

Ref: 3092
25 July 2026

Simplicity Living **Te Pūtahi/Ladies Mile Development** **Architect's Statement**

1. Summary

- 1.1. This statement has been prepared in support of Simplicity Living Limited's ("SLL") substantive application made under the Fast-Track Approvals Act 2024 ("FTAA"). The substantive application is for a comprehensive residential development referred to as the Te Pūtahi/Ladies Mile development located at 12 Lower Shotover Road Queenstown and adjoining/nearby land ("Project").
- 1.2. This statement is to be read in conjunction with 'The Architectural Drawing Set' prepared by Brewer Davidson and provided with the substantive application ("Drawing Set"). Referenced drawings are contained in this Drawing Set. There are also some additional images in an Appendix attached to this statement.
- 1.3. The Project seeks to develop a comprehensive residential community in Queenstown Lakes District, to address the well documented housing and rental supply shortage. The Project will deliver 1,085 residential units to the Queenstown community which are intended to be used for long-term rental accommodation.
- 1.4. Managing urban growth in the Wakatipu Basin is an important issue which has been carefully considered in the design of the Project. It is generally agreed that extensive detached housing sprawl will compromise the scenic alpine beauty that attracts tourists. Therefore, the Te Pūtahi/Ladies Mile

Structure Plan sought to provide a planning framework which enables medium and high density development to achieve compact growth rather than urban sprawl. Typically terrace housing is proposed by developers to increase density in a peri-urban site, but this often results in dense coverage and small private yards and a very dense low-rise urban form (Refer Appendix Figures 01 and 02).

- 1.5. The Project includes the provision of 1,085 residential units provided in a mix of three, five, six and eight level apartment buildings across the site. The use of buildings which are higher than is permitted in the Proposed District Plan enables lower site coverage and more landscaping. This, in my view, leads to a superior urban design outcome for the site. The Project proposes to include two parking garages, which will in turn also reduce at-grade parking and allow for more landscaping.
- 1.6. The proposed buildings are arranged in perimeter blocks in a street network (Refer Drawing SK06). Tree lined 'private streets' create a public realm and the internal courtyards of the perimeter blocks create large shared 'rear yards'. In my opinion, the space between the buildings is just as important as the architecture of the buildings because it assists in creating a landscaped neighbourhood with high level amenity public and private spaces (Refer Drawings SK62, SK64 and SK65).
- 1.7. The architectural intention has been to create a range of building appearances to avoid a monolithic housing estate appearance. Different heights, cladding and roof forms are employed to create this architectural variation. Consideration has also been given when choosing materials to reflect the 'local character' of the site and surrounding area. For example, schist stonework is used on higher profile corner lots and a metal cladding system has been developed to appear like the timber board and batten finish used in rural woolsheds for the same effect. Different brick colours are used elsewhere to provide a durable high-quality appearance.

- 1.8. Communal pavilions and BBQ pergolas within some interior courtyards provide meeting spaces to build neighbourhood connections for residents. The retail block and open space locations differ from the Structure Plan but are positioned to suit the wider neighbourhood.
- 1.9. Boffa Miskell's Landscape Effects Assessment concludes the building height infringements have low adverse effects on visual amenity. These adverse effects are, in my view, more than offset by the positive urban form which creates a neighbourhood that implements the compact form objectives of the Te Pūtahi/Ladies Mile Zone in the Queenstown Lakes Proposed District Plan ("Proposed Plan").

2. Introduction/Experience

- 2.1. My full name is Kevin John Brewer. I am a director of Brewer Davidson Architects. I am the urban design and architecture consultant for the Te Pūtahi/Ladies Mile development for SLL.
- 2.2. I graduated in 1985 with a Bachelor of Architecture with honours from the University of Auckland. I am a Fellow of the Te Kāhui Whaihanga/New Zealand Institute of Architects. I was a New Zealand Institute of Architects appointee to Auckland Council's Urban Design Panel, and a member of Manukau City's Urban Design Panel.
- 2.3. I have experience in urban design frameworks, structure plans, masterplanning and multi-unit residential development projects. I have worked for Queenstown Lakes District Council ("QLDC"), New Zealand Transport Agency in the Queenstown area and other councils throughout New Zealand. I have led the design team on all the other SLL projects in New Zealand (currently all located in Auckland).
- 2.4. Although this Project is seeking approvals under the FTAA, I confirm that I have read the Code of Conduct for expert witnesses contained in the Environment Court Practice Note 2023. I have complied with the Code in the

preparation of this statement. Unless I state otherwise, this assessment is within my area of expertise, and I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

3. Physical Context

- 3.1. Please refer to the Landscape Effects Assessment prepared by Boffa Miskell in support of SLL's substantive application for a description of the landscape context and site features ("LEA"). I have read the LEA analysis of the landscape context and site features and agree with it.

