TOWNPLANNING GROUP

Referral Application for Fast-Track Approvals Process

Queenstown Cable Car Project

Planning Report

on behalf of Southern Infrastructure (Cable Car) Limited

17 November 2025 (updated)

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1.1 Introduction

This Planning Report forms part of the referral application prepared for and lodged on behalf of Southern Infrastructure (Cable Car) Limited for the **Queenstown Cable Car** (**QCC**) Project. It provides further details and supporting evaluation based on the specialist reports accompanying the referral application.

The purpose of this Planning Report is to demonstrate compliance with the information requirements set out in section 13 of the Fast-track Approvals Act 2024 (**FTAA**). It is to be read in conjunction with the completed application form submitted through the Ministry for the Environment (**MfE**) website.

Figure 1 below provides a high-level schematic overview of the project, with further details set out in the following sections of this report.

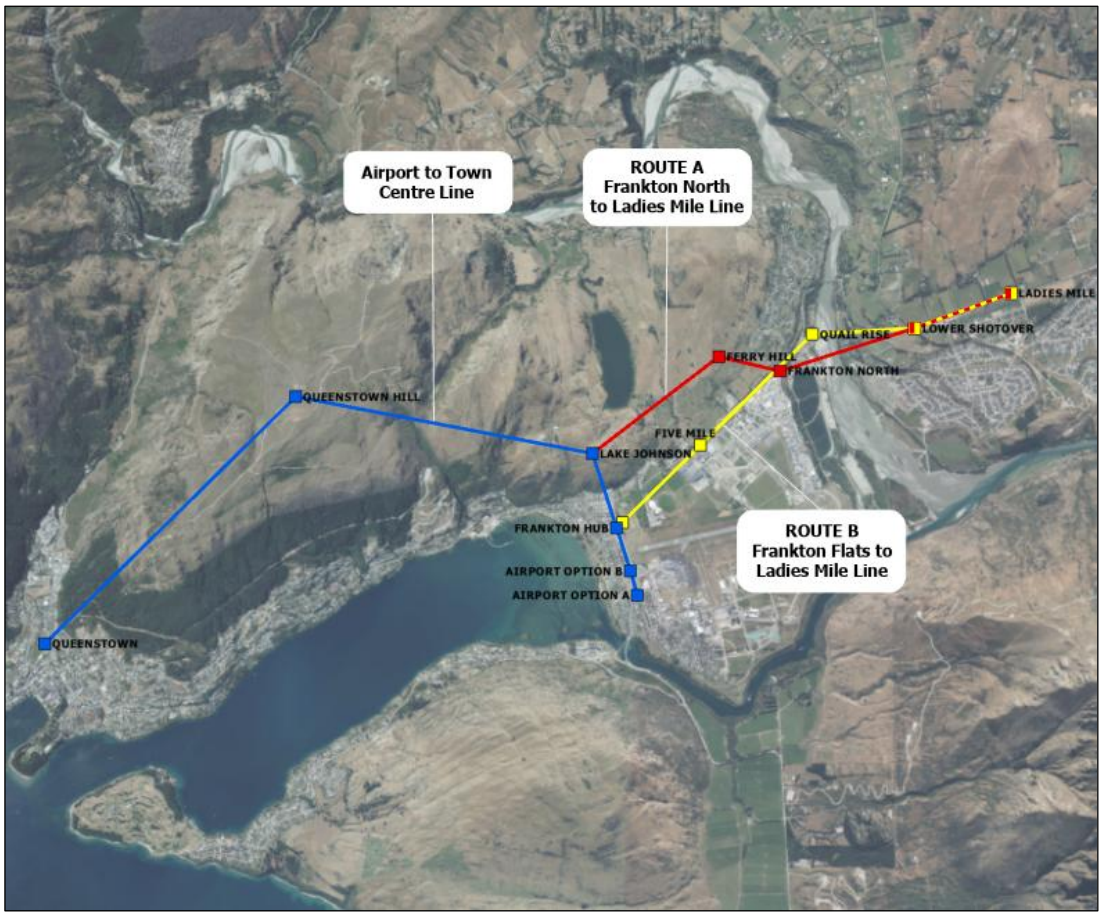

Figure 1: Schematic overview of the project and cable car alignment (Source: Town Planning Group, October 2025)

1.2 Structure of this Report

This report is structured as follows:

Section 1	Project Overview
Section 2	Project Description & Activities
Section 3	Project Area and Planning Context
Section 4	Appropriateness for Fast Track Approvals Process
Section 5	Local / Regional Planning Documents
Section 6	Approvals Sought
Section 7	Effects of the Project
Section 8	Consultation and Affected Persons
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1.3 Supporting Technical Reports

The following information and technical reports have been prepared in support of the QCC referral application:

Attachment [01]	Company Overview
Attachment [02]	Survey Plans – Patersons
Attachment [03]	Station Context Studies - Jasmax
Attachment [04]	Infrastructure Assessment - Patersons
Attachment [05]	Table of Record of Titles
Attachment [06]	Legal Opinions
Attachment [07]	Natural Hazards & HAIL Plan Set - TPG
Attachment [08]	Geotechnical Assessment - Geosolve
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Attachment [10]	PDP Designation Plan Set - TPG
Attachment [11]	Reserves Plan Set - TPG
Attachment [12]	Urban Design Assessment - Jasmax
Attachment [13]	Economic Assessment - ECPC
Attachment [14]	Economics Assessment – Property Economics

Attachment [15]	Transport Assessment – Arc Advisory Aotearoa
Attachment [16]	Conservation Covenant
Attachment [17]	Landscape Assessment – Brown NZ
Attachment [18]	Ecological Assessment - Wildlands
Attachment [19]	Air Navigation Assessment - Navigatus
Attachment [20]	Acoustic Assessment – Marshall Day
Attachment [21]	Fast Track Matters relating to Māori Assessment - Kauati
Attachment [22]	Consultation Summary
Attachment [23]	Consultation Documents
Attachment [24]	Records of Title

1.4 Executive Summary

1.4.1 Introduction

The QCC project is a transformational public transport infrastructure designed to provide a long-term solution to alleviate congestion while facilitating growth and accessibility in Queenstown and its surrounds. It will help address the significant vehicle congestion between Queenstown's Town Centre, Frankton, and the eastern growth corridor at Ladies Mile.

The QCC will establish an electric, low-emission mass rapid transit system that operates independently of the road network, providing a reliable, high-capacity alternative to vehicle travel on State Highway 6A and State Highway 6. The cable car operates independently of the road network, ensuring continuity of movement during road closures, weather events, or other incidents. With electrical capacity used mainly in core operating hours, after-hours sharing of infrastructure can reduce bus electrification costs and improve overall system efficiency and sustainability.

The project will form the spine of Queenstown's future rapid transit network and constitutes "nationally significant infrastructure" under the National Policy Statement on Urban Development (**NPS-UD**). It will underpin the delivery of a well-functioning urban environment, support long-term regional growth objectives, and will provide significant regional benefits.

The QCC has been purposefully designed as the core stage of a wider mass transit network. While not forming part of the referral proposal, the implementation of the project is intended to provide that option. The proposal has been engineered to future-proof the transport network for expected growth, ensuring long-term adaptability to population growth and increasing transport.

This scalability allows the system to extend to other key growth corridors or destinations within the Wakatipu basin, such as the southern corridor and areas like Arthurs Point, when future demand, land use changes, or policy directions support further network expansion.

1.4.2 Effects

Preliminary assessments undertaken across all relevant disciplines confirm there are no environmental or technical impediments to the QCC project proceeding through the referral process under the FTAA.

1.4.3 Relationship to Strategic Planning Documents

The project directly responds to a suite of strategic planning documents that identify the need for a mass rapid transport solution between Queenstown and Frankton.

- The **Queenstown Lakes Spatial Plan 2021** promotes compact growth and reduced car dependency through integrated land use and transport planning, identifying public transport, walking, and cycling as preferred modes for daily travel between the two centres.
- The **Queenstown Public Transport Business Case 2024**, developed by ORC, QLDC, and NZTA, provides a 30-year roadmap for network decarbonisation and explicitly identifies off-line rapid transit options—such as gondolas—for investigation within 2024–2027.
- The **Queenstown Town Centre Master Plan** recognises access and congestion as key constraints on town centre vitality and preserves corridor space for future mass rapid transit between Frankton and the CBD.
- The **Queenstown Lakes Climate & Biodiversity Plan 2025–2028** emphasises the need for innovative, low-emission transport solutions and highlights collaboration with central government to enable streamlined delivery through mechanisms such as the fast-track process.
- Supporting these, the **Queenstown Land Transport Asset & Activity Management Plan 2024–2034** calls for multi-modal investment to relieve congestion and strengthen network resilience.

Collectively, these documents confirm the strategic and long-term requirement for the QCC as an innovative, low-emission, and congestion-free mass transport solution that advances both local and national transport and climate objectives.

1.4.4 Zoning Context

The QCC traverses a range of planning zones and overlays under the Proposed Queenstown Lakes District Plan (**PDP**), including urban, rural, and ONL areas.

Within urban zones, the project aligns with planned intensification and improved transport accessibility. Within rural and ONL areas, structures will be designed to maintain landscape values and avoid modification of sensitive landforms.

1.4.5 Relationship to Landholdings

The QCC alignment traverses a mix of public, private, and Crown-managed landholdings, reflecting the corridor's passage through urban, peri-urban, and rural environments between the Queenstown Town Centre, Frankton, and Ladies Mile. The land tenure pattern is diverse, encompassing recreation reserves, transport corridors, conservation areas, and privately owned land.

Public and Reserve Land

Portions of the alignment cross or adjoin publicly owned land administered by the Queenstown Lakes District Council (**QLDC**) and the Department of Conservation (**DoC**). These include recreation and local purpose reserves, as well as areas of open space and public access corridors that support walking, cycling, and transport infrastructure. Ongoing consultation with QLDC and DoC will determine access, occupation, and management arrangements for these lands.

Crown and Designated Land

The project also interfaces with Crown-managed land, including portions of the Shotover River corridor and adjoining conservation areas. Certain works may occur within hydro or conservation land administered under the Land Act 1948 or Conservation Act 1987, requiring coordination with Land Information New Zealand (**LINZ**) and DoC.

In addition, the alignment crosses existing transport and infrastructure designations held by NZ Transport Agency Waka Kotahi (**NZTA**) and QLDC, particularly along State Highway 6 and 6A.

Private Landholdings

Sections of the corridor traverse privately owned land, including residential and commercial properties. These areas primarily occur around Queenstown Hill, Quail Rise, Frankton Flats, and the Ladies Mile corridor.

Southern Infrastructure will secure the necessary legal interests in land for construction, access, and long-term occupation of the stations and/or corridor. The design approach seeks to minimise physical intrusion, with tower and access locations selected to reduce impacts on private land use, amenity, and privacy.

Infrastructure and Transport Corridors

The project interfaces with land occupied or managed for public utilities and transport infrastructure, including electricity, telecommunications, and three waters services, as well as land owned by the Queenstown Airport Corporation (**QAC**). These interfaces will be managed through technical coordination and safety certification processes.

Conservation Covenant

The QCC alignment traverses land within the Queenstown Hill Conservation Covenant, an area of approximately 430 hectares established under the Reserves Act 1977 to protect the natural landscape character of the hill. As the covenant restricts new development, a variation will be required to enable the construction and operation of cable car infrastructure within this area, consistent with the provisions of Schedule 6 of the FTAA.

The proposed works within the covenant area are limited to Queenstown Hill Station, support buildings, laydown areas, engineered wetland, helipad, utility trenching, access road realignment, potential treated wastewater disposal field (if a network connection is impractical), aerial structures and tower foundations occupying a very small percentage of the total covenant area with a total disturbed area of approximately 7 hectares (1.6%) expected. Technical assessments confirm that effects on the landscape and ecological values of the covenant land will be minimal and manageable, with mitigation achieved through careful design, limited vegetation disturbance, and restoration planting to maintain the visual integrity of Queenstown Hill.

1.4.6 Significant Positive Benefits

Referring the project under the FTAA will facilitate timely and efficient delivery by streamlining the approval process for a complex, multi-site infrastructure project of significance, enabling the significant positive benefits of the Project to be realised. All information required to be provided under the FTAA, including the anticipated and known adverse effects of the project on the environment, has been comprehensively addressed in this referral application providing a secure basis for the Minister's decision on referral.

2 Project Description and Activities

2.1 Introduction

This section provides a description of the project and the activities it involves, as required under section 13(4)(a). Additional information on project operation, timing, and staging is included in accordance with sections 13(4)(e), (f), and (g).

2.2 Network Alignment

The proposed QCC network comprises two primary lines:

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

Two alternative alignments for the Frankton – Ladies Mile Line are under consideration and are both included as part of the referral proposal. The alignment is dependent on further detailed design including managing the required clearances from buildings, sporting facilities, SH6 (which is an 'over dimension' transport route), the high voltage transmission lines and navigational safety requirements for the operation of Queenstown Airport. Consultation with the QAC has been positive and will be ongoing, with the intent being to adopt an alignment and configuration that does not hinder airport operations.

The system incorporates nine stations arranged along the two interconnected lines.

A high-level overview of the alignment and station locations is shown in Figure 2.

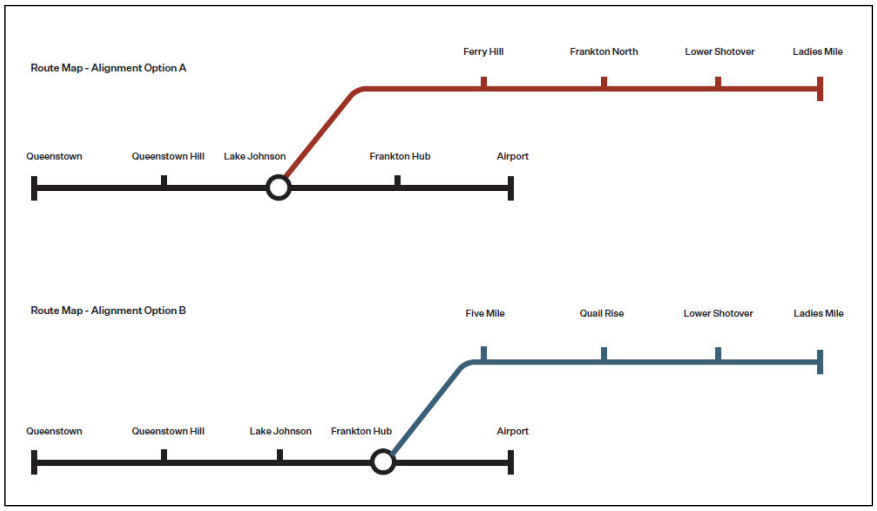

Figure 2 Route Alignment Schematic (Source: Jasmax, October 2025)

2.3 Network Infrastructure

The QCC network will include a series of passenger station buildings located along both the Airport – Town Centre and Ladies Mile lines. Each station will operate as a multi-purpose transport node, accommodating passenger amenities and operational infrastructure while responding to the distinct character and scale of its surrounding environment.

2.3.1 Cabin Design and System Operation

The QCC system will operate as a continuous, automated cable car network using ten-person cabins operating at high frequency between stations. The system is designed to provide reliable, congestion-free transport while maintaining passenger comfort, accessibility, and safety.

Upon entering a station, each cabin will decelerate to walking speed to enable safe boarding and alighting and then accelerate to operating speed as it exits the station. The system will operate on a bi-directional loop, with cabins arriving approximately every 12 seconds at design capacity, providing a total line capacity of up to 3,000 passengers per hour per direction.

Cabins will be fully enclosed, ventilated, and powered by low-noise electric drive systems to ensure quiet operation and minimal vibration. Each cabin will provide flat-floor entry for wheelchairs and strollers, and internal layouts will provide secure seating for all passengers, ensuring full accessibility. Cabins will include low-lux interior night lights for evening operations.

Power for system operation will be supplied by electric motors located at terminal stations, supported by an auxiliary drive and Battery Energy Storage System to maintain operation in the event of power interruption. Building-integrated solar PV will provide a small contribution to the electricity needs at each station and will be integrated into the station and building designs.

Routine maintenance and inspection activities will be undertaken at the Queenstown Hill and either Ferry Hill or Quail Rise depot, where cabins can be detached, serviced, and stored as part of regular operations.

The proposal also includes provision for a dedicated electric bus parking and charging facility. The location of this facility will depend on the selected Ladies Mile alignment – either Ferry Hill (Route A) or Quail Rise (Route B) – as shown in the indicative Jasmax Contextual Drawings **Attachment [03]**. This facility will accommodate electric bus parking, maintenance and charging infrastructure, staff parking, and operational areas. It will be co-located with the cable car maintenance and service station, allowing shared use of power supply (reducing costs and electricity network demand), maintenance facilities, and energy management systems.

This facility will be consented as part of this the Fast-track Approval application, and so its known and potential effects are identified in this referral application. As the Public Transport Authority for the Queenstown region, ORC, is a key stakeholder in decision

making on a suitable bus depot site. The applicant has identified both Ferry Hill and Quail Rise as potential sites for a new electric bus depot and shared these options with ORC and the relevant landowners. It is important to note that the potential to share low-emission public transport infrastructure is considered a complementary outcome rather than an essential component of the project. The project's benefits have been evaluated without this additional benefit factored in.

2.3.2 Cabins

Detachable cabins are automatically spaced at intervals of approximately 84 to 252 metres along the alignment, depending on operational capacity requirements. System capacity is expected to increase from approximately 1,000 to 3,000 passengers per hour per direction as passenger demand increases over time.

The cabin designs are yet to be finalised.

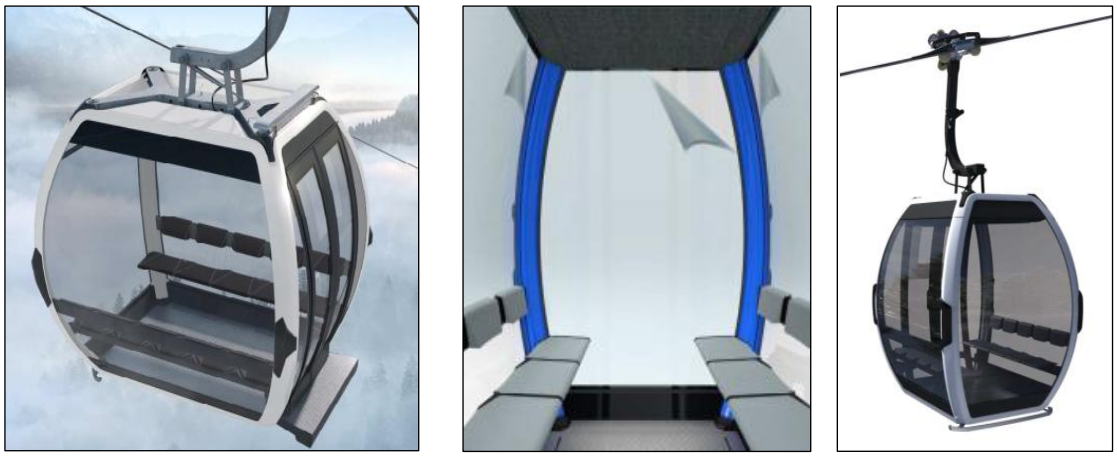

Figure 3 Examples of Doppelmayer cabins

Figure 4 Examples of Leitner cabins

Cabins will be coated in recessive colours to minimise visual contrast. Side panels will be predominantly transparent providing outward visibility while maintaining a lightweight and unobtrusive form. Options for adjusting the opacity of glazing, such as incorporating frosting on lower panels will be considered at the detailed design stage to respond to environmental or privacy considerations. The cabin designs are yet to be finalised.

2.3.3 Tower Structures and Alignment

Details of the proposed cableway, including the centreline and chainages, are provided in the Survey Plans prepared by Paterson's Surveyors (**Attachment [02]**).

The alignment traverses transport corridors and landscape features, including Queenstown Hill, the Shotover River, State Highway 6A, and State Highway 6. Elevated spans are designed to minimise physical and ecological disturbance to the surrounding environment.

Tower structures, generally ranging between approximately 8 and 45 metres in height, will be installed along the Queenstown–Frankton–Ladies Mile corridor. Tower locations correspond to the alignment identified in the project plans and are situated within the properties listed in the referral application. While the route provides overall alignment certainty, individual tower locations may be refined during detailed design to respond to engineering, geotechnical, and environmental considerations, as well as outcomes from landowner consultation. This flexibility allows design adjustments where necessary, including avoidance of sites where landowner agreements cannot be secured.

2.3.4 Station Buildings

Indicative Station Context Drawings are provided in **Attachment [03]** and alongside are to be read together with the Initial Survey Plans (**Attachment [02]**). These plans identify an indicative *Proposed Station Development Area* for each of the nine stations, including associated ancillary buildings and activities.

Two potential locations have been identified for the proposed Airport Station; Option A located on the eastern side of the state highway and adjacent to the airport carpark, and Option B, on the western side near the Frankton residential area. Option B would likely require a pedestrian overpass to provide safe and convenient access over the state highway and linking Queenstown Airport to the QCC. These options are shown in Figure 5 with further details provided in the Survey Plans enclosed as **Attachment [02]**.

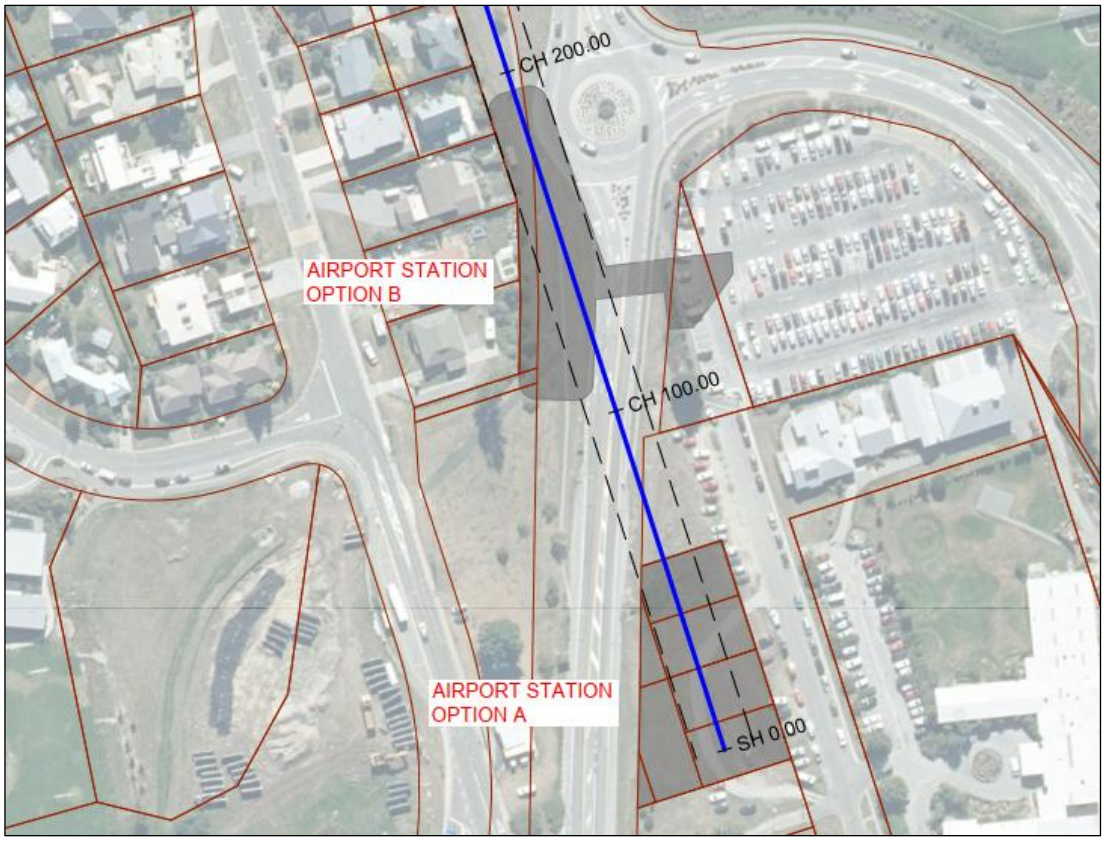

Figure 5 – Airport Station Options A and B (Sheet 112 of Paterson's Survey Plans

Nine station buildings are proposed in total:

- **Town Centre Line (5 stations) – Airport, Frankton Hub, Lake Johnson, Queenstown Hill, and Town Centre.**
- **Ladies Mile Line (4 stations) – either:**
    - Route A: Ferry Hill, Frankton North, Lower Shotover, and Ladies Mile; or
    - Route B: Five Mile, Quail Rise, Lower Shotover, and Ladies Mile, with an additional interchange and pedestrian bridge connecting the Frankton Bus Hub across State Highway 6.

