



## FTAA-2510-1124: Application received for referral of the project under the Fast-track Approvals Act 2024 – Stage 1 decisions

### Project Name: Queenstown Cable Car

Date submitted:	18 November 2025	Tracking #: BRF-7186	
Security level:	In-Confidence	MfE priority:	Urgent

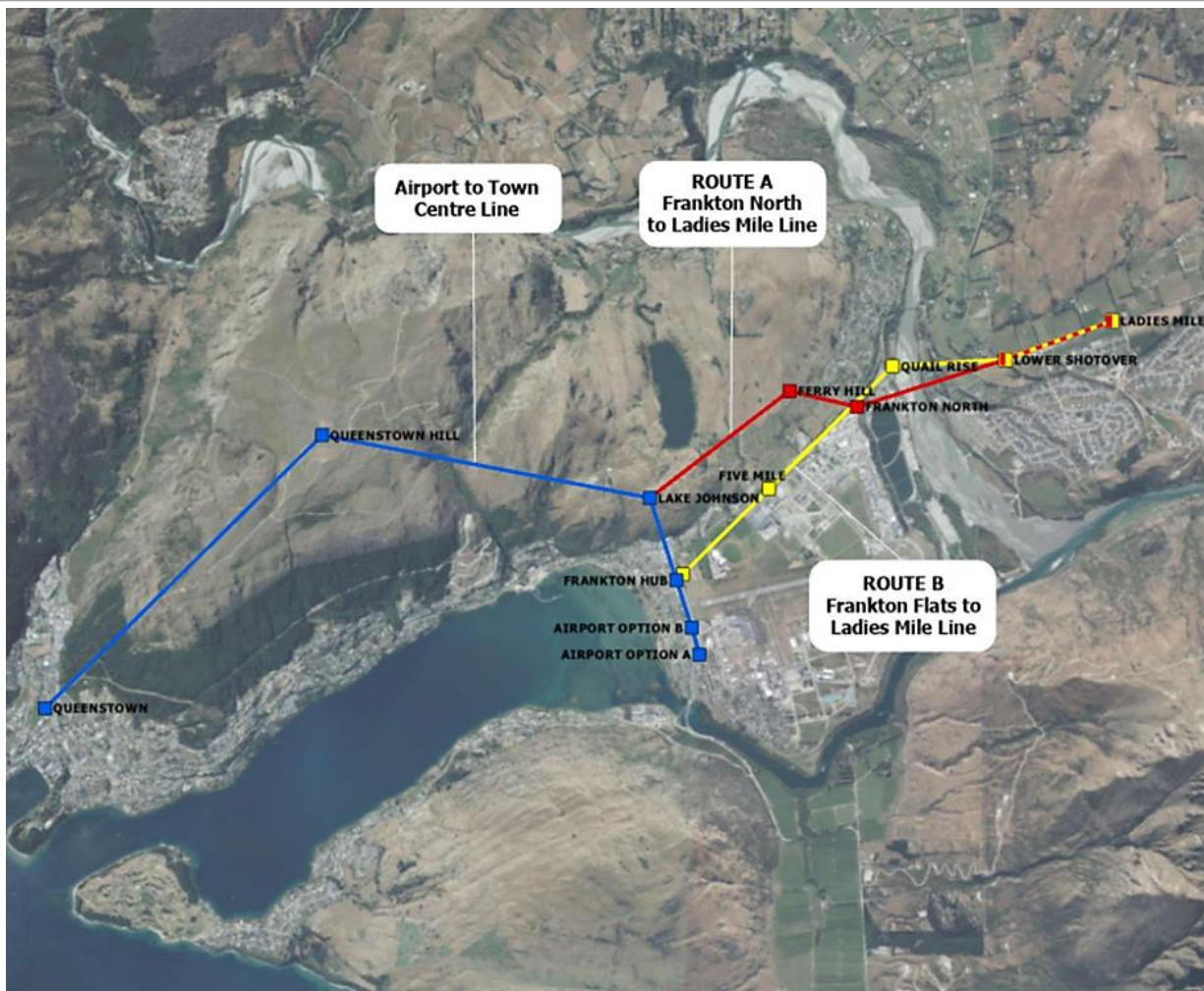
	<b>Action sought:</b>	<b>Response by:</b>
To Hon Chris Bishop, Minister for Infrastructure	Decisions on recommendations in Table A	25 November 2025