4. Planning Context

- 4.1. The Site is located at 12 Lower Shotover Road and adjoining/nearby land. The Site is largely located within the Medium Density Residential Precinct of the Te Pūtahi Ladies Mile Zone. The planning context for the Project is set out comprehensively in the substantive application prepared by The Property Group and not repeated here. The LEA also sets out the policy framework applying to the Site and I agree with the summary in that report.
- 4.2. Under the relevant planning rules, most of the Site has a 13-metre height limit before resource consent for increased height is required. A section of the Site northeast of the Collector Road is limited to 8 metres. An area adjacent to State Highway 6 (SH6) and Stalker Road roundabout is zoned Local Shopping Centre, which has a height limit of 10 metres before resource consent is required.
- 4.3. Chapter 49.1 of the Proposed Plan outlines the Zone Purpose for the Te Pūtahi Ladies Mile Zone. The third paragraph outlines that development will be of a medium or higher density urban form:

"North of State Highway 6 development will change the existing character of the area significantly. It will create an at least medium-density residential

neighbourhood with an emphasis on affordable, (at higher densities than suburban) housing choices. It will have a very built, urban character. “

- 4.4. Drawing SK03 in the Drawing Set is taken from the Te Pūtahi Ladies Mile Structure Plan General drawing ("Structure Plan"). The site is part of Sub Areas A & B on this Structure Plan. A 'Collector Type A' road is drawn along the Site's northern boundary which I will refer to as Road C1. Another 'Collector Type A' road extends north from the SH6/Stalker Road roundabout which I will refer to as Road C2.
- 4.5. It is proposed to relocate the Local Shopping Centre to the corner of Road C1 and Lower Shotover Road due to the inability to construct Road C2. Drawing SK01 shows this proposed location and the proposed retail at 429 Ladies Mile will provide good access to convenience retail. Drawing SK01 also shows the location of the open space in the Structure Plan and the close proximity of the proposed location on Road C1.

5. Masterplan Features

- 5.1. I have designed the Masterplan for the Project, which is shown in Drawing SK07 and included below for reference. In summary, the Project is for a comprehensive residential development, intended to be operated as a BTR development which will be the first comprehensively designed rental community in Queenstown.



5.2. The Masterplan includes:

- 5.2.1. 1085 rental apartments in a mix of three level walk-up apartments and five to eight level apartment buildings.
- 5.2.2. A neighbourhood retail area at the corner of Lower Shotover Road and the proposed east-west collector road (Road C1).
- 5.2.3. Open Space to be vested to QLDC on the north side of Road C1 which includes a level active open space along the street frontage and activities on the bush planted slope above.
- 5.2.4. Retention of the existing 'barn' on the north side of Road C1 to house a leasing office and café.
- 5.2.5. Two parking garages with 600 resident carparks, 6 visitor parks, 112 motorbike parks and 1056 bicycle parks. The garages substantially reduce the number of at-grade parks and allow more landscaped area across the

Masterplan. There are also 505 resident parks and 16 visitor parks located in the private streets. The overall total is 1105 resident parks and 22 visitor parks on Site. The public parking on Road C1 is also available for visitor parking.

- 5.2.6. Shared paths on SH6, the east-west collector road (Road C1) and a central mid-block path aligned with the path on neighbouring land to the east. A pedestrian/cyclist refuge is proposed near the Spence Road intersection to connect with the shared path to the west. Two north-south shared pedestrian paths within the Site connect all three of the east-west active travel paths. All of the paths on the Site have easements protecting public access.

Movement Network

- 5.3. Drawings SK04 to SK06 in the Drawing Set outline the key urban design concepts for the masterplanning of the Site. Drawing SK04 shows the proposed Movement Network and retention of key landscape features on the Site. This includes:
 - 5.3.1. Retention of the liquid amber trees on the existing driveway to form a Promenade. The northern end is altered to create a triangular 'village green' that opens north to Road C1. The Promenade forms one of the public north-south shared paths.
 - 5.3.2. A shared path along Road C1 that is coordinated with development on the adjacent property to the east. This differs from the cross section indicated in the Structure Plan which has the shared path on the northern side of the carriageway so that it was integrated with a swale to form a blue/green corridor. The stormwater design no longer requires the swale, so the shared path is now proposed on the south side of the carriageway to be closer to main residential areas. This is a vested road, so the public parking creates visitor parking for the Project.

- 5.3.3. A shared path along SH6 and Lower Shotover Road that is coordinated with the development on the adjacent property to the east. This path connects to the 'SH6/Stalker Road intersection', the pedestrian refuge to access Spence Road and to the Lower Shotover Road/Road C1 intersection. This forms pedestrian/cycling access to the neighbourhood retail and the proposed school site to the north of Road C1.
- 5.3.4. A mid-block east-west shared path is aligned with a proposed shared path on 429 Ladies Mile. The shared path connects to Spence Road and the neighbourhood retail area. An easement will protect public access to this path.
- 5.3.5. The internal circulation road network will not be vested but they are designed as 'private roads' with street trees, indented kerbside parking, footpaths and raised table pedestrian crossings. These 'streets' are important to create the public realm of a townscape as opposed to a housing estate as shown on Drawing SK64.