Stations such as Queenstown Hill, Lake Johnson, and Ferry Hill are located away from the existing State Highway and urban areas to align with the off-road cable car route. All other stations are positioned to integrate with the existing bus and active-mode transport networks and to provide direct access to urban infrastructure, residential areas, and employment centres.

The design approach locates and orients each station to meet operational requirements while responding to its environmental and physical context, including topography, transport integration, site constraints, and visibility.

Each station will include the following standard elements:

- CCTV and fibre/copper communication links, with overhead catenary cabling for continuous connectivity;
- Mobile phone and Wi-Fi antennas to ensure network coverage along the route;
- Steel or concrete boarding platforms and access structures;
- Digital signage, wayfinding, and information displays;
- Ticketing equipment for purchase and validation;
- Public-address and safety announcement systems;
- Lighting and security infrastructure;
- Maintenance vehicle access (two spaces per station);
- Staff amenities, including toilets and operator rooms; and
- Aviation safety lighting or anti-collision devices as required by the Civil Aviation Authority (**CAA**) and Queenstown Airport.

Select stations will also accommodate specific functional or operational requirements consistent with their role within the overall system.

Each station will include an enclosed terminal building incorporating boarding platforms, circulation spaces, ticketing and information areas, and public amenities.

Stations will be designed to achieve universal accessibility, including level boarding, wayfinding, lighting, shelter, and safety systems.

Architectural design, materials, and landscaping will undergo further technical and design review prior to the substantive consenting stage to ensure appropriate integration with the urban and rural context.

For stations located outside urban areas, architectural materials and built form will balance operational requirements with visual integration. Design measures such as muted colour palettes, natural finishes, and vegetative planting will be used where practicable to reduce visual prominence.

The precise locations of the stations will inevitably change as more information is gathered from studies such as geotechnical engineering, services and connectivity is gathered and addressed.

2.3.5 Urban Connectivity

The QCC network is designed to integrate with existing and planned public transport, pedestrian, and cycling infrastructure within the Queenstown urban area. Station locations have been selected to support multimodal connections between the cable car system, bus services, and active transport routes.

The Frankton Hub, Lake Johnson, and Town Centre stations will serve as primary interchange points with the public bus network and will include provision for bicycle parking and pedestrian access improvements. The design and precise location of these connections will be refined through consultation with the QLDC, ORC, and NZTA during the detailed design phase.

As set out in the figures below, Jasmax has evaluated the indicative station locations within the urban context, showing that stations are located within practical and convenient walking distances from areas of residential and commercial demand.

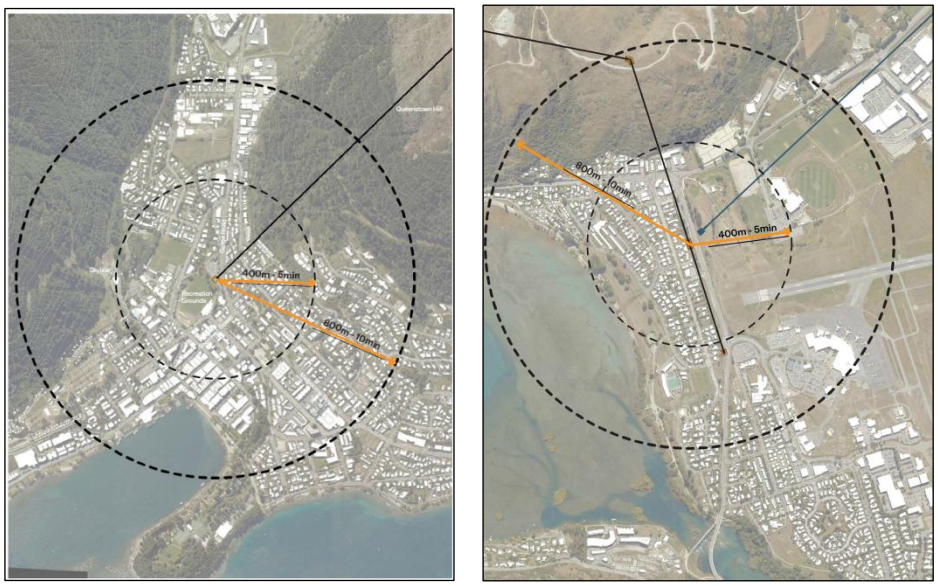

Figure 6 Queenstown Station and Frankton Hub Walkability Catchments

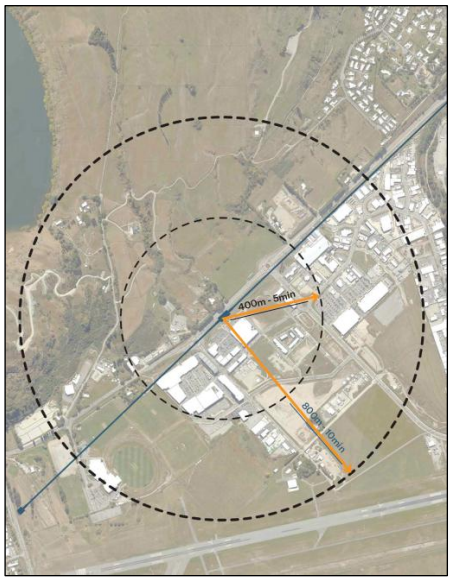

Figure 7 Five Mile Station Walkability Catchment

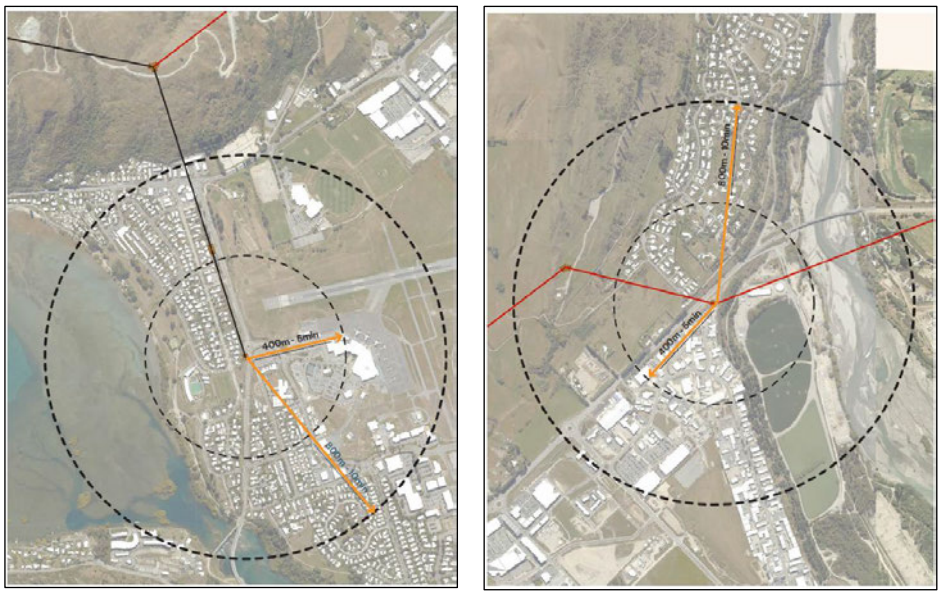

Figure 8 Airport and Frankton North Walkability Catchments

Figure 9 Lower Shotover and Ladies Mile Walkability Catchments

2.4 Supporting Infrastructure

2.4.1 Site Access, Loading & Parking

Each station includes access, loading, and parking provisions, including emergency access routes. Where practicable, the urban stations will accommodate short-stay (kiss and ride), rideshare, and taxi pick-up and drop-off zones, as well as bicycle storage to support mode shift from private vehicles to public transport.

Indicative locations and layouts for these facilities have been developed for accessible station locations and will be refined during detailed design in consultation with QLDC, ORC, NZTA and QAC.

2.4.2 Pedestrian Overpasses

The configuration of Route B includes a pedestrian bridge linking the Frankton Bus Hub with the adjoining Five Mile Station across State Highway 6. The overpass will provide a grade-separated, accessible connection between the Town Centre Line and the Ladies Mile Line, facilitating safe and efficient passenger transfer between lines.

Option B for the Airport Station would also require a pedestrian overpass across the highway to provide a transfer between the Queenstown Airport and the QCC.

The bridge will be designed to accommodate pedestrians and cyclists, include weather protection, lighting, and wayfinding features, and integrate with adjoining station platforms and transport facilities. Detailed design will be undertaken during the substantive application stage to confirm structural form, materials, and clearance requirements in coordination with NZTA and QLDC.

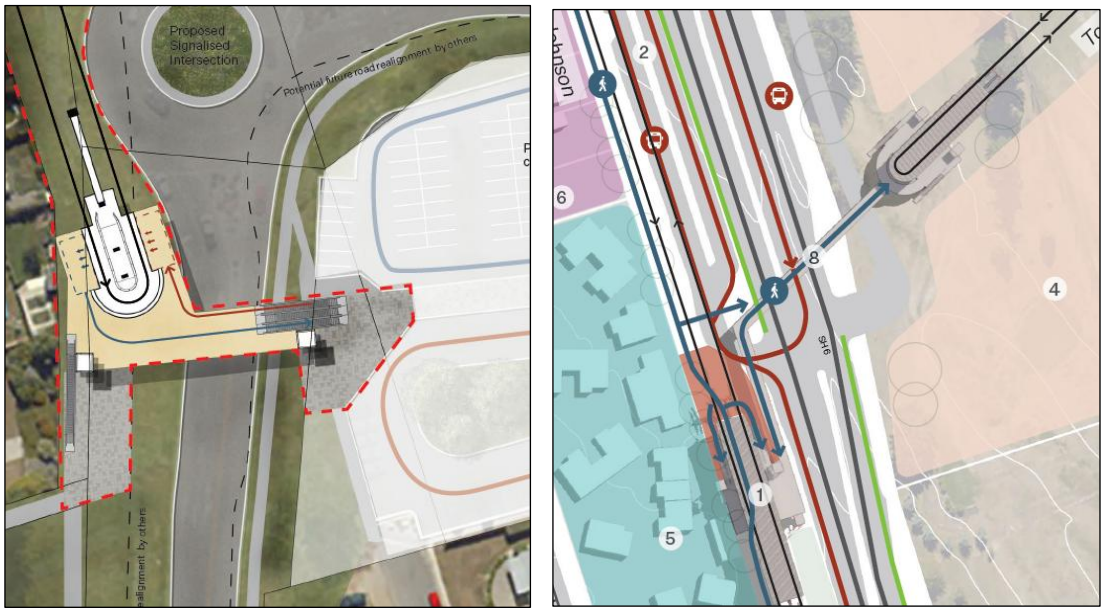

Figure 10 General location of pedestrian overpasses – Airport station (Option B) / Frankton Hub (Route B)

2.4.3 Infrastructure and Services

The **Infrastructure Assessment Report (Attachment [04])** outlines the project's servicing requirements for potable water, firefighting supply, wastewater, stormwater, and power. Onsite fuel storage will be required for emergency diesel-powered backup equipment at key stations.

All stations will connect to existing local networks where capacity is available. For sites without access to reticulated services, such as Queenstown Hill Station, on-site systems will be used, including rainwater collection, on-site wastewater treatment and disposal, on-site firefighting water storage, and on-site stormwater attenuation.

Servicing design has been developed with regard to topography, proximity to networks, and surrounding land use. Where network connections are not feasible, additional infrastructure such as storage tanks or localised treatment units will be installed.

Final designs and network connections will be confirmed during detailed design.

2.4.4 Earthworks

Earthworks are required to construct station buildings, towers, access tracks, and supporting infrastructure, including to facilitate the removal of wilding conifers in close proximity to the cable car within the Queenstown Hill Recreation reserve. While final design and volumes are to be confirmed, earthworks are expected to be localised and confined to the immediate areas surrounding structural foundations, access routes, and platforms.

In areas near existing residential development, construction management will include consideration of noise, dust, and general site disturbance to minimise potential effects on amenity. In remote or elevated areas, design will prioritise minimising vegetation clearance, landform modification, impact on indigenous biodiversity values and visual disturbance.

While no heritage sites have been identified as part of the proposed QCC network, it is intended that an accidental discovery protocol be promoted within the suite of conditions for the substantive application for a belts and braces approach.

A detailed earthworks design package, including volumes, staging, and erosion and sediment control measures, will be submitted at the substantive application stage. This will be supported by an Environmental Management Plan outlining measures for managing construction effects, including dust, runoff, noise, and stability, in accordance with regional and district plan requirements.

2.5 Rehabilitation and Enhancement

Opportunities for landscape and ecological enhancement have been identified across several station sites and access areas. These include:

- Native revegetation and landscape planting;
- Wetland protection and fencing;
- Wilding pine and weed removal; and
- Habitat management measures such as a lizard management plan.

These measures are intended to mitigate construction and operational effects while improving local ecological and visual outcomes. Preliminary input from ecology and landscape specialists has informed the current concept design.

The project includes landscape restoration and ecological protection measures, particularly around Queenstown Hill, Ferry Hill, and the Shotover River corridor. These measures comprise native planting, wetland protection, and riparian management to offset construction effects and enhance ecological resilience. A permanent stormwater detention pond and engineered wetland is proposed for Queenstown Hill to enhance biodiversity values of the area adjacent to the station while also providing a functional outcome of stormwater management.

The Lake Johnson Station has been carefully sited to minimise its visibility and integrate the structures as closely as possible into the existing landform. Lowering the station to minimise landscape effects is likely to require a short section of the existing farm road to be realigned to ensure safe working clearances can be maintained between the cable car and vehicles during operations.

Detailed mitigation and enhancement measures, including planting schedules, restoration methods, and long-term maintenance requirements, will be finalised through comprehensive ecological and landscape assessments at the substantive application stage.

2.6 Subdivision

To enable the establishment and long-term operation of the proposed cable car stations, the project includes subdivision. This subdivision will create the necessary legal parcels to support leasehold, freehold or other property rights for the seven stations proposed to operate for a period exceeding 35 years.

The subdivision is a technical requirement to secure tenure arrangements and does not involve any physical alteration or development of the land.

2.7 Associated Activities

In recognition of the interrelationship between the cable car and access to expansive areas of the Wakatipu basin, several stations will incorporate complimentary amenities and ancillary activities. This includes:

- Café/restaurant/bar facilities;
- Offices, storage and workshop space;
- Facilitation of commercial recreation activities by others;
- Integration of other transport modes and equipment at key stations including potential for co-location of the Public Transport bus hub and future proofing for an autonomous vehicle maintenance and charging depot;

- Telecommunication equipment operated by NZ's mobile phone operators to ensure staff and passengers have access to mobile coverage in remote locations;

- Station buildings may be utilised by NZ Police, FENZ and other operators of UHF and VHF radio services as mounting points for their hardware;

- Public toilet facilities for users of the cable car network and the recreation areas along the route;

- Helipad area at Queenstown Hill;

- 'Hot pool facilities' are shown on the at the Station Context Studies (**Attachment [03])** for the Lake Johnson station, however, it is noted that the hot pool development itself does not form part of this application. The works included in this project are limited to ticketing facilities and pedestrian access connecting to the proposed hot pool site. The hot pool development is being progressed separately by another applicant and is subject to a separate resource consent application (RM250013), which has been lodged with and is currently being considered by QLDC.

Not all stations will have these facilities, and some may be purely operational to serve the core purpose of the cable car infrastructure.

2.8 Scope Flexibility

While the overall alignment and property locations have been identified for referral purposes, flexibility is retained for:

- Station location, architecture, internal layouts, building positioning and configuration, and landscaping;

- Potential addition of one or more small intermediate stations along the cable car easement corridor for limited boarding/alighting;

- Tower positioning and height;

- Maintenance and energy facility design and configuration; and

- Construction methodologies and mitigation measures, informed by detailed design and expert assessment;

- The location and precise dimensions of the Queenstown Airport Station noting its proximity to SH6 and the need to design a compliant pedestrian overbridge with the current design while facilitating the future conversion of Lucas Place roundabout to a signalised T intersection;

- Supporting building size, shape and configuration;
- Number and location of helipads required to support construction and operation of the cable car;
- Precise alignment of the cable car route;
- Location and type of connection to utilities at stations (water, wastewater, telco etc).

This flexibility allows the QCC project to respond to technical findings (for example as to foundation requirements) and environmental considerations while remaining consistent with the intent, functionality, and parameters approved for referral into the FTAA.

2.9 Anticipated Commencement/Completion

Construction of the QCC project is planned for 2027-2028, with operations targeted to commence in 2029, subject to consents and feasibility criteria being met [section 13(4)(e)].

2.10 Staging

In accordance with section 13(4)(f), the applicant confirms that the project is proposed to proceed as a single stage.

While physical construction will be undertaken in a logical sequence across multiple sites, the project forms one integrated development and is to be considered as a complete proposal under section 22.

Construction management conditions and component staging details relating to the project will be developed and confirmed at the substantive application stage.

2.11 Alternative Project

In accordance with section 13(4)(g), the project, or any part of it, is not proposed as an alternative project.

The proposal includes two potential alignments for the Frankton – Ladies Mile Line (Route A and Route B). These routes represent alternative configurations of the same project component and do not constitute separate or alternative projects for the purposes of the Act.

Both alignments have been assessed by technical experts to understand anticipated environmental effects, construction feasibility, transport outcomes, and comparative benefits. Only one alignment will proceed, with the final option to be confirmed following further design development and consultation.

The Ladies Mile component of the route has been viewed positively by many stakeholders, as it unlocks the development potential of zoned urban land that otherwise has transport access constraints. Notwithstanding the obvious additional benefits that that brings to the project, the project meets the tests of regional or national significance even without any crossing of the Kimiākau/Shotover River.

Two alternative locations for the Airport Station have also been identified to provide flexibility and ensure the most effective option is selected to facilitate the important connection between Queenstown Airport and the QCC. Key matters that will be considered for the final selection of this station location as the project design develops will include access, safety, aviation constraints, urban design and amenity values and constructability considerations.

3 Project Area and Planning Context

3.1 Introduction

This section provides a description of the project area as required under section 13(4)(d).

Mapping of the whole project area has been completed by Paterson's Surveyors. The mapping identifies the project area boundaries in sufficient detail to enable consideration of the referral application.

The project area includes multiple sites located between Ladies Mile, Frankton, and Central Queenstown, traversing Queenstown Hill and Lake Johnson. An overview of the project alignment and surrounding environment is shown in Figure 1.

Further site details, including property boundaries, ownership, and aerial imagery, are provided in the **Survey Plans (Attachment [02])**. These plans show the proposed cable car alignment, station locations, and the surrounding landform and land use context.

For context, this section also outlines the project within its relevant zoning and planning framework at the local and regional levels.

3.2 Applicant's Legal Interests in Land

As a linear infrastructure project, the proposed alignment of the QCC Project crosses multiple landholdings of varying tenure, including local and state highway road reserves, QLDC administered reserve land, hydro parcels, designated land, and privately owned property.

The applicant does not own or have a legal interest in any of the land within the project area. The table enclosed in **Attachment [05]** provides a list of the registered owners of the land within the project area.

The applicant is engaging with the relevant landowners to secure the necessary legal interests in land to be able to construct and operate the QCC Project.

The cable car stations will be secured by way of a lease. Generally, the cable way and pylons will be secured by way of an easement in gross. However, where the cable way crosses roads vested in QLDC this will be secured by way of a lease of airspace. Where the cable way crosses the state highway, NZTA has advised this will likely be secured by way of a lease for aerial occupation. Similarly, any surface installation within the state highway corridor will likely be secured by way of Licence to Occupy under either a Government Roading Powers Act 1989 or Public Works Act agreement. The

applicant has been engaging with NZTA, who has advised that it will confirm the approvals required once the final route for the cable car is confirmed.[1]

Two of the cable car stations (Frankton Hub and Frankton North) and parts of the cable car corridor will be located on reserve land administered by QLDC. As outlined in **SECTION 6.4** the applicant is seeking Reserves Act approvals to secure the required leases and easements over QLDC administered reserve land to undertake the QCC Project.

Attachment [06] provides a legal opinion outlining why the information included in this referral application is sufficient to satisfy the requirements of section 13(4)(s) of the FTAA.

As is common in the Queenstown District, there are numerous registered interests on the record of titles within the project area. The applicant has engaged Wynn Williams lawyers to undertake a legal review of the titles. The title review has identified that there are registered interests that may affect the ability of the applicant to undertake the QCC Project. The applicant is working with the relevant interest holders to deal with these registered interests such that it will be able to undertake the QCC Project.

By way of summary, the table below groups the registered interests that may affect the ability of the applicant to undertake the QCC Project by type and sets out how the applicant will deal with these registered interests.

Table 1 Summary of Registered Interests relevant to the Project

Interest	Detail	Proposed method of dealing with interest to progress the Cable Car project
Conservation Agreement pursuant to section 77 Reserves Act 1977	Conservation covenant on Queenstown Hill affecting Lot 2 DP 351844.	The applicant will seek amendments to the Queenstown Hill conservation covenant to enable to the Cable Car project to proceed (pursuant to section 42(4)(g) and schedule 6, part 3 of the FTAA). This is further detailed at **SECTION 6.3.2** of the Planning Report.
Consent notices	There are numerous conditions specified in consent notices across the Project Area that will need to be varied to enable the QCC Project to occur. The conditions are common examples of those restricting built form following subdivision, including: • Preventing the erection of non-farming structures.	The applicant will seek the relevant amendments to the relevant conditions specified in consent notices across the Project Area (pursuant to section 42(4)(b) and schedule 5 of the FTAA). This is further detailed at **SECTION 7** of the Planning Report.

