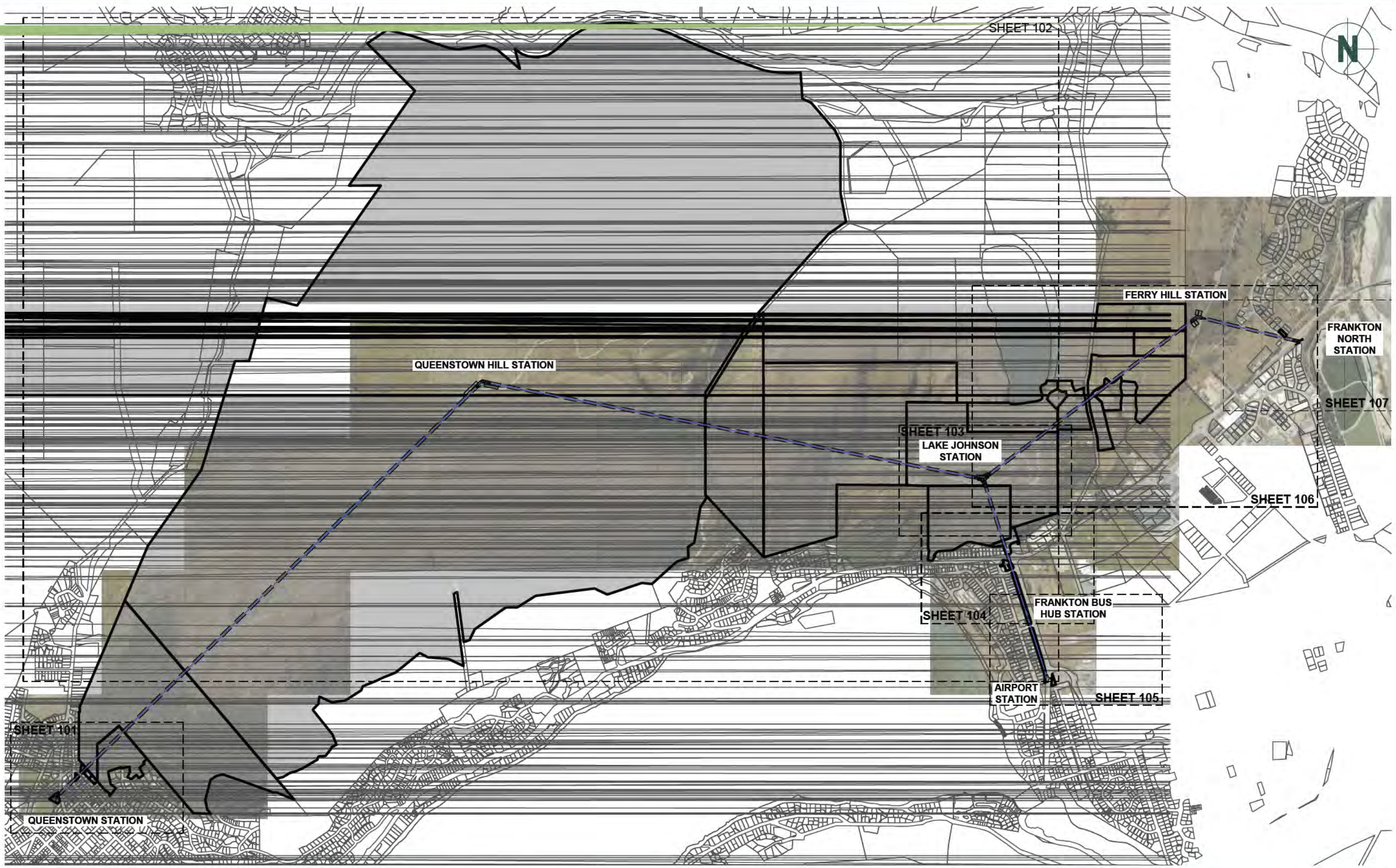
DIGITAL FORMAT FILES ARE AVAILABLE ON REQUEST TO PATERSONS.

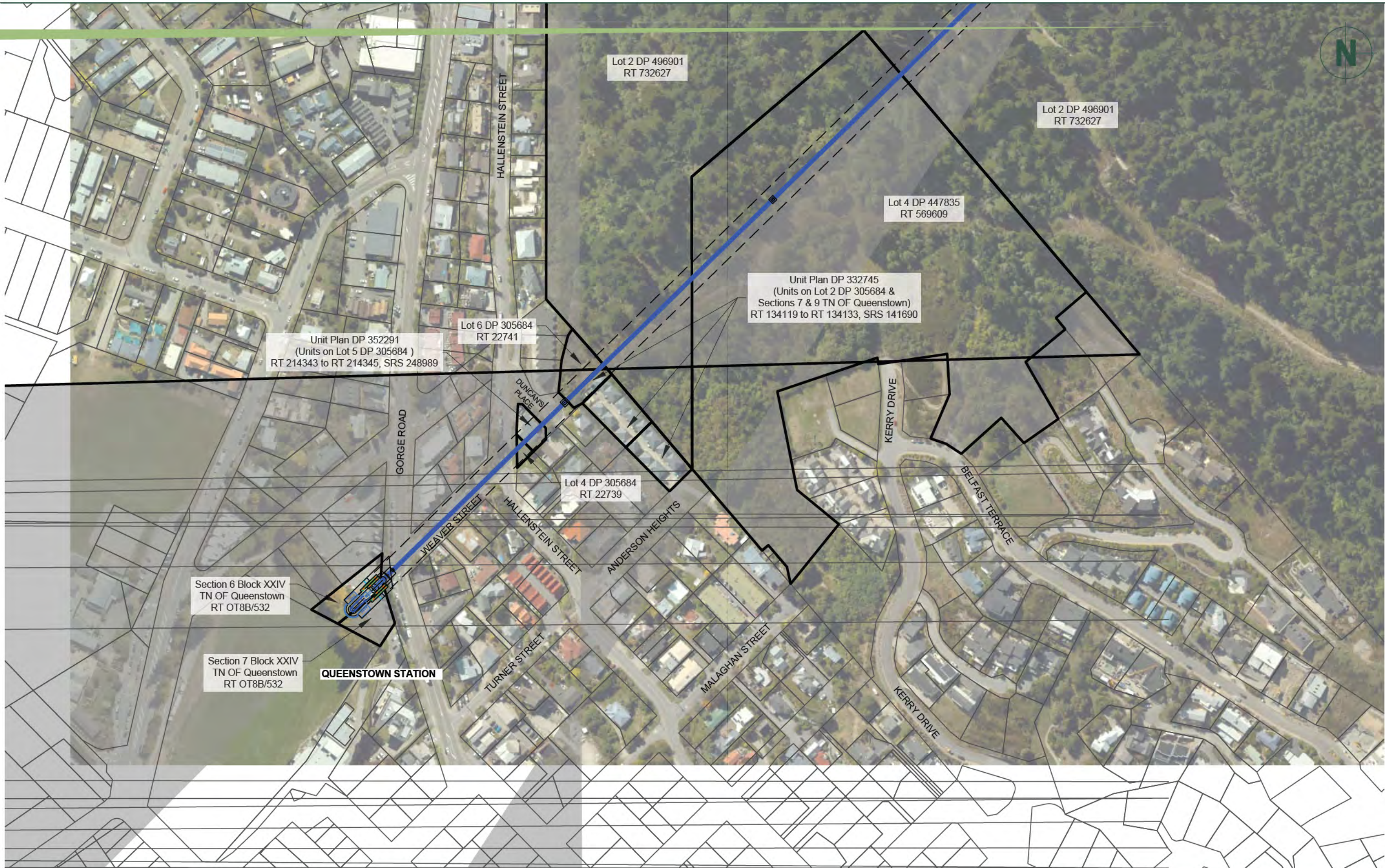
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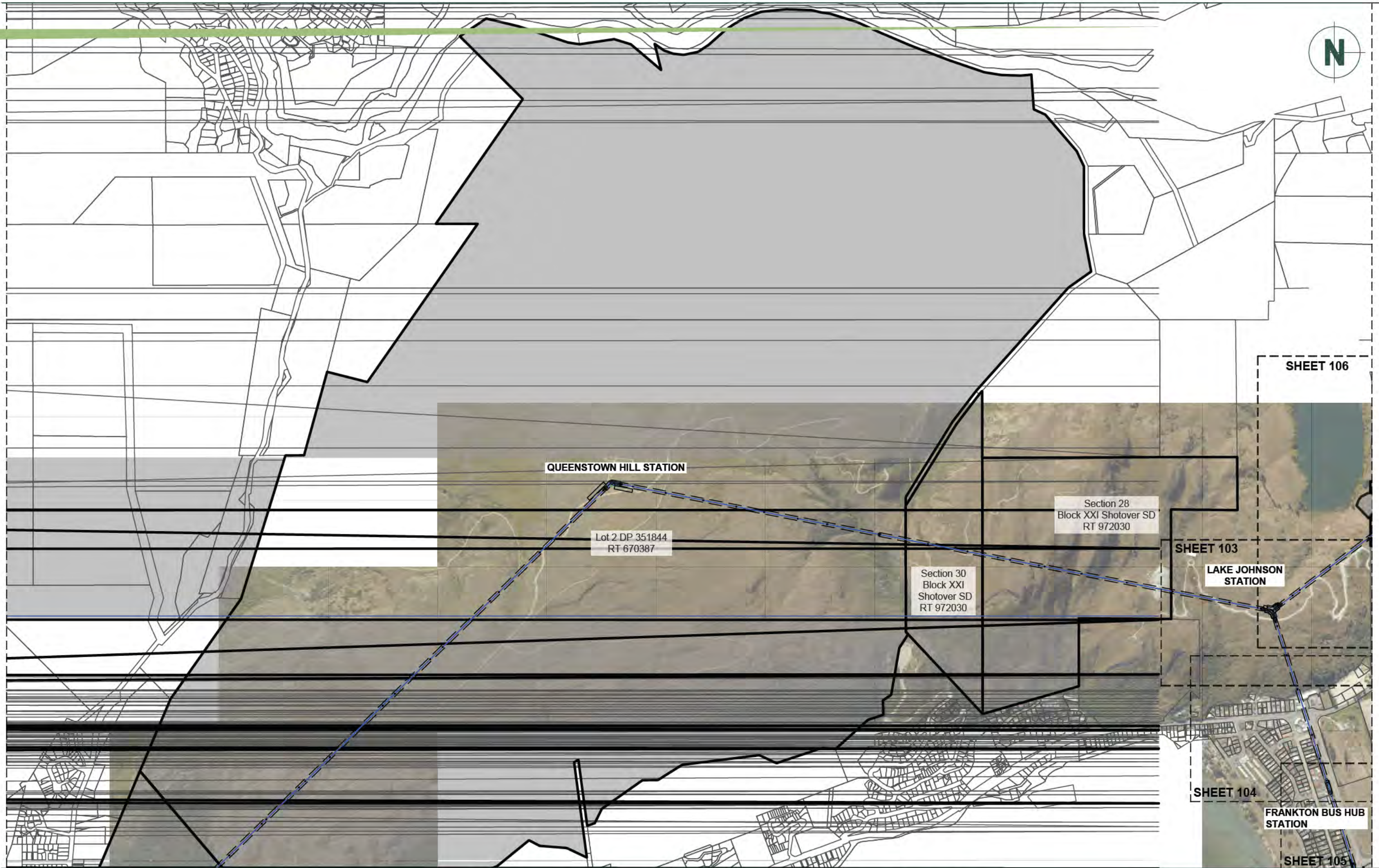
GENERAL DISCLAIMER

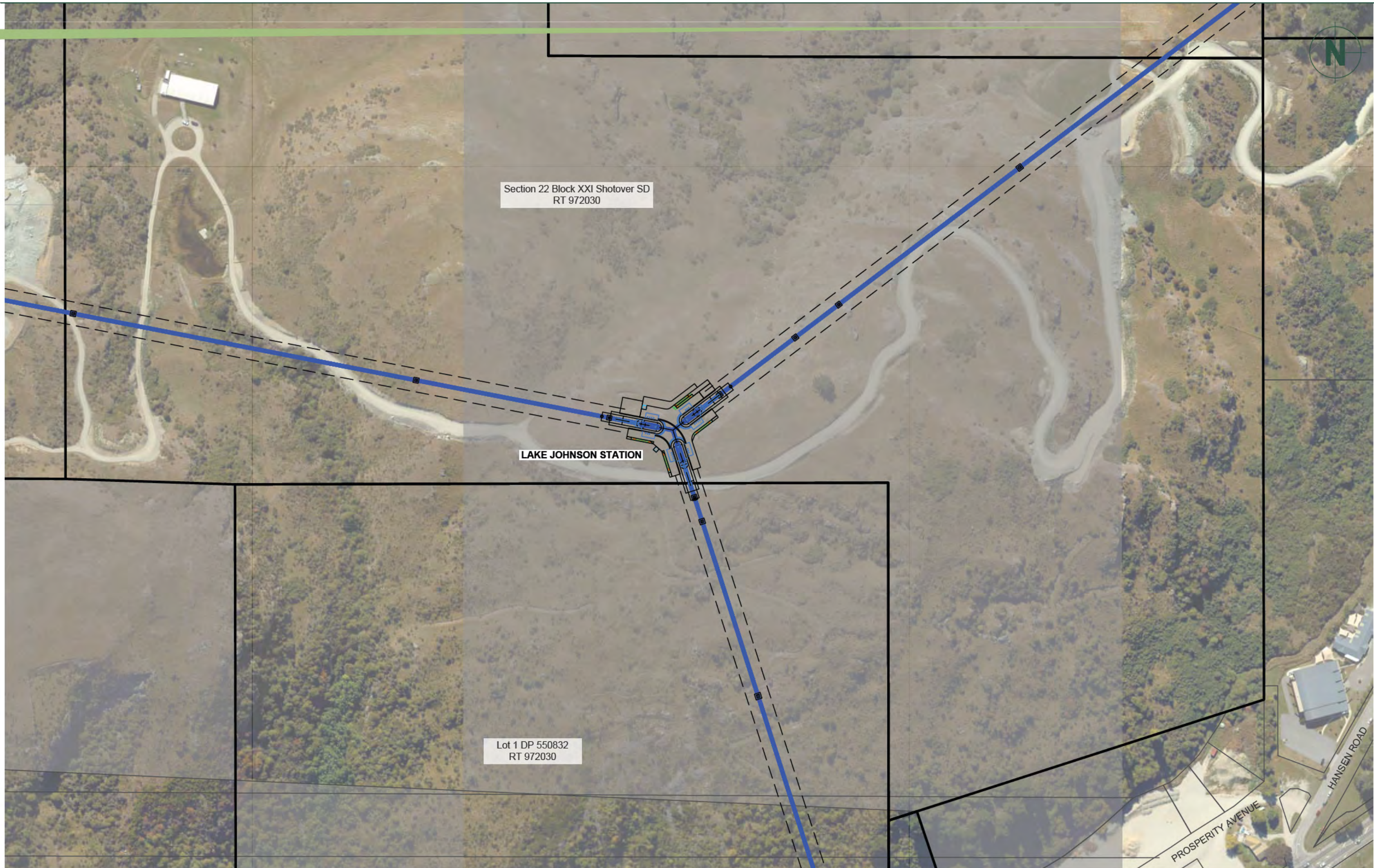
THIS PLAN AND ITS CONTENTS SHOULD NOT BE USED FOR ANY REASON OTHER THAN ITS INTENDED PURPOSE.