Neighbourhood Blocks; Public and Private Space

- 5.3.6. Drawing SK05 shows how the private streets are located to create parcels of land suitable for 'perimeter block' arrangement of apartment buildings with internal courtyards. Two carparking garages are proposed to reduce the extent of at-grade parking and allow more landscaped area across the site. Given their large size they are positioned in the centre of the site to avoid visual effects on the external public streets.
- 5.3.7. The Masterplan is set out from the existing driveway to maintain the liquid amber trees as a feature for a pedestrian promenade. Some trees will be replanted to create a triangular village green as a central open space for the community. A resident's pavilion will be placed in the village green space. The village green is opposite the lawn in front of the retained barn so the landscaped spaces will connect visually across Road C1.

- 5.3.8. The apartment buildings are strategically placed along the public and private street edges to define street spaces, provide active internal street frontages and allow internal landscaped courtyards. Each block can create a smaller community within the overall development, and the internal courtyards contain pavilions or BBQ pergolas to encourage community interaction at the individual block scale.
- 5.3.9. Given the higher population density, open space and communal building provisions were carefully considered in the design process. This led to the inclusion of car parking garages to allow flexibility for open space areas. The Village Green and Promenade are central open spaces for all residents, and the Promenade and other shared pathways are available to the public through easement coverage. The courtyard open spaces are private to each block and provide quieter spaces.
- 5.3.10. The perimeter block buildings define the streetscapes to form a public realm. The separation of the public streets and the private courtyards is important to allow residents' 'ownership' of private spaces which encourages use of these courtyards and neighbourhood interaction. Mid twentieth century masterplanning favoured residential towers placed in a continuous park-like open space, but this did not create private open space for residents and discouraged neighbourhood interaction. (Refer Figures 03 and 04). Drawings SK62, SK63 and SK64 in the Drawing Set show the perimeter block buildings defining public and private road streetscapes. I have included Drawing SK64 for reference below:



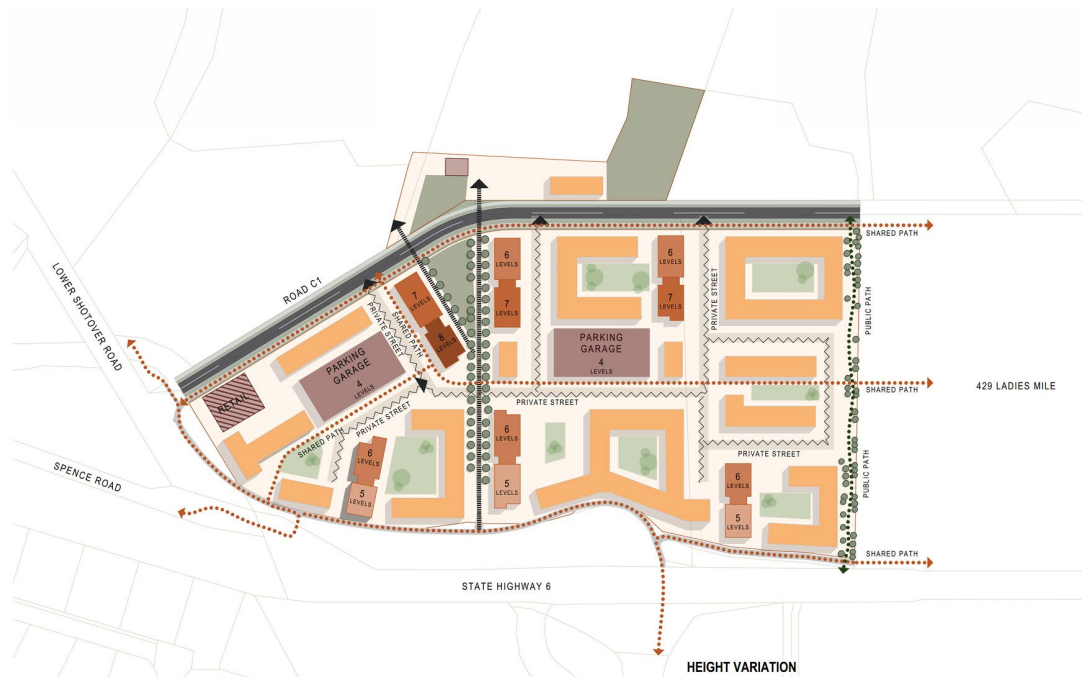
VIEW LOOKING TOWARDS ROAD 01 FROM EAST WEST COLLECTOR ROAD

project	Ta Putahi Ladies Mile	at	12 LOWER SHOTOVER	for	% Simplicity	Living by	BREWER DAVIDSON	drawing	3D VIEWS	sheet	SK64	date	15/07/2025
issue	Concept Design		LADIES MILE							rev	03	scale	@ A3
b.no.	3290		QUEENSTOWN										

- 5.3.11. Street trees, indented carparking bays, footpaths, pedestrian crossing and front yard hedging are also included to create high quality suburban streetscapes. Ground floor patios, balconies and glazed staircases are included to activate the street spaces.
- 5.3.12. Drawing SK65 shows the internal courtyard for Buildings 1 – 5. A courtyard pavilion (Building C4 on Drawing SK07) contains a lounge, kitchenette, table for working and exterior decking. Greenwood Associates' landscape design details the differing planting and activity themes so the courtyards develop their own character.
- 5.3.13. These street and courtyard spaces between the buildings are just as important as the architecture in creating a well-functioning urban environment.