[1] Letter to Southern Infrastructure Limited dated 12 September 2025 from Richard Osbourne, NZTA Regional Manager System Design, South Island.

Interest	Detail	Proposed method of dealing with interest to progress the Cable Car project
	• Restricting buildings to an identified building platform. • Preventing land being used for anything other than open space or utilities. • Height restrictions on buildings or requiring utility connections at the time of construction. We do not anticipate these conditions were intended to restrict linear public transport infrastructure and so will be able to be varied.	
Subject to Part IV A Conservation Act 1987	One title near the Shotover River is subject to a 20m strip of land reserved to the Crown as a marginal strip. Marginal strips are held for conservation purposes – s24C of the Conservation Act 1987.	The applicant will seek the required concession under the Conservation Act 1987 to enable the QCC Project to proceed (pursuant to section 42(4)(e) and schedule 6 part 1). This is further detailed at **SECTION 7** of the Planning Report.
Land covenants	A number of titles are subject to private land covenants in favour of neighbours or other third parties, including covenants that manage the location and height of buildings or require certain terms in any subsequent leases or easements.	The applicant is at various stages of engagement with landowners and the benefiting parties to obtain their consent (as required) to enable the QCC project.
Caveats	There are two caveats that relate to easements that have been agreed but are yet to be registered. One in favour of Aurora Energy Limited and one in favour of QLDC.	The applicant has had positive engagement with both Aurora Energy Limited and QLDC to ensure that the caveats or easements do not impact the QCC project.
Easements	A number of titles are subject to easements that need to be considered as part of the QCC project, including easements for other linear infrastructure (in favour of Aurora Energy Limited, Eonfibre Limited, Chorus Limited and QLDC) and some private easements.	The applicant is engaging with Aurora Energy Limited, Eonfibre Limited, Chorus Limited and QLDC to obtain their consent to permit the QCC project in their easement areas. The applicant is at various stages of engaging with the interest holders in private easements to enable the QCC project.
Mortgages	Many properties in the QCC project route are subject to registered mortgages. Mortgagee consent will be required for the registration of leases or easements required for the QCC project.	The applicant is at various stages of engagement with landowners and the requirement to obtain mortgagee consent has been identified as a condition of the leases and easements.

Interest	Detail	Proposed method of dealing with interest to progress the Cable Car project
Gazette titles	The proposed location for Quail Rise Station (Frankton Hub to Ladies Mile) is on QLDC land held in a gazette title. A lease cannot be registered over a gazette title.	If the applicant progresses with the Frankton Hub to Ladies Mile route, the applicant will work with QLDC to either uplift the gazette title limitation, or confirm an alternative legal arrangement (e.g. an easement rather than a lease).

3.3 Planning Framework and Context

Although not a requirement of the FTAA or prescribed application form, it is considered important to provide both regional and district planning context for the proposal, given the extent of the project area and its interface with a wide range of planning provisions.

3.3.1 Otago Regional Council

The project area has been reviewed against the ORC GIS datasets and relevant regional planning instruments. Regional overlays identify verified and unverified Hazardous Activities and Industries List (**HAIL**) sites within the Frankton Flats and Queenstown urban areas, as well as areas of flood susceptibility and alluvial fan activity associated with the lower Shotover River corridor.

Liquefaction susceptibility landslide potential on Queenstown Hill and mapped inactive fault traces are also identified proximate to the project alignment. Overview Plans showing both HAIL sites and natural hazards relative to the proposed QCC alignment are enclosed in **Attachment [07]**.

In accordance with the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (**NES-CS**), consent will be sought under Regulation 11(1) for earthworks within areas identified on the ORC HAIL Register where potentially contaminated soils may be disturbed. These areas are primarily located within the Frankton Flats and Queenstown urban sections of the corridor.

Broader geotechnical and natural hazard matters including slope stability, liquefaction susceptibility, and foundation performance have been addressed through the Geotechnical Assessment (**Attachment [08]**). This report confirms that the project design is appropriate in the context of regional hazard information and anticipated ground conditions.

It is noted that the Water Conservation (Kawarau) Order 1997 (**WCO**) applies to the Kawarau River and its major tributaries, including the lower Shotover River adjacent to the project alignment. The WCO recognises and protects the outstanding natural, cultural, and recreational values of this waterway, including its natural character and water quality.

The project does not include any abstraction, diversion or discharge to the Kawarau or Shotover Rivers and all stormwater will be treated and discharged to land. The WCO will therefore be relevant to consents sought under Section 15 of the RMA relating to

the discharge of stormwater or wastewater to water or land where it may enter water to ensure consistency with the WCO's objectives and protection of the river's values.

3.3.2 Queenstown Lakes District Council

Zoning

The project area spans multiple zones (thirteen in total) under the Queenstown Lakes Proposed District Plan (PDP), as well as one zone under the Operative District Plan (ODP). It is also subject to a range of planning overlays and notations.

The zoning applicable to the project area is summarised below and in Figure 11.

Airport to Town Centre Line:

- High Density Residential
- Informal Recreation
- Rural
- Local Shopping Centre
- Road
- Lower Density Residential Suburban (Option A for Airport Station only)
- Airport (Option B for Airport Station only).

Ladies Mile Line:

- 'Route A' – Frankton North – Ladies Mile
  - Rural
  - Quail Rise Special Zone (ODP)
  - High Density Residential
  - Medium Density Residential
  - Informal Recreation
  - Road
  - Wakatipu Basin Rural Amenity
  - Large Lot Residential A
  - Te Pūtahi Ladies Mile
- Route B' – Frankton Flats – Ladies Mile
  - Community Purpose
  - Rural
  - Frankton Flats Special Zone A

- Frankton Flats Special Zone B
- Informal Recreation
- Wakatipu Basin Rural Amenity
- Te Pūtahi Ladies Mile

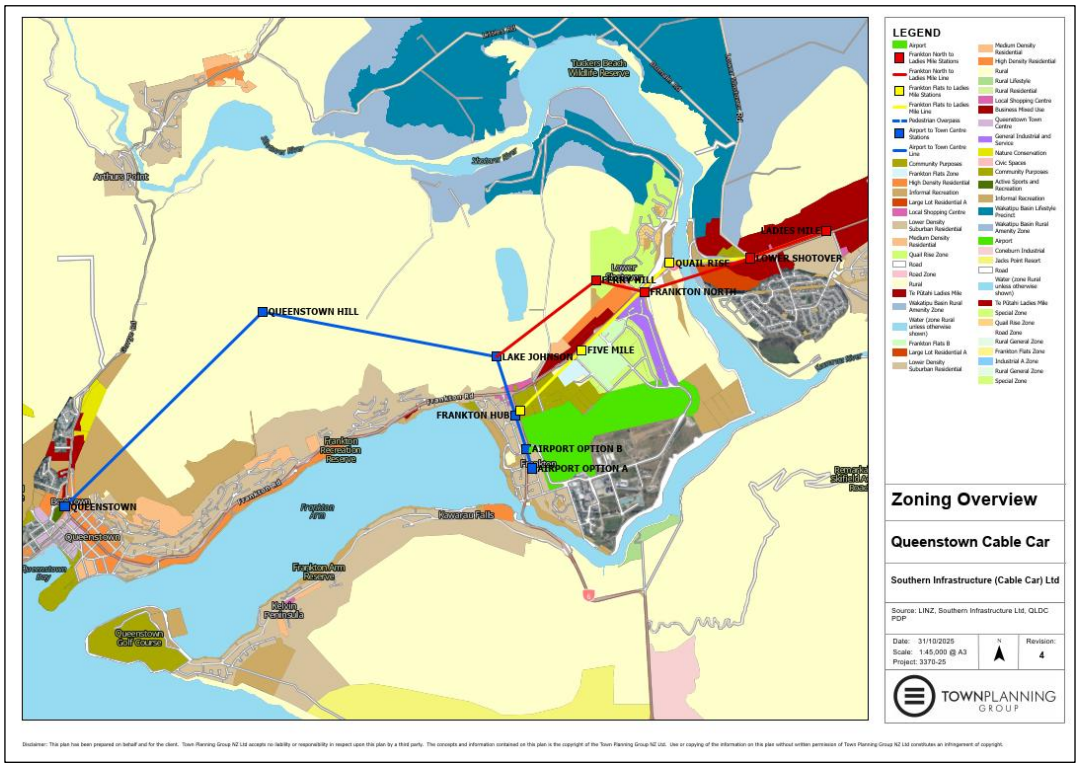

Figure 11 QLDC PDP Zoning Overview

A more detailed zoning plan set is enclosed in **Attachment [09]**.

PDP Designations

The existing designations in the Schedule of Designations of the Proposed District Plan relevant to this project are summarised in Table 2 and shown on the Designation Plan Set enclosed as **Attachment [10].**

Table 2 Relevant PDP Designations

No.	Authority	Designated Purpose	Site / Legal Description & Conditions
29	QLDC	Multi-Purpose indoor and outdoor recreation, cultural and conference complex	QLDC Events Centre and Aquatic Centre - SH No 6 Frankton. Lot 1 DP 25073, Lot 100 DP 468142, Lot 2 DP 476309, Sections 49, 50, 61-62 and 149 Block Shotover SD, Part Section 63 Block I Shotover Survey District, Section 5 and Block XXIII Town of Frankton. Note: Designation #29 applies to only part of 61-62 Shotover SD and Part Section 63 Block I Shotover Survey District. Condition 'C.22' enables the operation and expansion of the 'Queenstown Events Centre' - a multi-purpose indoor and outdoor recreation, cultural and conference complex. Conditions relate to a range of restrictions including allowed activities, building controls, temporary buildings, supply of alcohol, hours of operation and noise limits.
46	QLDC	Sewage Treatment Works	Lower Shotover River. Lot 4 DP 421841, Lot 2 & 3 DP 422388, Section 143 BLK 1 Shotover SD, Section 144 BLK 1 Shotover SD, Section 152 BLK 1 Shotover SD and CROWN Land Block 1 Shotover Survey District. Condition 'C.33' specifies the conditions of the underlying consent (RM970647).
155	QLDC	Recreation Reserve	SH No 6 Sections 12 and 14 Block XX, Frankton Town (0.6415ha). Condition 'B' includes restrictions on setback from road, separation from neighbours, height, recession lines, site coverage, access and parking, surfacing, glare, noise and hours of operation.
164	QLDC	Local Purpose (Beautification)	McBride Street, SH 6, Frankton Sections 17 and 18 Block XII Town of Frankton, Section 24 Block VII Town of Frankton and Section 26 Block I Town of Frankton. (No conditions specified).
171	QLDC	Recreation Reserve	Commonage Reserve, Queenstown Hill, Section 2 SO Plan 433650. Condition 'B' includes restrictions on setback from road, separation from neighbours, height, recession lines, site coverage, access and parking, surfacing, glare, noise and hours of operation.
232	QLDC	Gorge Road Carpark	Gorge Road, Queenstown. Lots 1-3 DP 10627, Sections 4, 6-7 Block XXIV, Town of Queenstown and Boundary Road and Gorge Road Reserves. Condition 'C.59' includes requirements for future car parking development on site.
290	QLDC	Local Purpose Reserve (Beautification)	McTaggart Park, Glenda Drive, Wakatipu LOTS 606-608 DP 27577 LOTS 609-612 DP 27 773 LOT 613 DP 301681 LOT 13 DP 322851 LOT 614 DP 328960. Condition 'B' includes restrictions on setback from road, separation from neighbours, height, recession lines, site coverage, access and parking, surfacing, glare, noise and hours of operation.

No.	Authority	Designated Purpose	Site / Legal Description & Conditions
344	QLDC	Recreation Reserve	Tucker Beach Road, Wakatipu Basin, Sections 1-3 SO 409393, Section 73 Block II Shotover SD. Condition 'B' includes restrictions on setback from road, separation from neighbours, height, recession lines, site coverage, access and parking, surfacing, glare, noise and hours of operation.
371	QLDC	Roading Purposes	Eastern Access Road and Road 2, Frankton Flats. As shown on District Plan Maps. Condition 'A' includes requirements for the management of state highway network.
374	QLDC	Forestry Operations	Queenstown Hill Forest Section 2 SO 433650 and Section 2 SO 317364. Condition 'C.71' includes requirements for QLDC's forestry operations within the reserve.
587	QLDC	Queenstown Town Centre Arterial	Queenstown Town Centre Arterial Route as shown on the District Plan web mapping application. Condition 'A8' includes conditions relating to any future development including general, pre-construction, construction and operational conditions.
84	NZTA	State Highway Purposes	As shown on District Plan Maps. Condition 'A' includes requirements for NZTA's management of state highway network.
370	NZTA	State Highway Purposes	Roundabout at intersection of State Highway 6 and Eastern Access Road, Frankton Flats (as shown on District Plan Maps). Condition 'A' includes requirements for NZTA's management of state highway network.
2	QAC	Aerodrome Purposes	Queenstown Airport and the surrounding airspace. Conditions 'D' and 'D.1' identify the specific legal descriptions and include requirements for activities including height, setback, recession planes, operation hours and noise.
4	QAC	Approach and Land Use Control (transitional slopes and surfaces)	Queenstown Airport and the surrounding airspace. Condition D3 provides location description and details of the obstacle limitation surfaces around the Queenstown Airport, including take-off climb and approach surfaces, transitional surfaces and inner horizontal surface, conical surface and Lake Hayes Flight Path.

Reserve Areas

The local purpose or recreation reserves administered by QLDC and the Crown and therefore relevant to this application (section 42(4)(e) and Part 1 of Schedule 6 of the FTAA) are identified in **SECTION 6.4**.

An overview of the reserve areas traversed by the project are illustrated on Figure 12 below with further details provided in the Reserves Plan Set enclosed as **Attachment [11].**

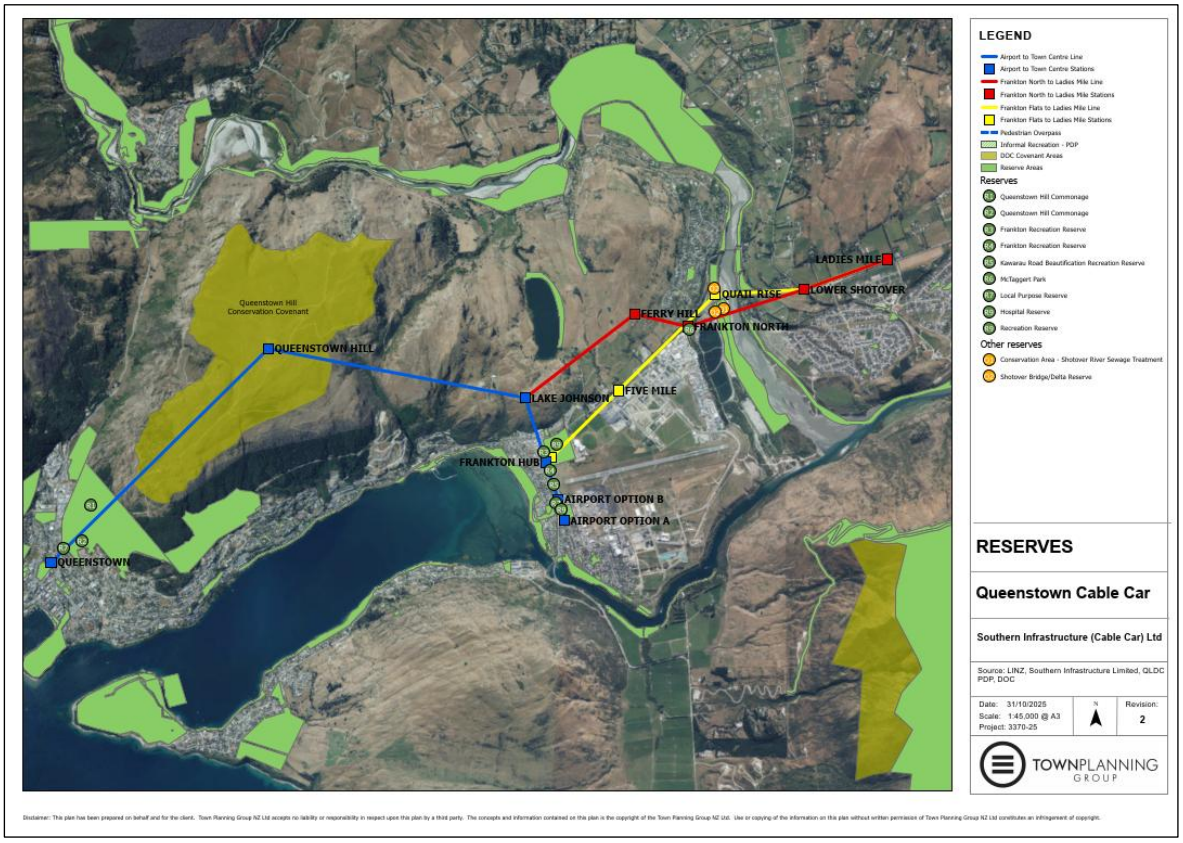

Figure 12 Reserve Area Overview Plan

4 Appropriateness for Fast-Track Approvals Process

4.1 Introduction

This section addresses the requirements of section 13(4)(b) and evaluates the project against the criteria set out in section 22. It is intended to assist in determining whether the project is appropriate for referral to the fast-track approvals process.

4.2 Does the infrastructure or development project have significant regional or national benefits?

The first criterion under section 22(1)(a) requires that the project is an infrastructure or development project that would have significant regional or national benefits. For the purposes of this subsection, the Minister may consider a range of matters, which are addressed below.

4.2.1 Priority Project[2]

While the QCC project is not specifically identified as a "priority project" in any central or local government plan, it directly aligns with and gives effect to the strategic intent of several key policy and 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 project also supports the objectives of the Regional Deal, a partnership between central and local government that prioritises transformation of the transport network, acceleration of mass rapid transit options, and more efficient delivery of critical infrastructure. By aligning with these priorities, the QCC contributes to regional objectives for sustainable growth, connectivity, and resilience.

Further detail on the project's consistency with these and other planning documents is provided later in this report with respect to section 22(2)(a)(x).

[2] Section 22(2)(a)(i)

4.2.2 Nationally Significant Infrastructure[3]

The QCC project constitutes nationally significant infrastructure[4] under the NPS-UD as it meets the definition of a Rapid Transit Service[5].

The QCC will provide a permanent, fully separated, high-capacity, and low-emission public transport connection between key urban and growth areas in Queenstown. It will reduce congestion on State Highway 6 and 6A, improve journey-time reliability, and strengthen overall network resilience.

In addition to providing *new* nationally significant infrastructure, the project will enhance the efficiency and continued functioning of *existing* nationally significant infrastructure, including:

- **Queenstown Airport** – improving connectivity for passengers and staff through reduced road congestion; and
- **State Highways 6 and 6A** – alleviating demand and enhancing network reliability.

4.2.3 Contribution to a well-functioning urban environment[6]

The QCC supports the delivery of a well-functioning urban environment as defined by Policy 1 of the NPS-UD. It will provide compact, connected, and accessible transport infrastructure that improves connectivity between housing, jobs, and community services.

By improving accessibility and unlocking transport-constrained land in Te Pūtahi Ladies Mile, Frankton, and the southern growth corridor, the project enables intensification and mixed-use development within existing and planned urban areas.

The Housing and Business Capacity Assessment 2025 (**HBA**) identifies that while sufficient zoned land exists, much of it cannot be developed due to infrastructure constraints. In the short term, this limits the district's ability to deliver the residential growth required, while in the medium and long term, commercial development similarly faces constraints. The HBA identifies the housing bottom lines to be incorporated into the PDP as: 9,100 dwellings for 2023–2033, 18,000 dwellings for 2033–2053, and a combined total of 27,100 dwellings over 2023–2053. The QCC directly addresses these

[3] Section 22(2)(a)(ii)

[4] **Nationally Significant Infrastructure** means all of the following: (a) State highways (b) the national grid electricity transmission network (c) renewable electricity generation facilities that connect with the national grid (d) the high-pressure gas transmission pipeline network operating in the North Island (e) the refinery pipeline between Marsden Point and Wiri (f) the New Zealand rail network (including light rail) (g) rapid transit services (as defined in this clause) (h) any airport (but not its ancillary commercial activities) used for regular air transport services by aeroplanes capable of carrying more than 30 passengers (i) the port facilities (but not the facilities of any ancillary commercial activities) of each port company referred to in item 6 of Part A of Schedule 1 of the Civil Defence Emergency Management Act 2002

[5] **Rapid transit service** means any existing or planned frequent, quick, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic

[6] Section 22(2)(a)(iii)

constraints by providing the strategic transport infrastructure necessary to support the delivery of housing and business land in accordance with the NPS-UD.

Expert assessment (**Attachment [12]**) confirms the QCC will contribute to a well-functioning urban environment by:

- Enhancing accessibility between key growth nodes;
- Reducing greenhouse gas emissions through reduced vehicle use; and
- Providing a transport solution resilient to climate change impacts.

Stations within the Queenstown and Frankton urban centres are located within 800–1200m of key residential, commercial, and community destinations, supporting walkability and integration with existing public transport, as shown in Figures 6, 7, 8 & 9.

4.2.4 Significant economic benefits[7]

Economic analysis (**Attachments [13] and [14]**) confirms the project will deliver significant regional benefits, including:

The Report by Economic Consultancy + Project CBA (ECPC) (refer **Attachment [13])** summarises the key economic benefits of the QCC project, identifying the following overarching economic outcomes.

(a) Broader Economic Benefits

- Increased GDP contribution;
- Reduced transport costs and deferred public infrastructure expenditure;
- Enhanced tourism and visitor spending;
- Employment generation during construction and operation;
- Unlocking of constrained growth areas such as Te Pūtahi Ladies Mile; and
- Improved productivity and agglomeration effects through strengthened regional connectivity.

The Report by Property Economics (refer **Attachment [14])** focuses more on the operational and project level economic benefits of the QCC proposal including the following:

(b) Operational Economic Benefits

[7] Section 22(2)(a)(iv)

- An estimated Net Present Value of $249 million over a five-year development period;
- Approximately 2,100 full-time equivalent years of employment, including 796 peak-year FTEs;
- Reduced congestion and travel times;
- Improved labour market access; and
- Support for higher-density, mixed-use development within station catchments.

Collectively, these outcomes confirm that the QCC project will deliver substantial and enduring economic, social, and environmental benefits at both regional and national levels.

4.2.5 Primary industries[8]

The project will not directly support primary industries.

4.2.6 Development of natural resources[9]

The project will not directly support the development of natural resources.

4.2.7 Climate change mitigation[10]

The QCC project will contribute positively to climate change mitigation by providing a fully electric, low-emission transport system that reduces private vehicle use and associated greenhouse gas emissions. It also allows integration with other sustainable transport modes, such as buses and active travel networks, supporting a long-term mode shift away from private vehicle use.

