

File ref: BRF-00763 / FTAA-2510-1124

2 April 2026

Jenna Adamson
Southern Infrastructure (Cable Car) Limited (the applicant)
Email: s 9(2)(a)

c/- Brett Giddens and Amy Kirk
Town Planning Group (NZ) Limited (the agent)
Email: s 9(2)(a)

Dear Jenna,

Section 28 – Notice of Decisions on the referral application for the Queenstown Cable Car project under the Fast-track Approvals Act 2024

This notice of decisions is for a referral application received from Southern Infrastructure (Cable Car) Limited (the applicant) for the Queenstown Cable Car project (the project) under the Fast-track Approvals Act 2024 (the Act).

Project details

The project is to establish and operate a mass rapid transit cable car network linking central Queenstown with a number of key catchments including Frankton, Queenstown Airport, and Ladies Mile. The project includes a range of land uses associated with the establishment, construction and operation (including ongoing maintenance) of cable car lines, with associated stations (including complementary amenities and ancillary activities), towers, cableways and other supporting infrastructure and activities across multiple locations in the network. The project also includes subdivision to enable the establishment and long-term operation of the proposed cable car stations.

The network for the project comprises two primary lines, being:

- a. the Airport–Town Centre Line, connecting the Queenstown CBD with Queenstown Airport via Queenstown Hill, Lake Johnson, and Frankton
- b. the Frankton–Ladies Mile Line, extending eastwards from Frankton to the Ladies Mile urban area via either Route A or Route B.

The project area encompasses multiple sites and landholdings between central Queenstown, Frankton, Queenstown Airport, and Ladies Mile, within the Otago Region. The project area includes local and state highway road reserves, reserve land, hydro parcels, designated land, and privately owned properties. The route alignment, configuration and station positioning is dependent on further investigation and detailed design. A map illustrating the indicative

project area and route alignment is attached in Appendix 2.

The applicant has identified the following approvals as being required 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 Fast-track Approvals Act 2024 (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. concessions under the Reserves Act 1977 pursuant to section 42(4)(e) of the Act
- e. an amendment to or revocation of 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
- g. archaeological authority under the Heritage New Zealand Pouhere Taonga Act 2014 pursuant to section 42(4)(i).

Some of the reserve land within the project area is subject to a notice under Part 9 of the Ngāi Tahu Claims Settlement Act 1998, which is relevant to some of the concessions required under the Reserves Act 1977. The applicant intends to seek a lease over any land subject to this notice for a term (including renewals) of less than 50 years. However, should a lease exceeding 50 years be proposed, the applicant has stated any necessary supporting information would be provided as part of the substantive application, including written approval for the project from the relevant iwi authority.

Statutory framework for referral applications

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

The project can only be accepted if the Minister is satisfied the criteria in section 22 is met, which includes being satisfied the project is an infrastructure or development project that would have significant regional or national benefits and referring the project to the fast-track approvals process would facilitate the project, including by enabling it to be processed in a more timely and cost effective way than under normal processes, and is unlikely to materially affect the efficient operation of the fast-track approvals process.

Under section 21(3) of the Act, the Minister must decline a referral application if:

- the Minister is satisfied that the project does not meet the criteria in section 22
- the Minister is satisfied that the project involves an ineligible activity
- the Minister considers they do not have adequate information to inform the decision.

Additionally, the Minister has the discretion to decline a referral application for any other reason, even if the project meets the criteria outlined in section 22 of the Act.

Decision on referral application

Hon Shane Jones, the Acting Minister for Infrastructure (the Minister) has decided to accept the referral application under section 21(1)(c) and refer the whole project to the fast-track

approvals process under section 26(2)(a). The Minister is satisfied that the project meets the criteria in section 22 of the Act, for the reasons detailed below.

Reasons for accepting referral application

The Minister is satisfied the project:

- a. is an infrastructure or development project that would have significant regional or national benefits; and
- b. referring the project to the fast-track approvals process –
 - i. would facilitate the project, including by enabling it to be processed in a more timely and cost-effective way than under normal processes; and
 - ii. is unlikely to materially affect the efficient operation of the fast-track approvals process.