Height Variation

- 5.4. Drawing SK06 shows the height of the proposed buildings across the Site. I have included a zoomed in version of SK06 below:



- 5.4.1. The thirteen metre permitted height limit in the Proposed Plan for the majority of the site allows for four levels of residential development. SLL's previous developments are based around three level walk-up apartments and six to ten level midrise apartment buildings. As set out in Drawing SK06, a range of building heights and typologies are proposed for this site. Mixing building types will provide height variation and a more interesting townscape as opposed to development limited to four levels with a flat roof height. The key to this proposed height variation is to design the taller buildings so that the infringing height does not have significant visual amenity effects.
- 5.4.2. Thirty-four of the proposed forty apartment buildings are three level walk-up apartment buildings. These vary in height from nine to twelve metres so are below the thirteen-metre height limit.
- 5.4.3. Six of the proposed forty apartment buildings are five to eight levels high. These buildings are shown three dimensionally on Drawing SK11 in the Drawing Set:



project	Tē Putahi Ladies Mile	at	12 LOWER SHOTOVER LADIES MILE QUEENSTOWN	for	% Simplicity Living by	drawing	BREWER DAVIDSON	drawing	BUILDING HEIGHTS	sheet	SK11	date	15/07/2026
issue	Concept Design									rev	03	scale	@ A3
job no.	3290												

- 5.4.4. SH6 has the highest visual catchment so the three taller buildings along the southern frontage have a five-level southern section (up to 18.2m high) and six levels for the northern section of each building (up to 21m high). The buildings are located at a right angle to the SH6 boundary to have a narrow face to the highway. The stepped form further reduces the perceived visual height looking from SH6. Simulations 05, 06 and 07 (Drawings SK28 to SK39) show how the volume of the 13-metre height limit rises 'visually' closer to a viewpoint and that the three level walk-up apartments largely screen the height infringing section of the taller buildings.
- 5.4.5. Trees are not drawn on the simulations to clearly show the proposed buildings, but Drawings SK60 and SK61 show the same view viewpoints with proposed planting and how that softens views of the massed buildings.
- 5.4.6. The taller buildings which have six to eight levels are placed in the centre of the northern Road C1 boundary so that their visual presence is reduced looking from SH6 and Lower Shotover Road. These three buildings are also located at a right angle to Road C1 to reduce their visual effect from Road C1 and SH6. This north/south orientation is suitable for all the taller

apartment buildings as it results in east or west facing apartments and avoids south facing apartments.

- 5.4.7. Simulation 01 Drawing SK14 illustrates this effect when looking from Stalker Road. The foreground walk-up apartments (Buildings 14 and 15) largely screen the seven-level high Building 19 which is located on the northern boundary.
- 5.4.8. Three of the taller apartment buildings are placed along the central Promenade to provide better outlook and locate the highest density where the highest amenity is available.
- 5.4.9. The roof to the top floor of the parking garages infringes the thirteen-metre height limit (Refer SK11). This roof is not required for the car parking but is included to house solar panels. The central location of the parking garages on the site ensures this height infringement is not visible from surrounding public roads and areas.
- 5.4.10. The additional height of six buildings combined with the parking garages allows a large reduction in coverage and more landscaping as discussed above. Boffa Miskell's LEA concludes the building height infringements have low adverse effects on visual amenity. In my view, these adverse effects are more than offset by the positive urban form features which creates a neighbourhood that implements the compact form objectives of the Te Pūtahi/Ladies Mile Zone in the Proposed Plan.

Architectural Features

- 5.5. This section details architectural features that are important to create varied building appearances that avoid a monolithic housing estate appearance. Consideration has also been given to using materials which reflect the local character of the site and surrounding area.

- 5.5.1. Schist stonework is used in higher profile locations to add 'local character'. Drawing SK14 shows Building 15 which is opposite Stalker Road. This walk-up apartment is clad in bagged grey/green schist. The roof has a diagonal ridge line (refer SK72) so the monopitch sloping roof contrasts with the gable form roofs. Building 38 (Drawing SK62) is on a prominent corner so is also clad in schist.
- 5.5.2. Appendix Figure 07 shows the metal cladding on Building 3. The cladding profile is designed to look like timber board and batten that is used on rural barns and woolsheds. The metal cladding is specified to provide longer life and less maintenance than the timber finish.
- 5.5.3. Drawing SK44 shows the proposed cladding materials which are a mix of grey/green schist, brown schist in bagged or tight stack finish, recessive brick colours and powdercoated metal cladding designed to give a 'board and batten' appearance.
- 5.5.4. Drawing SK59 shows the variation in heights, roof forms and cladding materials and colours. Gable roofs are the most common design, but long gables (Building 40 on the right) and monopitch roofs (Building 33 in the left foreground) provide contrast. Balconies are sometimes recessed (Building 34 left foreground) and extended out with wing walls in other buildings. The extended balconies sometimes extend up to a step in the roof (Buildings 27 and 32 in the foreground) but are capped below the roof as a bay projection elsewhere (Buildings 33 and 26 in the foreground).
- 5.5.5. The glazed external stair is an architectural feature to provide surveillance and contrast in the walk-up buildings. This is important on the south face if all the living areas and balconies are on the north side of a walk-up building (Buildings 26 and 33 in the foreground).
- 5.5.6. Drawings SK60 and SK61 shows how the different roof forms, building materials and colours create a varied architectural appearance. Building 27 is in the left foreground on Drawing SK60. The balcony wing walls are clad