By shifting travel demand from road to electric rapid transit, the project will decrease total vehicle kilometres travelled, improve air quality, and contribute to both regional and national emissions reduction targets.

The system will integrate with existing and planned public transport and active travel networks, supporting a long-term mode shift toward sustainable transport options and aligning with national decarbonisation objectives.

[8] Section 22(2)(a)(v)
[9] Section 22(2)(a)(vi)
[10] Section 22(2)(a)(vii)

4.2.8 Climate change adaption and natural hazards[11]

The project will enhance climate resilience by diversifying Queenstown's transport network and providing an alternative mode of travel that is independent of the road corridor.

The elevated and off-line nature of the QCC system reduces vulnerability to disruption from natural hazards such as flooding, landslides, or seismic events. By maintaining reliable movement between key destinations during such events, the project supports both adaptation to climate change impacts and regional recovery capability.

Through this improved redundancy in the transport system, the QCC contributes to long-term community resilience and continuity of essential connectivity within the Queenstown urban area.

4.2.9 Significant environmental issues[12]

The QCC project responds directly to key environmental challenges affecting the Queenstown area by providing a low-impact, fully electric, high-capacity transport alternative to private vehicle use.

The project will:

- **Reduce greenhouse gas emissions** through decreased vehicle kilometres travelled and a shift to electric public transport;
- **Improve local air quality** by reducing congestion and vehicle exhaust emissions along State Highway 6 and State Highway 6A;
- **Support compact urban form** by facilitating higher-density development around transport nodes; and
- **Enhance network resilience** by providing an independent transport option during road closures or severe weather events.

Ecological enhancement measures, including wetland protection, native planting, and wilding pine removal, will further contribute to positive environmental outcomes.

Collectively, these measures ensure that the QCC project both mitigates existing environmental pressures and promotes sustainable, low-emission urban growth consistent with the intent of the FTAA.

[11] Section 22(2)(a)(viii)
[12] Section 22(2)(a)(viii)

4.2.10 Consistency with local or regional planning documents, including spatial strategies[13]

As set out in **SECTION 6** of this report, the QCC project aligns with all local and regional planning documents, including the Queenstown Lakes Spatial Plan.

4.2.11 Summary – Section 22(1)(a)

Collectively, these outcomes confirm that the QCC project will deliver a comprehensive range of transport, economic, housing and urban development, environmental and tourism benefits that extend beyond the Queenstown area and contribute positively to the wider Otago region. The project therefore satisfies Section 22(1)(a) of the FTAA for acceptance as a referral application.

4.3 Referring the project to the fast-track approvals process

The second limb of section 22(1)(b) sets out the second criterion to be achieved for accepting a referral application[14].

Referring the QCC project to the fast-track approvals process would facilitate the project, most certainly by enabling it to be processed in a more timely and cost-effective way than under normal processes. In this respect, a project of this nature is not suited for conventional planning and approvals processes, which perhaps is testament to why it has been mooted in numerous planning strategies for over 10 years as a solution and not been advanced.

As a linear infrastructure project, the QCC crosses multiple private and public landholdings, zones, designations and reserves under the Queenstown Lakes District Plan, as well as Crown land. Approvals will be required from multiple agencies, including regional and territorial authorities, the DoC, NZTA, iwi and other landowners and affected parties. Pursuing a conventional RMA pathway would be highly complex, time-inefficient, and costly, with a high risk of delay due to the fragmented nature of land ownership and regulatory jurisdictions.

The project is complex from a land ownership/administration perspective, and legislative perspective, requiring approvals under a number of Acts. The fast-track process is the only way a project of this nature could be facilitated, particularly for a non-requiring authority applicant. The reality is that the significant benefits that will be generated from the project can only be realised through the comprehensive approvals process contained in the FTAA.

In this context, the FTAA provides a faster, less complex and more cost-effective consenting pathway, which is well suited to enabling the timely delivery of a regionally

[13] Section 22(2)(a)(x)

[14] The criteria for accepting a referral application are that (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.

beneficial infrastructure project such as the QCC. The QCC exemplifies the type of project the Act is intended to support.

Referring the project into the fast-track approvals process is unlikely to materially affect the efficient operation of the fast-track approvals process[15].

The scope and nature of the approvals required to enable the QCC project are already well understood, and the applicant has prepared extensive technical information across a range of disciplines to support a timely and well-defined substantive application, if referred.

The proposal includes alternatives for the Ladies Mile alignment and also the location of the Airport Station to enable the most appropriate option to be selected based on feedback, consultation and further technical refinement prior to lodgement of the substantive application. These alternatives are narrow in extent and have been assessed to an equivalent level of detail, and do not change the overall environmental or statutory envelope of the project. Their inclusion at this stage is intended to streamline the process by avoiding subsequent variations or parallel referrals and ensuring that a single, preferred option can be presented.

Substantial early engagement has also been undertaken with key agencies and stakeholders, which has helped clarify information needs and reduce uncertainty in the matters that the Expert Panel will need to address. Accordingly, while the project is large, it is sufficiently advanced and well-documented such that it will not materially affect the efficient operation of the fast-track approvals process pursuant to s22(1)(b)(ii). Given its scale, integration across multiple stations and corridors, and the number of individual approvals that would be required, the QCC is the type of project that could not be efficiently progressed through multiple separate consenting processes and it well-suited to the streamlined fast-track pathway.

4.4 Land Exchange

Not applicable. The project does not involve any land exchange [s11(1)(f), s22(3), s22(4) and s42(4)(f)].

4.5 Consideration of Ineligible Activities

Under section 13(4)(c), a referral application must include information demonstrating that the project does not involve any ineligible activities (other than those that may be subject to determination under sections 23 or 24).

“Ineligible activities” are defined in section 5 of the FTAA. With reference to that section, the QCC project is not an ineligible activity because it is:

- Not located on identified Māori land [s 5(1)(a)];

[15] Section 22(1)(b)(ii)

- Not located within a customary marine title area [s 5(1)(b)];
- Not located within a protected customary rights area [s 5(1)(c)];
- Not located on Māori customary land or land set aside as a Māori reservation under Te Ture Whenua Māori Act 1993 [s 5(1)(d)];
- Not an aquaculture activity, nor incompatible with aquaculture [s 5(1)(e)];
- Not an activity requiring access arrangements under the Crown Minerals Act 1991 [s 5(1)(f) and (h)];
- Not an activity prevented under sections 165J, 165M, 165Q, 165ZC or 165ZDB of the Resource Management Act 1991 [s 5(1)(g)];
- Not an activity occurring on a national reserve held under the Reserves Act 1977 [s 5(1)(i)];
- Not an activity occurring on a reserve held under the Reserves Act 1977 that is vested in or managed by any entity other than the Crown or a local authority [s 5(1)(j) and (k)];
- Not an activity prohibited under the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 or under sections 15B and 15C of the Resource Management Act 1991 [s 5(1)(l)];
- Not a decommissioning-related activity [s 5(1)(m)]; and
- Not an offshore renewable energy project [s 5(1)(n)].

Accordingly, the project does not involve any ineligible activities and is therefore eligible for referral under the FTAA.

5 Local / Regional Planning Documents

5.1 Introduction

This section considers the consistency of the project with the local and regional planning documents, including spatial strategies [section 22(2)(a)(x)].

5.2 Regional Planning Documents and Strategies

5.2.1 Regional Policy Statement for the Otago Region 2019 (RPS) and Proposed Regional Policy Statement for the Otago Region 2021 (PRPS)

The RPS and PRPS provide strategic direction for the sustainable management of Otago's natural and physical resources. They aim to balance environmental, social, economic, and cultural outcomes by promoting integrated land use and infrastructure planning, protecting outstanding natural landscapes and ecosystems, recognising Kāi Tahu values, supporting urban growth and development, and ensuring community wellbeing and resilience for present and future generations.

The QCC aligns with the outcomes sought by the RPS and PRPS 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. It also supports Kāi Tahu engagement and incorporation of cultural narratives, contributing to the social and cultural outcomes sought by the RPS and PRPS, while balancing environmental protection with regionally significant infrastructure provision.

5.2.2 Otago Regional Land Transport Plan (RLTP) 2021–2031

The RLTP sets the strategic direction for transport investment across the Otago region, focusing on improving safety, resilience, accessibility and mode shift. It aims to reduce congestion, lower transport emissions, enhance network efficiency and support economic productivity while meeting the needs of residents, workers, and visitors.

The QCC aligns with the RLTP by providing an electrified, high-capacity transport alternative that eases congestion on SH6/SH6A, improves accessibility between the airport, Frankton, and the town centre as well as Ladies Mile, supports a shift from private vehicles to public transport, contributes to emissions reduction, and strengthens the efficiency and resilience of the regional transport network.

5.2.3 Regional Deal for Otago Central Lakes (2025)

The Regional Deal[16] focuses on transforming the transport network across the Otago Central Lakes region to support sustainable economic growth, improve connectivity, and enhance social and environmental outcomes. Key elements include refreshing the regional transport strategy, redesigning the network, accelerated implementation of an offline Mass Rapid Transit System (such as the QCC), and establishing bespoke regulatory settings to streamline consenting and land acquisition for strategic transport corridors.

The QCC aligns with the Regional Deal objectives by providing an innovative, high-capacity, zero-emission public transport solution consistent with the Regional Deal's intent to fast-track the delivery of strategic, high-impact transport projects.

5.2.4 Kāi Tahu ki Otago Natural Resource Management Plan (2005)

The Kāi Tahu ki Otago Natural Resource Management Plan (2005) is the principal planning document for Kāi Tahu, providing guidance for resource management in accordance with the values and aspirations of the rūnaka who hold mana whenua in Otago.

The policy themes of relevance to the QCC project include:

- recognising and providing for Ngāi Tahu values, history and association with significant landscapes and natural features (including the Whakatipu Basin, Shotover and Kawarau Rivers);
- promoting the protection of water quality and mauri within lakes, rivers, and wetlands;
- supporting sustainable infrastructure that contributes to community wellbeing while avoiding or mitigating adverse effects on cultural values and the environment; and
- encouraging early and ongoing consultation with Papatipu Rūnanga in relation to significant projects.

The QCC project aligns with these provisions through the adoption of low-emission transport infrastructure that supports sustainable land use and development. The design avoids direct effects on sensitive waterbodies such as Lake Whakatipu and the Shotover River, ensuring all stormwater will be appropriately managed and treated appropriately. The project also incorporates a holistic and integrated planning approach to ensure that both the design and operation of the QCC will contribute positively to landscape, access and cultural outcomes.

The QCC proposal is consistent with the objectives and policies in reflecting the principles of kaitiakitanga, sustainable design, and cultural respect, and includes provisions for continued collaboration to ensure cultural values and environmental

[16] https://www.dia.govt.nz/Regional-Deals#MOUs

considerations continue to inform the detailed design, implementation, and management of the project.

5.2.5 Te Tangi a Tauira – The Cry of the People: Ngāi Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan (2008)

The Ngāi Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008 assists Ngāi Tahu ki Murihiku to participate in environmental planning and resource management processes. It consolidates Ngāi Tahu values, knowledge, and perspectives, representing an expression of kaitiakitanga.

The objectives and policies of relevance to the QCC project include:

- encouraging building activity that recognises significant landscape and geographic features;
- advocating for the protection and enhancement of waterways, riparian margins, and wetlands to safeguard indigenous biodiversity; and
- supporting development for consistent with sustainable design principles that contributes positively to community wellbeing.

The QCC project is consistent with these provisions as it provides a sustainable transport solution that reduces reliance on fossil fuels and improves air quality within the Queenstown Basin. The alignment and station locations have been designed to respect key landscape and cultural features, including Lake Whakatipu and the surrounding mountain ranges of cultural significance to Kāi Tahu. Importantly, the project design retains inherent flexibility, allowing towers, structures, and buildings to be located or adjusted to avoid sites of significance, wetlands, riparian margins, and other sensitive cultural and landscape features identified through ongoing engagement. Construction and operational discharges will be appropriately managed and treated to ensure the mauri and quality of water resources are protected.

The project is consistent with the objectives and policies of the iwi management plans as it reflects the principles of kaitiakitanga, sustainable design, and cultural respect, and includes provisions for continued collaboration to ensure cultural values and environmental considerations continue to inform the detailed design, implementation, and management of the project.

5.3 Local Planning Documents and Strategies

5.3.1 QLDC – Proposed District Plan (PDP)

The QCC traverses multiple zones under the PDP, including urban and rural areas. Key strategic direction is contained in Part Two of the PDP: Strategy, specifically

Chapters 3 (Strategic Direction) and 4 (Urban Development)[17]. These chapters provide the framework for sustainable land use, growth, and urban form within the District.

- Chapter 3 – Strategic Direction: Sets the overarching objectives for land use and development, emphasising compact, connected settlements that encourage public transport, cycling, and walking. The QCC is aligned with these objectives by offering an integrated, low-emission transport option supporting modal shift and connectivity.

- Chapter 4 – Urban Development: Guides the spatial location and layout of urban development to achieve effective, efficient urban environments and accommodate housing and business demand. It ensures integration between land use, infrastructure, services, open spaces, and community facilities, which the QCC supports by linking residential growth areas, public transport hubs, and commercial and recreation nodes.

- Relevant Objectives:

    - 4.2.2A: Promote a compact, integrated, and well-designed urban form coordinated with infrastructure and services, while protecting airport operations.
    - 4.2.2.3: Enable higher-density residential development near town centres, transport routes, and community facilities, in line with structure plans and site context.
    - 4.2.2.4: Enhance connections to public recreation, open space, and active transport networks.
    - 4.2.2.9: Maximise public safety in public spaces and built development through Crime Prevention Through Environmental Design (CPTED).
    - 4.2.2.21 (Te Pūtahi Ladies Mile Zone): Support community identity, sense of place, commercial services, education activities, and reduced reliance on private vehicles through active and public transport.

The QCC provides a fully electric, high-capacity transport link that supports urban growth within the Frankton, Eastern, and Southern corridors and including the Te Pūtahi Ladies Mile Zone. It enhances connections between residential areas, town centres, the airport, and recreation zones, and contributes to compact, well-connected urban development in accordance with PDP objectives. It also encourages active travel, supports community amenity, and integrates with surrounding landscapes, consistent with the PDP's strategic urban development and design policies.

Maximising public safety and applying CPTED principles is also integral to the QCC's design. The segregated alignment eliminates any conflicts with vehicles, cyclists, and pedestrians, while well-lit, visually connected terminals, minimal concealed spaces,

[17] https://districtplan.qldc.govt.nz/proposed/rules/0/52/0/0/0/140

and the potential for all stations to be staffed collectively reduce the risk of accidents and any antisocial behaviour.

5.3.2 Queenstown Lakes Spatial Plan (QLSP) (2021)

The Queenstown Lakes Spatial Plan[18] promotes a consolidation approach to growth, focusing development within and around existing urban areas to encourage compact urban form, reduced car dependence, and efficient use of land. A key objective is that public transport, walking, and cycling become the preferred options for daily travel, particularly between the two urban centres of Queenstown and Frankton.

The QCC proposal aligns strongly with these strategies by:

- Connecting key urban nodes (Queenstown, Frankton, and future Ladies Mile town centre).
- Supporting higher-density residential and commercial development around stations (reducing the need for car-dependent infrastructure).
- Providing efficient, reliable (congestion free) and resilient public transport.
- Enhancing economic activity and community in town centres (by improved connectivity)
- Promoting sustainable growth and contributing to climate objectives and efficient land use allocation.

Overall, the QCC is consistent with the QLSP's vision to "grow well", integrating land use, transport, and built form, and has the potential to be a key element in achieving the plan's objectives for compact, connected, and well-functioning urban environments through 2050.

5.3.3 Queenstown Public Transport Business Case (2024)

Developed by the ORC, QLDC, and NZTA, the Business Case[19] sets a 30-year plan for public transport improvements, decarbonisation, and network expansion. It identifies off-line rapid transit options, including gondolas, for investigations within 2024-2027.

The QCC is therefore fully consistent with this vision. Importantly, the Business Case acknowledged the lead time required for investigation, consultation, land acquisition, design, procurement, and construction which aligns directly with the applicant's rationale for seeking referral to the Fast Track consenting process.

[18] https://letstalk.qldc.govt.nz/spatial-plan
[19] https://www.orc.govt.nz/media/rasnp1qg/queenstown-public-transport-business-case-final-2024.pdf

5.3.4 Queenstown Town Centre Master Plan

The Master Plan identifies "access" as one of the key pressures on the Queenstown Town Centre, noting current challenges such as congestion, unreliable travel times, gridlock around major attractions, and carparking often being at capacity.

The Master Plan identifies a number of objectives that are relevant to the QCC project, including improving access to the town centre, supporting commercial activity, and fostering a liveable, thriving and authentically New Zealand town centre. Ten themes for town centre development are identified in the Master Plan, and these include 'compact', 'walkable', 'diverse', 'accessible', 'sustainable' and 'place' (functionality and cohesive design).

The Master Plan also identifies the preservation of space for a future mass rapid transport network connecting the town centre and Frankton as an initiative supporting national priorities.

The QCC directly responds to these objectives and themes by providing a reliable, low-emission, and accessible transport link that supports a compact and walkable urban form, enhances connectivity, and enables a thriving town centre experience in line with the Master Plan vision. The Urban Design assessment (refer **Attachment [12]** provides further details in terms of the walkability of stations and resulting positive effects on urban form and intensification.

5.3.5 Queenstown Lakes Climate & Biodiversity Plan (2025 – 2028)

QLDC adopted its third Climate & Biodiversity Plan in July 2025[20] which sets a roadmap to reduce emissions, protect biodiversity and strengthen community resilience across the district. One of the key indicators for measuring progress is that "our transport system is low-emission and better connected" supported by actions focused on changing the way we travel and accelerating transport decarbonisation.

A key action identified is exploring innovative transport solutions, including collaborating with partners to assess the feasibility of off-line rapid transport options that integrate seamlessly with traditional public transport. These solutions aim to provide efficient, low-emission alternatives, reduce congestion and carbon emissions, and enhance connectivity. The Plan also highlights the need to advocate for streamlined implementation by engaging with central government to enable a more flexible and efficient planning process for innovative transport solutions.

The Plan further emphasises a collaborative approach with key stakeholders to determine optimal corridors, particularly in high-traffic areas and tourism hotspots.

By providing an innovative, zero-emission, off-line transport option and complementing EV infrastructure, the QCC is directly aligned with this indicator and supporting actions.

[20] https://climateaction.qldc.govt.nz/media/2lidsbxp/qldc_climate-and-biodiversity-plan.pdf

Importantly, the Climate & Biodiversity Plan also reinforces the need for a streamlined or fast-track consenting pathway to enable timely delivery of these important objectives.

The QCC project will also indirectly contribute to a further initiative of the Plan, which is to support the aviation transition and specifically the key initiative of enhancing sustainable transport options for airport users and employees. By providing a direct link between the Airport and the Town Centre, the QCC facilitates low-emission, reliable, and efficient travel for both workers and visitors, reducing reliance on private vehicles and supporting the district's broader transport decarbonisation objectives.

5.3.6 Queenstown Land Transport Asset & Activity Management Plan 2024 – 2034

The Asset & Activity Management Plan draws on the significant issues identified within the QLDC 30-Year Infrastructure Strategy, including sustained visitor and population growth, increasing road congestion and the need to provide a greater range of safe, reliable, and sustainable transport choices across the District.

The Plan recognises that Queenstown's transport network is under pressure due to rapid development and tourism demand and highlights the importance of multi-modal transport solutions that reduce reliance on private vehicles, improve accessibility and enhance network resilience.

Accordingly, the QCC project is closely aligned to the objectives of the Asset Management Plan, supporting its goal for a more connected, sustainable, and resilient transport network for the District.

5.3.7 Te-Taumata-o-Hakitekura Ben Lomond & Te Tapunui Queenstown Hill Reserve Management Plan 2025

The Reserve Management Plan (**RMP**) for Te-Taumata-o-Hakitekura Ben Lomond & Te Tapunui Queenstown Hill was adopted by QLDC on July 312025 under the Reserves Act 1977.

As the proposed QCC alignment traverses and adjoins areas within the Te Tapunui Queenstown Hill Recreation Reserve, the provisions of this RMP are relevant to the project.

The objectives and policies of the RMP emphasise:

- protection and enhancement of natural and cultural values;
- provision for appropriate recreational and visitor experiences; and
- consideration of proposals that can consider wider public benefits such as improvements to sustainable transport, accessibility or community connectivity subject to robust assessment under the Reserves Act 1977 and appropriate statutory and community consultation.

Importantly, the Infrastructure and Reserve Development policies include Policy 14.6.3 which seeks to "*acknowledge the geographical location of Te Tapunui Queenstown Hill Reserve forms part of a potential transport corridor".*

The QCC project is aligned with the provisions of the RMP, providing a sustainable transport connection that recognises the reserve's location as part of a wider transport corridor between central Queenstown and Frankton, while enhancing public access and connectivity. The project incorporates sensitive design principles (including flexibility around the location of towers and infrastructure), minimal ground disturbance, and the implementation of management plans to mitigate any potential effects on the identified environmental, landscape and recreational values of the reserve.

5.4 Any other matters the Minister considers relevant

To assist the Minister in making a decision, we have provided details on other matters we consider relevant to the Project.

5.4.1 Government Policy Statement on Land Transport 2024

The Transport Assessment by *ARC* (refer **Attachment [15]**) provides a list of key national, regional and local transport policies with which the QCC proposal is strongly aligned. This includes the Government Policy Statement on Land Transport 2024[21]. The Transport Report attributes this strong strategic alignment to the fact that the QCC will offer a new high-frequency, reliable, and low-emission transport option that integrates with existing bus networks and active travel networks. Specifically, this will enable the project to contribute to the following four GPS priorities as follows:

- Economic growth and productivity – quicker and more reliable journeys for all road users;
- Increased resilience – a new alternative route between Ladies Mile, the Airport and the CBD which is designed to perform well in seismic and extreme weather events;
- Improved safety – fewer vehicles contributing to fewer road crashes, enhanced public health by enhancing active travel networks;
- Value for money – QCC delivers vastly greater transport capacity per $M invested compared with road or rail-based alternatives, increased revenue through enhanced private share (farebox recovery), better whole of life cost and reduced road construction and maintenance costs.

The QCC is fully consistent with relevant regional and local planning documents and aligns with strategic objectives across the RPS/RPLS, RLTP, Regional Deal, PDP, Public Transport Business Case, Town Centre Master Plan, and Climate & Biodiversity

[21] https://www.transport.govt.nz/assets/Uploads/Government-Policy-Statement-on-land-transport-2024-FINAL.pdf

Plan, while contributing positively to the social, economic, cultural and environmental outcomes in Queenstown and the wider Otago region.