Actions for Minister's Office staff	<b>Return</b> the signed briefing to: <a href="mailto:FTAreferrals@mfe.govt.nz">FTAreferrals@mfe.govt.nz</a> <b>Send</b> email to Ministers to invite written comments
Number of appendices: 3	Appendices: 1. Statutory framework summary 2. Application documents for Queenstown Cable Car project (in File Exchange) 3. List of the Māori groups referred to in section 18(2)

### Ministry for the Environment contacts:

Position	Name	Cell phone	1 <sup>st</sup> contact
Principal Author	Ashley Sycamore		
Manager	Stephanie Frame	§ 9(2)(a)	✓
General Manager	Ilana Miller	§ 9(2)(a)	

## Project location



*Image 1: The proposed route alignments of the Queenstown Cable Car project*

## Key messages

1. This briefing seeks your initial decisions on an application from Southern Infrastructure (Cable Car) Limited (the applicant) to refer the Queenstown Cable Car project (the project) under the Fast-track Approvals Act 2024 (the Act) to the fast-track approvals process.
2. At this stage you can either decline an application for the reasons set out section 21, or provide the application to, and invite comments from, the parties identified in section 17. If you do not decline the application, you will receive a further briefing following receipt of comments, to support your final decision on whether to refer the project.
3. The project is described as the establishment and operation of a mass rapid transit cable car network connecting the central Queenstown with Frankton, Queenstown Airport and Ladies Mile. The project includes the construction and operation of a series of cable car lines with associated stations, towers, cableways and other supporting infrastructure and activities.
4. The project area encompasses multiple sites across central Queenstown, Frankton, Queenstown Airport, and Ladies Mile, within the Otago region. It includes local and state highway road reserves, Council-administered reserve land, hydro parcels, designated land, and privately owned properties. A table listing all relevant records of title for the project area

is provided in Attachment 5 of the application.

5. The applicant has confirmed they do not currently own, nor hold any legal interest in, the land within the project area. They advise that engagement is underway with relevant landowners to secure the necessary legal rights to enable construction and operation of the project. The applicant indicates that cable car stations will be secured through lease arrangements, while the cableway and pylons will generally be secured via easements in gross or, where appropriate, leases of airspace.
6. The applicant proposes to locate two of the cable car stations on or near Crown reserve land. In both cases, the applicant intends to secure the sites through leases of less than 50 years to avoid triggering Te Rūnanga o Ngāi Tahu's right of first refusal under the Ngāi Tahu Claims Settlement Act 1998. The applicant states that should a lease exceeding 50 years become viable following further engagement with Ngāi Tahu, their approval would be required before the substantive application is lodged.
7. The applicant seeks the following approvals under the fast-track approvals process to authorise the project:
  - a. resource consents under the Resource Management Act 1991 (RMA) pursuant to section 42(4)(a) of the Act
  - b. change or cancellation of resource consent conditions (specifically in relation to the variation of consent notices) under the RMA pursuant to section 42(4)(b) of the Act
  - c. concessions under the Conservation Act 1987 pursuant to section 42(4)(e) of the Act
  - d. approvals under the Reserves Act 1977 pursuant to section 42(4)(e) of the Act
  - e. a conservation covenant under the Conservation Act 1987 pursuant to section 42(4)(g) of the Act
  - f. wildlife approval under the Wildlife Act 1953 pursuant to section 42(4)(h) of the Act.
8. We have undertaken initial analysis of the referral application. This is presented along with our considerations and recommendations in Table A.
9. We have decided the application is complete and complies with section 14 of the Act, as the application complies with section 13 requirements, may be capable of satisfying the criteria in section 22, and does not appear to involve an ineligible activity. The applicable fee and levy have been paid.
10. We recommend you progress consideration of the referral application to the next stage of analysis (Stage 2) and invite written comments from the parties prescribed in section 17(1) of the Act being: Queenstown Lakes District Council (QLDC) and Otago Regional Council (ORC) as the relevant local authorities, the Minister for the Environment and the other relevant portfolio Ministers listed in Table A, Ministry for the Environment and Department of Conservation (DOC) as the relevant administering agencies, and the identified Māori groups from section 18(2) of the Act. The identified Māori groups are listed in Appendix 3.
11. As the project area includes public conservation land, we note you must obtain a report from the Director-General of Conservation in accordance with section 19(1) of the Act.

