



Consultation Report

Simplicity Living Te Pūtahi Ladies Mile

Prepared for Simplicity Living Limited • August 2026

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Quality control

Document	Consultation Report Summary Simplicity Living – Te Pūtahi Ladies Mile
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1.0. Introduction

This Consultation Summary Report is provided in support of the Simplicity Living – Te Pūtahi Ladies Mile (the Project) substantive application, submitted by Simplicity Living Limited (the Applicant, or SLL) to the Environmental Protection Authority (EPA) under the Fast-track Approvals Act 2024 (FTAA).

The Project has been referred by the Minister under the FTAA. In this regard, SLL began consultation with a range of parties prior to seeking referral in accordance with section 11 of the FTAA. SLL has continued to consult with various parties on aspects of the Project following the Minister's referral decision in June 2026.

In relation to the Project, the Applicant has undertaken consultation and engagement with:

- Queenstown Lakes District Council (QLDC) and Otago Regional Council (ORC) as the relevant local authorities.
- Aukaha, Te Ao Mārama, Ngāi Tahu and Brett Ellison on behalf of the relevant iwi authorities, hapū and Treaty settlement entities for the seven Papatipu Rūnaka; and
- the Department of Conservation and Heritage New Zealand Pouhere Taonga as the relevant administering agencies.
- the New Zealand Transport Agency Waka Kotahi (NZTA)
- the Ministry of Education
- Neighbouring Landowners

This consultation has informed the design of the development, servicing strategy, and the scope of supporting technical assessments submitted with SLL's substantive application.

This Consultation Summary Report provides an overview and record of relevant consultation to date and outlines how the consultation has informed the development.

2.0. Local and Territorial Authorities

Queenstown Lakes District Council (QLDC)

Project Control Group

Summary

To support coordinated delivery of the infrastructure required for Te Pūhahi Ladies Mile, a Project Control Group (PCG) has been established between QLDC, Simplicity Living, Clarke Group and their technical advisors (*Note: Clarke Group also own (or are in the process of acquiring) a significant portion of land along Ladies Mile*).

The PCG provides a structured forum for regular updates, early issue-identification, and alignment on design, servicing, and programme matters across wastewater, water supply, transport, and open space. The PCG forum brings together the key parties responsible for both development and infrastructure delivery, ensuring information is shared transparently and that decisions can be progressed collaboratively.

The PCG has enabled clear scoping of responsibilities, early design coordination, and identification of key dependencies such as wastewater capacity, transport modelling, and the timing of major upgrades. Its establishment demonstrates a strong commitment by all parties to ongoing engagement, coordinated planning, and a shared approach to resolving infrastructure challenges as the project advances.

Across the three meetings held in December 2025, February and March 2026, the PCG has moved from early scoping into active design development. SLL has advanced detailed workstreams in parallel, while QLDC progresses the necessary agreements and governance frameworks. The group has been collectively working through key servicing matters including wastewater capacity, water supply staging, transport modelling and intersection upgrades.

The PCG has achieved clear and measurable progress, including:

- Refined development yields and timeframes, giving greater programme certainty for all parties.
- Confirmation by SLL of a Fast-track Approvals Act pathway.
- Development of staging options for wastewater infrastructure, including identification of interim capacity that may unlock early development.
- Significant advancement of water supply modelling, reservoir planning, and piped network design.
- Progression of transport modelling, updated intersection layouts, and coordinated discussions with QLDC, ORC, and NZTA on bus lanes, signalisation, and network upgrades.
- Continued refinement of infrastructure responsibilities, ensuring clarity around who delivers what and how costs may be apportioned.

The PCG process demonstrates a strong and ongoing commitment by all parties to collaborative problem-solving, transparent communication, and coordinated delivery of the major infrastructure upgrades required to support growth along Ladies Mile. Engagement remains active and will

continue as design work is refined, staging is confirmed, and development agreements are finalised.