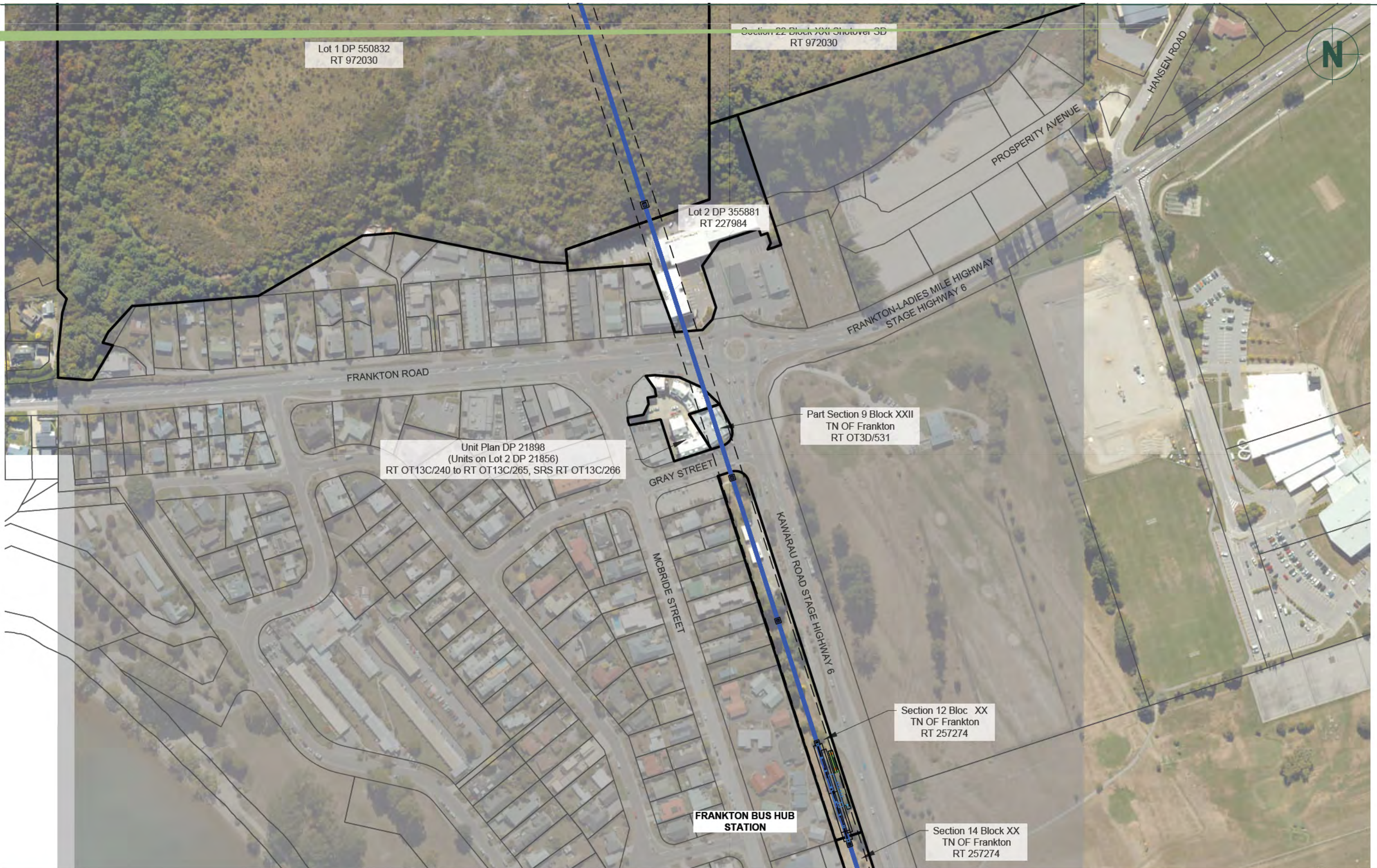
REFER TO THE RECORD OF TITLE (RT) AND TITLE PLAN(S) FOR ANY REGISTERED EASEMENT(S), COVENANT(S), AND/OR INTEREST(S).

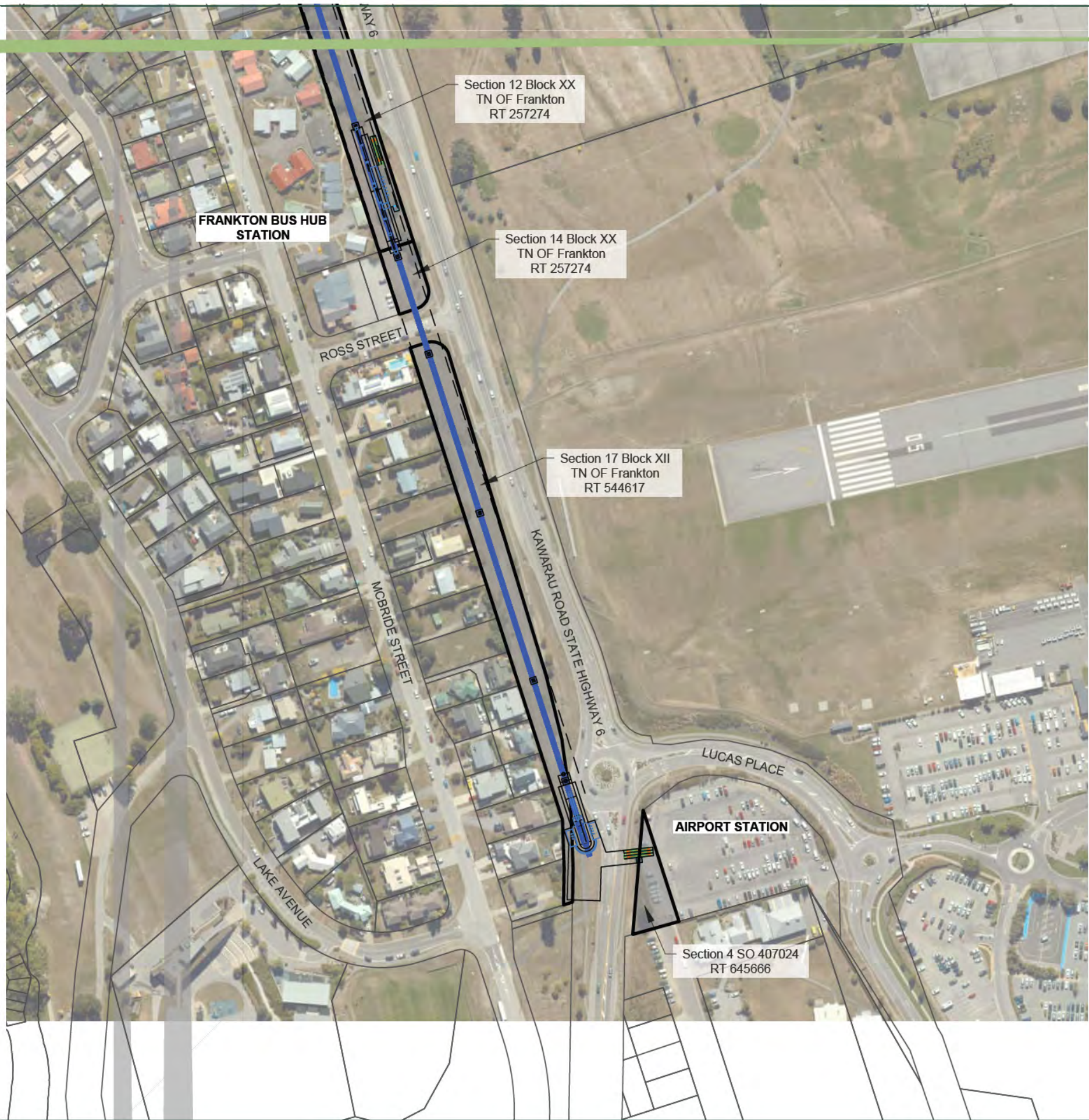




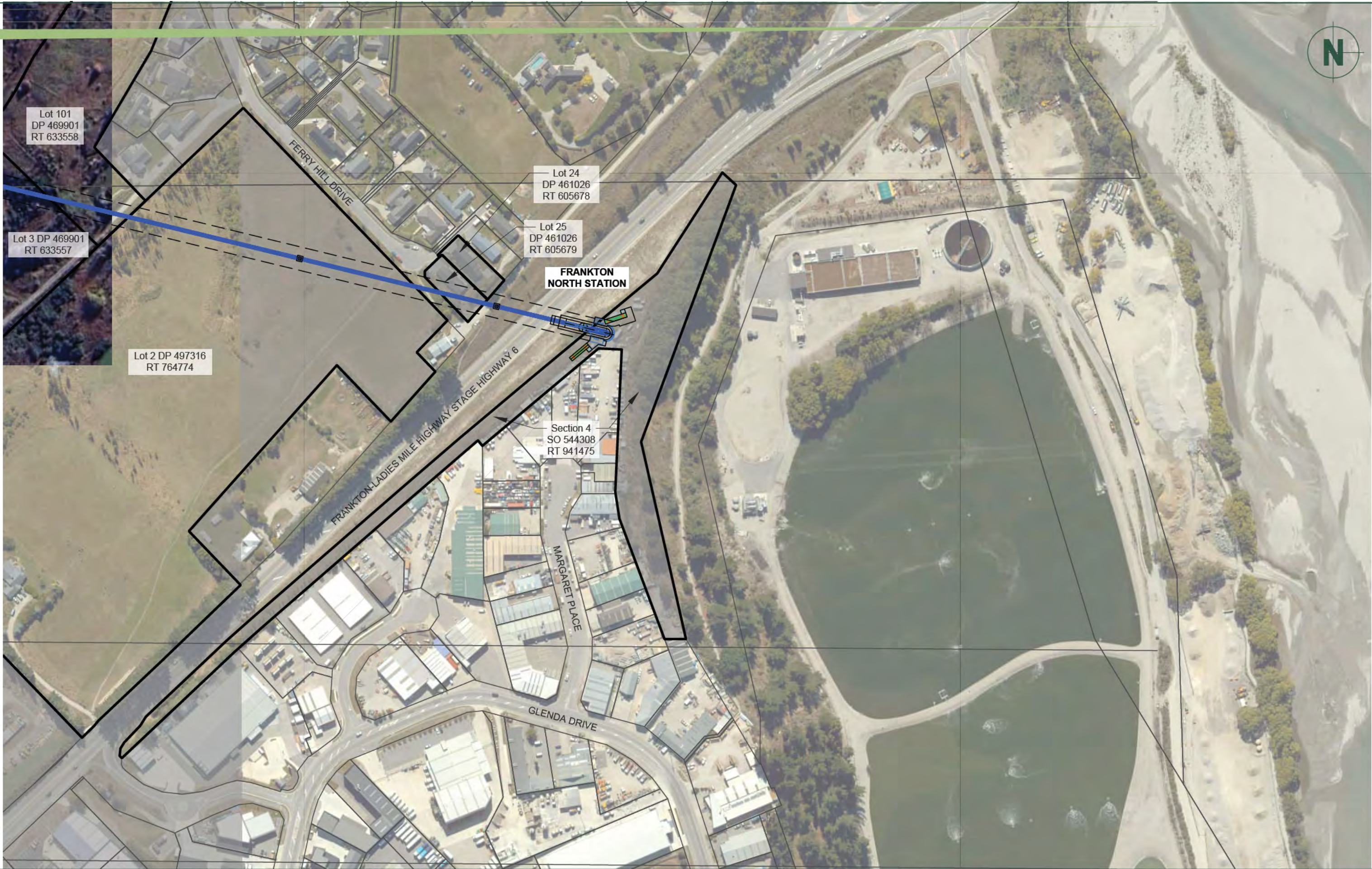








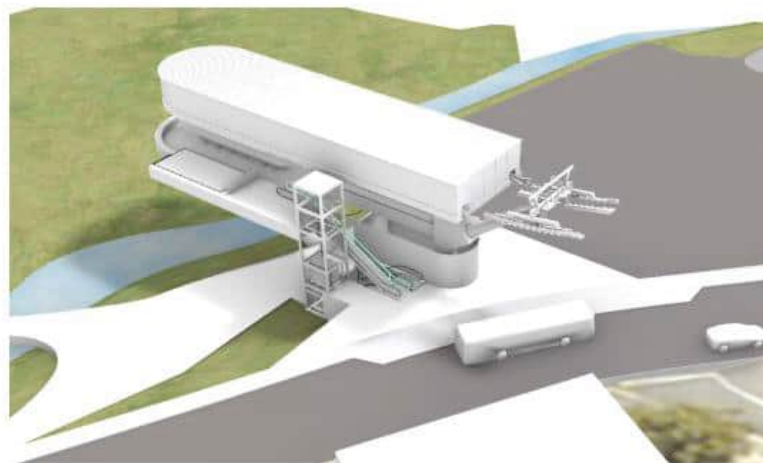
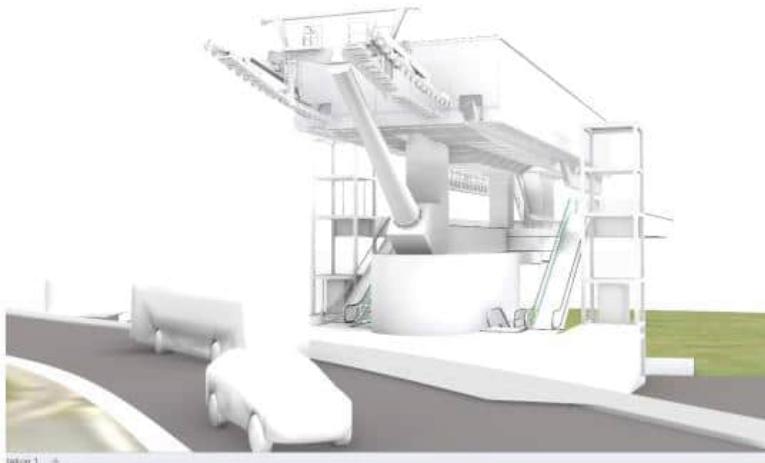




Queenstown Cable Car Station Concept 3D Views by *Jasmax* –
DRAFT for Consultation Purposes