#### **Other parties to be invited under section 17(5)**

12. We recommend that you invite written comments from the following parties as additional persons under section 17(5) of the Act. We have outlined the rationale for including each

party. We note most have been identified by the applicant as individuals or groups likely to be affected by the project.

13. *The Chief Executive of NZ Transport Agency Waka Kotahi (NZTA)* as the applicant has identified that approvals will be required for cable crossings and aerial structures over state highway corridors, specifically State Highway 6 (SH6). NZTA is the agency responsible for approvals associated with works on SH6, as the requiring authority for designations 84 and 370 under the QLDC Proposed District Plan.
14. *The Chief Executive of the Queenstown Airport Corporation (QAC)* has been identified by the applicant as a potentially affected party, given the cable car's proximity to Queenstown Airport and the possible placement of structures within Obstacle Limitation Surfaces (OLS) or other protected airspace zones. QAC is the requiring authority for designations 2 and 4 under the QLDC Proposed District Plan, which govern the airport and surrounding airspace. These designations include requirements relating to height, setbacks, recession planes, operating hours, and noise.
15. The applicant acknowledges that one of the proposed route alignments would breach the OLS associated with QAC's designation. They advise they are aware of this issue and are actively engaging with QAC. The applicant states they will either avoid any breach or seek the necessary approvals from QAC as the requiring authority and from the Civil Aviation Authority (CAA) as the regulatory agency. For this reason, we also recommend that the *Chief Executive of the CAA* also be invited to comment.
16. We note that the applicant is not seeking approvals under the Heritage New Zealand Pouhere Taonga Act 2014, as they have not identified any heritage sites within the project area. However, given the scale of the project area and the presence of existing archaeological sites within the Queenstown area, we recommend inviting the *Chief Executive of Heritage New Zealand Pouhere Taonga (HNZPT)* as an "any other person" to confirm whether the project may impact any heritage sites.
17. The applicant identifies that a separate approval (occupation consents) will be required for activities within Crown-owned hydro land parcels under the Land Act 1948 from Land Information New Zealand (LINZ) on behalf of the Commissioner of Crown Lands. For this reason, we recommend the *Chief Executive of LINZ* be invited to comment.
18. *The Chief Executive of Transpower New Zealand Limited (Transpower)* as the alignment passes beneath a Transpower transmission line. The applicant notes that Transpower's approval will be required to confirm compliance with transmission safety and setback standards.
19. *The Chief Executives of Aurora Energy, EonFibre, and Chorus Limited* as the applicant has identified these infrastructure companies as the holders of existing legal interests (easements and caveats) over several sites within the project area.
20. *The Minister for the South Island* because the proposal represents a significant development for the South Island with implications for regional economic development and local infrastructure.
21. *The Minister of Climate Change* as the applicant considers that the project will result in significant regional benefits including a reduction in greenhouse gas emissions via decreased vehicle use and the delivery of a transport solution that is resilient to the impacts of climate change.

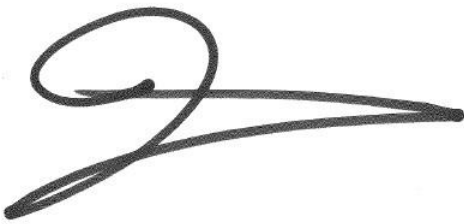
**Action sought**

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22. Please indicate your decisions on the recommendations in Table A.