PCG Meetings:

Date: Tuesday 9 December 2025 (MS Teams)

Attendees: Simplicity Living – Shane Brealey, Mitchell Holyoake; QLDC – Andrew Monteith, Richard Powell, Robert Galvin, Charlotte Robertson, Brendan Peet. Clarke Group – Austen Clarke, Roger Coulson; Cuncannon Partners – John Stephens (Clarke Group Legal Counsel); The Property Group – Werner Murray (Planner for both developers); KPM – Rene Lin, Ben Saunders; McKenzie & Co. – Rob Stewart.

Date: Wednesday 11 February 2026 (QLDC, Church Street)

Attendees: Simplicity Living – Shane Brealey, Mitchell Holyoake; QLDC – Andrew Monteith, Richard Powell, Robert Galvin, Charlotte Robertson, Brendan Peet. Clarke Group – Austen Clarke, Roger Coulson; John Stephens (Clarke Group Legal Counsel); KPM – Rene Lin, Ben Saunders; McKenzie & Co. – Rob Stewart.

Date: Thursday 5th March 2026 (MS Teams)

Attendees: Simplicity Living – Shane Brealey, Mitchell Holyoake; QLDC – Andrew Monteith, Robert Galvin, Charlotte Robertson. Clarke Group – Austen Clarke, Roger Coulson; KPM – Rene Lin, Ben Saunders; McKenzie & Co. – Rob Stewart.

Planning and Development

Summary

10 September 2025 – Teams Meeting QLDC

Attendees: QLDC Senior Planner (Neil Harken); Consultant Planner (Andy Calder); SLL Planners (Jo Skuse and Werner Murray) and SLL Architects Brewer Davidson (Kevin Brewer).

SLL Planners provided an overview of Simplicity Living's broader development portfolio, including their typology-based design approach, long-term ownership model, and preferred unit title subdivision strategy. Preliminary block plan concepts were presented, outlining several layout options to inform early feedback. These plans included height breaches and deviations from the structure plan. The group discussed the proposed approach to urban design conferencing and how best to structure that engagement. There was also a conversation about the range of technical experts likely to be required for the project and the optimal timing for bringing each discipline into the process.

QLDC confirmed they are willing to involve their urban designer early in the process to workshop the emerging concept, acknowledging that the proposal is likely to include height limit exceedances and amendments to the Structure Plan. It was agreed that the core technical inputs for the project will include transport, infrastructure engineering

21 October 2025 – Urban Design Meeting

Attendees: QLDC Consultant Planner (Andy Calder); QLDC Consultant Urban Designer (Michael Lowe); SLL Architects Brewer Davidson (Kevin Brewer).

QLDC's urban design consultant provided high-level feedback on the emerging masterplan, focusing on the structure-plan-level elements rather than detailed architecture. The discussion was constructive and centred on ensuring the proposal aligns with the intent of the Te Pūtahī Ladies Mile Zone while supporting a high-density, well-designed neighbourhood.

Discussions focused on the proposed SH6 intersection arrangements, the design and function of the collector road network, stormwater and landscape treatment, the location and operation of open space, building height and massing, connectivity within and beyond the site, active travel and cycling networks, parking strategy, and the integration of sustainability features and community facilities.

Overall, the feedback reflects active and ongoing engagement between the applicant and Council, with a shared intention to refine the masterplan and resolve detailed matters through subsequent design stages.

12 November 2025 - Site Visit

Attendees: Werner Murray (SLL Planner); QLDC Senior Planner (Neil Harken); Consultant Planner (Andy Calder); Michael Lowe (QLDC Architect).

Planners and QLDC Urban Designer undertook a site visit to discuss preliminary concept plans and height breaches.