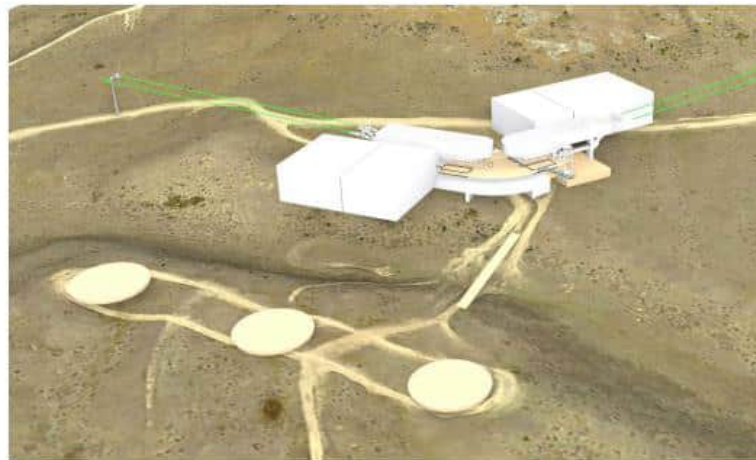
1. QUEENSTOWN STATION

Station 3D Views



2. QUEENSTOWN HILL STATION

Station 3D Views



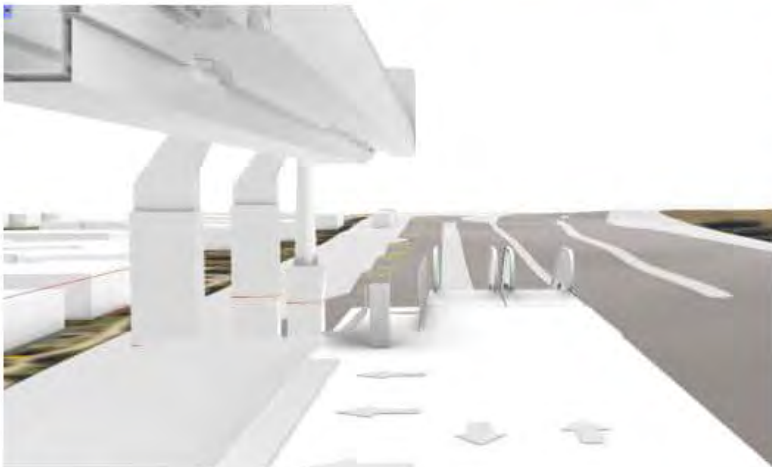
3. LAKE JOHNSON STATION

Station 3D Views



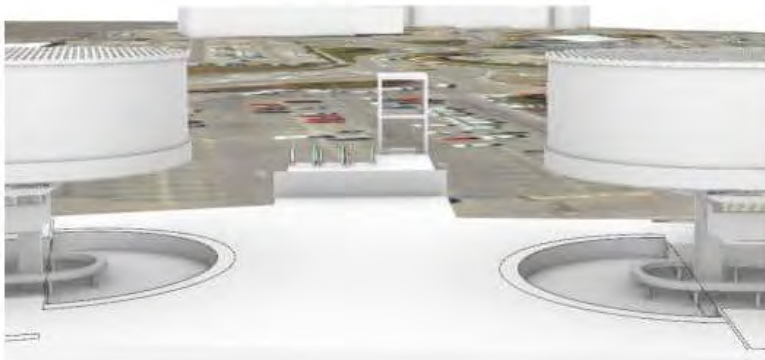
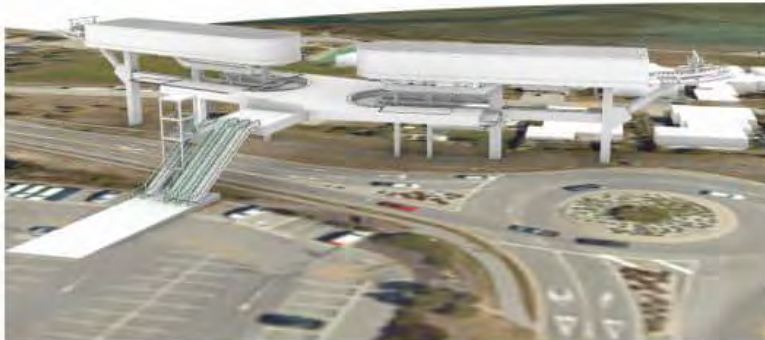
4. FRANKTON HUB STATION

Station 3D Views



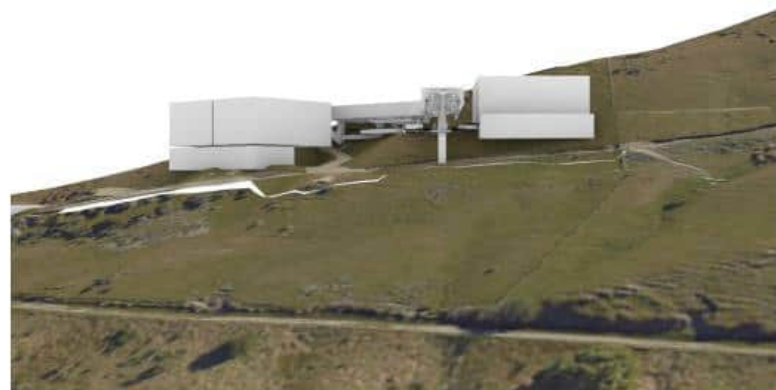
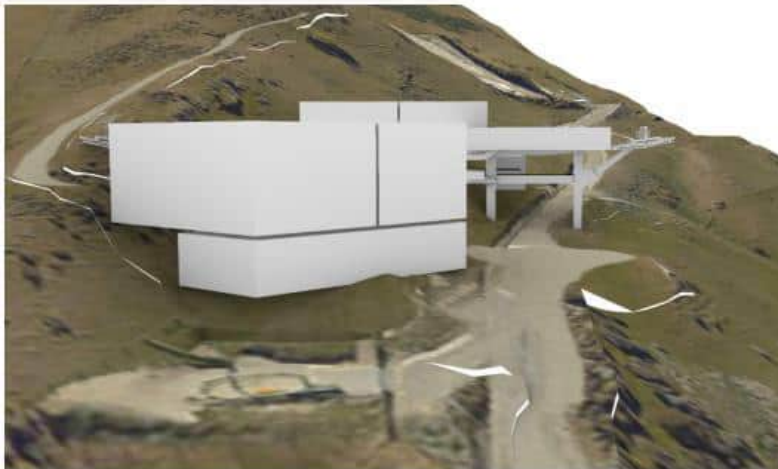
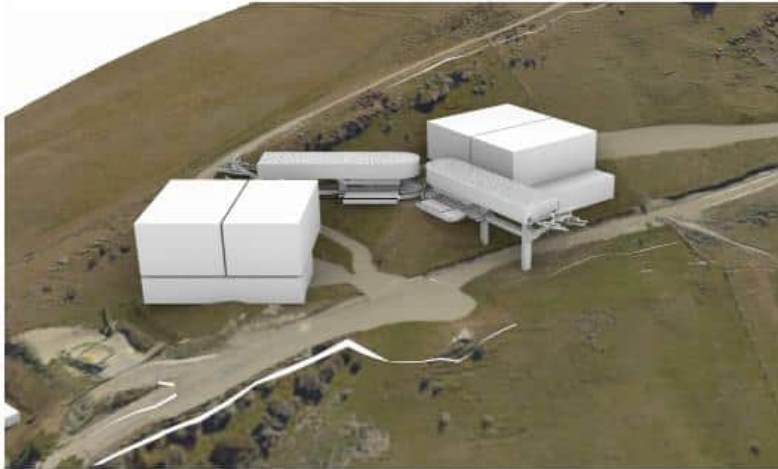
5. AIRPORT STATION

Station 3D Views



6. FERRY HILL STATION

Station 3D Views



7. FRANKTON NORTH STATION

Station 3D Views



21 August 2025

s 9(2)(a)
s 9(2)(a)
NZ Transport Agency Waka Kotahi
10 Gorge Road
QUEENSTOWN 9300

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

Dear s 9(2)(a)

Proposed Queenstown Cable Car Project – Approvals required from NZTA

1. We are looking forward to meeting with you and/or your team on Friday 22 August 2025 to discuss the Queenstown Cable Car Project further.
2. We have been giving further thought to all the legal interests and approvals Southern Infrastructure Limited (**SIL**) will require to deliver the Queenstown Cable Car Project.
3. The purpose of this letter is to set out the legal interests and necessary approvals that SIL has identified will be needed from NZ Transport Agency Waka Kotahi (**NZTA**) to enable the project.
4. These are summarised as follows:

Approval	Detail
NZTA approvals as road controlling authority for state highways	Securing lease of airspace for the Cable Car ropeway to cross SH6 and SH6A several times: <ul style="list-style-type: none">- to the west of the BP roundabout (intersection of SH6 and SH6A);- near the proposed Frankton North Station location; and- near the proposed Frankton Bus Hub Station (under the proposed alternative cable car route).
	Securing lease of airspace for the pedestrian connection to cross SH6 at the proposed Airport Station.
	Securing necessary legal interests from NZTA for the two cable car stations proposed to be located within the SH6 road reserve (namely, Airport Station and Frankton North station).

Requiring authority approval	Securing written consent from NZTA, as requiring authority, in relation to works on land designated for State Highway purposes in the Queenstown Lakes Proposed District Plan (Designation 84).
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As a result of feedback to date, we are exploring the alternative cable car route along SH6 with a station located at the Frankton Bus Hub and another Frankton North. We'll update you on this as required.

5. 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.
6. SIL is keen to explore with NZTA the legal mechanisms which it can utilise to secure the legal interests and approvals identified above, and to discuss possible commercial terms.
7. We look forward to hearing from you.

Yours faithfully

s 9(2)(a)



12 September 2025

s 9(2)(a)
Southern Infrastructure Limited
s 9(2)(a)

s 9(2)(a)
Southern Infrastructure Limited
s 9(2)(a)

Ref. NZT-10910

Dear s 9(2)(a)

Thank you for your email of 21 August 2025 to Brett Gliddon, Chief Executive Officer, regarding required approvals that Southern Infrastructure Limited (SIL) needs to obtain from NZ Transport Agency Waka Kotahi (NZTA) for its proposed Queenstown Cable Car Project.

You have indicated that you are exploring an alternative cable car route along State Highway 6 (SH6). Noting, a potential station will be located at the Frankton Bus Hub and another at Frankton North, which may necessitate additional/ different legal interests and approvals to those identified in your letter.

To be able to give you a clear steer on the approvals that SIL requires from NZTA, and the information/ processes to be followed to secure those approvals, we will need the final route for the cable car confirmed. However, we anticipate it's likely that a lease for the aerial occupations (a single lease can cover several locations) and Licence to Occupy for each individual surface installation may be required under either a Government Roving Powers Act 1989 or Public Works Act agreement, as well as approval per Section 176 of the Resource Management Act 1991 for works within the state highway designation.

As a first point of contact, please liaise with me to help coordinate these approvals.

If you would like to discuss this matter further with NZTA, you are welcome to contact me, by email at richard.osborne@nzta.govt.nz.

Yours sincerely

s 9(2)(a)

s 9(2)(a)

20 October 2025

s 9(2)(a)

s 9(2)(a)

NZ Transport Agency Waka Kotahi (NZTA)

Private Bag 6995

Marion Square

Wellington 6141

VIA EMAIL: s 9(2)(a)

Dear s 9(2)(a)

PROPOSED QUEENSTOWN CABLE CAR UPDATE ON PROJECT SCOPE

1 INTRODUCTION

Further to our letter dated 25 July 2025 and subsequent correspondence, Southern Infrastructure Limited ("**Southern Infrastructure**") provides this update on the Queenstown Cable Car ("**QCC**") project.

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

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

2 UPDATED PROJECT OVERVIEW

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

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

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

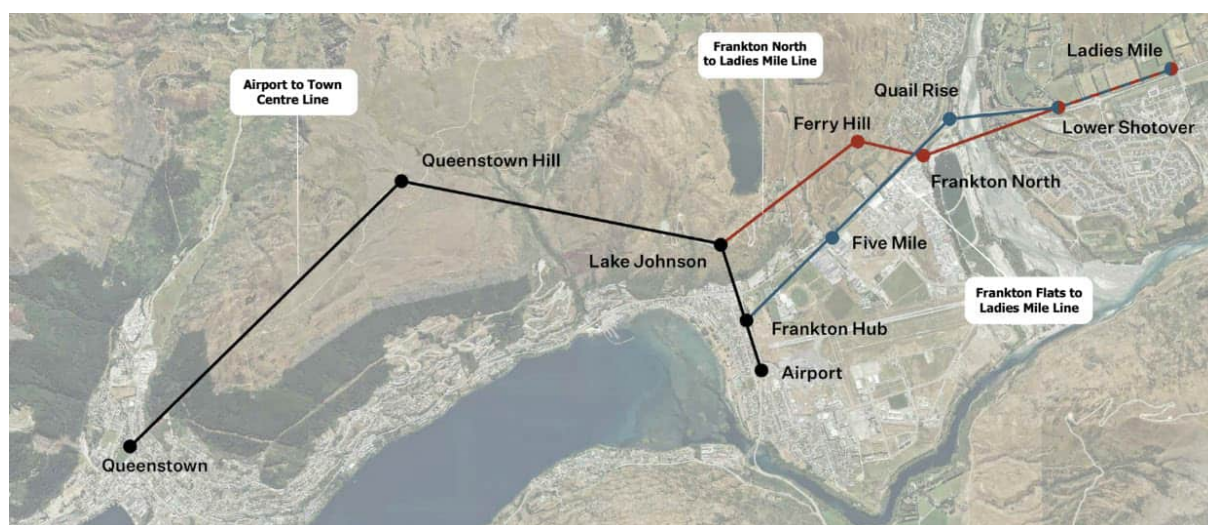


Figure 1: Overview of Updated Project Alignment (Source: Jasmax).

The Frankton Flats (‘Route B’) alignment to Ladies Mile is Southern Infrastructure’s preferred option due to the enhanced 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.

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.

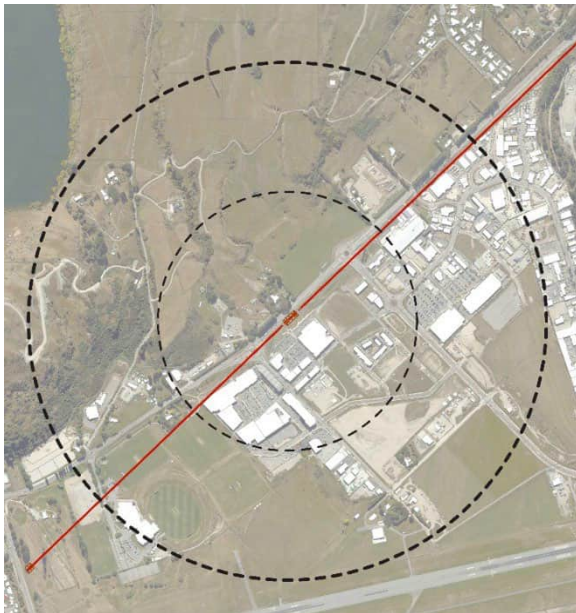


Figure 2: Five Mile Station Catchment (400m & 800m) (Source: Jasmax Urban Design Description of Effects, 19/09/2025)

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

3 EFFECTS & APPROVALS CONTEXT

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

NZTA is a key party affected by the project, as the agency is the road controlling authority for State Highways and the proposed transport infrastructure will cross or interface with road reserve administered by the NZTA.

A key amendment to the project resulting from the addition of the Ladies Mile line, on which we are seeking NZTA's feedback, is the inclusion of an additional crossing over State Highway 6. If the 'Frankton Flats' route is selected for the Ladies Mile line, passengers will use this crossing to transfer between the Frankton Flats line and the Frankton Hub Station.