in a different colour and extend into a stepped roof form to articulate the view along the Promenade. Brick pilasters and contrasting wall colours are used on the southern elevation facing Lower Shotover Road to provide architectural interest to views from SH6. Drawing SK61 shows the eastern view of Building 27.

- 5.5.7. Drawings SK60 and SK61 show a loose arrangement of buildings in response to the curving boundary to Lower Shotover Road. Different angles to the curved boundaries and gaps between the buildings allows glimpses into the site interior and less intense 'building wall' facing SH6.
- 5.5.8. The southern elevation of buildings along SH6 and Shotover Road poses a challenge as the living areas and balconies are placed on the opposite north facing side of the building. To articulate the southern bedroom windows contrasting colour bay extensions with a higher roof provide a step in the building plan along the public road frontage (Refer Building 35, Drawing SK22).
- 5.5.9. The carpark garages will be clad in vertical aluminium louvres. The stairs are located in the corners and will be fully glazed to provide an architectural feature. The roof with solar panels is designed to float above the vertical louvres to create a loggia effect. These features can be seen on Drawings SK58, SK59 and SK62.
- 5.5.10. The Village Green and Promenade will be the defining public space in the Project providing a heart for the community. Appendix Figure 05 shows the liquid amber trees in autumn looking south toward the Remarkables. Drawings SK58 and SK59 show how this spectacular promenade will open out onto a triangular Village Green and the Central Pavilion. The six to eight level apartment buildings are grouped around the Village Green and Promenade to define the open space and to benefit from the outlook. The open space connects to the lawn on the north side of Road C1 and the existing barn which will be used as a leasing office and public café (Appendix Figure 06).

- 5.5.11. A second communal space is located on the top level of Building 30. This glazed top floor is visible to the left of the Promenade on Drawing SK59. It will house a lounge, co-working space, kitchen and meeting/function room for hire. The lounge faces south to take in the panorama from the Remarkables, Lake Wakatipu and Queenstown Hill.
- 5.5.12. Brickwork murals are proposed for some building elevations to be developed with Ngāi Tahu as shown on Building 25 on Drawing SK14. The vertical louvres and stair glazing is also an opportunity to work with Ngāi Tahu artists.

6. Structure Plan Changes

Collector Road C2 and Local Shopping Centre

- 6.1.1. Collector Road C2 (as shown on the Structure Plan) is not included in the proposed Masterplan. This is inconsistent with Policy 27.3.26.4c which states:

‘Require subdivision design to achieve a high quality of urban form by:

[...]

c) providing visual links, predominantly by way of road placement, north to open spaces at the base of Slope Hill and the Slope Hill ONF when viewed from the intersections on State Highway 6 shown on the Structure Plan’.

- 6.1.2. Directing the high traffic volume from Lower Shotover Road to be rerouted along Roads C1 and C2 to access the SH6/Stalker Road intersection will create severance and traffic safety issues in the middle of what should be a pedestrian and child friendly neighbourhood.
- 6.1.3. One of the options considered by SLL's traffic consultants was a split intersection on SH6 so Lower Shotover Road would connect to SH6 near Spence Road. This would allow Road C2 to connect to the SH6/Stalker

Road intersection. This concept was rejected by New Zealand Transport Agency (NZTA) as the two intersections impacted traffic flows along SH6. This decision results in Lower Shotover Road retaining its existing alignment and Road C2 cannot then connect to the SH6/Stalker Road intersection.

- 6.1.4. The Structure Plan Local Shopping Centre location was proposed to take advantage of vehicle movements along Road C2 as well as pedestrian/cycling trips to bus stops on SH6. However, the removal of Road C2 removes any possible kerbside parking which is essential for commercial viability of the Local Shopping Centre. Parallel or right angle parking movements will not be possible on Lower Shotover Road near a signalised intersection. Therefore, the Local Shopping Centre location is proposed at the corner of Lower Shotover Road and the east-west collector road (Road C1). This location is accessible by walking or cycling for the residents in the western section of the Structure Plan and provides customer parking at a busy intersection.
- 6.1.5. An additional Local Shopping Centre is proposed in the Clarke Group development at 429 Ladies Mile and is shown on Drawing SK01. The geographic spread of the two proposed shopping sites provides better coverage than the single Stalker Road/SH6 location from the Structure Plan.
- 6.1.6. The Masterplan proposes two pedestrian/cycling routes connecting SH6 to Road C1 (Refer Drawings SK04 and SK07). These will allow visual links to the lower sections of Slope Hill to comply with Policy 27.3.26.4c. My opinion is that this is a better outcome with views to Slope Hill for pedestrians and cyclists as opposed to views from cars over a busy intersection along a road (C2) which is problematic functionally. Drawing SK59 shows the view from SH6 looking north along the central promenade to the lower section of Slope Hill. Public access to these two north/south links will be protected by easements as shown on Drawing SK82.