**Signature**

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Ilana Miller  
**General Manager – Investment Strategy and Operations**

**Table A: Stage 1 analysis**

Project details	Project Name	Applicant	Project Area			
	Queenstown Cable Car (the project)	Southern Infrastructure (Cable Car) Limited (the applicant) c/- Town Planning Group (NZ) Limited (the agent) The applicant is a registered NZ limited company and is eligible to apply for the approvals sought.	The project area encompasses multiple sites across central Queenstown, Frankton, Queenstown Airport, and Ladies Mile, within the Otago region. It includes local and state highway road reserves, Council-administered reserve land, hydro parcels, designated land, and privately owned properties. A table listing all relevant records of title for the project area is provided in Attachment 5 of the application.			
Project description	<p>The applicant describes the project as the establishment and operation of a mass rapid transit cable car network connecting the central Queenstown with Frankton, Queenstown Airport and Ladies Mile. The project includes the construction and operation of a series of cable car lines with associated stations, towers, cableways and other supporting infrastructure and activities across multiple sites in the network.</p> <p>The applicant seeks the following approvals under the fast-track approvals process to authorise the project:</p> <ol style="list-style-type: none"> <li>resource consents under the Resource Management Act 1991 (RMA) pursuant to section 42(4)(a) of the Fast-track Approvals Act 2024 (the Act)</li> <li>change or cancellation of resource consent conditions (specifically in relation to the variation of consent notices) under the RMA pursuant to section 42(4)(b) of the Act</li> <li>concessions under the Conservation Act 1987 pursuant to section 42(4)(e) of the Act</li> <li>approvals under the Reserves Act 1977 pursuant to section 42(4)(e) of the Act</li> <li>a conservation covenant under the Conservation Act 1987 pursuant to section 42(4)(g) of the Act</li> <li>wildlife approval under the Wildlife Act 1953 pursuant to section 42(4)(h) of the Act.</li> </ol>					
Consultation undertaken	<b>As required by section 11, the applicant has consulted with:</b>					
	Relevant local authorities	Relevant iwi authorities, hapu and Treaty settlement entities	Relevant MACA groups	Ngā hapū o Ngāti Porou	Relevant administering agencies	Holder of land to be exchanged
	<ul style="list-style-type: none"> <li>Queenstown Lakes District Council (QLDC)</li> <li>Otago Regional Council (ORC)</li> </ul>	<ul style="list-style-type: none"> <li>Te Rūnanga o Ngāi Tahu</li> <li>Kāi Tahu Papatipu Rūnaka e Whitu</li> <li>Aukaha</li> <li>Te Ao Mārama Inc</li> </ul>	N/A	N/A	<ul style="list-style-type: none"> <li>Ministry for the Environment</li> <li>Department of Conservation</li> </ul>	N/A
<b>Section 22 assessment criteria</b>						
The project is an infrastructure or development project that would have significant regional or national benefits [section 22(1)(a)]	<p><i>You may consider any of the following matters, or any other matters you consider relevant.</i></p> <p>The applicant considers the project, being a cable car network in Queenstown, is a development or infrastructure project that would have significant regional and national benefits, for the reasons outlined below.</p> <p><i>The project has been identified as a priority project in a central or local government, or sector plan or strategy or a central government infrastructure priority list [s22(2)(a)(i)]</i>                      The applicant states that while the project is not explicitly identified as a "priority project" in any central or local government plan or strategy, it aligns with the strategic intent of several key planning documents. These include the Otago Regional Land Transport Plan, Queenstown Lakes Spatial Plan, Queenstown Town Centre Master Plan, Queenstown Lakes Climate and Biodiversity Plan, and the Queenstown Land Transport Asset and Activity Management Plan. The applicant also considers the project supports the objectives of the Regional Deal – a partnership between central and local government – by contributing to transport network transformation, mass rapid transit acceleration, and more efficient infrastructure delivery. Further detail on the project's consistency with these and other planning documents is provided under section 22(2)(a)(x).</p> <p><i>Will deliver new regionally or nationally significant infrastructure or enable the continued functioning of existing regionally or nationally significant infrastructure [s22(2)(a)(ii)]</i>                      The applicant considers the project to constitute nationally significant infrastructure under the National Policy Statement on Urban Development (NPS-UD), by meeting the definition of a Rapid Transit Service. The applicant considers the project will deliver a permanent, high-capacity, low-emission public transport connection between key urban and growth areas in Queenstown, reducing congestion on State Highways 6 and 6A, improving journey-time reliability, and enhancing network resilience. The applicant also states that the project will support the continued functioning of existing nationally significant infrastructure. This includes improving access to Queenstown Airport by easing road congestion and enhancing the performance of State Highways 6 and 6A through reduced demand and improved reliability.</p> <p><i>Will increase the supply of housing, address housing needs, or contribute to a well-functioning urban environment [s22(2)(a)(iii)]</i>                      The applicant considers that the project will contribute to a well-functioning urban environment as defined by Policy 1 of the NPS-UD. The applicant states the project will deliver compact and connected transport infrastructure that improves accessibility between housing, employment, and community services, particularly in Te Pūhahi Ladies Mile, Frankton, and the southern growth corridor. The applicant details that infrastructure constraints currently limit the development of zoned land identified in the Housing and Business Capacity Assessment 2025, which sets housing bottom lines of 9,100 dwellings (2023–2033), 18,000 dwellings (2033–2053), and 27,100 dwellings in total. The project is intended to address these constraints by enabling intensification and mixed-use development. The applicant has provided an assessment in Attachment 12 of the application that indicates that the project will enhance accessibility between key growth areas, reduce greenhouse gas emissions through decreased vehicle use, and offer a climate-resilient transport solution. The applicant further considers the stations within Queenstown and Frankton are located within walking distance of key destinations, supporting integration with existing public transport networks.</p> <p><i>Will deliver significant economic benefits [s22(2)(a)(iv)]</i>                      The applicant states that the project will deliver significant economic benefits at both regional and national levels – the applicant has provided two Economic Assessments to support this consideration (Attachments 13 and 14 of the application). The applicant considers boarder economic benefits of the project include increased GDP contribution, reduced transport costs, enhanced tourism spending, and employment generation during both construction and operation phases. The applicant further considers the project is expected to unlock constrained growth areas such as Te Pūhahi Ladies Mile and improve regional connectivity. Regarding operational economic benefits, the applicant considers the</p>					