In addition, we welcome NZTA's views on the wider implications of the QCC infrastructure in terms of design, safety and access and how it interfaces with State Highway 6/6A and other adjacent and related projects, including the Frankton bus hub upgrade and the proposed road closure of Ross Street.



4 NEXT STEPS

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

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

We would be pleased to meet with you or your team to discuss the updated proposal further, either in person or via video/phone call at your convenience and we look forward to continuing our engagement with NZTA.

Yours sincerely,

Town Planning Group

s 9(2)(a)

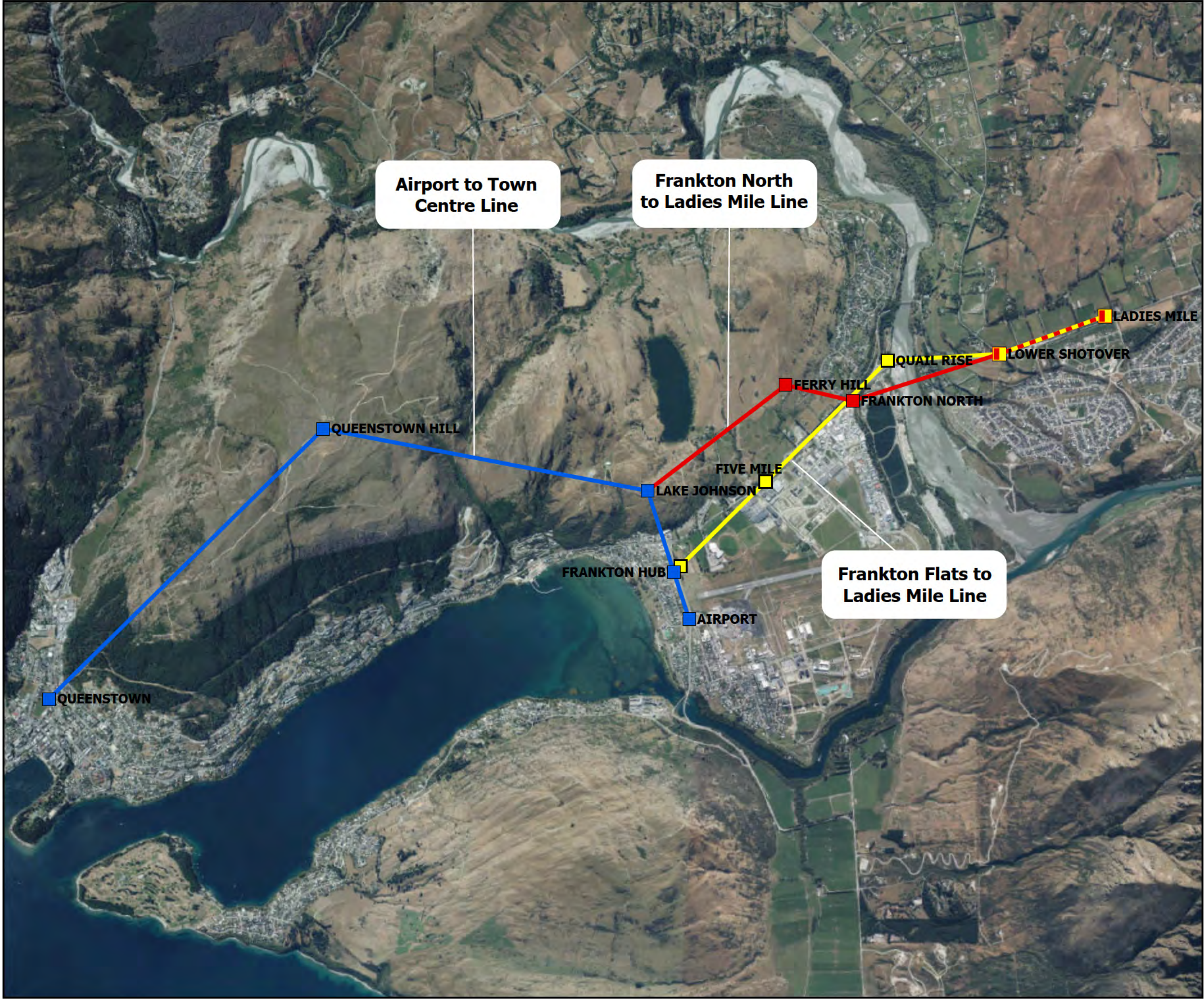
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LEGEND

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

PROJECT OVERVIEW

Queenstown Cable Car

Southern Infrastructure Ltd

Source: LINZ, Southern Infrastructure

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



Revision:
1



1.2 Queenstown Airport Corporation

25 July 2025

s 9(2)(a)

s 9(2)(a)

Queenstown Airport Corporation
PO Box 2641
Queenstown, 9349

VIA EMAIL: s 9(2)(a)

Dear s 9(2)(a)

PROPOSED QUEENSTOWN CABLE CAR REQUEST FOR ENGAGEMENT

1 INTRODUCTION

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

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

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.

In accordance with section 13(4)(j) of the FTAA, Southern Infrastructure has identified Queenstown Airport Corporation ("**QAC**") as a party likely to be affected by the Project. Southern Infrastructure acknowledges QAC's engagement to date to discuss the project in general and wishes to continue consultation with the intent of receiving any feedback to help inform the proposal that we are currently formulating for referral.



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

2 PROJECT OVERVIEW

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

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

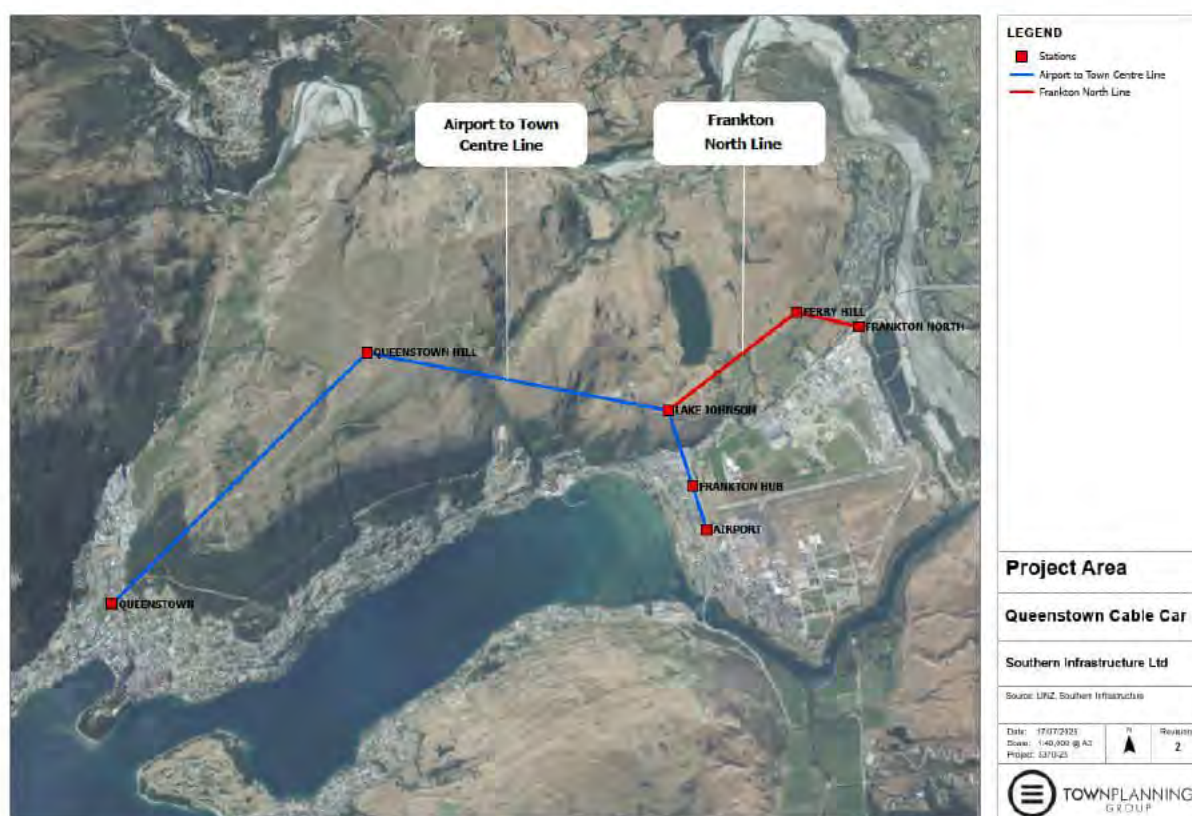


Figure 1: Overview of Stage One Route

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

Key features of the project include:

Objectives	Reduce traffic congestion, improve public transport accessibility, and support sustainable tourism and residential mobility.
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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. It also includes land located within both the Aircraft Noise Boundary and the Outer Control Boundary. In addition, the Frankton Hub and Airport stations are proposed in close proximity to Queenstown Airport.

As you are aware, to further understand the potential requirements and effects of the project on aviation safety, an Airport Safety Report is currently being prepared by Navigatus (led by Geraint Birmingham). This report will be provided to you as soon as it becomes available, for your review and consideration.

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

3 THE NEED FOR MASS RAPID TRANSIT

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

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

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

- Locally, the Queenstown Public Transport Business Case (2023), QLDC Climate Action Plan (2020), and Queenstown Integrated Transport Strategy (2019)



emphasise the need for alternative public transport options. The Queenstown Town Centre Master Plan encourages progressive investigation of MRT options and the need to future proof other transport modes to link the town centre and Queenstown Airport. The QLDC 2024 Quality of Life Survey further confirms that transportation is a major concern to residents;

- At a national level, the project is consistent with the direction of the National Policy Statement for Urban Development (“**NPS-UD**”) which promotes urban intensification around key transport hubs and rapid transit stops. These locations are identified as areas that can support increased housing and employment density through improved public transport access;
- Most recently, the project is also aligned with the objectives of the Regional Deal, which prioritises transforming the transport network, accelerating mode shift to MRT options, and enabling streamlined delivery of critical infrastructure. By supporting these priorities, the cable car will help deliver on regional commitments to sustainable growth and resilience.

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

4 EFFECTS OF THE PROJECT

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

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

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.



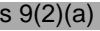
Yours sincerely,

Town Planning Group

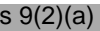
s 9(2)(a)



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s 9(2)(a)



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s 9(2)(a)