Open Space

- 6.1.7. The Structure Plan proposes an open space at the corner of the collector roads although the legend asterisk indicates that there is flexibility in the final location. A corner is a logical place for a neighbourhood park to provide accessibility and passive surveillance. But if Road C2 is not constructed, then a park in this location will have only one street frontage and three private boundaries.
- 6.1.8. The site on the opposite side of the Road C1 is therefore proposed as the park location. Drawing SK01 shows that the Structure Plan and Masterplan locations are directly opposite each other on Road C1, so the community catchment area is similar.
- 6.1.9. The proposed site for the park in the Structure Plan only has a single street frontage, but the land immediately beside Road C1 is relatively flat and can be cut to provide a level active open space with good surveillance and accessibility. The bush clad slope behind will provide an attractive backdrop which can accommodate walks and activities such as flying foxes and slides. Greenwood's landscape plans show the open space concepts for the site which can be developed in consultation with QLDC.

7. District Plan Compliance

- 7.1. Overall, the Project has been designed to largely align with the rules and standards set out in the Proposed District Plan. In particular:
 - 7.1.1. (Minimum) Residential Density (Rule 49.5.22.1)
The minimum requirement is 40 dwellings/hectare and proposed design has 124 dwellings/hectare.
 - 7.1.2. Recession Plane (Rule 49.5.24.1)
Drawing SK55 shows the proposed design complies with Recession Plane rule for the eastern and northern (the lot to the north of Road C1) boundaries.

7.1.3. Landscaped Permeable Surface (Rule 49.5.25.1)

Minimum 25% required, 35% proposed.

7.1.4. Building Coverage (Rule 49.5.27.1)

Maximum 45% required, 34% proposed.

7.1.5. Minimum boundary setbacks (Rule 49.5.28)

Full compliance with required setbacks.

7.1.6. Outlook Space (Rule 49.5.29)

There are three minor infringements out of the 265 apartments on each level where the outlook rule is applied. Drawing SK68 shows two outlook infringements from the ground floor apartments only in Building 30. The Village Green Pavilion infringes the required twelve metre outlook area by 2.65 metres. The third infringement is shown on Drawing SK69 looking from the ground floor apartment only toward the courtyard pavilion. There is a broad outlook in these three areas given the open nature of the site plan and not contained in a small rear yard that the rule is concerned with.

7.1.7. Building Separation (Rule 49.5.32)

Drawings SK70 and SK71 show dimensions between buildings to demonstrate compliance with the Building Separation Rule.

7.1.8. Residential Storage (Rule 49.5.34)

Rule 49.5.34 requires 2 cubic metres storage for one-bed apartments and 3 cubic metres for two-bed apartments. Drawing SK83 shows typical floor plans for the apartments. The typical one-bed apartment has a 2.33 cubic metre storage cupboard so complies. The two-bed apartment has a 1.30 cubic metres storage cupboard so does not comply. The two-bed apartment has a much larger dining/living room area which can accommodate additional storage. There is also 480 square metres or 1,200 cubic metres in each parking garage that can be rented, so there are options on the Site for additional storage.

7.1.9. Location of Mechanical Plant (Rule 49.5.37)

Lift machine rooms are fully enclosed in the roof.

7.2. With respect to some aspects, the design does not comply with the permitted rules or standards. However, in my opinion, these aspects of the design are important to ensure a well-integrated and carefully thought through residential development results. In this regard:

7.2.1. (Maximum) Building Height (Rule 49.5.23).

This is discussed in Section 5.3 of my Statement. The additional height allows decreased coverage and more landscaping across the site. The varying heights create a more visually interesting urban form. The visual effects are assessed in the LEA as having low adverse visual effects.

7.2.2. Shading from height infringements is listed as an area of discretion.

Drawings SK72 to SK81 show shading from the proposed development. Planning advice is that QLDC assess the equinox shadows for amenity effects and the midwinter shadows are shown for completeness. Drawing SK75 shows that equinox shadows at 4pm extend across the east boundary into the 429 Ladies Mille site. However, they are smaller than possible shadows from the thirteen metre maximum height volume as shown by the dashed blue line.