	<p>project will have an estimated Net Present Value of \$249 million over a five-year development period, with approximately 2,100 full-time equivalent years of employment. Additional benefits raised by the applicant include reduced congestion, improved labour market access, and support for higher-density development around station catchments.</p> <p><i>Will support climate change mitigation, including the reduction or removal of greenhouse gas emissions [s22(2)(a)(vii)]</i> The applicant states that the project will support climate change mitigation by delivering a fully electric, low-emission transport system that reduces reliance on private vehicles and associated greenhouse gas emissions. The project is intended to integrate with existing and planned public transport and active travel networks, facilitating a long-term mode shift towards sustainable transport options. The applicant considers that this shift will reduce total vehicle kilometres travelled, improve air quality, and contribute to regional and national emissions reduction targets, aligning with national decarbonisation objectives.</p> <p><i>Will support climate change adaptation, reduce risks arising from natural hazards, or support recovery from events caused by natural hazards [s22(2)(a)(viii)]</i> The applicant states that the project will improve climate resilience by diversifying Queenstown's transport network and offering an alternative travel mode that does not rely on the existing road corridor. The applicant considers the elevated and off-line design of the project is considered less susceptible to disruption from natural hazards such as flooding, landslides, and seismic events. The applicant further considers that by maintaining connectivity between key destinations during such events, the project supports both climate change adaptation and regional recovery efforts.</p> <p><i>Will address significant environmental issues [s22(2)(a)(ix)]</i> The applicant states that the project addresses significant environmental issues in the Queenstown area by offering a fully electric, high-capacity public transport alternative to private vehicle use. Key environmental benefits identified by the applicant include reduced greenhouse gas emissions, improved air quality, and support for compact urban development. The applicant also notes that the project will enhance transport network resilience and deliver ecological improvements through wetland protection, native planting, and wilding pine removal.</p> <p><i>Is consistent with local or regional planning documents, including spatial strategies [s22(2)(a)(x)]</i> The applicant considers the project aligns with all local and regional planning documents, including the Queenstown Lakes Spatial Plan. The applicant considers the project aligns with the outcomes sought by the both the Proposed and Operative versions of the Regional Policy Statement for the Otago Region by delivering regionally significant transport infrastructure that supports community wellbeing and economic development, enables compact and connected urban growth, provides a low emissions alternative to private vehicle travel, and mitigates any potential environmental effects. The applicant also considers the project is in accordance with the objectives of the QLDC Proposed District Plan as it enhances connections between residential areas, town centres, the airport, and recreation zones, and contributes to compact, well-connected urban development. A full assessment of the project's consistency with relevant planning documents is provided in section 5 of the applicant's planning report.</p>		
<p>Referring the project to the fast-track approvals process [section 22(1)(b)]</p>	<p><i>Would facilitate the project, including by enabling it to be processed in a more timely and cost-effective way than under normal processes [s22(1)(b)(i)]</i> The applicant states that referring the project to the fast-track approvals process would significantly facilitate its delivery by enabling a timelier and more cost-effective consenting pathway than normal processes. The applicant considers the project to be unsuitable for standard planning and approvals due to its complexity, including the need to traverse multiple landholdings, zones, and jurisdictions, and to obtain approvals from various agencies and stakeholders. The applicant notes that the fast-track approvals process is particularly important given they are not a requiring authority, and that the comprehensive approvals framework under the Act is essential to realising the project's benefits. The applicant further considers the project to be well aligned with the type of infrastructure the Act is intended to support.