A Proven Record

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

Leadership Team

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



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



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







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

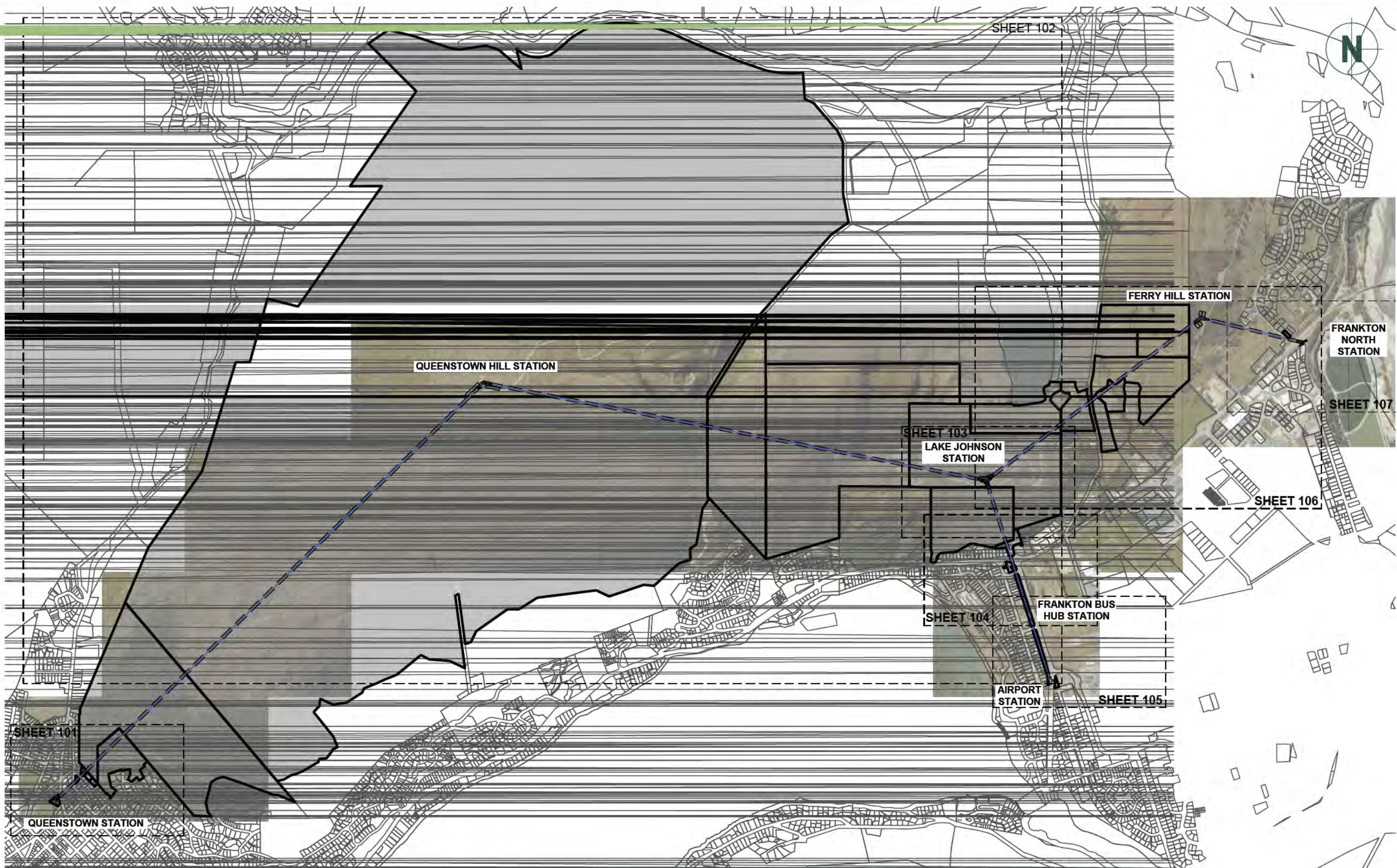


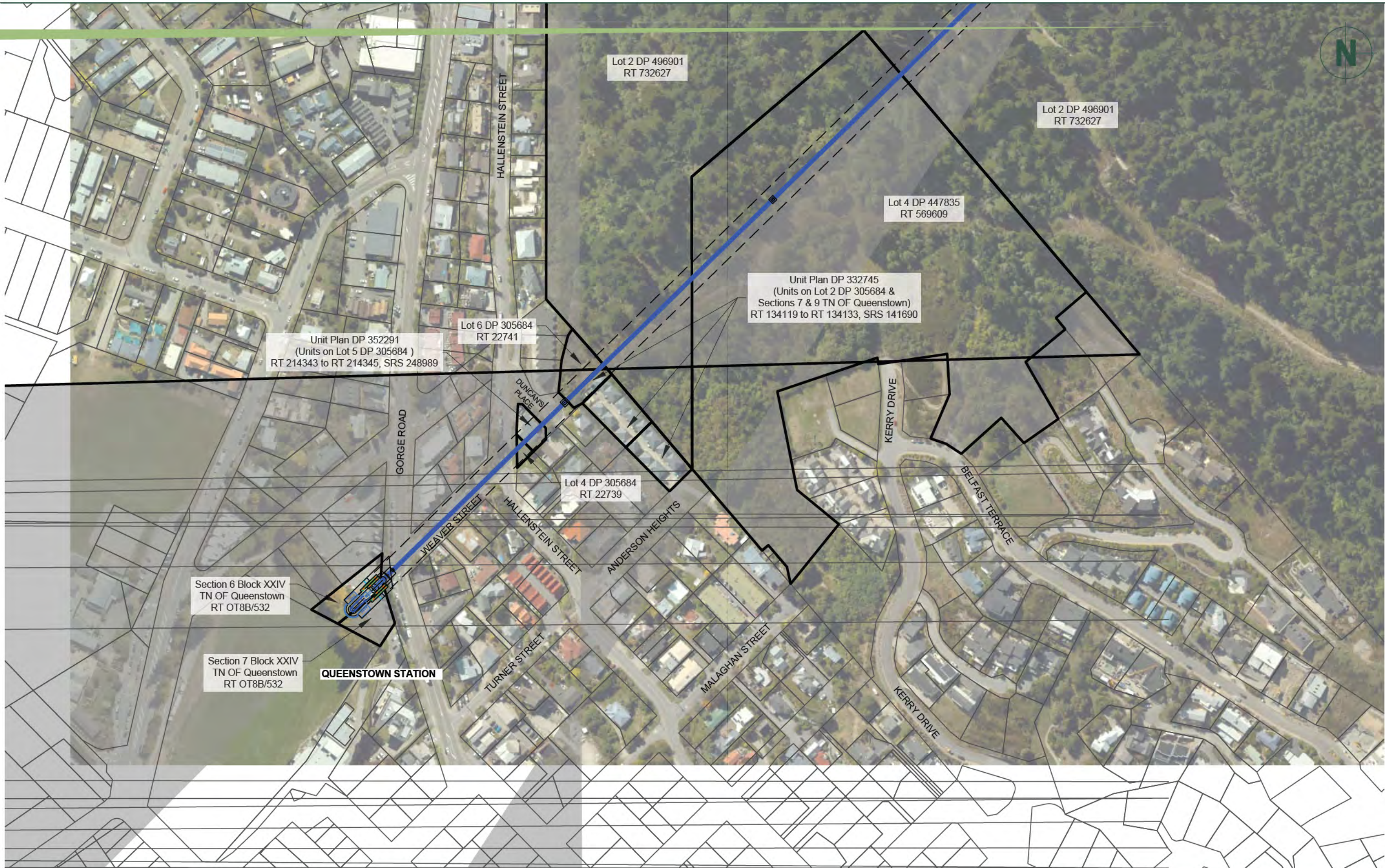
QUEENSTOWN CABLE CAR - STAGE 1 PROPERTY INFORMATION

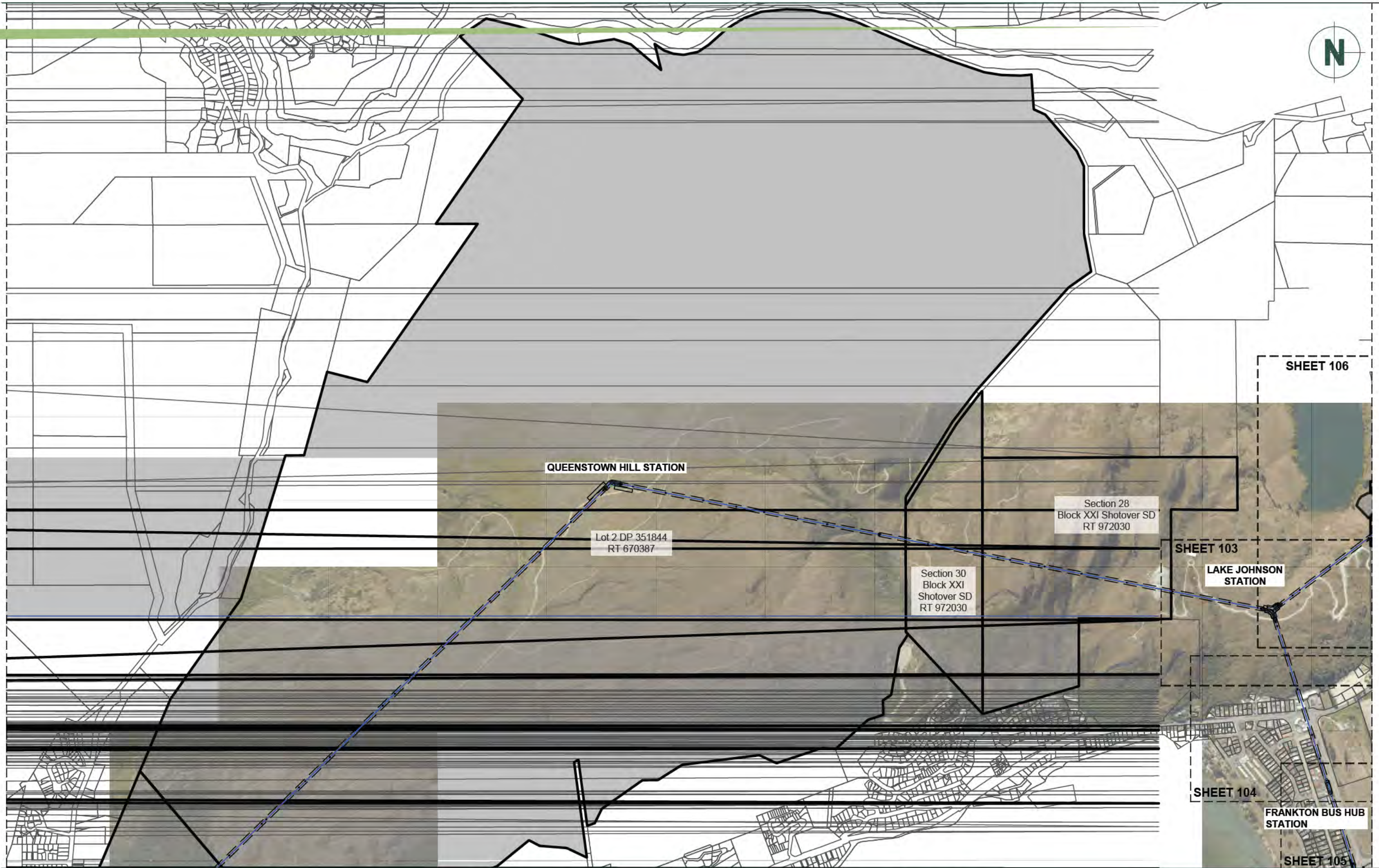
CLIENT:	SOUTHERN INFRASTRUCTURE LTD	PATERSONS JOB NUMBER:	P240854								
PROJECT NAME:	QUEENSTOWN CABLE CAR	DAY	22								
		MONTH	JULY								
		YEAR	2025								
SHEET NO.	SHEET TITLE	DRAWING REVISIONS									
100	OVERVIEW	0									
101	QUEENSTOWN STATION	0									
102	QUEENSTOWN HILL STATION	0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

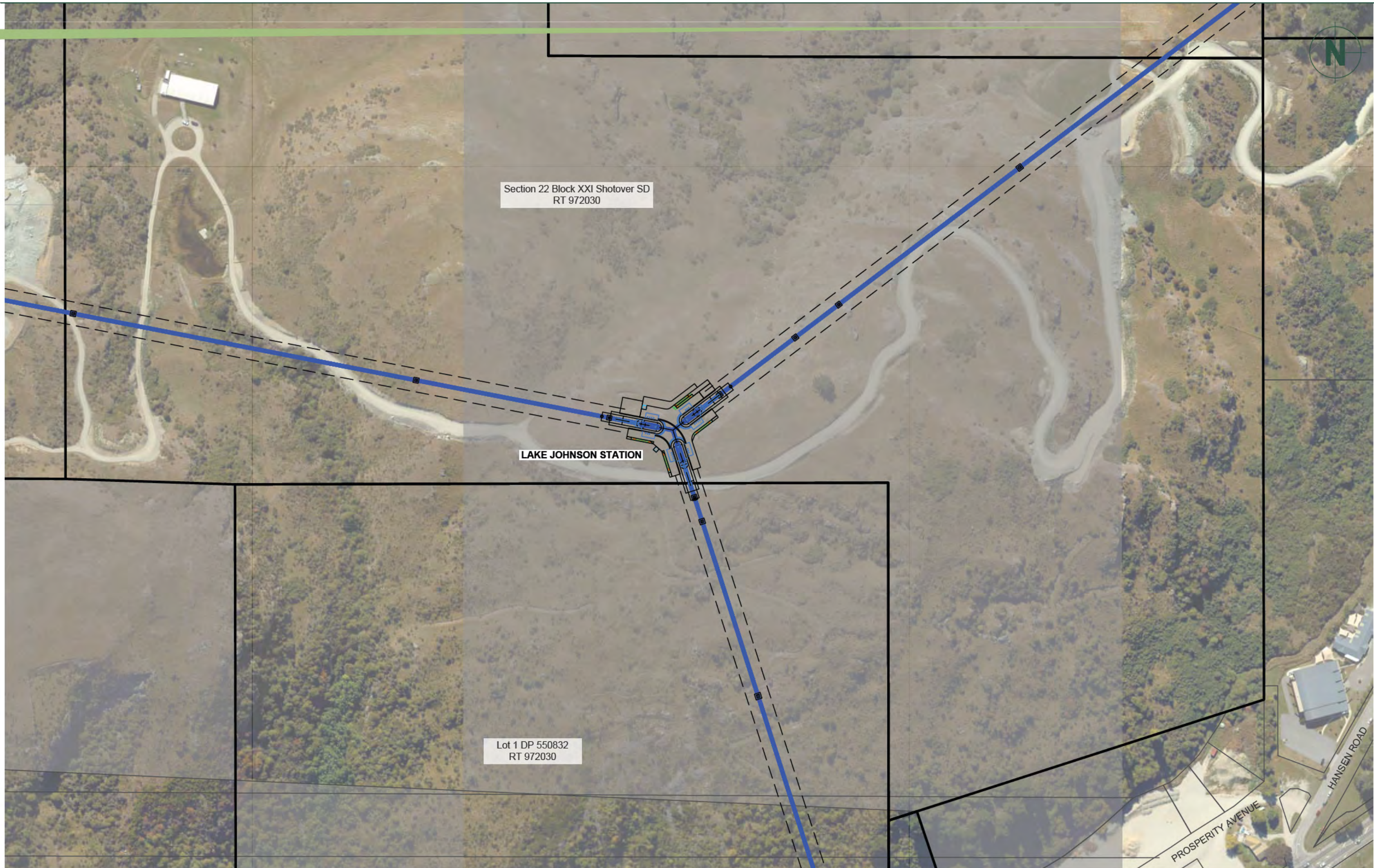
LEGEND

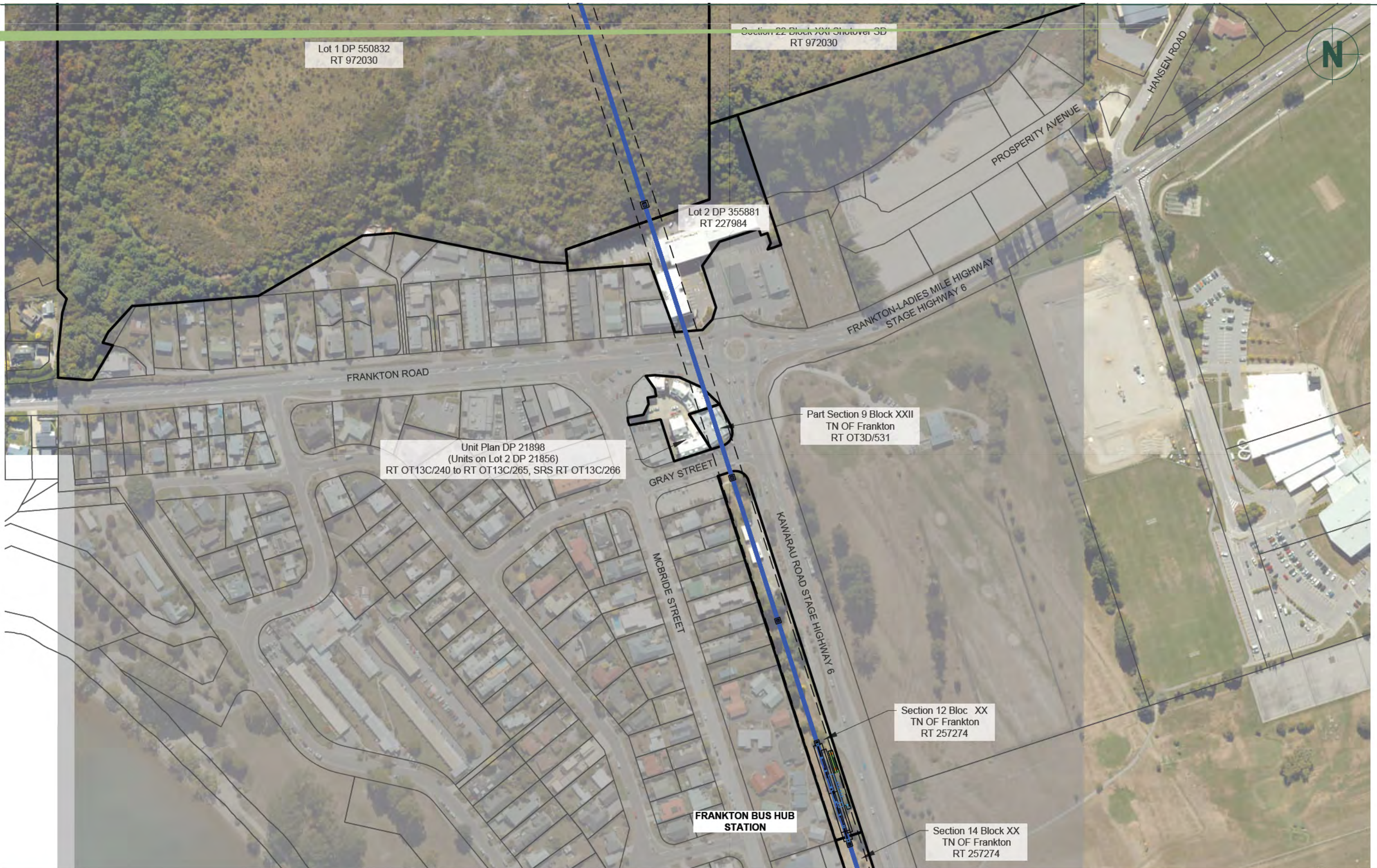
-  AFFECTED PROPERTY
-  EXISTING BOUNDARY (OTHER)
-  PROPOSED CABLE CAR ALIGNMENT
(INCLUDING HORIZONTAL CLEARANCE ZONE)
-  INDICATIVE TOWER LOCATIONS