7.2.3. The 3pm midwinter shadows extend across SH6 but only into the Building Restriction Area (BRA) so do not impact private property (Refer Drawing SK79). The blue areas show the shading from the height infringing section of the proposed buildings. The 3:30pm midwinter shadows extend beyond the BRA in a small area to the east of Stalker Road (Refer Drawing SK80). The 4pm midwinter shadows extend from 24 to 36 metres beyond the BRA as shown on Drawing SK81. However, the sun sets at 5:11pm so this adverse effect for midwinter only occurs for one hour as the sun sets.

7.2.4. Outdoor Living Space Ground Floor Apartments (Rule 49.5.30.1)

The proposed outdoor living space for ground floor apartments is typically

4.3 metres deep by 3.6 metres wide (Refer Drawings SK85 and SK86). This is the width of the living room adjacent to the outdoor living space. This private space has an area of 15.48 square metres so does not comply with the 20.0 square metre minimum. This infringement is routinely consented in Simplicity Living's Auckland apartments with the same 4 metre minimum dimension and 20 square metre minimum area requirement in the Unitary Plan.

The outdoor living space could be widened in front of the apartment's bedroom to comply with the area requirement. However, as SLL operates rental apartments, it intends to maximise access for gardeners employed by the Body Corporate so the outdoor living space is reduced to that outside the living area. In my opinion, the Rule is written with outdoor living spaces for a freehold titled terrace house lot in mind and the communal facilities offset the infringement.

There are twelve three-bedroom apartments where the living room is extended and the balcony or patio space is decreased. There is the potential for these units to be rented to three couples, or a family with children, so the living area requirements are more important and the common spaces are a good option for outdoor living. These outdoor areas are identified with red text in a red box on Drawings SK 85 and SK86.

7.2.5. Outdoor Living Space Upper Floor Apartments (Rule 49.5.30.2)

The typical balcony for above ground apartments is 2.62 metres wide by 1.33 metres deep with an area of 3.4 square metres (Refer Drawing SK83). The walk-up apartment balconies vary from 5.9 to 9.2 square metres. These do not comply with the permitted standard requiring 1.5 metre minimum dimension and 8 square metres minimum area for a one-bed apartment and 10 square metres minimum area for a two-bed apartment. These are the balcony sizes for consented SLL projects in Auckland where the Terrace House and Apartment Zone requires a 5 square metre balcony for a one-bed apartment and 8 square metres for a two-bed apartment with a minimum of 1.8 metres. Auckland Council accepts that these balcony sizes

are large enough for a small table and chair. I concur with this judgement as there is no evidential basis for the larger balcony size. Additionally, there are extensive exterior communal spaces provided as part of the development that provide alternative outdoor living spaces.

7.2.6. Outdoor Living Space Common Space (Rule 49.5.30.4)

The rule requires buildings with 4 or more residential units above ground level to provide an additional 4m² of common space per bedroom of the above ground level units. 3280 square metres is required to comply with this rule. The courtyards, Village Green, Promenade and eastern walkway total 11,430 square metres in communal open space.

7.2.7. Maximum Building Length (Rule 49.5.35.1)

The maximum length of 26 metres is typical for terraced housing. Drawings SK70 and SK71 show that the walk-up apartments typically infringe this by 50% and the apartment buildings by 200% to 250%. The intent of this rule is to avoid long unbroken building frontages. The groups of apartment buildings are split with gaps to the internal courtyard to avoid the same issue. The apartment buildings have been designed with varying front yard depths, cladding materials and architectural form to create high amenity streetscapes (Refer Drawing SK64).

7.2.8. Minimum Size of Residential Units in the High Density Precinct (Rule 49.5.42)

The typical one-bed apartment has an internal floor area of 39.37 square metres with the inset balcony and 43.64 square metres with the extended balcony so does not comply with Rule 49.5.42 which requires 45 square metres for apartments. This rule applies solely to the High Density Residential Precinct so technically does not apply to the proposed design which is in the Medium Density Precinct. But given the higher density of the proposal it is helpful to show the small non-compliance with this rule intended to cover apartment designs.

This is the same apartment plan used for consented SLL projects in

Auckland. The Terrace House and Apartment Buildings Zone in Auckland Council's Unitary Plan also requires 45 square metres (Rule H6.617) for one or more bed apartment buildings. Auckland Council accept that the one-bed plan shown on Drawing SK83 efficiently houses living and sleeping requirements despite the 5.63 square metre shortfall. Access to shared interior and exterior communal spaces is also a factor in accepting the non-compliance, and the Queenstown proposal includes these communal spaces.

8. Conclusion

- 8.1. The Project is for a comprehensive residential development which will operate as the first major BTR development in Queenstown. It will provide housing choice and affordable living with purpose built modern apartments. This housing is targeted at local workers and will address a specific accommodation problem in Queenstown.
- 8.2. The Site is within the Medium Density Precinct of the Te Pūhahi Ladies Mile Plan so is largely consistent with QLDC planning.
- 8.3. The urban design objective is to create an urban village with (private) streets and perimeter block buildings that reinforce the street spaces and create internal courtyards for shared private outdoor spaces. Although the project is large in scale, the blocks of buildings break it down to smaller scale neighbourhoods.
- 8.4. The existing liquid amber trees are retained to create a pedestrian Promenade linking Lower Shotover Road with a Village Green looking north to the proposed collector road (C1). Another shared path is located along the eastern boundary to provide a link from SH6 to Road C1. A mid-block east/west shared path extends the active transport route from the eastern boundary to the Spence Road area. These three key walking/cycling routes will be protected with public access easements as shown on Drawing SK82.