</p> <p><i>Is unlikely to materially affect the efficient operation of the fast-track approvals process [s22(1)(b)(ii)]</i> The applicant considers that the project is sufficiently advanced and well-defined, such that it is unlikely to materially affect the efficient operation of the fast-track approvals process. The applicant states that the required approvals are well understood and supported by extensive technical assessments. The applicant considers the inclusion of alternative alignments is intended to streamline the process and avoid the need for future variations or parallel referrals. The applicant also notes that early engagement with key agencies has helped clarify information requirements and will reduce uncertainty for the expert panel at the substantive stage.</p>		
<p>Minister invites comments</p>	<p><i>You must copy the application to, and invite written comments from [s17(1)]:</i></p> <p>a. Relevant local authorities:</p> <ul style="list-style-type: none"> <li>• QLDC</li> <li>• ORC</li> </ul> <p>b. The Minister for the Environment</p> <p>c. Other relevant portfolio Ministers (and their relevance to the project):</p> <ul style="list-style-type: none"> <li>• Minister of Conservation – as the project requires approvals under the Conservation Act 1987, Reserves Act 1977, and Wildlife Act 1953</li> <li>• Minister for Land Information – as the applicant has identified that a separate approval (occupation consents) will be required for activities within Crown-owned hydro land parcels under the Land Act 1948 from LINZ on behalf of the Commissioner of Crown Lands</li> <li>• Minister for Tourism and Hospitality – given the project's direct relevance to visitor experiences in New Zealand and its potential contribution to local tourism in Queenstown</li> <li>• Associate Minister of Transport – given the project involves a new form of transport infrastructure in Queenstown and has potential implications for the state highway network, particularly State Highway 6.</li> </ul> <p>d. Relevant administering agencies:</p> <ul style="list-style-type: none"> <li>• Ministry for the Environment</li> <li>• Department of Conservation</li> </ul> <p>e. The Māori groups identified in Appendix 3.</p>	<p><i>You may copy the application to, and invite written comments from, any other person [s17(5)]:</i></p> <p>We recommend you invite comments from the following additional parties (their relevance to the project has been detailed above):</p> <ul style="list-style-type: none"> <li>• Chief Executive of NZ Transport Agency Waka Kotahi (NZTA)</li> <li>• Chief Executive of Queenstown Airport Corporation (QAC)</li> <li>• Chief Executive of Civil Aviation Authority (CAA)</li> <li>• Chief Executive of Land Information New Zealand (LINZ)</li> <li>• Chief Executive of Heritage New Zealand Pouhere Taonga (HNZPT)</li> <li>• Chief Executive of Transpower New Zealand Limited</li> <li>• Chief Executive of Aurora Energy</li> <li>• Chief Executive of EonFibre</li> <li>• Chief Executive of Chorus Limited</li> <li>• Minister for the South Island</li> <li>• Minister of Climate Change</li> <li>• Minister for Economic Growth</li> <li>• Minister for Regional Development</li> </ul>	<p><i>The Minister may request further information about a referral application from the applicant, the relevant local authorities, or the relevant administering agencies to be provided within the time frame specified in the request [s20].</i></p> <p>We have not identified any further information to be sought.</p>
<p><b>Recommendations</b></p>		<p><b>Minister's decision</b></p>	
<p>a. Note that section 25 of the Act permits you to decline the referral application without inviting comments from the relevant local authorities, the Minister for the Environment, any relevant Ministers, any relevant administering agencies and the Māori groups identified in the list provided.</p>		<p>Noted</p>	