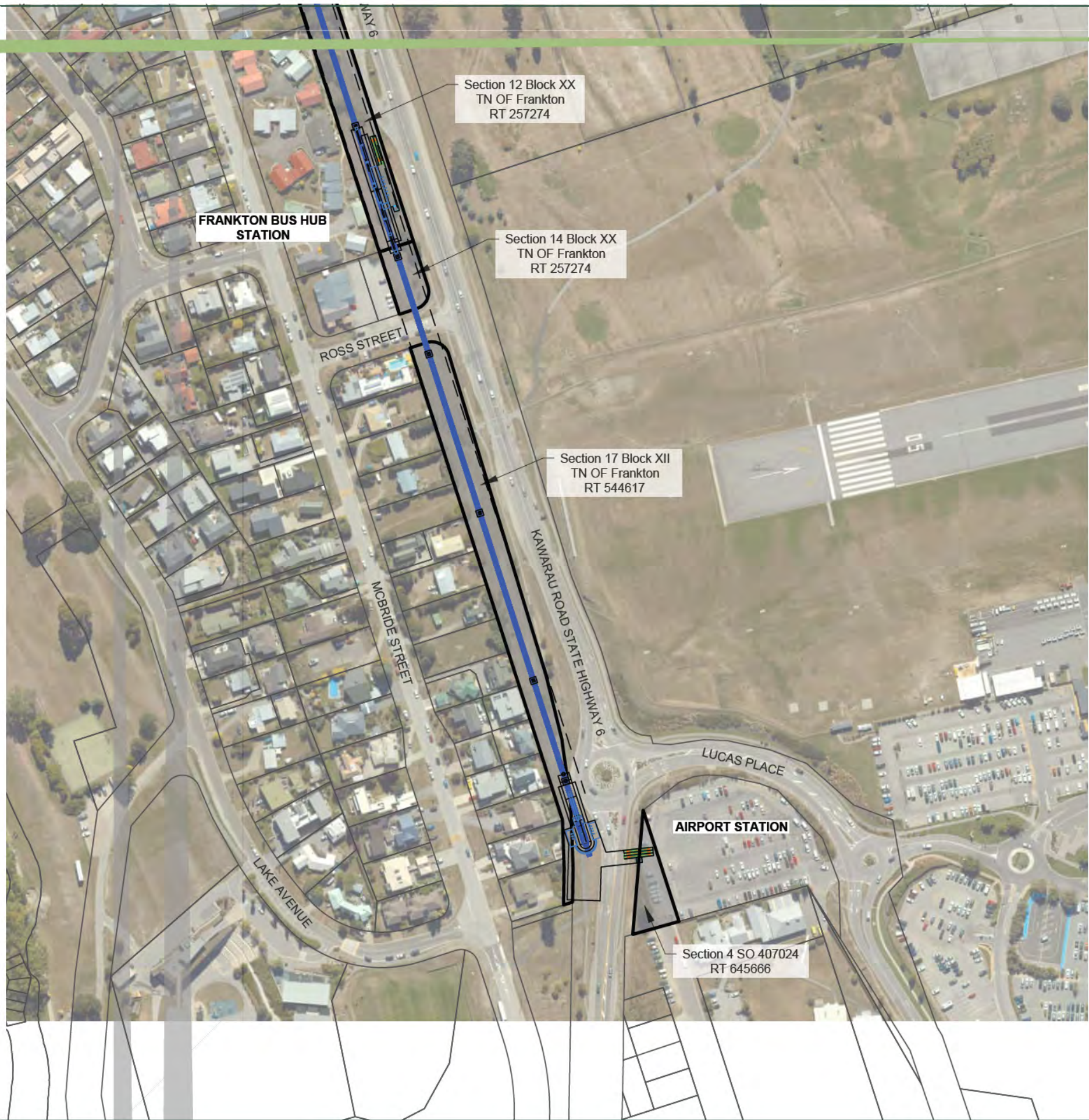




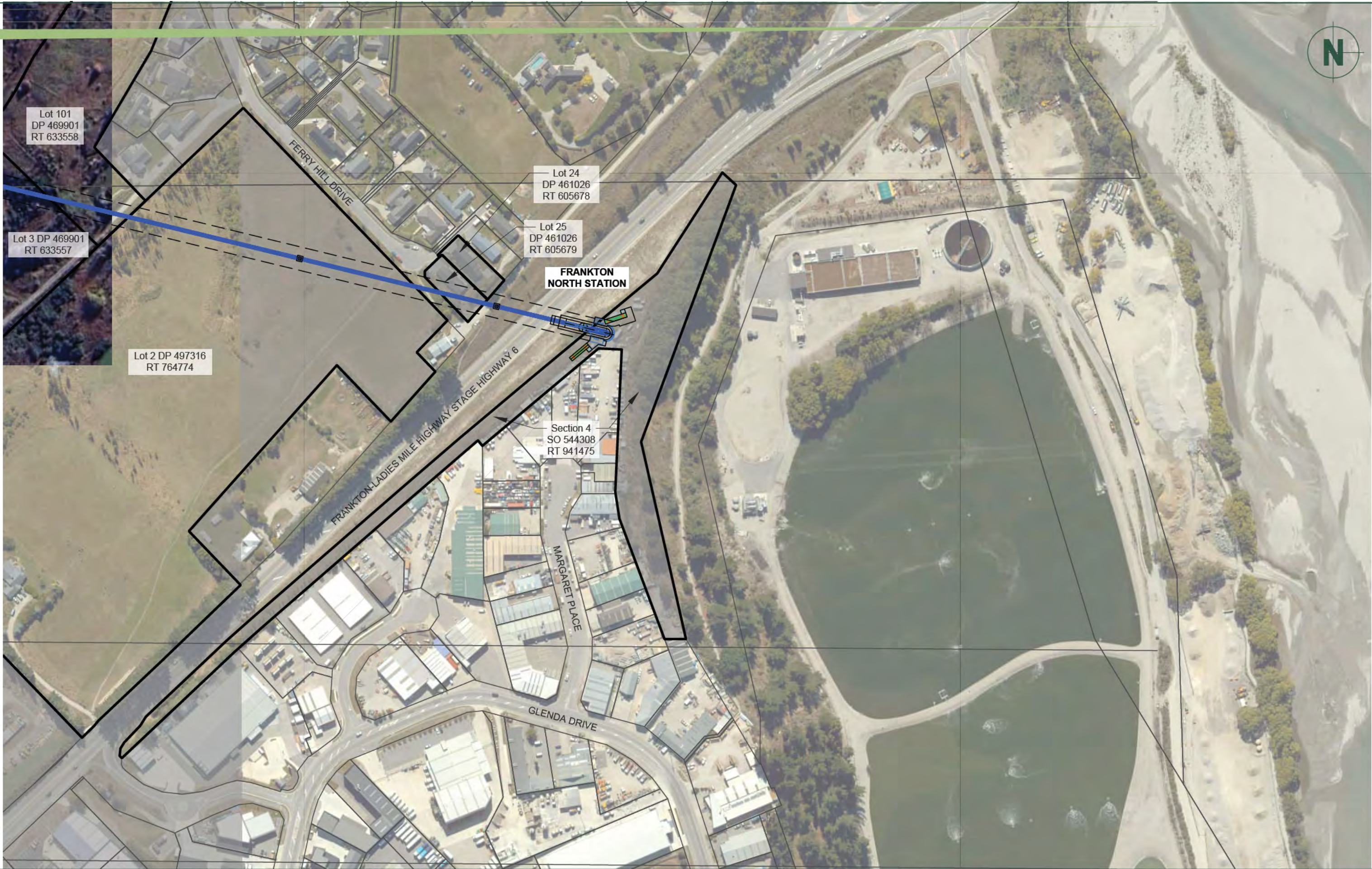








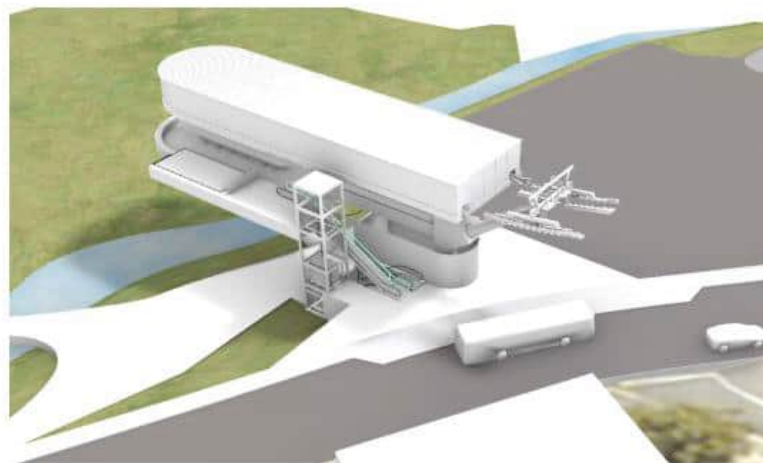
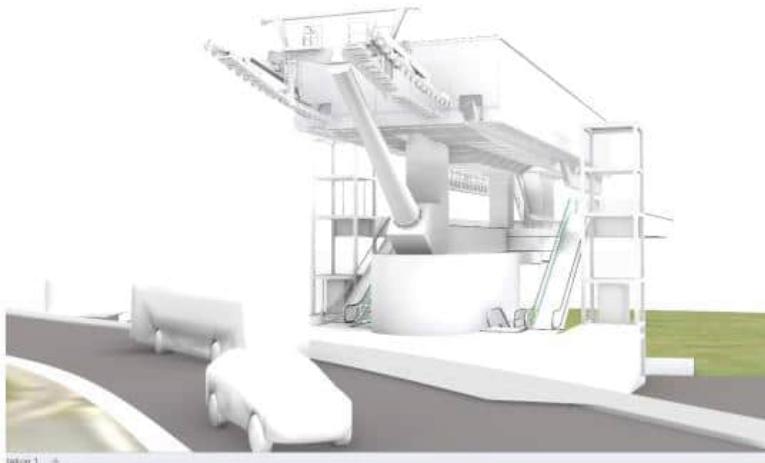




Queenstown Cable Car Station Concept 3D Views by *Jasmax* –
DRAFT for Consultation Purposes

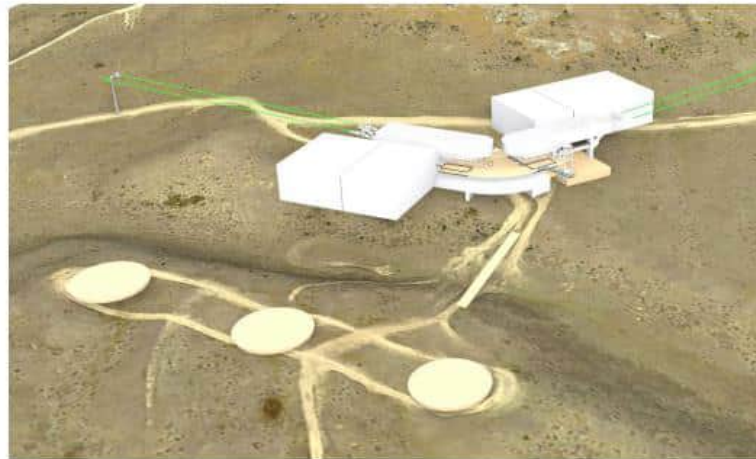
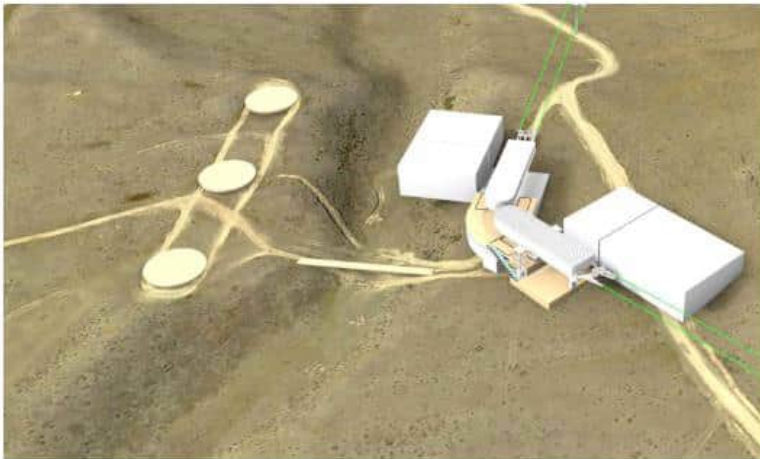
1. QUEENSTOWN STATION