12 November 2025 – In person QLDC Pre-application

Attendees: Planning and Development General Manager (Dave Wallace); QLDC Senior Planner (Neil Harken); Consultant Planner (Andy Calder); Principal Parks and Reserves Planner (Jeanie Galavazi); Parks Planner (Dom Harrison)

SLL: Applicant (Mitchel Holyoake and Shane Brealy); Planners (Jo Skuse and Werner Murray)

Shane provided an overview of Simplicity Living's broader development portfolio, outlining their typology-based design approach, long-term build-to-rent ownership model, and the corresponding preference for a unit-title subdivision structure. It was noted that this model enables Simplicity Living to retain ownership of internal services and common areas, with private management arrangements proposed for infrastructure located within the site.

Preliminary block plan concepts were presented to illustrate a range of early layout options. These included scenarios that push through the indicative height limits achieving the minimum density expectations of the TPLM Zone while also enabling a more spacious, higher-amenity development. The team explained that increased height in targeted locations supports a more efficient site layout, allowing for larger areas of usable open space, improved internal circulation, and better overall urban design outcomes. The concepts also included some deviations from the structure plan, which were discussed at a high level.

It was also highlighted that Simplicity Living is currently engaged in detailed discussions with NZTA and QLDC's P&I team regarding transport and infrastructure solutions. These conversations are ongoing and will inform the next iteration of the development concept, including how external upgrades and internal servicing arrangements can be integrated.

16th January 2026 - In person Meeting

Attendees: QLDC Senior Planner (Neil Harken); Joanne Skuse (SLL Planner); Werner Murray (SLL Planner).

A subsequent meeting was held with QLDC's Senior Planner overseeing the wider Ladies Mile programme to provide an update on Simplicity Living's anticipated lodgement timeframes and the potential staging approach for the development. The discussion focused on aligning the project's sequencing with broader Ladies Mile infrastructure planning, ensuring visibility of upcoming

milestones, and confirming how the evolving transport and servicing conversations with NZTA and P&I are progressing.

13th March 2026 – Additional Consultation Information Provided to Council

Further consultation material (**Attachment A**) was then provided to Council through its fast-track forms and processes. This information summarised the project's status, key design responses, and the engagement undertaken to date, enabling Council to determine which additional departments it wished to involve. The submission also noted that Simplicity Living is already in active discussions with P&I, Parks, and the Planning team on infrastructure, open space, and planning matters, ensuring continuity between the pre-application work and the fast-track process.

21st May 2026 - Simplicity Living Limited - Fast Track Substantive Application Consultation

SLL met with QLDC's Fast Track co-ordinator to discuss ongoing consultation prior to lodgement of the substantive. SLL offered to provide technical reports for the Council to peer review as well as a copy of draft conditions. SLL offered to reimburse Council for their costs undertaking review.

QLDC advised that given the number of Fast Track applications currently being considered, and in order to maintain a fair footing for everyone, no further consultation with their team was necessary until such a time as the substantive application was lodged.

Property & Infrastructure

Summary

In addition to the PCG Group, SLL's Infrastructure Consultant, McKenzie & Co, has maintained a consistent programme of weekly technical meetings with QLDC's Property & Infrastructure team, led primarily by Richard Powell (Infrastructure Development Engineering Manager). These meetings have enabled ongoing problem solving to work through servicing requirements, staging options, and design dependencies across wastewater, water supply and stormwater.

A shared "Ladies Mile Infrastructure Decision Register" has been established to support this process. This live document records the matters traversed each week, captures decisions reached, and tracks outstanding actions for both parties. The register ensures transparency, continuity, and clear accountability as design work progresses.

This ongoing engagement reflects a strong collaborative approach between the applicant and QLDC, with issues being worked through iteratively and in real time as the wider infrastructure programme for Ladies Mile continues to develop.

12 February 2026 – Tripartite Meeting

Attendees: NZTA: Chris Baker; Brynlea Stocks; QLDC: Robert Galvin; Jeremy Martin; ORC: Jack Cowie. SLL: Cameron Inder (Transport); Jason Bartlett (Transport); Mitchell Holyoake; Shane Brealey; Rob Stewart (Infrastructure).