5.4.2 QLDC 2024 Quality of Life Survey

Queenstown faces well-documented pressure on its transport network due to its unique topography, rapid growth and limited road capacity. The 8-kilometre corridor between the Queenstown Town Centre and Queenstown Airport, particularly along State Highway 6A (Frankton Road), is frequently congested, leading to unreliable travel times which affect Queenstown's liveability, reputation and overall appeal as a place to live and visit.

The QLDC 2024 Quality of Life Survey[22] highlighted these current challenges by reporting that only 14% of residents agreed that public transport meets their needs. Reasons for this response included: affordability (47%), ease of access (40%), accessibility (28%), frequency (19%) and reliability (19%).

The QCC responds to these perceived shortcomings of the existing public transport network and broader infrastructure challenges by offering a reliable, efficient, and low-emission alternative that operates independently of the road network. Specifically, the QCC will be:

- Accessible and inclusive by providing step-free access and universal design to ensure equitable use for all passengers, including those with mobility needs, luggage, or prams. Connections with buses, cycling, and pedestrian networks along with affordable ticketing will further enhance accessibility.

- Affordable with a fair and transparent fare structure that supports access for residents, workers and students.

- A high-quality customer experience providing a high-frequency (approximately 12 seconds between cabins at final capacity),comfortable and convenient service with travel-time certainty improving the experience for both visitors and residents using the public transport network.

- Safe and secure with modern cable cars (statistically among the safest forms of public transport) with no road-traffic conflict and stations incorporating Crime Prevention Through Environmental Design (**CPTED**) principles.

Through these features, the QCC directly responds to the transport challenges identified by the community, improving liveability, travel reliability, accessibility, and overall quality of life for residents and visitors.

[22] https://www.qldc.govt.nz/media/5nmpxn4y/quality-of-life-survey-2024-full-report.pdf

6 Approvals Sought

6.1 Introduction

This section fulfils the requirement of section 13(2)(d) of the FTAA, which requires the referral application to *"specify all of the proposed approvals, but need only provide a general level of detail about each proposed approval, sufficient to inform the Minister's decision on the referral application."*

The purpose of this section is to identify the approvals proposed to be obtained through the FTAA process for the QCC Project, as well as other authorisations required under separate legislation. The list is provided at a general level of detail about each approval consistent with section 13(2)(d), with the understanding that the specific scope and nature of each approval will be confirmed through the substantive application process.

The approvals required for the QCC project fall under the following legislation:

- Resource Management Act 1991 – Schedule 5
- Conservation Act 1987 – Schedule 6
- Reserves Act 1977 – Schedule 6
- Wildlife Act 1953 – Schedule 6 and Schedule 7

This section also identifies other approvals that are required that sit outside of the FTAA.

6.2 Resource Management Act 1991

Pursuant to section 42(4)(a) and Schedule 5 of the FTAA, approvals are sought under the FTAA as if they were resource consents under the RMA. These approvals would authorise the establishment, operation, maintenance, and associated enabling works for the Project, including towers, stations, supporting infrastructure, and all related activities necessary to avoid, remedy, or mitigate adverse effects on the environment.

Subdivision approval is also sought to authorise the creation of parcels of land for station buildings and associated infrastructure. The proposal does not include any prohibited or ineligible activities under the RMA, consistent with section 13(4)(i) of the FTAA.

The following subsections outline the anticipated resource consents required, organised by the relevant provisions of the RMA, with the plan reference provided for context.

6.2.1 Section 9(1) of RMA – Use of land in a manner that contravenes a national environmental standard

National Environmental Standards for Freshwater 2020

- Earthworks and vegetation clearance within 10 metres of natural wetlands or other waterbodies;
- The placement, use, or maintenance of structures (including station buildings, towers, and foundations) within or adjacent to natural wetlands or waterbodies;
- Earthworks and associated activities that may result in sediment discharge to water beyond permitted thresholds.

National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

- The disturbance or removal of potentially contaminated soil, or soil containing hazardous substances, in areas where historic land-use activities may have resulted in contamination.

6.2.2 Section 9(2) of RMA – Use of land in a manner that contravenes rules in a regional plan

Otago Regional Plan (Water) 2004

- Disturbance of the bed of a lake or river arising from foundation works or temporary construction activities;
- The construction, placement, use or maintenance of structures within the bed of a river or lake, including towers, anchors, and associated infrastructure;
- Vegetation clearance and earthworks within riparian margins, or other works within setback areas regulated by the plans;
- Discharges of sediment, silt, or other contaminants to water or onto land where it may enter water, arising from earthworks or construction activities;
- Any ancillary or temporary works, including access tracks, laydown areas, and construction management within riparian areas; and
- Earthworks.

Otago Regional Plan: Waste and Contaminated Land 2022

- The disturbance, removal, remediation, reuse, or disposal of contaminated soil or waste materials within areas identified or suspected to contain contaminants;

- The temporary storage or treatment of excavated or waste materials during construction; and

- Any other land-use activity involving contaminated land or waste management associated with the construction, operation, or maintenance of the Project.

6.2.3 Section 9(3) of RMA – Use of land in a manner that contravenes rules in a district plan

(a) Infrastructure and Built Form

- Construction, operation, and maintenance of cable car towers, stations, buildings, and associated infrastructure;

- Construction and use of commercial, retail, commercial recreation, recreation, and service-related facilities within station areas;

- Erection of buildings and structures, including those that exceed permitted height, coverage, or setback standards;

- Establishment of transport-related infrastructure, including cableway corridors, pedestrian connections, and associated facilities, outside of existing road reserves.

(b) Land Disturbance and Earthworks

- Earthworks exceeding permitted thresholds for volume, area, or slope modification;

- Vegetation clearance (including indigenous vegetation) exceeding permitted standards, including clearance within wāhi tūpuna or other sensitive environments;

- Works required for foundations, accessways, or service installation that breach relevant standards.

(c) Operational Use and Ancillary Activities

- Commercial, retail, commercial recreation and service-related activities;

- Public transport and transportation-related activities;

- Informal airports or helipads for construction, maintenance, and emergency access;

- Wayfinding, interpretive, or commercial signage, both static and digital, that exceed permitted size, location, or illumination standards;

- Use of land within wāhi tūpuna or other areas of cultural significance.

6.2.4 Section 11 of RMA – Restrictions on the subdivision of land

Queenstown Lakes Proposed District Plan (PDP) and Operative District Plan (ODP)

- Subdivision and/or boundary adjustment to provide for access and tenure;
- Creation of easements or other legal instruments to secure access, service connections, and rights of passage for the cableway corridor – including buildings, structures and infrastructure – where it traverses private or public land; and
- Any other subdivision or tenure regularisation activities necessary to secure the legal occupation and long-term operation of the QCC infrastructure.

6.2.5 Section 13 of RMA – Restriction on certain uses of beds of lakes and rivers

Otago Regional Plan – Water for Otago 2004

- The erection or placement of structures, cableway towers, anchors, or foundations within or adjacent to waterbody margins;
- The installation, use, and maintenance of structures, including footings, anchor cables, and protection works;
- The temporary occupation or disturbance of the bed of waterbodies during construction, including scaffolding, platforms, or other enabling works; and
- Any associated bed disturbance, deposition, or stabilisation activities required to construct or maintain the QCC infrastructure.

6.2.6 Section 14 of RMA – Restrictions relating to the take, use, dam or diversion of water

Otago Regional Plan – Water for Otago 2004

- Temporary take, use, dam or diversion of surface water during construction;
- Temporary take, use, dam or diversion of groundwater during construction, including foundation dewatering, trenching, and service installation;
- Bunding, flood-management, and stormwater control works required for station platforms or cableway corridors; and
- Any other take, use, dam or diversion of water necessary to avoid flooding, protect infrastructure, facilitate construction or maintenance activities, and enable the ongoing operation of the infrastructure.

6.2.7 Section 15 of RMA – discharge of contaminants into environment

Otago Regional Plan – Water for Otago 2004

- The discharge of contaminant (stormwater) or water, to water or land, where it may enter water;
- The discharge of groundwater from dewatering activities;
- The discharge of stormwater from station roofs, paved areas, and accessways to land or water; and
- Any temporary or accidental discharge of contaminants associated with construction, maintenance, or emergency works.
- The discharge of treated wastewater to land.

6.2.8 Section 221(3) of RMA – To vary or cancel conditions specified in a consent notice imposed by way of resource consent

Pursuant to section 42(4)(b) and Schedule 5 of the FTAA, changes to resource consent conditions otherwise applied for under the RMA, specifically variation is sought to certain conditions specified in consent notices set out below. A legal opinion is included in **[Attachment [6]** that confirms that conditions specified in consent notices can be varied or cancelled under the FTAA.

The following consent notices are relevant:

- Consent Notice 11417590.5 (RT 860234)
- Consent Notice 11717383.3 (RT 890363)
- Consent Notice 9120601.3 (RT 544742)
- Consent Notice 13209961.10 (RT 1169557)
- Consent Notice 10135189.9 (RT 700277)
- Consent Notice 12669287.3 (RT 455331)

These consent notices include restrictions relating to building height, ground floor coverage and location within approved building platforms, as well as other controls on vegetation clearance, fencing and the approved location for structures. To enable the construction and operation of the QCC infrastructure, a variation is required to insert in each notice an exemption specific to this project. This would be achieved through wording to the effect of "…with the exception of infrastructure and associated works required for the QCC project" or other words that provide scope to enable the QCC works and operations.

As required to be included by clause 3 of Schedule 5 FTAA, the changes to the conditions set out above are material to the implementation or delivery of the QCC Project given the restrictions they place on structures within the cable car corridor. However, it is important to note that if these changes to conditions are not able to be processed under the FTAA, then the applicant is able to seek the required variation to conditions specified in consent notices under the standard section 221 process under the RMA.

6.3 Conservation Act 1987

The Conservation Act 1987 promotes the conservation of New Zealand's natural and historic resources.

6.3.1 Concessions

Pursuant to section 42(4)(e) and Part 1 of Schedule 6 of the FTAA, easements, leases or licences (concessions) over land administered by the Crown (DoC) or QLDC for conservation purposes will be required to authorise the project.

The following titles within the project area are held for conservation purposes:

- Section 1-3 SO Plan 409393 held in record of title 455331
- Parcel ID 7108995 (Section 4 SO 409393)
- Record of title 829775 (Area A Survey Office Plan 24812)

6.3.2 Conservation Covenant

Pursuant to section 42(4)(g) and Part 3 of Schedule 6 of the FTAA, an amendment to an existing conservation covenant will also be required. A copy of this conservation covenant is enclosed as **Attachment [16]** with details summarised below:

- Approximately 430 hectares of land within Queenstown Hill (Lot 2 DP 351844, RT 670387) is subject to a conservation covenant granted under section 77 of the Reserves Act 1977.
- The covenant is classified as a Conservation Covenant for the purposes of clause 41 of Schedule 6 of the FTAA.

A variation to this conservation covenant is required where the cable car alignment traverses this covenant land.

6.4 Reserves Act 1977

The Reserves Act 1977 provides for the acquisition, classification, and management of land for reserve purposes, including the administration of leases and licences associated with reserve land.

Pursuant to section 42(4)(e) and Part 1 of Schedule 6 of the FTAA, leases, licences, or easements will be required for infrastructure occupying or crossing the following local purpose or recreation reserves administered by QLDC and the Crown:

Airport to town line

- Lot 6 DP 305684 as contained in record of title 22741 (vested in QLDC) Local purpose reserve (recreation) – off Duncan Place
- Section 4 SO 544308 as contained in record of title 941475 (vested in QLDC) local purpose (beautification reserve) - off Frankton-Ladies Mile Highway
- Section 24 Block VII and Section 26 Block I and Section 17 Block XII and Section 18 Block XI Town of Frankton as contained in record of title 544617 (vested in QLDC) local purpose (beautification) – Gray Street/Kawarau Road/Ross Street
- Lot 4 DP 447835 contained in record of title 569609 (vested in QLDC) recreational Reserve, Queenstown Hill commonage / Te Tapunui
- Lot 2 DP 496901 contained in record of title 732627 (vested in QLDC) recreation reserve
- Section 12 Block XX Town of Frankton contained in record of title 257274 (vested in QLDC) Local Purpose (Transport) Reserve
- Sections 18 and 19 Block XII Town of Frankton (Recreational Reserve).
- Section 2-3, 5-7, 22-24 Block VIII and Section 2-3, 5-7, 22-24 Block IX and Block XIX Town of Frankton contained in record of title OT161/204, in trust as a site for a public hospital (unclassified reserve administered by the Crown)

Route A - Frankton North to Ladies Mile line

- Section 3 SO 409393 as contained in record of title 455331 held for recreation purposes

Route B - Frankton Flats to Ladies Mile line

- Section 5-6 Block XXXIII Town of Frankton as contained in record of title 1091078 (vested in QLDC) recreation reserve – Kawarau Road
- Section 4 SO 544308 as contained in record of title 941475 (vested in QLDC) local purpose (beautification reserve) - off Frankton-Ladies Mile Highway (duplicate from Airport to town line above)
- Section 1-3 SO Plan 409393 held in record of title 455331 (vested in QLDC) recreation purposes – Shotover River

The Frankton Hub is proposed to be located on or near to reserve land that is administered by QLDC but appears to be vested in the Crown (Record of Title 257274). The applicant intends to secure the Frankton Hub Cable Car station by way of a lease for a term (including renewals) that will be less than 50 years. The property is subject to a Part 9 Ngāi Tahu Claims Settlement Act 1998 notice and therefore a term has been selected that will not trigger a right of first refusal to Ngāi Tahu.

Option A for the Airport station is proposed to be located on or near unclassified reserve land that is owned and administered by the Crown (Record of Title OT161/204). If the applicant proceeds with Option A for the Airport Station, then similarly it intends to secure the Airport station by way of a lease for a term (including renewals) that will be less than 50 years. The property is subject to a Part 9 Ngāi Tahu Claims Settlement Act 1998 notice and therefore a term has been selected that will not trigger a right of first refusal to Ngāi Tahu.

As set out in **SECTION 8**, engagement with Ngāi Tahu is ongoing and will continue in advance of and during the substantive application phase, including in relation to the reserve land. The applicant intends that such discussions will result in an agreed position with Ngāi Tahu about the appropriate term of leases of any reserve land required for the project. It is possible that these discussions may lead to a longer-term interest in one or both sites being secured, although such an outcome would be a positive addition rather than an essential requirement for the project.

6.5 Wildlife Act 1953

The Wildlife Act 1953 seeks to protect animals classified as wildlife by regulating and controlling human interaction with indigenous species.

As identified in the Ecological Assessment (**Attachment [18]**), indigenous lizards *are likely* to be present within the project area and therefore the proposed development may require a Wildlife Act Approval (**WAA**), pursuant to section 42(4)(h) and Schedule 7 of the FTAA.

In accordance with Section 53 of the Wildlife Act, approval will be required to authorise any activities involving the capture, handling, or relocation of protected wildlife if any classified wildlife is found to be present on site. Appropriate management plans including a lizard habitat assessment and lizard survey will be prepared to better understand the wildlife values on site and determine appropriate management options to address potential adverse effects.

6.6 Other Approvals Sought

This section is provided in accordance with section 13(4)(t) which requires *"an outline of the types of consents, certificates, designations, concessions, and other legal authorisations (other than contractual authorisations or the proposed approvals) that the applicant considers are needed to authorise the project, including any that the applicant considers may be needed by someone other than the applicant."*

The following approvals are also required to enable the project outside the FTAA:

6.6.1 Road Stopping

Road stopping procedures under either the Public Works Act 1981 or Local Government Act 1974, for the permanent stopping of Ross Street.

The closure of Ross Street is required to accommodate the cableway corridor, as the alignment passes directly above this section of road between the Frankton Bus Hub and Airport Stations. Alternative vehicle access to McBride Street will be maintained via Grey Street to the north and Boyes Crescent to the south.

6.6.2 Existing Designations – Requiring Authority Approval

The QCC network traverses land that is subject to a number of designations under the PDP. These include designations held by QLDC for Multi-purpose recreation Reserve (No.29), Sewage Treatment Works (No. 46), Recreation Reserve (Nos. 155, 171 and 344), Local Purpose (Beautification) (Nos. 164 and 290), Roading Purposes (No 371), Forestry Operations (No. 374), Gorge Road Carpark (No. 232), and the Queenstown Town Centre Arterial (No. 587), as well as designations held by NZTA for State Highway Purposes (No. 84 and 370) and designations held by QAC for aerodrome (No.2) and approach and land use control (No.4) purposes.

Further detail of these designations is provided in **SECTION 3.3.2** of this report and shown on **Attachment [10]**.

If a designation is included in a district plan, no person may, without the prior written consent of the requiring authority, do anything in relation to the land that is subject to a designation that would "*prevent or hinder a public work or project or work to which the designation relates, including (i) undertaking any use of the land; and (ii) subdividing the land; and (iii) changing the character, intensity, or scale of the use of the land*" [section 176(1)(b) of the RMA].

Notably, the provisions of a district plan or proposed district plan apply in relation to any land that is subject to a designation only to the extent that the land is used for a purpose other than the designated purpose [section 176(2) of the RMA].

In most, if not all cases, the QCC may not prevent or hinder a public work or project or work to which the designation relates, and no further approvals from requiring authorities may be necessary. Where that is not the case, approvals under section 176(1)(b) of the RMA will be required from QLDC, NZTA and QAC, as the respective requiring authorities.

6.6.3 LINZ Approval for Occupation of Crown Land

Occupation consents from LINZ (on behalf of Commissioner Crown Land) will be required under the Land Act 1948 for any activities on, or over LINZ land and specifically hydro parcels 3200867 and 3200925 of the Shotover River. Recent email

correspondence from LINZ has confirmed that these applications should be lodged concurrently with the substantive FTAA application.

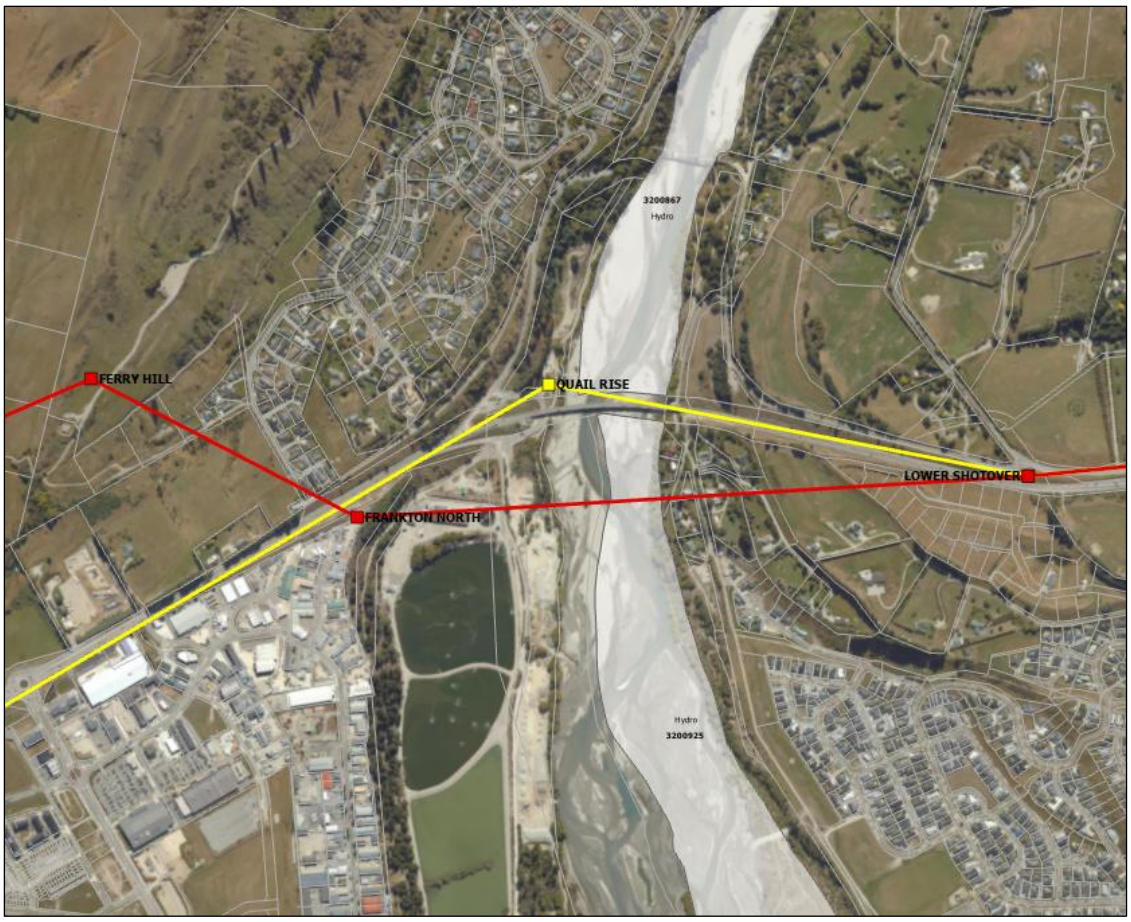

Figure 13 Affected hydro parcels

6.6.4 Civil Aviation Authority (CAA)

Depending on the final alignment of the QCC, particularly whether the alignment penetrates the air navigation protection surfaces of Queenstown Airport (Designation 2), approval from the CAA may be required for structures located within or affecting protected airspace near Queenstown Airport, in accordance with Civil Aviation Rule Part 77 – Objects and Activities Affecting Navigable Airspace.

The applicant will continue to actively engage with Queenstown Airport on this matter.

6.6.5 QLDC

QLDC approval will also be required:

- As a landowner (fee simple titles and roads);
- As administering body of reserves; and
- As the territorial authority with roads vested in it to secure the lease of airspace for the cable car to cross several roads owned by Council and including securing

lease of airspace for any necessary pedestrian overpasses, and a Licence to Occupy for any structures within road reserves controlled by Council.

6.6.6 NZTA

NZTA approval is also required as the controlling authority for state highways to secure the lease of airspace for the cableway to cross SH6 and SH6A several times and for the possible pedestrian connection to cross SH6 at the Airport Station and the Frankton Hub (if the Frankton Flats – Ladies Mile route is selected).

In addition, a Licence to Occupy may also be required for associated ground-based structures within Road Reserve under either the Government Roading Powers Act 1989 or Public Works Act agreement.

6.6.7 Transpower

As the alignment near Jims Way (Route B) passes beneath Transpower's 110 kV transmission line located to the west of the Shotover River, Transpower's approval will be required to confirm compliance with transmission safety and setback standards. An additional transmission tower may be required to raise the 110kV conductors sufficiently to achieve the required safety clearances between the cable car and the high voltage lines – this will be considered as part of detailed design and in consultation with Transpower.

6.6.8 Approvals from other Infrastructure Companies

Approvals may be required from Aurora Energy, Chorus, and Eonfibre as holders of existing legal interests (easements and caveats) over several properties traversed or adjoined by the proposed QCC alignment.

These approvals will be secured through written consent or easement variations, as required, and will be referenced within the substantive application under the FTAA.