Specifically, the Minister is satisfied the project meets the criteria in section 22 of the Act because:

- a. it is an **infrastructure or development project** that would have **significant regional benefits** [section 22(1)(a)] as it:
 - i. will deliver new regionally significant infrastructure [section 22(2)(a)(ii)] through a mass rapid transit cable car network connecting central Queenstown with Frankton, Queenstown Airport and Ladies Mile, with capacity for up to 3,000 passengers per hour in each direction
 - ii. will contribute to a well-functioning urban environment (within the meaning of policy 1 of the National Policy Statement on Urban Development 2020) [section 22(2)(a)(iii)] by improving accessibility between housing, employment and community services, particularly in Te Pūtahī Ladies Mile, Frankton, and the southern growth corridor of the Queenstown area
 - iii. will deliver significant economic benefits [section 22(2)(a)(iv)] in the wider Queenstown area and Otago Region, including approximately \$249 million (net present value) in construction-related benefits over five years and support for 2,141 FTE jobs, including 813 direct roles
 - iv. will address significant environmental issues [section 22(2)(a)(ix)] and support climate change mitigation [section 22(2)(a)(vii)] by supporting a shift to electric public transport use in the Queenstown area and reducing vehicle congestion along State Highway 6 and State Highway 6A, thereby reducing greenhouse gas emissions.
- b. referring the project would facilitate its delivery [section 22(1)(b)(i)] by allowing multiple required approvals under specified Acts to be considered collectively through the fast-track approvals process, resulting in a more timely and cost-effective process than under normal processes.
- c. referring the project is unlikely to materially affect the efficient operation of the fast-track approvals process [section 22(1)(b)(ii)] because the applicant is sufficiently advanced and supported by the necessary expertise and technical assessments.

The Minister is satisfied there is no reason they must decline the project under section 21(3) of the Act. The Minister is also satisfied there is no reason to decline the project under section 21(4) or (5) of the Act.

Specified matters for an accepted referral application

1. Southern Infrastructure (Cable Car) Limited, who lodged the referral application, as the person who is authorised to lodge a substantive application for the project under section 27(2) of the Act.

2. In relation to a substantive application for the project, pursuant to section 27(3)(b)(iii), the panel must invite comments from the following groups, in addition to those specified in section 53:
 - a. Civil Aviation Authority of New Zealand
 - b. Land Information New Zealand
 - c. Aurora Energy Limited
 - d. EonFibre Limited
 - e. Chorus Limited
 - f. Aukaha
 - g. Te Ao Mārama Incorporated.

3. Under section 27(3)(b)(i) of the Act, a deadline of two years from the date of issue of this letter applies for lodging the substantive application.

Under section 28 of the Act, the Ministry for the Environment must also give written notice of decisions made by the Minister on an accepted referral application to the parties specified in Appendix 1 of this letter.

If you have any queries about this notice of decisions, please email referral@fasttrack.govt.nz and include the name of the lead contact – Ashiley Sycamore. If you have any queries about the substantive process, please email contact@fasttrack.govt.nz, or phone 0800 FASTRK (0800 225 537).

Yours sincerely



Stephanie Frame
Manager – Fast-track Operations

Appendix 1: Section 28 – Notice of Minister’s decision on accepted referral application

Section 28(1)(a) – The applicant	Southern Infrastructure (Cable Car) Limited
Section 28(1)(ii) – Anyone invited to comment on the application	
<i>Relevant local authorities</i>	Queenstown Lakes District Council Otago Regional Council
<i>Relevant portfolio Ministers</i>	Minister for the Environment Minister of Conservation Minister for Land Information Minister for Tourism and Hospitality Associate Minister of Transport
<i>Relevant administering agencies</i>	Ministry for the Environment Department of Conservation
<i>The Māori groups under s17(d)</i>	Te Rūnanga o Ngāi Tahu Te Rūnanga o Moeraki Kāti Huirapa Rūnaka ki Puketeraki Te Rūnanga o Ōtākou Hokonui Rūnanga Waihōpai Rūnaka Te Rūnanga o Awarua Te Rūnanga o Ōraka-Aparima Aukaha Te Ao Mārama Incorporated
<i>Any other persons under s17(5)</i>	Chief Executive of NZ Transport Agency Waka Kotahi (NZTA) Chief Executive of Queenstown Airport Corporation (QAC) Chief Executive of Civil Aviation Authority (CAA) Chief Executive of Land Information New Zealand (LINZ) Chief Executive of Heritage New Zealand Pouhere Taonga Chief Executive of Transpower New Zealand Limited Chief Executive of Aurora Energy Limited Chief Executive of EonFibre Limited Chief Executive of Chorus Limited Minister for the South Island Minister of Climate Change Minister for Economic Growth Minister for Regional Development
Section 28(2) – Other parties for an accepted referral application	
<i>The Panel Convener</i>	Including all the information received by the Minister as required by section 28(4).
<i>Any iwi authorities or Treaty settlement entities (other than those that must be notified as identified above) that the Minister considers have an interest in the matter</i>	No additional iwi authorities or Treaty settlement entities have been identified beyond those listed above.
<i>Environmental Protection Authority (EPA)</i>	Including all the information received by the Minister as required by section 28(4).
<i>Relevant administering agencies</i>	As identified above.

Appendix 2: Indicative project area and route alignment