b. <b>Note</b> that you have not yet provided the application to, nor sought any written comments on it from, the parties listed in section 17(1) but that you are required to do so if you do not decline the application under section 21 of the Act.	Noted
c. <b>Note</b> that section 17(5) of the Act permits you to forward an application to, and invite written comments from, any other person.	Noted
d. <b>Note</b> that if comments have been sought and provided within the required time frame you are required to consider it, along with the referral application, before deciding to decline the application.	Noted
e. <b>Note</b> that section 20 of the Act permits you to request further information from the applicant or relevant local authorities or relevant administering agencies at any time before you decide whether to accept or decline an application.	Noted
f. <b>Agree</b> to progress the Queenstown Cable Car project to our Stage 2 analysis (invite written comments and request section 18 Treaty report).	Yes / No
g. <b>Agree</b> to provide the application to, and invite written comments from: <ul style="list-style-type: none"> <li>i. Queenstown Lakes District Council and Otago Regional Council as the relevant local authorities under section 17(1)(a)</li> <li>ii. Minister for the Environment under section 17(1)(b)</li> <li>iii. Minister of Conservation, the Minister for Land Information, the Minister for Tourism and Hospitality, and the Associate Minister of Transport as the relevant portfolio Ministers under section 17(1)(b)</li> <li>iv. Ministry for the Environment and Department of Conservation as the relevant administering agencies under section 17(1)(c)</li> <li>v. The parties identified in Appendix 3 as the Māori groups under section 17(1)(d)</li> <li>vi. Any parties you are required to invite comments from under section 17(1)(d) and (e) who may be subsequently identified</li> </ul>	Yes / No Yes / No Yes / No Yes / No Yes / No Yes / No
h. <b>Agree</b> to provide the application to and invite written comments from the following additional entities/persons under section 17(5): <ul style="list-style-type: none"> <li>i. The Minister for the South Island</li> <li>ii. The Minister for Climate Change</li> <li>iii. The Minister for Economic Growth</li> <li>iv. The Minister for Regional Development</li> <li>v. Chief Executive of NZ Transport Agency Waka Kotahi (NZTA)</li> <li>vi. Chief Executive of Queenstown Airport Corporation (QAC)</li> <li>vii. Chief Executive of Civil Aviation Authority (CAA)</li> <li>viii. Chief Executive of Land Information New Zealand (LINZ)</li> <li>ix. Chief Executive of Heritage New Zealand Pouhere Taonga (HNZPT)</li> <li>x. Chief Executive of Transpower New Zealand Limited</li> <li>xi. Chief Executive of Aurora Energy</li> <li>xii. Chief Executive of EonFibre</li> <li>xiii. Chief Executive of Chorus Limited</li> </ul>	Yes / No Yes / No Yes / No Yes / No Yes / No Yes / No Yes / No Yes / No Yes / No Yes / No Yes / No Yes / No
i. <b>Note</b> that section 19(1) of the Act requires you to obtain and consider a report in relation to the use of public conservation land for the project from the Director-General of Conservation.	Noted
j. <b>Note</b> that you have agreed to delegate to the Secretary for the Environment your responsibility to send all correspondence, other than to Ministers.	Noted
k. <b>Agree</b> to send the email to invite written comments from Ministers.	Yes / No