6.6.9 Private Landowner Approvals & Agreements

Separate approvals from landowners will be required to authorise construction and ongoing operation of the QCC project where it crosses private land. The applicant is at various stages of engagement with landowners and formal land access and occupation agreements will be secured as part of the project delivery phase.

7 Effects of the Project

7.1 Introduction

This section of the Planning Report is prepared in accordance with s 13(4)(h) of the FTAA. It provides a summary of the anticipated and known adverse effects of the QCC project on the environment. It is not intended to be a comprehensive or detailed assessment of all effects, which will be provided at the substantive application stage.

Technical expertise has been obtained across key disciplines, and the principal effects have been identified under the following categories:

(a) Transportation Effects – *Arc Advisory Aotearoa*

(b) Landscape Effects – *Stephen Brown Landscape Architect*

(c) Ecological Effects – *Wildlands Consultants*

(d) Urban Design Effects – *Jasmax*

(e) Economic Effects – *Economic Consultancy & Project cba (ECPC)* and *Property Economics*

(f) Aviation Safety Effects – *Navigatus Consulting*

(g) Noise and Vibration Effects – *Marshall Day Acoustics*

(h) Geotechnical/Hazard Effects – *Geosolve*

(i) Infrastructure/Servicing – *Patersons Land Surveyors*

(j) Mana Whenua Effects – *Kauati Consulting*

7.2 Anticipated and known adverse effects of the project on the environment

7.2.1 Transportation effects

The Transportation Report prepared by ARC (**Attachment [15]**) has evaluated the Project and identifies the anticipated and known transport-related effects.

The Report overviews the existing transport context for Queenstown, which faces significant network pressure due to rapid population and visitor growth. The single direct corridor between Queenstown Town Centre, Frankton, and Queenstown Airport (via SH6A) is at or near capacity, with physical constraints preventing road widening.

Recent investigations, including the Queenstown Business Case (2020) and Queenstown Public Transport Business Case (2024), confirm that expanding offline public transport capacity is the only feasible long-term solution.

Adverse transport effects are limited and primarily temporary, including:

- Construction impacts from localised increases in heavy vehicle movements and traffic management near station sites. These effects will be short-term and manageable through standard Temporary Traffic Management procedures.
- The closure of Ross Street, resulting in altered local traffic patterns; however, alternative access routes via Grey Street and Boyes Crescent will maintain connectivity and legal access.
- Increased staff and bus movements related to the proposed parking and charging facilities at Ferry Hill or Quail Rise. These are minor in scale and offset by the project's broader public transport and accessibility benefits.

Ongoing consultation with QLDC, ORC, and NZTA will ensure any additional transport implications are identified and addressed through appropriate design and mitigation.

The QCC is expected to generate substantial positive transportation effects, including:

- Reduced congestion by carrying up to 3,000 passengers per hour in each direction, effectively adding equivalent capacity to two traffic lanes along SH6A during peak periods.
- Improved travel-time reliability with frequent and consistent services between the Airport, Frankton, Ladies Mile, and the Town Centre.
- Mode shift enablement by providing a visible, high-frequency rapid transit option that encourages reduced car use and integrates with existing bus, walking, and cycling networks.
- Network resilience through an independent alignment separate from SH6/SH6A, maintaining functionality during congestion, crashes, or closures.
- Safety improvements due to reduced vehicle volumes and conflict potential.
- Construction efficiency, as the majority of works occur offline with limited disruption to the existing transport network.
- Economic and network performance benefits, including improved visitor experience, reduced travel delays, and greater accessibility to employment and tourism hubs.

The QCC is strongly aligned with key national, regional, and local transport policies, including the Government Policy Statement on Land Transport 2024, Emissions Reduction Plan 2026–30, National Adaptation Plan, Otago Regional Land Transport Plan, and Queenstown Land Transport Asset & Activity Management Plan 2024–2034.

The ARC assessment concludes that the QCC will deliver significant transport and accessibility improvements, with any temporary or residual adverse effects being minor and able to be effectively managed through standard mitigation measures.

7.2.2 Landscape and Amenity Effects

A Landscape Assessment prepared by Stephen Brown Landscape Architect Ltd **(Attachment [17])** identifies and evaluates the anticipated and known effects of the Project on landscape character and amenity values across the project area.

The assessment acknowledges that the QCC introduces a form of new infrastructure traversing a range of environments, from urban to rural and alpine landscapes. Consequently, the effects on landscape and amenity are variable but generally manageable through appropriate design integration and mitigation.

Mr Brown concludes that the QCC is largely acceptable from a landscape standpoint, with most effects rated as low to low–moderate in magnitude across most viewing sectors and up to moderate-high in some areas such as Kawarau Road, Shotover River and Shotover Country sections.

The key findings of the landscape assessment are:

- The QCC would result in a low to low–moderate level of effect on Queenstown's Outstanding Natural Landscapes (**ONLs**) and Outstanding Natural Features (**ONFs**).

- Route B (via Ladies Mile) is preferred from a landscape perspective, having a lesser impact on landscape and amenity values compared to Route A, particularly between western Frankton (Kawarau Road) and the Lower Shotover area.

- The proposal would have limited effects on the more sensitive landscapes of Queenstown Hill and Ferry Hill, with higher potential effects near urban stations such as Frankton Hub, Airport, and Frankton North, where the infrastructure is more visually prominent.

- Within the Queenstown Hill Conservation Covenant, the cable car would alter parts of the hill's appearance but have a contained and localised impact on landform and vegetation, with minimal effect on the broader landscape profile and public perception.

A suite of design and mitigation measures are suggested to reduce or offset potential adverse visual and amenity effects. These include:

- Urban and suburban stations (Queenstown, Frankton Hub, Airport, Frankton North, Lower Shotover, and Ladies Mile):

    - Design to reflect both the urban context and alpine setting.

- Use of permeable architecture with recessive materials such as schist, timber, and corrugated iron in muted tones consistent with Queenstown's built urban character.
- Integration of planting, screening, and outdoor public spaces to buffer adjoining residential properties.

- Rural and elevated stations (Queenstown Hill, Lake Johnson, Ferry Hill, and Quail Rise):
  - Employ natural materials and recessive colours to directly reflect and integrate with the surrounding alpine terrain.
  - Use low reflectivity finishes and compact structures to minimise visual prominence.

- Cableway towers and cabins:
  - Apply recessive colours and finishes that reflect the tones and textures of the surrounding alpine landscape.
  - Make use of opaque cabin finishes as and where required to prevent or reduce glimpses from the cabins into adjacent private properties.

With the implementation of the recommended design refinements and mitigation measures, it is concluded that the landscape and amenity effects of the Project would be acceptable from a landscape perspective.

7.2.3 Ecological Effects

An Ecological Assessment prepared by Wildlands Consultants Ltd (**Attachment [18])** evaluates the anticipated and known ecological effects of the QCC project, including potential impacts on indigenous vegetation, fauna, and habitats within the project area.

The report identifies that portions of the project area contain native vegetation and habitats that may support indigenous lizards, birds, and terrestrial invertebrates. Given the likelihood of indigenous lizards being present, the project may require a Wildlife Act Approval under Schedule 7 of the FTAA, in accordance with the Wildlife Act 1953. Such approval would be necessary to authorise any capture, handling, or relocation of protected species.

The assessment identifies the following potential adverse effects associated with construction and operation of the QCC:

- Vegetation clearance and habitat loss during construction;
- Introduction or spread of ecological weeds;
- Partial removal or damage to native plant species;

- Localised effects on wetlands and riparian areas;
- Temporary degradation of water quality from earthworks or sediment discharge; and
- Disturbance or mortality risk for native fauna, including birds, lizards, fish, and terrestrial invertebrates.

The report sets out a series of mitigation measures that can be adopted to minimise ecological effects, including:

- Habitat restoration and enhancement through indigenous planting, weed and pest control, and habitat creation.
- Wetland protection by avoiding direct disturbance and implementing a monitoring programme to detect any hydrological changes. A restoration plan can be implemented if monitoring indicates potential adverse effects.
- Timing restrictions on vegetation clearance to avoid the avifauna breeding season, or implementation of an Incidental Discovery Protocol if works must occur during that period.
- Lizard Management Plan to guide habitat surveys, capture, and relocation in accordance with Wildlife Act requirements.
- Sediment and spill control plans for all works near waterways, ensuring water quality is maintained.
- Retention of exotic grasslands until commencement of construction to maintain temporary foraging areas for fauna.

The report concludes that, with the implementation of the recommended mitigation and management measures, the overall level of ecological effect will be very low.

7.2.4 Urban Design Effects

The Urban Design Assessment prepared by Jasmax **(Attachment [12])** and the Landscape Assessment prepared by Stephen Brown Landscape Architect **(Attachment [17])** collectively evaluate the Project's relationship with the existing and future urban environments of Queenstown, Frankton, and Ladies Mile. Together, these reports identify the anticipated and known effects of the Project on the built and landscape character of these urban settings, including both adverse and positive outcomes.

The Station Context Studies **(Attachment [3])** further describe the urban context, catchments, and interface design for each of the proposed stations, which inform the following assessment.

Queenstown and Frankton represent a consolidated and highly constrained urban environment, contained by topography, waterways, and established transport corridors. Urban form transitions from the compact and pedestrian-focused town centre to the mixed-use commercial and industrial areas of Frankton, and the planned higher-density residential areas of Ladies Mile and Lower Shotover.

These urban areas already exhibit significant built character, mixed land uses, and varied architectural scales, with limited ability to expand road-based infrastructure. The QCC will be designed to integrate within these existing environments through consideration of contemporary architecture and thoughtful landscape treatment.

Within this setting, the cable car alignment traverses primarily modified and urbanised landforms – road corridors, reserves, and existing infrastructure zones – limiting its visibility and spatial dominance when compared to rural or undeveloped landscapes.

Potential adverse urban design effects, as identified across the Urban Design and Landscape Assessments, are as follows:

- **Visual prominence and urban landscape change**: The QCC stations at Queenstown, Frankton, and Ladies Mile will introduce new vertical built elements and cables into an already complex urban skyline. While these features will be visible from public streets and open spaces, their form and materiality will be designed to align with the urban landscape. Within the existing urban context, these effects are confined in magnitude and duration, reducing over time as viewers adapt to the new infrastructure.

- **Localised amenity and outlook effects**: In Queenstown and Frankton, some adjacent properties will experience changes in outlook due to the proximity of the proposed stations and alignment. These effects are confined to short-duration cable car movements and will be mitigated through careful alignment, consideration of selected screening viewing angles within cabins, and modulation of station form to maintain a human-scaled interface.

- **Construction and temporary disturbance**: Urban areas such as the central Queenstown (Queenstown Station) and Frankton (Frankton Hub and Five Mile Stations) will experience temporary construction effects, including ground disturbance, equipment visibility, and temporary fencing. These effects are typical of infrastructure delivery within urban settings and are readily managed through construction management practices, timing restrictions, and site reinstatement.

Within the urban context, landscape and visual effects are acceptable, given the modified nature of the setting and the integration measures that will be incorporated through design.

The Project will deliver a number of positive urban and landscape design benefits:

- **Enhanced urban legibility and connectivity**: Urban stations are positioned to support walkable catchments (400–800m) and connect directly with key

pedestrian, cycling, and public transport routes. Each station has been designed as a public-facing node with improved pedestrian and cycle linkages, lighting, and wayfinding. The Queenstown and Frankton stations in particular will strengthen local movement networks, connecting to the Queenstown Trail and adjacent bus and cycle routes.

- **Public realm improvement and amenity uplift**: The QCC stations create new civic interfaces and landscaped forecourts that enhance local identity. The Landscape Assessment notes that these areas will deliver "notable positive effects" on townscape quality through the use of native planting, natural materials, and low-profile lighting that complements the alpine setting.
- **Efficient use of urban land**: By utilising existing corridors and compact station sites, the Project avoids unnecessary expansion of the urban footprint. The vertical alignment minimises land disturbance relative to conventional transport modes, maintaining open space values while enabling greater accessibility.
- **Urban regeneration potential**: As observed in the Urban Design Assessment, the QCC can act as a catalyst for mixed-use development and urban intensification within station catchments, supporting NPS-UD directives for a compact, connected, and transit-oriented urban form.

Within the urban environment, the combined Urban Design and Landscape Assessments confirm that the Queenstown Cable Car will result in predominantly positive and well-managed effects. While localised visual and amenity impacts will occur around specific stations, these are minor, short-term, and offset by the Project's contribution to connectivity, public realm quality, and sustainable urban growth.

The Project is consistent with the NPS-UD Queenstown Lakes Spatial Plan 2021, and relevant PDP policies seeking compact, well-designed urban environments. Overall, the QCC will enhance the urban landscape character of Queenstown and Frankton, supporting the development of a more legible, connected, and resilient urban network.

7.2.5 Economic effects

The Economic Assessments prepared by Anthony Byett of ECPC Ltd (**Attachment [13]**) and Property Economics Ltd (**Attachment [14]**) evaluate the anticipated and known economic effects of the QCC Project. These assessments consider both the direct and indirect economic implications of the Project's construction and operation, including impacts on employment, productivity, land use efficiency, and regional economic performance.

The analyses were undertaken in accordance with Section 22(2)(a)(iv) of the FTAA, which requires consideration of whether the proposal will deliver significant economic benefits. Both reports confirm that the QCC Project represents a regionally significant investment in transport infrastructure, with quantifiable and qualitative benefits extending across the Queenstown-Lakes District and the wider Otago Region.

The existing transport corridor between Queenstown, Frankton, and the Airport is operating at or near capacity, constraining economic efficiency, tourism potential, and labour mobility. The QCC helps respond to these constraints by introducing an offline, high-capacity, zero-emission transport mode capable of carrying up to 3,000 passengers per hour in each direction. This mode shift will enable improved workforce connectivity, reduced congestion costs, and expanded access to commercial and residential markets – all key drivers of regional economic productivity.

While the economic benefits are dominant, some short-term or localised adverse economic effects are anticipated, primarily during construction:

- **Temporary disruption to local businesses and access**: Construction near key station sites (Queenstown, Frankton, and Ladies Mile) may temporarily reduce foot traffic or vehicle accessibility. These effects are short-term and can be managed through construction phasing and local engagement.
- **Labour and resource competition**: The scale of the project may place minor, temporary pressure on local labour and materials markets, particularly within the construction sector. However, Queenstown's labour market has sufficient flexibility to absorb this activity without significant inflationary or displacement effects.
- **Transitionary expenditure patterns**: Some reallocation of discretionary spending may occur during the construction period (e.g. through project-related contracting), though these are offset by longer-term growth multipliers.

Any potential adverse economic effects are temporary and very low in scale.

The QCC Project is projected to deliver substantial economic benefits, both directly and indirectly, across multiple sectors. The combined assessments identify the following key benefits:

- **Regional economic output and employment generation**: The Property Economics Assessment estimates a total Net Present Value of $249 million in additional gross output within the Otago economy over the 5-year development period, generating approximately 796 full-time equivalent jobs at the peak of construction and a total of 2,141 FTE years of employment across the project lifecycle.
- **Productivity and agglomeration gains**: By improving travel time reliability and accessibility between key employment and tourism areas, the QCC facilitates greater economic clustering, knowledge-sharing, and labour market flexibility. These agglomeration effects contribute to higher productivity and enhanced business competitiveness.
- **Tourism enhancement and visitor spend**: As both a transport system and visitor attraction, the QCC is expected to increase average visitor length of stay and expenditure, particularly across hospitality, retail, and activity sectors. Its unique scenic appeal and sustainable design reinforce Queenstown's brand as

a premier tourism destination, improving off-peak visitation and resilience against seasonal demand shifts.

- **Urban efficiency and development enablement**: The Project unlocks development potential within existing urban catchments – particularly Frankton Flats and Te Pūtahi Ladies Mile – by overcoming current accessibility barriers. The Property Economics Assessment highlights that the Frankton Flats–Ladies Mile line delivers "improved urban form efficiency" by enabling compact, transit-oriented land use and reducing infrastructure duplication costs.
- **Labour mobility and workforce participation**: The enhanced connection between residential and employment centres supports a wider labour pool, enabling improved participation, recruitment, and retention across service, hospitality, and construction sectors.
- **Catalysing investment and development**: The improved accessibility and connectivity provided by the QCC are expected to catalyse further private-sector investment in adjacent commercial and mixed-use development, stimulating growth in construction, retail, and professional services.
- **Public sector efficiency and infrastructure savings**: By alleviating congestion on SH6A and reducing pressure for new road investment, the QCC yields long-term cost savings to public infrastructure budgets while contributing to national emissions reduction and productivity objectives.

The Economic Assessments conclude that the QCC will generate significant regional and local economic benefits, with minimal and manageable adverse effects.

7.2.6 Effects on Aviation Safety

A report prepared by Navigatus (**Attachment [19])** identifies the anticipated and known effects of the QCC project on aviation safety and compliance with relevant aeronautical regulations.

The assessment was undertaken in accordance with the Civil Aviation rules and the operational requirements of the CAA and QAC. It specifically addresses compliance with Civil Aviation Rule Part 77 – Objects and Activities Affecting Navigable Airspace, which governs structures located within or near protected airspace associated with the Queenstown Aerodrome.

Based on the indicative design and proposed alignments of the QCC (including alternative routes extending to Ladies Mile), the report identifies three areas where cable car infrastructure could interact with Obstacle Limitation Surfaces (**OLS**) or other protected airspace zones.

Potential adverse effects identified relate primarily to:

- Proximity of towers or cables to established aeronautical protection surfaces;

- Potential need for obstacle marking and lighting to ensure air navigation visibility; and

- Temporary effects during construction, including crane operations or equipment exceeding height thresholds.

The report concludes that all potential effects on aviation safety are manageable through standard regulatory processes and design refinement. Key mitigation measures include:

- Ensuring compliance with CAA Part 77 through detailed obstacle assessment and certification at the substantive application stage;

- Coordination with QAC during design to confirm OLS protection requirements and ensure operational safety is maintained;

- Implementation of aviation safety protocols for crane use, tower installation, and elevated works; and

- Application of lighting, marking, or other visual aids where necessary to maintain aircraft safety.

The report confirms that, with appropriate design development and continued consultation with CAA and QAC, the QCC can operate safely without compromising air navigation or airport operations. Any risks can be mitigated through adherence to established aviation approval and certification processes.

7.2.7 Noise and Vibration Effects

An Acoustic Assessment prepared by Marshall Day Acoustics (**Attachment [20]**) identifies and evaluates the anticipated and known acoustic and vibration effects of the QCC project during both construction and operation.

Temporary noise and vibration will occur from activities such as earthworks, piling, concreting, crane operation, and station construction. The report confirms that these effects will be short-term and localised and can be managed through construction-noise controls. As part of the substantive application, a Construction Noise and Vibration Management Plan will be prepared to ensure compliance with the relevant NZ Standards for Construction Noise (NZS 6803) and Vibration (NZS 6808).

Key mitigation measures will likely include:

- Scheduling higher-noise activities during daytime hours;

- In some circumstances, implementing buffer zones and physical barriers and where practicable; and

- Using modern, well-maintained machinery with noise-suppressing equipment.

With these measures in place, construction noise is expected to remain within acceptable limits for the various affected receiving environments and will be temporary in duration.

During operation, the primary noise sources are expected to be:

- Cable-car mechanical operation within station buildings;
- Passenger embarkation and disembarkation;
- Vehicle movements to and from station sites; and
- Occasional use of public-address systems.

Noise effects will vary depending on proximity to sensitive receivers. The report identifies Airport, Frankton Hub, Frankton North, Lower Shotover, Ladies Mile, and Queenstown stations as locations with the highest sensitivity potential.

At these sites, mitigation measures such as acoustic façade treatments, plant enclosures, and limiting operational hours for outdoor announcements will ensure compliance with applicable District Plan noise standards.

It should be noted that high noise contributors in the urban environment include Queenstown Airport, and State Highway 6/6A.

The report concludes that, with implementation of the proposed management and mitigation measures, the QCC will meet relevant construction and operational noise criteria, and any residual effects on the noise environment will be minor. Noise from the urban stations of the QCC will be consistent with the mixed residential–commercial character of the receiving environments and will not result in unacceptable disturbance or loss of amenity.

As an additional comment on noise effects from a planning perspective, exceedance of the PDP noise levels does not necessarily mean that noise will be unreasonable in the context of s16 of the RMA. While the initial evaluation of acoustic effects has been focussed around achieving compliance, the noise effects of the Project – particularly temporary noise – will be managed such that it is not unreasonable at sensitive receivers.

7.2.8 Earthworks

An overview of the earthworks likely to be required for the QCC project is provided in the Infrastructure Assessment Report prepared by Patterson's Land Surveyors (**Attachment [4]).**

Earthworks will be necessary to support the construction of stations, towers, underground services, stormwater and wastewater infrastructure, laydown areas, helipads for construction and operational requirements on Queenstown Hill, and

temporary and permanent access tracks including to support the safe removal of wilding trees from Queenstown Hill.

Bulk earthworks will be generally limited to station sites and will be focussed around establishing level platforms and structural foundations. Minor, localised excavation will occur for tower footings, with remote sites accessed and serviced by helicopter where necessary. Additional trenching will be required for cabling and utility connections.

Earthworks will generally be temporary and confined to disturbed footprints, with most occurring offline and away from sensitive receivers or waterways.

All works will follow best-practice erosion and sediment-control methods, guided by an Erosion and Sediment Control Plan and a Construction Environmental Management Plan prepared for the substantive application. These plans will set out measures to prevent sediment runoff, manage dust, stabilise exposed surfaces, and monitor environmental performance.

Given their limited extent and duration, the proposed earthworks are expected to have no more than minor effects on land stability, water quality, or surrounding amenity. The works are fully capable of being mitigated through standard engineering and environmental-management techniques.

7.2.9 Servicing and Infrastructure Effects

The Infrastructure Assessment Report (**Attachment [4])** evaluates the servicing and infrastructure requirements of the QCC project. This Report confirms that the project can be feasibly serviced using a combination of existing QLDC infrastructure, on-site systems, and engineered solutions.

Water Supply

Stations located within existing urban areas (e.g. Queenstown, Frankton, Ladies Mile) will connect to the QLDC reticulated network for potable and firefighting water supply.

For elevated or remote sites such as Queenstown Hill, on-site storage tanks or booster systems may be used to meet firefighting and operational needs.

Wastewater

Where feasible, stations will connect to the local wastewater network.

In rural or elevated locations where reticulation is unavailable, wastewater will be managed by on-site treatment and disposal systems designed to comply with regional plan standards.

Stormwater

Stormwater from buildings and hard surfaces will be managed through a combination of soakage, attenuation, or treatment systems to maintain pre-development runoff rates and protect downstream water quality.

Design will incorporate low-impact design principles, including vegetated swales and rainwater harvesting where appropriate.

Power and Telecommunications

All stations and towers will be serviced by underground power and communications connections where practicable.

The Project's reliance on electricity aligns with regional decarbonisation goals and enables shared energy management with the proposed electric bus depot.

The proposed servicing arrangements are feasible and environmentally appropriate.