- 8.5. A large communal pavilion (Building C1) is provided in the Village Green and three smaller pavilions (Buildings C2, C3 and C4) are placed in courtyards to provide meeting places in different parts of the site. All the remaining courtyards have a barbecue outdoor pergola. The pavilions have lounge and co-working areas for residents to meet, work or relax outside their apartment. They are planned with sunny terraces, barbecues and lawn areas for outdoor relaxation.
- 8.6. Two parking garages are proposed to reduce the extent of at-grade parking and allow more landscaping across the site. These buildings will be clad in vertical aluminium louvres and accommodate solar panels on the roof. The glazing to the staircases is a potential opportunity for artwork highlighting Ngāi Tahu tikanga for Te Pūtahi.
- 8.7. These site planning features along with high quality architectural design satisfies the listed elements in Objective 49.2.7:

‘A built environment that positively responds to streets and open spaces, provides a high level of residential and neighbourhood amenity, achieves high quality urban design and ecological outcomes, and incorporates indigenous biodiversity in design.’

- 8.8. Section 6 outlines the differences between what is proposed and what is shown in the Structure Plan. This includes the reasons why the north-south collector road (Road C2) is not included in the Masterplan and is replaced with the two north-south pedestrian/cycle routes that provide views to Slope Hill. Given the removal of Road C2 it is proposed to locate the Local Shopping Centre to the intersection of Lower Shotover Road and Road C1. This provides walking access to retail for the western parts of the Structure Plan and allows carparking for passing trade on the busy Lower Shotover Road. The local park is proposed on the northern side of Road C1 opposite the Structure Plan location so has a similar walking catchment. Greenwood’s landscape architectural drawings detail the park’s design.

8.9. Section 5.3 discusses the proposed building heights. A mixture of three level walk-up apartments and taller five to eight level apartment buildings are proposed to provide formal variety across the development. The Visual Simulations illustrate the height of these two building types relative to the thirteen metre maximum height. It is important to consider what views of the surrounding landscape are obscured with the confirmed maximum height plane, so the second view of each simulation shows the maximum height plane volume alone, set against the landscape backdrop. The proposed buildings are then overlaid against the maximum height plane to show visual effects of infringing height buildings. Frequently the foreground complying walk-up apartments largely screen views of the taller apartment buildings.

8.10. In the summary of the LEA Ms Amanda Anthony and Ms Rachel de Lambert state:

*“The design incorporates variation in building height, articulated forms, quality materiality, and a strong landscape framework, which collectively reduce perceived bulk and integrate the development within its immediate and wider context. The framing backdrop of hill and mountain landforms and skylines, including that of the Slope Hill ONL, will be maintained, setting the development appropriately within the Queenstown natural landscape context. As a result, the adverse landscape effects are assessed as **low**.*

8.11. The key conclusion is that the urban design benefits from the height variation results in low adverse landscape visual effects from those buildings that infringe the 13 metre maximum height. In particular views of the higher sections of Slope Hill from SH6 and Stalker Road remain in place.

8.12. The Project proposes a scale of development above that envisaged in the Medium Density Precinct. However, the increased height of six (of forty) apartment buildings and the inclusion of two parking garages result in easy compliance with the key coverage and landscape area rules. The result is a development that will feel greener and more open than conventional terraced housing development.

- 8.13. The form of development is based around 'private' streets intended to create an urban village. It is fundamentally important to avoid the example of failed housing estates with apartment blocks set in open parks with no territorial ownership of space and definition of public and private zones. The streets are public, the internal courtyards are private and the key active routes are protected by public easement.
- 8.14. The proposed site planning and urban form results in a development that maintains a varied external appearance, attractive and safe 'public' streets and a green landscaped character. The LEA states that the height infringing buildings are designed to reduce their impact and result in low adverse impacts. These are the impacts which could have been a problem with the proposed density but have been mitigated. Therefore, in my opinion the proposed development will offer significant urban design benefits in satisfying the housing provision envisaged by the Te Pūtahī Ladies Mile Plan.

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Appendix Figures



Figure 01: Masterplan, Five Mile Villas, Queenstown. Source Uno Window's website.



Figure 02: Five Mile Villas, Queenstown. Source Uno Window's website.



Figure 03: 'Star block' apartment buildings spread around a site with undefined open space and carparking between the buildings. Freemans Bay, Auckland. Source Google Earth.



Figure 04: Street view illustration showing continuous open space with no public/private delineation and lack of street front activation. Source Google Street View.



Figure 05: Existing driveway and liquid amber trees looking south to the Remarkables



Figure 06: Existing barn, trees and lawn that will be located on the north side of Road C1.



Figure 07: Metal cladding on upper two floors of Building 3 looking from Road 01.