**Signed:**

Hon Chris Bishop  
Minister for Infrastructure

**Date:**

## Appendix 1: Statutory framework summary

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1. You are the sole decision maker for referral applications. If you accept a referral application, then the whole or part of the project will be referred to the fast-track approvals process.
2. If a Treaty settlement, the Marine and Coastal Area (Takutai Moana) Act 2011, the Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019, a Mana Whakahono ā Rohe or a joint management agreement provides for consideration of any document or procedural requirements, you must, where relevant:
  - a. give the document the same or equivalent effect through this process as it would have under any specified Act; and
  - b. comply with any applicable procedural requirements.
3. You must decline a referral application if:
  - a. you are satisfied the project does not meet the referral criteria in s22
  - b. you are satisfied the project involves an ineligible activity (s5)
  - c. you consider you do not have adequate information to inform your decision.
4. You may decline an application for any other reason, including those set out in s21(5) and even if the application meets the s22 referral criteria.
5. You can decline an application before or after inviting comments under s 17(1). However, if comments have been sought and provided within the required time frame, you must consider them, along with the referral application, before deciding to decline the application.
6. If you do not decline a referral application at this initial stage you must copy the application to, and invite written comments from:
  - a. the relevant local authorities,
  - b. the Minister for the Environment and relevant portfolio Ministers
  - c. the relevant administering agencies
  - d. the Māori groups identified by the responsible agency
  - e. the owners of Māori land in the project area:
  - f. you may provide the application to and invite comments from any other person.
7. You can request further information from an applicant, any relevant local authority or any relevant administering agency at any time before you decide to decline or accept a referral application (see section 20 of the Act).
8. However, if further information has been sought and provided within the required time frame you must consider it, along with the referral application, before deciding to decline the application.

**Appendix 2: Application documents for Queenstown Cable Car project: (in File Exchange)**

### Appendix 3: List of the Māori groups referred to in section 18(2)

<b>Name of group</b>	<b>Type of group (section of Act)</b>
<b>Te Rūnanga o Ngāi Tahu</b>	Iwi authority (s18(2)(a)); Treaty settlement entity – Ngāi Tahu Claims Settlement Act 1998 (s18(2)(a))
<b>Te Rūnanga o Moeraki</b>	Treaty settlement entity – Papatipu Rūnanga (s18(2)(a))
<b>Kāti Huirapa Rūnaka ki Puketeraki</b>	Treaty settlement entity – Papatipu Rūnanga (s18(2)(a))
<b>Te Rūnanga o Ōtākou</b>	Treaty settlement entity – Papatipu Rūnanga (s18(2)(a))
<b>Hokonui Rūnanga</b>	Treaty settlement entity – Papatipu Rūnanga (s18(2)(a))
<b>Waihōpai Rūnaka</b>	Treaty settlement entity – Papatipu Rūnanga (s18(2)(a))
<b>Te Rūnanga o Awarua</b>	Treaty settlement entity – Papatipu Rūnanga (s18(2)(a))
<b>Te Rūnanga o Ōraka-Aparima</b>	Treaty settlement entity – Papatipu Rūnanga (s18(2)(a))
<b>Aukaha</b>	Other Māori group with relevant interests (s18(2)(k))
<b>Te Ao Mārama Incorporated</b>	Other Māori group with relevant interests (s18(2)(k))