No significant adverse effects are anticipated, and infrastructure provision will be refined at the substantive application stage to confirm compliance with all relevant standards and ensure integration with existing and planned networks.

7.2.10 Geo-Technical Effects (including climate change and natural hazards [s13(4)(v)]

A Geotechnical Assessment prepared by GeoSolve Ltd (**Attachment [08])** identifies the existing ground conditions, potential natural hazards, and climate-related risks along the QCC alignment. The assessment concludes that the project is geotechnically feasible and that all identified effects can be appropriately managed through established engineering design and construction practices.

Geotechnical Context

Ground conditions vary across the alignment but are typical of those encountered throughout the Wakatipu Basin.

Key considerations include:

- Localised slope instability in steep terrain (particularly Queenstown Hill and Ferry Hill);
- Liquefaction susceptibility within parts of the Frankton Flats and Shotover Delta areas; and
- Localised flooding or overland-flow risk near existing waterways.

The assessment confirms that these conditions can be managed through targeted foundation design, ground improvement, and slope-stabilisation measures. Tower locations can be refined during detailed design to avoid unstable ground or high-risk areas.

No natural hazards have been identified that would preclude the development.

Hazard risks associated with seismic events, slope failure, or inundation will be addressed through:

- Engineering design consistent with relevant New Zealand Building Code standards;

- Site-specific geotechnical investigations prior to construction; and
- Adoption of foundation systems suited to local conditions, such as deep piles or ground anchors where required.

In accordance with s 13(4)(v) of the FTAA, the assessment also considers the Project's resilience to climate change.

Projected increases in rainfall intensity and groundwater variability may slightly elevate the risk of shallow slope movement or localised flooding. However, the QCC's elevated design and minimal ground footprint provide inherent resilience to such effects.

Design responses at the substantive application stage will include:

- Incorporating updated climate data into drainage and erosion-control design;
- Selecting durable, corrosion-resistant foundation materials; and
- Ensuring accessways and drainage structures are designed to accommodate high-intensity rainfall events.

The assessment confirms that the QCC is geotechnically and structurally viable.

All potential geotechnical, natural hazard, and climate-related risks can be effectively mitigated through standard engineering design and site-specific construction management.

No geotechnical or hazard constraints have been identified that would prevent the project's progression under the FTAA.

7.2.11 Mana Whenua Effects

A memorandum prepared by Kauati Consulting (**Attachment [21])** addresses Fast-Track matters relating to Māori parties. The assessment identifies potential effects of the QCC on mana whenua values.

Cultural Context

The proposed QCC alignment traverses an identified wāhi tūpuna under the PDP – Te Tapunui / Queenstown Hill – and is located in proximity to several others, including:

- Tāhuna (Central Queenstown);
- Te Kirikiri (Urban Frankton);
- Kimiākau (Shotover River); and
- Whakatipu-wai-Māori (Lake Whakatipu).

The project area also lies near statutory acknowledgement areas recognised under the Ngāi Tahu Claims Settlement Act 1998, including Whakatipu Waimāori (Lake Whakatipu) and Mata-au (Clutha River).

Potential effects on mana whenua values include:

- Effects on wāhi tūpuna and associated cultural landscapes, including the visibility and integrity of natural landforms, vegetation, and views linked to ancestral narratives;
- Disturbance or displacement of taonga species and resources of significance under the Ngāi Tahu Settlement Act 1998, including indigenous flora, fauna, and mahika kai values; and
- Possible effects on resources covered by statutory acknowledgements, nohoaka entitlements, and rights of first refusal over Crown land.

The Report notes that the applicant has initiated consultation with Kāi Tahu ki Otago through Aukaha Ltd and with Te Ao Mārama Inc on behalf of Ngāi Tahu ki Murihiku. Engagement has focused on ensuring that mana whenua values are appropriately identified and reflected in the project design, and that opportunities for co-management and cultural expression are incorporated into the detailed design stage.

At the substantive application stage, further assessments will:

- Confirm potential cultural effects through continued engagement;
- Identify measures to avoid, remedy, or mitigate effects on cultural values; and
- Explore opportunities for mana whenua partnership in environmental management, monitoring, and interpretation of cultural narratives within station design and landscape treatment.

The information available indicates that, with continued engagement and appropriate design responses, potential effects on mana whenua values can be effectively managed.

The applicant will maintain active collaboration with Kāi Tahu to ensure cultural values are incorporated throughout the final design and implementation in accordance with kaitiakitanga and tikanga Māori principles.

7.2.12 Summary of Effects

Preliminary assessments undertaken across all relevant disciplines confirm there are no environmental or technical impediments to the QCC project proceeding through the referral process under the FTAA.

Comprehensive expert input has been provided on transport, landscape, ecology, geotechnical stability, infrastructure and servicing, cultural values, aeronautical safety, acoustics, and economics.

Each assessment concludes that anticipated and known adverse effects can be appropriately managed through standard design refinement, environmental-management planning, and compliance with key statutory and technical standards.

While the Project's multi-site nature and scale are complex, no assessment has identified effects or constraints that would preclude its progression. Remaining uncertainties, such as final alignment refinement (including exact station location), detailed design, or construction methodologies, will be addressed in the Substantive Application through supporting technical documentation and management plans.

In summary, the information available demonstrates that:

- Potential adverse effects are localised, with construction effects being temporary;
- Effective mitigation measures are readily available within standard engineering and environmental practice, with adverse effects overall being appropriate for the urban and rural context of the Project; and
- The project delivers significant environmental, social, and economic benefits consistent with the purpose of the FTAA.

The QCC project is considered suitable for referral under the FTAA, with its effects capable of being appropriately managed through the substantive consenting process.

8 Consultation and Affected Persons

8.1 Introduction

This section of the Planning Report outlines the mandatory consultation requirements under section 11(1), the requirements under 13(4)(k) outlining the section 11 consultation and details of how that consultation has informed the Project and identifies persons/groups likely to be affected by the project as directed for consideration under section 13(4)(j).

8.2 Summary of consultation undertaken

The applicant and its agents have undertaken extensive consultation and engagement for the purpose of Section 11 of the FTAA, in addition to consultation with a wide range of other persons and groups considered affected by the QCC project.

High level consultation on the QCC project first commenced in 2024 and has involved both formal and informal engagement. This has included public meetings, hui, stakeholder workshops, surveys, pamphlet drops, online engagement (including website updates and social media), media releases and interviews, as well as numerous presentations to organisations such as the Chamber of Commerce, and Destination Queenstown.

A summary of the record of consultation undertaken for the purposes of section 11, as well as wider consultation with individuals and groups referred to in section 13(4)(j), has been completed by the applicant and outlined in **Attachment [22].**

It is important to stress that consultation and engagement with key stakeholders remains ongoing.

8.3 Section 11 parties to be consulted

The relevant local authorities[23] are:

- QLDC and the ORC [section 11(1)(a) and (e)].

The relevant iwi authorities, hapū, and Treaty settlement entities are:

- Te Rūnanga o Ngāi Tahu;
- Te Rūnanga o Ngāi Tahu, Kāi Tahu Papatipu Rūnaka e Whitu, Aukaha and Te Ao Mārama Inc;

[23] Under the FTAA, **relevant local authority**, in relation to a referral application or substantive application—
(a) means any local authority whose region or district the project area is in …

- Aukaha; and
- Te Ao Mārama Inc [section 11(1)(b)].

The relevant administering agencies[24] are:

- MfE; and
- DoC [section 11(1)(e)].

8.4 Persons and groups the applicant considers likely to be affected

Table 3 identifies the persons, groups and entities that the applicant considers to likely be affected by the Project.

[24] Under the FTAA, **relevant administering agency**—
(a) in relation to a referral application, means an administering agency for a specified Act that relates to a proposed approval for the project …

Table 3 Persons and Groups Likely Affected (s13(4)(j)(i) – (viii))

Entity	Type of Group
Relevant authorities [s13(4)(j)(i)]	
QLDC	Local authority
ORC	Local authority
Iwi authorities and groups [s13(4)(j)(ii)]	
Te Rūnanga o Ngāi Tahu	Iwi authority Te Rūnanga o Ngāi Tahu Act 1996 Ngāi Tahu Claims Settlement Act 1998
Kāi Tahu Papatipu Rūnaka e Whitu	Te Rūnanga o Ngāi Tahu (Declaration of Membership) Order 2001Te Rūnaka o Moeraki, based in Moeraki Kāti Huirapa ki Puketeraki, based in Karitane Te Rūnaka o Ōtākou, based on the Otago Peninsula Waihōpai Rūnaka, based in Invercargill Te Rūnaka o Awarua, based in Bluff Te Rūnaka o Ōraka-Aparima, based in Riverton Hokonui Rūnaka, based in Gore.
Aukaha	Environmental entity of Papatipu Rūnaka Te Rūnanga o Ngāi Tahu (Declaration of Membership) Order 2001
Te Ao Mārama Inc	Environmental entity of Papatipu Rūnaka Te Rūnanga o Ngāi Tahu (Declaration of Membership) Order 2001
Relevant Treaty settlement entities (s13(4)(j)(iv))	
Te Rūnanga o Ngāi Tahu	Pursuant to s13(4)(l) of FTAA.
Kāi Tahu Papatipu Rūnaka e Whitu	Pursuant to s13(4)(l) of FTAA.
Relevant protected customary rights groups or marine title groups (s13(4)(j)(v))	
N/A to the Project.	
Nga hapu o Ngati Porou (s13(4)(j)(vi))	
N/A - The proposal is not within or adjacent to, and the proposal does not directly affect nga rohe moana o nga hapu o Ngati Porou	
Groups under the Marine and Coastal Area (Takutai Moama) Act 2011 (MCAA) (s13(4)(j)(vii))	
N/A - No groups impacted under MCAA.	
Persons with registered interest in land that need acquiring under the Public Works Act 1981 (s13(4)(j)(viii))	
N/A - No persons with registered interest exist.	
Any other consultation (s13(4)(k)) including administering agencies (s11(1)(e))	
MfE	As the relevant administering agency for approvals relating to the RMA pursuant to Schedule 5.
DoC	As the relevant administering agency for approvals relating to the Conservation Act 1987, Wildlife Act 1953 and Reserves Act 1977, pursuant to Schedule 6 and 7.
NZTA	As the agency responsible for approvals associated with works on SH6, including interests associated with works in proximity to SH6.
QAC	Affected due to the proximity of the Project to Queenstown Airport and possible location within OLS.
LINZ	As an interested agency recognising that a separate approval from will be required for activities within Crown-owned hydro land parcels under the Land Act 1948.
Transpower	Potentially affected with alignment beneath main transmission line (to west of Shotover River)
Infrastructure Companies	Consultation relating to legal interests over properties affected by the proposed QCC alignment and associated infrastructure. Eonfibre, Chorus, Auroa and Transpower
All landowners and holders of easements and other rights within QCC corridor	Private Landowners as referred to **Attachment [5]**

The general consultation outcomes, including commentary on how the feedback received has informed the project, is outlined below.

8.5 Treaty Settlements [s13(4)(l)]

The project area lies entirely within the takiwā (tribal area) of Ngāi Tahu, the sole iwi with mana whenua and Treaty settlement interests in the Queenstown Lakes District. No other iwi or hapū have claims to this area.

The Ngāi Tahu Claims Settlement Act 1998 applies to the project area and provides for cultural, economic, and environmental redress recognising Kāi Tahu rakatirataka within the takiwā.

All other relevant provisions and principles are outlined in detail in the Kauati Memo enclosed as **Attachment [21].**

8.6 Local Authority Consultation [s11(1)(a)]

8.6.1 Queenstown Lakes District Council

QLDC has been consulted with in its multiple capacities as the territorial authority responsible for land use planning, infrastructure and roading; the regulatory authority administering the Queenstown Lakes District Plan; the landowner and administering body of reserves and fee simple land traversed by the Project; and as a requiring authority with designations potentially affected by the project.

The applicant commenced high-level engagement with QLDC in 2024 and has continued throughout 2025 through to the lodgement of this application.

Engagement has occurred with senior Council management – including the CEO, infrastructure and transport teams, planning officers, and Councillors and the (then) Mayor.

An initial project briefing was provided in November 2024, followed by a series of meetings, Teams calls, and correspondence on the evolving project.

A formal engagement letter relating to the Referral Application was issued on 25 July 2025 setting out the refined Project, legal interests and overview of the types of approvals that will be required from QLDC to enable the project and inviting further engagement. This was followed by a multi-department workshop with the Mayor, Chief Executive and senior officers alongside ORC and NZTA on 22 August 2025.

Following on from the engagement, a Project update letter was sent to QLDC on 21 October 2025, advising of changes to the Project, following consultation and engagement with stakeholders, with the extended project area and the addition of the Ladies Mile Line.

Discussions with QLDC has covered land tenure, easements, reserve administration, and coordination with QLDC's infrastructure and transport projects.

How this consultation has informed the project

Consultation with QLDC has informed the project through:

- Identification of the range of legal interests and approvals required from QLDC in its role as landowner, reserve administrator, requiring authority, and territorial authority;
- Clarification that Reserves Act approvals (leases, licences, and easements) and landowner agreements can be sought as "concessions" under the FTAA and included within the substantive application;
- Identification of airspace leases required for the cable car to cross several QLDC-administered roads and for a possible pedestrian overbridge near Lucas Place, and potential second pedestrian bridge at the Frankton Hub (if Route B / Frankton Flats – Ladies Mile alignment is advanced);
- Confirmation of the need for written consent from QLDC as requiring authority for the cable car to cross seven existing designations if the project hinders a public work;
- Feedback on alignment and station design to ensure compatibility with QLDC infrastructure and public realm upgrades in the town centre and Frankton areas;
- Acknowledgement through recent correspondence between Wynn Williams and QLDC that Council's property and reserves team will provide further input once the project and its comprehensive business case are more defined, and that a pathway has been identified for managing existing legal interests affecting QLDC-owned land;
- Agreement on continued co-ordination to refine draft management plans, legal instruments and design details prior to the substantive application;
- Feedback to consider expanding the scope of the Project to include Ladies Mile and "open up" that existing and zoned urban growth area.

Notably, the Project scope was amended to include the Ladies Mile line as a result of feedback from QLDC (and others).

Ongoing consultation and engagement will ensure that the Council remains closely involved as the project advances.

8.6.2 Otago Regional Council

The ORC has been engaged in its dual capacity as both the regional consent authority administering the regional air, land, and water plans relevant to the construction and operation of the Project, as well as the transport authority responsible for planning and delivering the Wakatipu public transport network.

High-level engagement on the Project with ORC began in 2024 and has included a series of informal briefings, meetings and workshops with transport planning and consent staff, management, the CEO and Councillors.

A formal engagement letter relating to the Referral Application was issued on 25 July 2025 outlining the Project and requesting further engagement on behalf of the applicant.

An online meeting was held on 21 August 2025 and focused on an overview of the QCC project including an outline of the anticipated consent requirements. Discussion covered areas of technical input and the specialist consultants likely to be engaged. ORC representatives provided initial comments and queries on consent and transport matters, clarifying key considerations for assessment.

A multi-department workshop with the ORC Chief Executive and senior officers, alongside QLDC and NZTA, took place on 22 August 2025.

Following on from the engagement, a Project update letter was sent to ORC on 21 October 2025, advising of changes to the Project, following consultation and engagement with stakeholders, with the extended project area and the addition of the Ladies Mile Line.

We also understand that discussions with ORC and the applicant have also been ongoing in relation to a new electric bus hub proposed for Queenstown and the opportunities the QCC project presents for sharing services and infrastructure between these two transport nodes.

How this consultation has informed the project

Consultation with ORC has informed the project through:

- Highlighting key technical areas of particular interest: transport, natural hazard and ecology;
- Feedback on integrating the QCC with existing transport networks. ORC's public transport role has helped to guide station functions and interchange design, with a stronger emphasis on connections to Orbus services and active modes, particularly in Frankton;
- In response to ORC's plans for adding an electric bus fleet to their network and depot planning, the QCC project provides for a possible electric-bus charging and parking hub co-located with the cable car's operation base (either Ferry Hill or Quail Rise depending on Ladies Mile route). This will enable shared electric capacity and site infrastructure efficiencies to be explored through further consultation with ORC;
- Guidance on information needed to enable suitable assessments and level of detail needed for the substantive application (including Integrated Transport

Assessment, construction traffic management approach, EMP and stormwater and erosion/sediment controls and draft conditions framework); and

- Feedback to consider expanding the scope of the Project to include Ladies Mile and "open up" that existing and zoned urban growth area.

Notably, the Project scope was amended to include the Ladies Mile line as a result of feedback.

The ORC requested copies of the application and technical reports be provided to them for review prior to lodgement. This was not possible as was explained to the ORC, as the reports at that time had not been finalised and reviewed for issue. The applicant has however provided a commitment that they will be provided as soon as they have been finalised and reviewed.

8.7 Iwi Authorities, hapū, and Treaty settlement entities consultation [s11(1)(b)]

8.7.1 Introduction

A memorandum prepared by Kauati identifies the iwi authorities, hapū, and Treaty settlement entities with an interest in the project area (refer **Attachment [21]**). The relevant table from this memo is reproduced below (Table 4) to summarise the relevant groups, their roles, and specific requirements under the FTAA.

Table 4 Consultation requirements with Māori Parties

Entity	Role/Reason	Relevant Provisions
Te Rūnanga o Ngāi Tahu (TRONT)	Post-Settlement Governance Entity Iwi Authority Te Rūnanga o Ngāi Tahu Act 1996	s11(b)(i), s13(4)(j)(ii), s13(4)(l), s13(4)(o), Schedules 5 and 7
Kāi Tahu Papatipu Rūnaka e Whitu	Mana whenua entities with shared interests in the district Te Runanga o Ngai Tahu (Declaration of Membership) Order 2001	s11(b)(i), s13(4)(j)(ii), s13(4)(o) Schedules 5 and 7
Aukaha	Environmental entity of Papatipu Rūnaka with shared interests in the project area	s11(b)(i), s13(4)(j)(ii), s13(4)(o) Schedules 5 and 7
Te Ao Mārama Inc (TAMI)	Environmental entity of Papatipu Rūnaka with shared interests in the project area	s11(b)(i), s13(4)(j)(ii), s13(4)(o) Schedules 5 and 7

It is noted that Kāi Tahu Papatipu Rūnaka e Whitu is a collective term for the seven Papatipu Rūnaka who have shared interests in the district and project area, being:

- Te Rūnaka o Moeraki, based in Moeraki.
- Kāti Huirapa ki Puketeraki, based in Karitane.
- Te Rūnaka o Ōtākou, based on the Otago Peninsula.

- Waihōpai Rūnaka, based in Invercargill.
- Te Rūnaka o Awarua, based in Bluff.
- Te Rūnaka o Ōraka-Aparima, based in Riverton.
- Hokonui Rūnaka, based in Gore.

8.7.2 Consultation and Engagement

Formal engagement with both Kāi Tahu Papatipu Rūnaka e Whitu and Te Rūnanga o Ngāi Tahu commenced on 25 July 2025. Letters were sent to both entities, as well as TAMI and Aukaha, providing an overview of the applicant, the project, Kāi Tahu matters, the applicable planning framework, potential effects, and general project timeframes. Feedback was invited on the information provided, with an offer for meetings or workshops to discuss any matters of interest.

On 21 October 2025, a further update was provided to the above parties, including Tom Hooper who the applicant was advised is the lead contact for Kāi Tahu Papatipu Rūnaka e Whitu and their environmental entities. This update included details on the extension of the QCC alignment to include the Ladies Mile Line and sought feedback on this addition.

Kauati has advised that Kāi Tahu representatives have acknowledged receipt of the material and are aware of the project and referral process.

Further consultation and engagement will continue through Kāi Tahu's designated contact as part of the substantive application, including discussion of the matters outlined in Schedules 5 to 7 of the FTAA, the Ngāi Tahu Claims Settlement Act 1998, and the associated rights-of-first-refusal provisions where applicable. A Process Agreement has been committed to between the parties to guide further engagement at the time further detailed design proposals are available.

<u>How this consultation has informed the project</u>

Consultation has informed the project through:

- Identification of the iwi authorities, environmental entities, and statutory frameworks relevant under the FTAA and the Ngāi Tahu Settlement Act;
- Clarification that the project area lies wholly within the takiwā of Ngāi Tahu Whānui, and that no other iwi or hapū have overlapping interests;
- Early identification of Treaty Settlement redress areas and values potentially relevant to the project, including statutory acknowledgements for Whakatipu-wai-Māori (Lake Wakatipu), nohoaka sites on the Shotover River, and wāhi tūpuna layers in the PDP;

- Acknowledgement that Kāi Tahu's right of first refusal under section 9 of the Ngāi Tahu Settlement Claims Act 1998 may be triggered for leases exceeding 50 years over Crown land administered by QLDC (for example, the Frankton Bus Hub reserve) and that engagement with Te Rūnanga o Ngāi Tahu on this matter would be required before lodgement of the substantive application.

- Confirmation that mana whenua engagement will continue through Tom Hooper as the lead contact for Kāi Tahu Papatipu Rūnaka e Whitu and their environmental entities, with the process agreement confirmed to help guide that engagement.

Further cultural input is being led by Kauati and will be incorporated into the final Cultural Values Assessment for the project. This assessment will inform the substantive application and set out the specific mana whenua values, protocols, and management responses to be adopted for the construction and operation of the QCC.

8.8 Applicant groups with applications for Customary Marine Title

No relevant applicant groups with applications for customary marine title exist in relation to this proposal [section 11(1)(c)].

8.9 Ngā Hapū o Ngāti Porou

This matter is not relevant, as the project area is not within or adjacent to or would directly affect Ngā Rohe Moana o Ngā Hapū o Ngāti Porou [section 11(1)(d)].

8.10 Relevant Administering Agencies [s11(e)]

8.10.1 Ministry for the Environment

Pre-lodgement consultation was undertaken with the MfE as the relevant administering agency for approvals under the FTAA. This consultation was initiated on 4 July 2025, with a summary response provided by MfE on 7 July 2025.

Further consultation was undertaken with MfE on 30 September 2025 to request a pre-application meeting to discuss information requirements for the referral application and specifically the approvals able to be sought under s42(4)(b) of the FTAA.

On 20 October 2025, an online meeting was attended by Stephanie Frame and Max Gander-Cooper from MfE with the applicant's planner, Brett Giddens and legal advisor, Janette Campbell in attendance.

Follow-up engagement with MfE was undertaken on 21 October by way of an update on the extended project scope and therefore additional approvals required as well advising of the expanded group of stakeholders, agencies and affected landowners.

<u>How this consultation has informed the project</u>

The response from MfE of 7 July 2025 highlighted the requirement to assess the QCC project against relevant national policy statements and national environmental standards. These are required under s13(4)(y)(i) and Schedule 5 (paragraph 2) of the FTAA. **SECTION 9** of this Report contains an assessment of all relevant national policies and environmental standards.

The engagement on 20 October 2025 was fundamental in providing the applicant with certainty in how it is approaching the referral application perspective of the permission that will be required prior to the lodgement of a substantive application, and how to deal with consent notices as part of the Fast Track process.