Station 3D Views



2. QUEENSTOWN HILL STATION

Station 3D Views



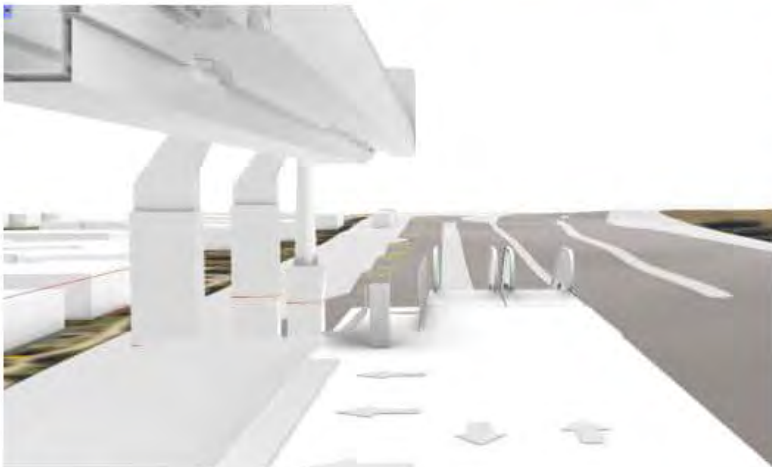
3. LAKE JOHNSON STATION

Station 3D Views



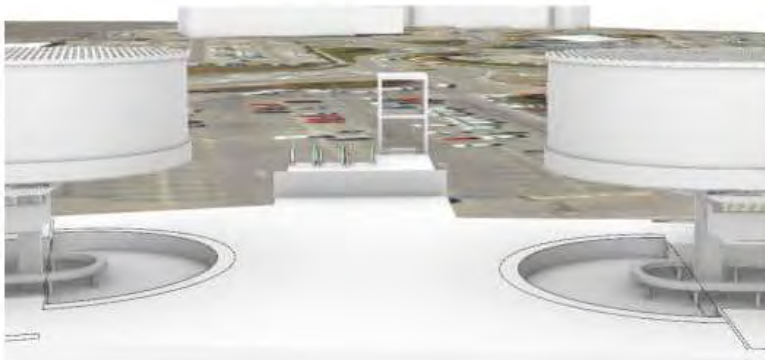
4. FRANKTON HUB STATION

Station 3D Views



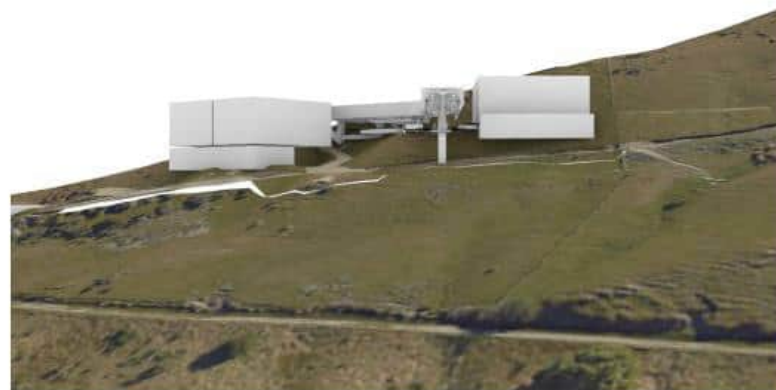
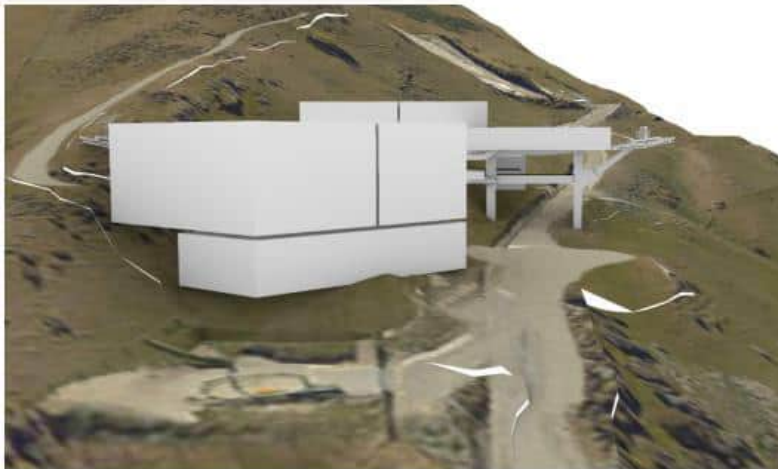
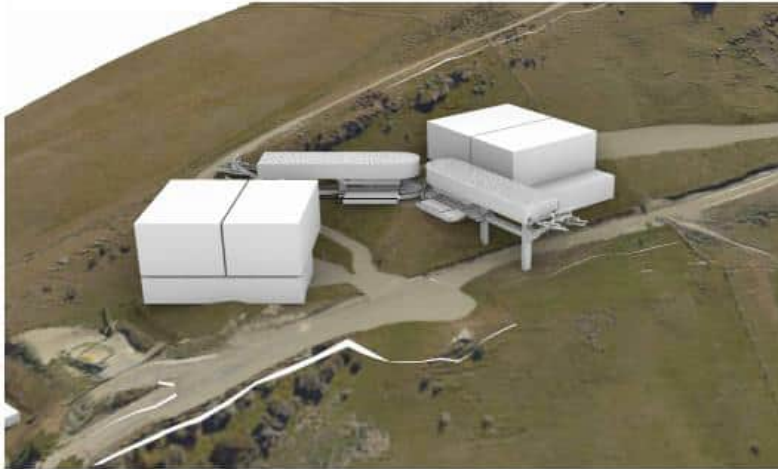
5. AIRPORT STATION

Station 3D Views



6. FERRY HILL STATION

Station 3D Views



7. FRANKTON NORTH STATION

Station 3D Views



1.3 Land Information New Zealand

20 October 2025

s 9(2)(a)

Mātanga Ture Kiritaki / Customer Regulatory Specialist - Land and Waterways
Crown Property
112 Tuam Street
CHRISTCHURCH 8140

VIA EMAIL: s 9(2)(a)
crownproperty@linz.govt.nz

Dear s 9(2)(a)

PROPOSED QUEENSTOWN CABLE CAR UPDATE ON PROJECT SCOPE

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.

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

As a result of feedback from consultation on the initial project, the scope of this project has recently been extended to include the ‘Ladies Mile Line’, a supplementary cable car service connecting Frankton to Ladies Mile. This is in addition to the Town Centre line which will link the Airport to the Queenstown Town Centre. As part of this extension, the proposed alignment will cross the Shotover River and therefore introduces areas of Crown land within the project area.

The purpose of this letter is to advance consultation with Land Information New Zealand (“**LINZ**”) in relation to the referral application under the FTAA and additional approvals required under the Land Act 1948 for works on or across Crown Land.

We seek LINZ's feedback on the approvals likely to be required, including:

- Possible easements for the alignment of the cable way across the Shotover River corridor;
- Leases or licences required for the proposed Quail Rise station building; and
- Any other access arrangements associated with the cableway, towers, and station building that affect LINZ property and interests.

We also welcome any other feedback LINZ may have on the project.

2 PROJECT OVERVIEW

The project 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.
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 general project alignment is shown below in **Figure 1** and **Attachment [A]**.

Station buildings 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 proposed route traverses landholdings of mixed tenure, including local and State Highway road reserves, public reserves, designated sites, Crown land, and privately owned properties.



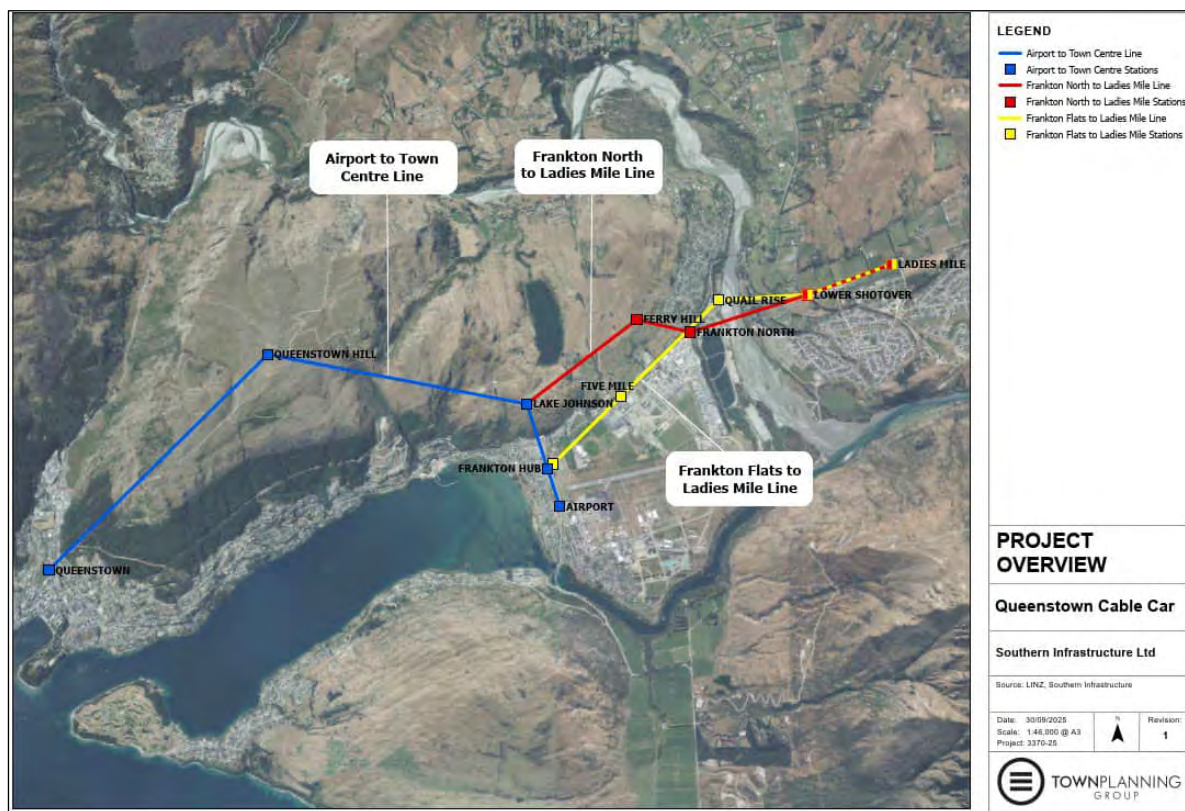


Figure 1: Overview of Project Alignment (Source: Town Planning Group).

3 EFFECTS & APPROVALS CONTEXT

The project will have a range of effects, including significant positive effects, and the expert project team continues to consider these in light of the recent addition of the Ladies Mile Line.

From a consenting and approval perspective, the additional Ladies Mile line as well as a further review of the legal interests within the project area has identified the need for additional approvals both under the FTAA and outside of this process. The crossing of the Shotover River involves reserve land held for conservation purposes, necessitating approvals under the Conservation Act 1987 and Reserves Act 1977.

While the project traverses a number of Crown-owned properties, these are predominantly State Highways and local roads.

To assist LINZ, the project team has identified that parcels 3200925 and 3200867 as shown in **Figure 2** below pertain specifically to their interests.



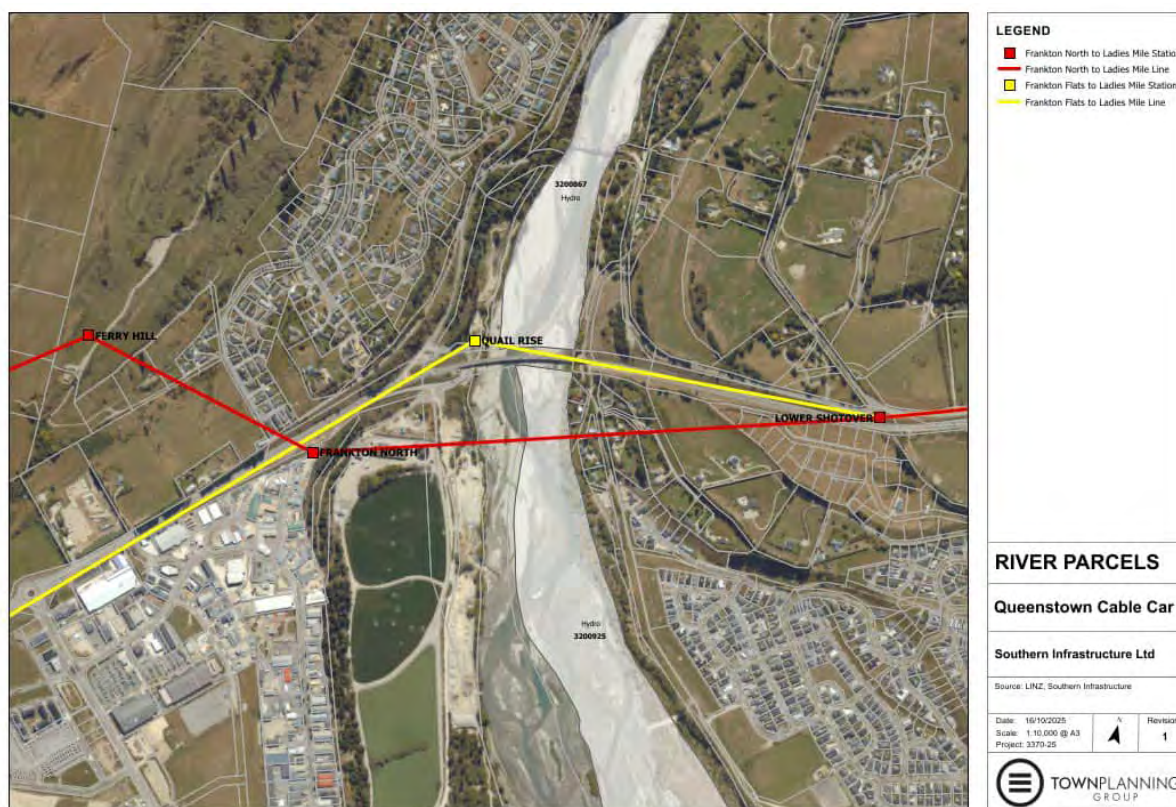


Figure 2: Shotover River Land Parcels (Source: Town Planning Group).

It is noted that two potential alignment options have been proposed for crossing the Shotover River. While both options traverse Crown-administered hydro land parcels, the extent of land affected differs between the two routes. If 'Route A' (the Frankton North line) is adopted, only parcel 3200925 will be relevant. Alternatively, depending on the exact location and footprint of the proposed Quail Rise station, 'Route B' (the Frankton Flats line) may also affect parcel 3200867 located to the north of the bridge.

As part of engaging with LINZ, we would greatly appreciate feedback to help inform our overall evaluation of the project. It is our understanding that approvals required from LINZ may include easements, leases and licences.

4 NEXT STEPS

We welcome any initial feedback or guidance LINZ can provide regarding process, approval requirements, and next steps to ensure the appropriate approvals are identified and addressed as part of the application.

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

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



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

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

Yours sincerely,

Town Planning Group

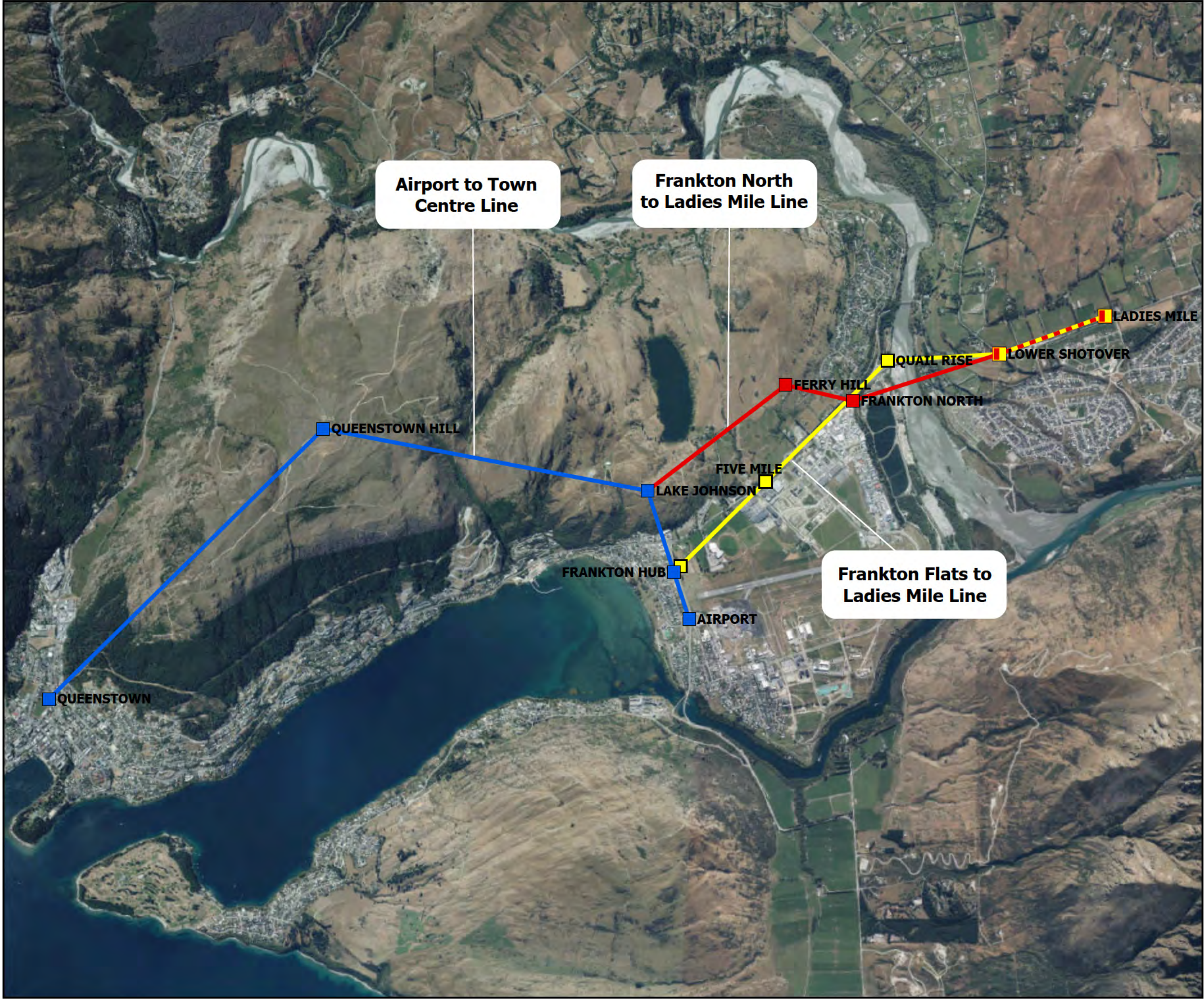
s 9(2)(a)

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s 9(2)(a)

s 9(2)(a)



LEGEND

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

PROJECT OVERVIEW

Queenstown Cable Car

Southern Infrastructure Ltd

Source: LINZ, Southern Infrastructure

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



Revision:
1



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

From: s 9(2)(a)
Date: Wed 22/10/2025 9:51 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); Crown Property
<CrownProperty@linz.govt.nz>

UNCLASSIFIED

Kia ora s 9(2)(a)

Thank you for your letter dated 20 October 2025. LINZ appreciates the significant positive effects of the referral proposal for the district.

Approvals for any LINZ administered land sit outside of the FTAA approval process. Any activities on or over LINZ land will still require separate approvals.

You may apply at any time for the approvals, but it would be best to do so when the application has been referred.

When you lodge the substantive application, you will have final designs and have addressed all impacts on land, resources and people including iwi and hapu. That would seem an appropriate time to apply to LINZ for the required approvals under the Land Act 1948. We are happy to receive any further information at that stage.

Further information on applying to use LINZ administered land can be found on our website: [Ngā tono whenua Karauna | Crown property applications | Toitū Te Whenua - Land Information New Zealand](#)

If you direct any further communications through the team at crownproperty@linz.govt.nz they'll ensure your email gets referred to the correct person.

Ngā mihi,
s 9(2)(a)

UNCLASSIFIED

From: s 9(2)(a) | Town Planning Group s 9(2)(a) On Behalf Of s 9(2)(a) | Town Planning Group
Sent: Tuesday, 21 October 2025 10:54 am
To: s 9(2)(a) s 9(2)(a); Crown Property <CrownProperty@linz.govt.nz>
Cc: s 9(2)(a) | Town Planning Group s 9(2)(a) | Town Planning Group s 9(2)(a)
Subject: Southern Infrastructure (Cable Car) Limited - Queenstown Cable Car Project Update - 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)

Town Planning Group | www.townplanning.co.nz

Offices in Queenstown & Christchurch

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Thank You.


1.4 Infrastructure Companies

FW: Southern Infrastructure / Aurora - Cable Car Project - Queenstown [WW-ACTIVE.FID3030142]

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

Date Fri 10/10/2025 3:58 PM

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

 4 attachments (1 MB)

972030 Title Search Copy.pdf; 12990503 2 Caveat.pdf; 941475 Title Search Copy.pdf; EI 10985703 2.pdf;

s 9(2)(a)

Town Planning Group

s 9(2)(a)

Sent from my Galaxy

----- Original message -----

From: s 9(2)(a) s 9(2)(a)

Date: 10/10/2025 3:53 pm (GMT+12:00)

To: info@auroraenergy.co.nz

Cc: s 9(2)(a)

Subject: Southern Infrastructure / Aurora - Cable Car Project - Queenstown [WW-ACTIVE.FID3030142]

Good afternoon,

We act for Southern Infrastructure (Cable Car) Limited, who are working towards bringing a modern cable car network to Queenstown, with the first stage of the project to link central Queenstown to the Frankton Bus Hub (Project).

As part of the investigation stage of the Project, we are undertaking a review of the properties (and registered legal interests) affected by the proposed cable-car route, to better understand any matters relating to these properties, that need to be addressed as part of the Project. We have identified that Aurora has a number of legal interests over the affected properties, relating to your infrastructure in the region which require further investigation / clarification. These are:

■ **Caveat 12990503.2:**

- Aurora has a caveat registered over 57 Frankton-Ladies Mile Highway, Queenstown (as contained in record of title 972030, copy **attached**). This caveat relates to an agreement to grant easement.

- As the relevant easement is not yet registered, we would be grateful if you can provide a plan showing the proposed easement area. This will allow us to confirm that the proposed cable-car route is not over the easement area, or, if not, further discuss the details of the infrastructure and how we may reach a mutual solution that ensure Aurora has the rights it needs in respect of the infrastructure on that area and allows the Project to progress.

■ **Easement 10985703.2:**

- This easement is registered on a QLDC owned property off Frankton-Ladies Mile Highway (as contained in record of title 941475, copy **attached**).
- The proposed location of a cable-car station has a small overlap with the easement area. The minor nature of this encroachment may mean that any structure related to the Project will not be located above any electricity infrastructure. However, we would like to discuss the specific details of any Aurora infrastructure within the affected area of land.

We look forward to hearing from you and would suggest that a meeting will be the most efficient way to work through the details of the above.

Regards,

s 9(2)(a)



s 9(2)(a)

Partner

Wynn Williams

📞 P +s 9(2)(a)

🌐 www.wynnwilliams.co.nz

📱 M s 9(2)(a)

🌐 [Connect with us on LinkedIn](#)

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FW: Southern Infrastructure / Chorus - Cable Car Project - Queenstown [WW-ACTIVE.FID3030142]

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

Date Fri 10/10/2025 3:58 PM

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

 2 attachments (868 KB)

898363 Title Search Copy.pdf; 11717383 5 Easement Instrument.pdf;

s 9(2)(a)

Town Planning Group

s 9(2)(a)

Sent from my Galaxy

----- Original message -----

From: s 9(2)(a)

Date: 10/10/2025 3:54 pm (GMT+12:00)

To: info@chorus.co.nz

Cc: s 9(2)(a)

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

Subject: Southern Infrastructure / Chorus - Cable Car Project - Queenstown [WW-ACTIVE.FID3030142]

Good afternoon,

We act for Southern Infrastructure (Cable Car) Limited, who are working towards bringing a modern cable network to Queenstown, with the first stage of the project to link central Queenstown to the Frankton Bus Hub (Project).

As part of the investigation stage of the Project, we are undertaking a review of the properties (and registered legal interests) affected by the proposed cable-car route, to better understand any matters relating to these properties, that need to be addressed as part of the Project. We have identified the following legal interests over an affected property, relating to Chorus' infrastructure in the region which require further investigation / clarification.

Easement 11717383.5

Chorus has an telecommunications easement registered over 23 Gracefield Lane (as contained in record of title 898363, copy **attached**). The proposed cable-car infrastructure over this easement area will be an aerial cable. Therefore, our view is that the cable-car project will not impede Chorus' use of the easement or its infrastructure.

However, we would like to discuss the specific details of any Chorus infrastructure within the affected area of land.

We look forward to hearing from you and would suggest that a meeting will be the most efficient way to work through the details of the above.

Regards,

s 9(2)(a)



s 9(2)(a)

Partner

Wynn Williams

📞 P s 9(2)(a)

🌐 www.wynnwilliams.co.nz

📱 M s 9(2)(a)

🌐 [Connect with us on LinkedIn](#)


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FW: Southern Infrastructure / Eonfibre - Cable Car Project - Queenstown [WW-ACTIVE.FID3030142]

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

Date Fri 10/10/2025 3:58 PM

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

 2 attachments (654 KB)

670387 Title Search Copy (1).pdf; 8062274 2 Easement Instrument.pdf;

s 9(2)(a)

Town Planning Group

s 9(2)(a)

Sent from my Galaxy

----- Original message -----

From: s 9(2)(a)

Date: 10/10/2025 3:55 pm (GMT+12:00)

To: enquiry@eonfibre.nzcopying

Cc: s 9(2)(a)

Town Planning Group s 9(2)(a)

Subject: Southern Infrastructure / Eonfibre - Cable Car Project - Queenstown [WW-ACTIVE.FID3030142]

Good afternoon,

We act for Southern Infrastructure (Cable Car) Limited, who are working towards bringing a modern cable network to Queenstown, with the first stage of the project to link central Queenstown to the Frankton Bus Hub (Project).

As part of the investigation stage of the Project, we are undertaking a review of the properties (and registered legal interests) affected by the proposed cable-car route, to better understand any matters relating to these properties, that need to be addressed as part of the Project. We have identified the following legal interest over an affected property, relating to Eonfibre's infrastructure in the region which require further investigation / clarification.

Easement 8062274.2

Eonfibre has an telecommunications easement registered over 449 Tucker Beach Road, Queenstown Hill (as contained in record of title 670387, copy **attached**). The proposed cable-car infrastructure over this easement area will be an aerial cable. Therefore, our view is that the cable-car project will not impede Eonfibre's use of the easement or its infrastructure.

However, we would like to discuss the specific details of any Eonfibre infrastructure within the affected area of land.

We look forward to hearing from you and would suggest that a meeting will be the most efficient way to work through the details of the above.

Regards,

s 9(2)(a)



s 9(2)(a)

Partner

Wynn Williams

📞 P s 9(2)(a)

🌐 www.wynnwilliams.co.nz

📱 M s 9(2)(a)

🌐 [Connect with us on LinkedIn](#)

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1.5 Private Landowners

ATTN: Landowners



Click to Connect



Public Transport Elevated

Queenstown's Transport Challenge: Towards an Integrated Network

Queenstown's transport network is under real pressure. At peak times, congestion affects residents, businesses and visitors alike. Traffic volumes have risen by more than **20% since 2018**, and on busy days, visitor numbers push the population well beyond what the network can reasonably manage. Around **half of that demand comes from visitors**, while the costs of maintaining and improving that network fall largely on the locals.



The situation is compounded by limited road capacity and infrastructure that has not kept pace with growth. With new residential areas planned – including Ladies Mile and the Southern Corridor towards Jacks Point and Hanley's Farm – these pressures will continue to increase.

Building more roads isn't realistic – our landscape, costs, and timeframes make that clear. Queenstown needs smarter, more sustainable ways forward – an integrated network of buses, ferries, active modes, and new corridors that move people efficiently while protecting what makes this place special.

A Shared Future: The Queenstown Cable Car

The Queenstown Cable Car is part of that integrated vision – an electric-powered, automated mass rapid transit solution connecting the town centre with the airport and Frankton, and expanding residential areas including Ladies Mile.

Quiet-running, clean, and efficient, the cable car connects key destinations without adding more traffic to our roads. It's a once-in-a-generation opportunity to help Queenstown move better, protect the environment, and improve daily life for residents and visitors alike.



Key Attributes

- **Speed:** Around 20 minutes from Queenstown Airport to the Town Centre.
- **Capacity:** Carries up to 3,000 people per hour in each direction, the equivalent of a 50-seater bus departing every minute in both directions.
- **Frequency:** Cabins depart every 12 seconds.
- **Comfort:** Spacious, enclosed cabins designed for quiet, comfortable travel.
- **Sustainability:** Fully-electric, low-impact, and zero emissions.
- **Reliability:** Consistent travel times and a dependable aerial alternative on a separate corridor.

Let's Connect



ATTN: LANDOWNERS, TENANTS, PROPERTY MANAGERS & REPRESENTATIVES

If this brochure has reached you before we've had the chance to meet, we'd value the opportunity to connect. If you're a tenant, property manager or someone who has received this on behalf of the owner, please pass it on or let us know by clicking the link below or emailing us at cablecar@southerninfrastructure.nz so we can reach the right person.

The project will be at its best with the support and involvement of landowners and the wider community, and we're committed to working together wherever possible to achieve that.

Get in touch with us
cablecar@southerninfrastructure.nz

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Artistic impression of Frankton Hub station by Jasmax.

The proposed route for the Queenstown Cable Car has been shaped through extensive technical, environmental, and commercial assessments to identify the most practical and efficient alignment.

We're now meeting directly with landowners and stakeholders along the route to share information, explain how the alignment has been determined, and discuss what's most relevant to each property. In some locations, an easement may be required to enable the system to operate and be maintained.

Our approach is grounded in respect and fairness, ensuring each discussion is open and well-informed.



Connecting major residential areas, commercial centres and transport hubs.

The project is progressing through planning and consenting with openness and collaboration at its core, guided by clear design principles:

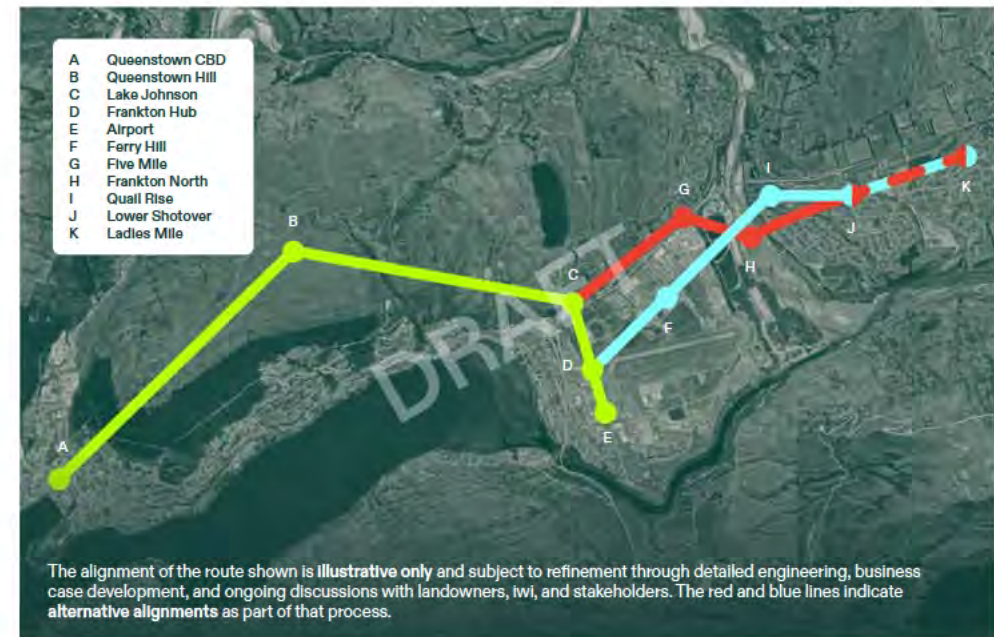
Low-Impact: Fully-electric with minimal noise and environmental footprint.

Considered Design: Reduced physical and visual impact wherever possible.

Safe and Reliable: Meeting or exceeding all relevant standards.

Enduring Sustainability: Built for long-term benefit, rapid implementation.

This approach ensures the project is developed responsibly and in partnership with the community, contributing positively to Queenstown and its future.





carlecar@southerninfrastructure.nz

The information in this brochure is shared in good faith to support early conversations. While care has been taken to ensure accuracy, details may change as the project develops. Recipients should consider this general in nature and seek their own advice as needed.

Southern Infrastructure is working with Queenstown to move forward. We're a locally based, privately-led company, bringing expertise, investment and commitment to deliver the infrastructure our region needs most.