8.10.2 Department of Conservation

Pre-lodgement consultation has been undertaken with DoC as the administering agency for the Conservation Act 1987, Reserves Act 1977 and Wildlife Act 1953, and also for approvals required pursuant to Schedules 6 and 7 of the FTAA.

The approvals required include an amendment to a conservation covenant (Part 3 of Schedule 6), as well as the necessary easements and leases (concessions) over reserves administered by either the Crown or QLDC under the Conservation Act 1987 and Reserves Act 1977 (Part 1 of Schedule 6) and a wildlife approval under the Wildlife Act 1953 (Schedule 7).

Initial contact was made with the Fast-Track Applications Team (Grace Masterton) on 25 July 2025, followed by ongoing correspondence with Asher Cook (Senior Permissions Advisor) through August–October 2025. Consultation has included written updates, follow-up emails, and provision of technical reports and plans, including the draft Ecological Assessment Report prepared by Wildlands Consultants. A follow-up email was sent on 15 October 2025 to respond to DoC's requests for further information, update DoC on the extended scope of the project and to clarify the range of potential approvals required under the FTAA.

Recent correspondence (October 2025) has confirmed that DoC is the appropriate point of contact on behalf of the Minister for Conservation in respect of the conservation covenant on Queenstown Hill and that additional approvals may be required for parts of the project that traverse reserve or conservation land, including potential concessions over the Shotover River corridor. DoC has also provided background technical information regarding the conservation covenant and identified two additional reserves to verify against the project alignment. Further information, including updated mapping and ecological data, has been supplied in response.

On 30 October 2025, Asher Cook confirmed via phone call that DoC's Pre-Lodgement Consultation Summary was well underway however likely to be finalised after the lodgement of this referral application. The applicant, through Town Planning Group acknowledged that this information would be extremely valuable, even if provided post-lodgement and also agreed to provide DoC the application documents once submitted to expedite their review and formal response to the Minister.

How this consultation has informed the project

Consultation with DoC has informed the project through:

- Identification of DoC's statutory roles and the specific approvals likely to be required under Schedules 6 and 7 of the FTAA, including concessions, Wildlife Act approvals, and amendments to a conservation covenant on Queenstown Hill;
- Recognition that portions of the project may involve Crown-administered conservation land and QLDC-vested reserves held for conservation purposes, and that separate approvals will be sought for each affected area;
- Confirmation that further ecological information and mapping should accompany the substantive application to assist DoC's review of potential effects on protected species, habitats, and reserve values;
- Integration of mitigation measures recommended by Wildlands Consultants, including lizard management, wetland protection, sediment and spill control, and vegetation restoration, which will form the basis of ecological management plans for the substantive application.

Engagement with DoC will continue as the project progresses.

8.11 Consultation with other Affected Parties

8.11.1 NZ Transport Agency Waka Kotahi

Engagement with the NZTA has been ongoing since December 2024 and has included regular correspondence, meetings, and workshops with regional and national representatives across planning, network operations, and transport strategy teams. Initial discussions focused on the project's role within the Regional Deal and alignment with NZTA's wider transport investment programme.

Formal consultation under the FTAA commenced with the letter of 25 July 2025, providing an overview of the project, potential effects, and the need for coordination on approvals and interfaces with the State Highway network.

The project team has liaised with NZTA officers including Brett Gliddon (Chief Executive), Dan Marshall, Simon Underwood, Brad Cabell, Pam Harrison, Richard Osbourne, and Sean Walsh, among others. A joint workshop held on 22 August 2025 with ORC, QLDC, NZTA, and QAC discussed shared transport priorities, integration with existing corridors, and the proposed crossing of State Highway 6 between the Frankton Hub and Ladies Mile. Ongoing correspondence has confirmed NZTA's expectation that the project will require a lease for aerial occupation above State Highway 6 and 6A, and potentially a Licence to Occupy for associated ground-based structures.

Subsequent engagement throughout 2025 has included multiple Teams calls, email correspondence, and technical briefings, culminating in an updated letter on 20 October 2025 which provided revised route information and sought NZTA's feedback on the expanded project scope including the proposed Ladies Mile Line.

How this consultation has informed the project

Consultation with NZTA has informed the project through:

- Confirmation that approvals will be required under the Government Roading Powers Act 1989 and the Public Works Act 1981 for cable crossings and aerial structures over State Highway corridors;
- Confirmation that, in addition to its approval as a Requiring Authority, NZTA approval is also required as the controlling authority for State Highways to secure a lease of airspace for the cableway to cross SH6 and SH6A at multiple locations, and for the pedestrian connection to cross SH6 at the proposed Airport Station and, potentially, the Frankton Hub (if the Frankton Flats–Ladies Mile route is selected);
- Identification that a Licence to Occupy may also be required for associated ground-based structures within State Highway road reserve;
- Integration of NZTA's design and safety feedback into the alignment and station placement, particularly at the Frankton Hub, Five Mile, and Ladies Mile crossings;
- Consideration of NZTA's concurrent projects, including the Frankton Bus Hub upgrade, SH6/SH6A intersection improvements, and proposed Ross Street road closure, ensuring the QCC design complements existing and future network operations;
- Recognition that the project supports mode-shift objectives under the Government Policy Statement on Land Transport and the Queenstown Integrated Transport Programme Business Case, by providing a high-capacity, low-emission rapid transit link between key growth areas;
- Coordination with NZTA to determine a streamlined approval process for aerial occupation, with the possibility of a single lease covering multiple State Highway crossings.

Ongoing consultation will ensure NZTA's requirements are fully addressed through the substantive application.

8.11.2 Queenstown Airport Corporation

Engagement with QAC has been ongoing since early 2024 and has focused on the project's relationship with airport operations, aeronautical safety surfaces, and

integration with wider transport systems. QAC has been engaged in its capacity as both the airport operator and a key stakeholder in the delivery of the district's transport network.

Formal consultation under the FTAA commenced with a letter dated 25 July 2025, which outlined the project scope, the proximity of the proposed Airport and Frankton Hub Stations to Queenstown Airport, and the potential implications for the airport's Outer Control and Aircraft Noise Boundaries. The letter also provided details of the technical assessments underway, including the preparation of an Aviation Safety Report by Navigatus, to evaluate potential effects on aeronautical surfaces and CAA compliance.

Discussions with QAC have centred on the airport's Outer Horizontal, Conical, and Approach/Take-off Surfaces under CAA Rule Part 77, and on ensuring that the design of the cableway and stations are compatible with the airport's existing and future operations. Further engagement has focused on opportunities for multimodal integration between the cable car network, public transport services, park and ride facilities, and the airport's ground transport network to support mode shift and sustainable airport access.

How this consultation has informed the project

Consultation with QAC has informed the project through:

- Identification of the relevant aeronautical protection surfaces (Outer Horizontal, Conical, and Approach/Take-off Surfaces) and associated CAA Rule Part 77 requirements;
- Integration of airport safety and operational requirements into the route design, tower placement, and lighting strategy;
- Confirmation that an Aviation Safety Assessment will accompany the substantive application to confirm compliance with aviation safety standards and operational procedures;
- Co-ordination of the proposed Airport Station design/location and possible pedestrian overbridges with QAC's long-term ground transport and access planning to ensure seamless integration between the cable car network, bus services, and active transport modes;
- Agreement to ongoing technical collaboration between QAC, Navigatus, CAA (if necessary) and the applicant's design team to refine vertical clearances, lighting, and construction staging near the airport boundary.

Further consultation and engagement will continue as the project progresses, including the sharing of detailed aviation safety modelling, updated design drawings, and integration plans as part of the substantive application. Engagement with the CAA will also occur alongside QAC prior to lodgement of the substantive application.

8.11.3 Land Information New Zealand

Specific consultation with LINZ was initiated on 20 October 2025 in relation to the QCC project and specifically the recent extension of the project scope to include the crossing of the Shotover River. The letter outlined the recent addition of the Ladies Mile Line, which introduced areas of Crown-administered land into the project footprint.

The correspondence sought LINZ's feedback on the approvals likely to be required under the Land Act 1948 for works on or over Crown land, including:

- Easements for the alignment of the cableway across the Shotover River corridor;
- Leases or licences required for the proposed Quail Rise Station building; and
- Any other access or land-use arrangements associated with the cableway infrastructure affecting LINZ property or interests.

The letter acknowledged that both of the proposed alternative routes to Ladies Mile traverse Crown-administered hydro land parcels (3200925 and 3200867), with the extent of affected land differing between them. The letter invited LINZ's guidance on process, approval requirements, and next steps to ensure the necessary consents are appropriately addressed.

<u>How this consultation has informed the project</u>

The feedback from LINZ has confirmed that separate approvals under the Land Act 1948 will be required for any works occurring on or over Crown-administered land, including the proposed cableway crossing of the Shotover River. This clarification ensures that the project team can appropriately plan for and sequence the necessary LINZ approval process alongside the FTAA referral and substantive application.

LINZ confirmed that applications for these approvals can be made at any time but recommended that they be submitted following referral of the project, when final designs and assessments of effects on land, resources and people (including iwi and hapū) are available.

Ongoing consultation with LINZ will continue as the design develops, ensuring that any impacts on Crown land are fully assessed and that the necessary approvals can be secured in alignment with both the FTAA and Land Act 1948 processes.

8.11.4 Infrastructure Companies – Aurora, Chorus and Eonfibre

On behalf of the applicant, Wynn Williams has contacted Aurora, Chorus and Eonfibre on 10 October 2025 outlining the project in relation to legal interests those entities hold over properties affected by the proposed QCC alignment and associated infrastructure. The purpose of this correspondence was to confirm and clarify any existing easements, caveats, or other registered interests relating to each company's infrastructure that may be affected by the project.

How this consultation has informed the project

Engagement with the infrastructure providers has helped identify the location, nature and operational sensitivities of existing electricity and telecommunications infrastructure within the project area. Feedback has confirmed that the proposed QCC alignment is generally compatible with existing utility infrastructure and that the potential effects on telecommunications and electricity assets can be effectively managed through detailed design and co-ordination. These discussions have also reinforced the importance of maintaining appropriate clearances from underground assets and considering the placement of towers and anchor points within easement areas.

Further consultation will be undertaken with the infrastructure providers through the detailed design and construction stages to ensure that existing infrastructure interests are appropriately protected and that opportunities for collaboration are explored.

8.11.5 Private Landowners

Engagement has been undertaken progressively as the project concept has developed with an initial focus on the largest landholdings and station locations. This has included both direct consultation with individual landowners whose properties are traversed by, or adjacent to the proposed cableway, and more recently has included general project awareness activities such as a letter and pamphlet drop to inform the affected landowners of the proposal and provide opportunities for discussion.

Discussions have been ongoing with the Middleton family, the owners of land on Queenstown Hill that is subject to a Conservation Covenant held in favour of the Minister of Conservation. Engagement has focused on confirming the location of the proposed alignment through the covenant area, the nature of the restrictions under the covenant, and the process for seeking an amendment under the FTAA.

Further engagement has also occurred with landowners of properties proposed to host tower locations, stations, and other infrastructure components. These discussions have focused on access, design refinement, and the potential to secure property rights through easements, leases, or other formal agreements at the substantive application stage.

Landowner feedback will be considered in the final design which will form the basis of the substantive application.

How this consultation has informed the project

Consultation with affected landowners to date has informed the project through:

- Identification of key land parcels and legal interests required to enable the construction and operation of the QCC;
- Clarification of the process for amending or partially revoking the Conservation Covenant on the Middleton property under Schedule 6 of the FTAA;

- Refinement of the indicative alignment to avoid sensitive property features and reduce potential adverse effects where practicable, including early discussion of design options (such as location of structures and visual screening) to address any potential concerns;

- Strengthening community understanding of the proposal through direct correspondence and public information materials.

9 Matters relating to Specific Approvals

9.1 Introduction

The purpose of this section is to address those matters relating to specific approvals under section 13(4)(y).

9.2 Schedule 5 – Resource Management Act 1991

This section is provided in accordance with Clause 2(1)(a)(i)–(iii) of Schedule 5. This requires that applications include an assessment of the project against the following statutory documents:

- Any relevant national policy statements; and
- Any relevant national environmental standards; and
- If relevant, the New Zealand Coastal Policy Statement.

Furthermore, Clause 3 of Schedule 5 specifies that the information to be provided under section 13(4)(y)(ii) is information about whether the change or cancellation of the condition is material to the implementation or delivery of the project. This has been discussed in **SECTION 6.2.8** above.

9.2.1 National Policy Statement on Urban Development 2020 (as amended May 2022)

The NPS-UD establishes objectives and policies to ensure that planning decisions enable well-functioning urban environments that meet the diverse and changing needs of people and communities. It seeks to ensure that urban areas provide for social, economic, and cultural wellbeing, provide for health and safety, and are resilient and adaptable to future change.

The NPS-UD directs councils to plan proactively for urban growth that aligns with infrastructure provision, supports competitive land and development markets, and encourages efficient land use in areas with high demand, good access to employment, and existing or planned public transport. It also emphasises the importance of environmental outcomes, including reduced greenhouse gas emissions, climate resilience, and the principles of Treaty of Waitangi.

The QCC project is completely consistent with the objectives and policies of the NPS-UD. It contributes to a well-functioning urban environment by providing a sustainable, high-capacity, reliable and low-emission transport connection between core areas of employment, housing, and recreation. Enabling people and communities to move more efficiently within the urban environment will also strengthen economic activity, improving social interaction, and supporting cultural and recreational participation.

The Urban Design Assessment prepared by Jasmax highlights each of the QCC stations are of distinct character, function and anticipated growth. Through an assessment of each of these urban catchments, the assessment concludes that the stations are well-positioned to provide efficient, reliable and sustainable public transport connections within and between existing and future urban centres.

By improving connections between existing and planned growth areas, the proposal promotes efficient land use and supports competitive development markets. Areas along the alignment are well-serviced by infrastructure and experience high demand for housing and commercial development. The cable car facilitates higher-density development in these areas by improving accessibility and reducing the constraints of limited transport options. This contributes to more effective use of land, enhances development capacity, and indirectly supports housing affordability by expanding access to employment, services, and amenities. Its zero-emission operation contributes to reducing greenhouse gas emissions and supports resilience to climate change, in line with the NPS-UD's environmental objectives.

The QCC gives effect to the NPS-UD by providing an integrated, accessible, and sustainable transport solution that strengthens urban functionality, supports growth and development capacity, enhances housing and economic opportunities, and contributes to a low-carbon, resilient urban environment capable of meeting the needs of current and future generations.

9.2.2 National Policy Statement on Indigenous Biodiversity (as amended October 2024)

The National Policy Statement on Indigenous Biodiversity (**NPS-IB**) recognises the need to identify, manage and maintain indigenous biodiversity, including indigenous vegetation and habitat for indigenous fauna.

The proposed QCC Project is consistent with the NPS-IB because:

- Indigenous biodiversity has been identified at a high level and assessed in accordance with NPS-IB intent (refer to Ecological Report, **Attachment [18]**). High-value habitats occur mainly on the upper slopes of Te Tapunui / Queenstown Hill and along the Kimiākau / Shotover River, including subalpine tussock lands, grey shrublands, wetlands, rocky outcrops, and the braided river margin, which support a diversity of native birds, lizards, invertebrates and At Risk or Threatened plant species.

- Wetlands and sensitive habitats will be avoided wherever practicable and tower locations will be refined following further fieldwork and site investigation to prevent adverse hydrological effects, with monitoring and restoration plans in place where avoidance is not possible.

- Potential adverse effects on indigenous biodiversity will be appropriately addressed through targeted management measures, including:

- Limiting construction during bird breeding seasons and outside sensitive wetland periods;
- Implementing a Lizard Management Plan and obtaining Wildlife Act approval;
- Undertaking habitat restoration and enhancement (weed and pest control, native planting); and
- Applying sediment and spill management controls near waterways.

- Flexibility is built into the alignment and design to allow refinement based on detailed site surveys for wetlands, lizards, threatened plants and invertebrates, ensuring site-specific avoidance and mitigation responses.

- Overall ecological effects are assessed as very low, with opportunities for net biodiversity gains through habitat enhancement and restoration on Te Tapunui / Queenstown Hill.

Accordingly, the QCC proposal maintains and enhances indigenous biodiversity in a manner consistent with the objectives and policies of the NPS-IB (2024 amendment).

9.2.3 National Policy Statement for Highly Productive Land 2022

The National Policy Statement for Highly Productive Land 2022 (**NPS-HPL**) seeks to protect highly productive land (**HPL**) for its primary production potential and to ensure that urban development and infrastructure are appropriately managed to avoid unnecessary loss of such land.

The QCC project is consistent with the intent of the NPS-HPL on the basis that:

- The Project footprint is largely located over existing urban and developed areas, including Queenstown, Frankton, and the airport. Although the alignment extends across steep hill country and mixed farmland on Te Tapunui / Queenstown Hill, this is not classified as highly productive land (LUC Classes 6–7).

- Where the route traverses rural or pastoral land on Queenstown Hill and around Lake Johnson, these areas are already modified (low- to high-producing exotic grasslands or plantation forestry) and have limited long-term productive potential due to topography, existing development, and land-use constraints.

- The infrastructure has a minimal footprint, with towers and stations occupying small discrete areas that do not preclude ongoing rural or productive land use in surrounding areas.

The QCC therefore does not result in the loss or fragmentation of highly productive land and aligns with the NPS-HPL provisions allowing regionally significant infrastructure where adverse effects are avoided, minimised, or mitigated.

Accordingly, the proposal is consistent with the objectives of the NPS-HPL 2022, ensuring that the limited productive capacity of rural land is maintained while enabling essential public transport infrastructure.

9.2.4 National Policy Statement on Freshwater Management 2020

The National Policy Statement on Freshwater Management 2020 (**NPS-FM**) seeks to ensure that the health and well-being of water bodies and freshwater ecosystems are protected and improved.

The QCC Project is consistent with the objectives and policies of the NPS-FM for the following reasons:

- Freshwater environments have been identified at a high level and assessed as part of the ecological assessment (**Attachment [18]**). The project area includes the Kimiākau / Shotover River (a braided river system of high ecological value) and a series of small wetlands and tarns on Te Tapunui / Queenstown Hill.

- No direct works are proposed within the bed of the Shotover River. Cable car towers and station foundations will be set back from watercourses, with sediment control and spill response plans in place to prevent discharges or degradation of water quality.

- Wetlands will be avoided wherever practicable. Tower locations have been reviewed to prevent hydrological disruption, and any structures within 10–20 metres of wetlands will be monitored pre- and post-construction to ensure no adverse effects occur, with restoration actions implemented if required.

- The QCC proposal will incorporate best-practice freshwater management through design and construction measures that protect wetland integrity, avoid sedimentation, and maintain natural drainage patterns.

- Overall effects on freshwater values are assessed as very low, with opportunities for enhancement through wetland protection and potential restoration actions.

Accordingly, the QCC proposal gives effect to the NPS-FM 2020 by maintaining the health and well-being of freshwater bodies and avoiding, remedying, or mitigating adverse effects on freshwater ecosystems.

9.2.5 National Policy Statement for Renewable Electricity Generation 2011

The National Policy Statement for Renewable Electricity Generation (**NPS-REG**) recognises the national significance of renewable electricity generation and energy efficiency in achieving New Zealand's climate and energy goals.

The QCC aligns with the NPS-REG objectives by:

- Utilising an electric-powered, low-emission off-line transport system, reducing reliance on fossil fuels and supporting the transition to renewable energy.
- Promoting energy efficiency through an automated cable car network capable of moving large passenger volumes with minimal energy input per capita.
- Contributing to the reduction of greenhouse gas emissions from the Queenstown transport sector.

The proposal therefore gives effect to the NPS-REG by enabling infrastructure that supports renewable electricity use and contributes to national energy efficiency outcomes.

9.2.6 National Environmental Standards for Freshwater 2020

The National Environmental Standards for Freshwater (**NES-Freshwater**) set requirements to protect wetlands, rivers, and freshwater ecosystems from inappropriate development and discharges.

The QCC project will comply with the NES-Freshwater through the following measures:

- Avoidance of wetlands and water bodies wherever practicable, with tower locations refined through site-specific field verification.
- Implementation of sediment and erosion control measures to prevent discharges to freshwater during construction.
- Monitoring and restoration provisions for any works occurring within proximity to wetlands or natural watercourses, ensuring no long-term adverse hydrological or ecological effects.

Accordingly, the proposal is consistent with the NES-Freshwater by maintaining the health and well-being of freshwater ecosystems and managing construction activities to avoid, remedy or mitigate potential effects on water quality and aquatic habitats.

9.2.7 National Environmental Standards for Air Quality 2004

The National Environmental Standards for Air Quality (**NES-AQ**) establish minimum requirements for managing discharges to air, including dust, smoke, and combustion emissions, to protect human health and the environment.

The QCC project will comply with the NES-AQ through implementation of best-practice construction management measures such as dust suppression, low-emission equipment, and careful timing of earthworks to minimise temporary air discharges.

In addition to construction compliance, the QCC is expected to deliver a net improvement in local and regional air quality once operational. By providing a high-capacity, electric public transport alternative connecting the Ladies Mile, Queenstown Airport, Frankton, and the Town Centre, the project will significantly reduce reliance on

private vehicles and ease congestion along the main transport corridors. Fewer vehicle kilometres travelled will directly reduce exhaust emissions, and greenhouse gas outputs across the Queenstown basin, where traffic congestion can exacerbate air quality issues.

Accordingly, the QCC aligns with the purpose of the NES-AQ by both managing short-term construction emissions and contributing to long-term improvements in air quality and transport-related emission reduction within the district.

9.2.8 New Zealand Coastal Policy Statement 2010

The New Zealand Coastal Policy Statement (**NZCPS**) sets out objectives and policies for managing activities within the coastal environment. The QCC project area and the proposed development are not located within or adjacent to the coastal environment, and the NZCPS is not relevant to this application.

9.3 Schedule 6 – Conservation Act 1987, Reserves Act 1977 and Wildlife Act 1953

This section is provided in accordance with Clause 2 of Schedule 6.

Clause 2(1) requires that if a proposed concession includes a lease, and (a) the lease would be for a term (including any renewals) that will, or is likely to, be more than 50 years; and (b) the granting of the lease would trigger a right of first refusal or a right of offer or return, then the information is confirmation that the applicant has written agreement from the holder of the right of first refusal or right of offer or return to waive that right for the purposes of the proposed lease [Clause 2(2) of Schedule 6].

As acknowledged in **SECTION 6.4** relating to concessions required under the Reserves Act 1977, Kāi Tahu's right of first refusal under section 9 of the Ngāi Tahu Settlement Claims Act 1998 may be triggered for leases exceeding 50 years over Crown land administered by QLDC (for example, the Frankton Bus Hub reserve) and if a lease greater than 50 years does become an option, engagement with Te Rūnanga o Ngāi Tahu on this matter, and their approval, would be required before lodgement of the substantive application.