Discussion focused on transport provision and wider network performance. The conversation touched on indicative timeframes for required transport upgrades and the presentation of SLL's earlier scheme accommodating around 700 residential units. Key challenges associated with delivering these upgrades were outlined, along with initial discussion on potential funding considerations. It was agreed that further engagement with QLDC and ORC will be needed,

particularly around bus services, pedestrian connections, and how these elements integrate with the developing layout.

19 March 2026 - Teams Meeting re Transport Matters

Attendees: Jack Cowie (Transport Planner ORC); Grace Longson (Transport Planner ORC); Jeremy Martin (QLDC Senior Network Engineer (Transport)); Joanne Skuse (SLL Planner); Jason Bartlett (SLL Transport).

Representatives from SLL (transport engineer and planner), QLDC's transport engineer, and ORC's transport planning team met to discuss transport considerations for the development, specifically bus lanes.

The group worked through the pros and cons of several potential bus-lane configurations, including their operational benefits, construction feasibility, and long-term maintenance implications. There was a shared understanding that any preferred option must balance efficiency for public transport with practical delivery constraints.

Discussion also focused on how best to future-proof the site for evolving transport needs. This included ensuring flexibility for future bus service expansion, integrating active-mode connections, and designing internal streets in a way that supports mode shift over time.

Ongoing Consultation

SLL have continued discussions with QLDC P&I department in order to progress the necessary developer agreements required to assist with the delivery of external public infrastructure.

The focus of these discussions has been to ensure the external upgrades being proposed by SLL to infrastructure enable an approach that benefits all properties to be developed along the Mile (as well as SLL's land), and existing development in the vicinity and wider district.

SLL intention has been to collaborate with QLDC to ensure an integrated approach to infrastructure provision.

Parks

Summary

13 October 2025 – In person meeting

Attendees with QLDC Principal Parks and Reserves Planner – Jeannie Galavazi, SLL TPG Planners Jo Skuse & Werner Murray.

Preliminary site plan concepts were presented to illustrate layout options and to support an initial discussion on key open space considerations. The conversation focused on the discussions on the provision of parks and open space including the blue/green network.

Open space provision within the TPLM Zone, including the extent to which park locations might be adjusted while remaining broadly aligned with the master plan intent. The principles of vesting open spaces versus retaining them in private ownership were also discussed in the context of the Simplicity Living long term rental model.

General feedback indicated that while some movement of parks may be possible, this would be limited and the functional outcomes anticipated by the parks strategy, such as providing flat areas for informal recreation would still need to be achieved.

12 November 2025 – In person Meeting – QLDC Pre-application meeting

Attendees: Planning and Development General Manager (Dave Wallace); QLDC Senior Planner (Neil Harken); Consultant Planner (Andy Calder); Principal Parks and Reserves Planner (Jeanie Galavazi); Parks Planner (Dom Harrison)

SLL: Applicant (Mitchel Holyoake and Shane Brealy); Planners (Jo Skuse and Werner Murray)

Details provided above under planning & development.

9 December 2025 – In person Meeting

Attendees: QLDC Principal Parks and Reserves Planner – Jeannie Galavazi; SLL TPG Planners Jo Skuse & Werner Murray.

The proposed open space approach for the development was outlined to the QLDC Parks team, including the concept of a vested park of approximately 4,000 m² located north of the area shown in the Structure Plan. The proposed park is larger than the indicative allocation however offers a mix of flat land and sloping terrain (rather than just flat) to support a variety of recreational opportunities. The discussion also covered potential easements to support pedestrian connectivity through the development (central Maple Tree spine and neighbouring eastern Lot link). This is because SLL intend to maintain their communal spaces to ensure high amenity

There was general discussion about how increased residential density might influence open space needs, and the extent to which the Structure Plan provisions could accommodate this. The Simplicity Living model and its provision of on-site open spaces, privately owned and maintained, were noted by SLL Planners as an additional amenity benefit for residents. The combination of the development's internal open space network and the proposed vested park should be taken into account when considering meeting recreational needs. The vested park provides for the 400–600 metre walkable catchment which encompasses principally the SLL site.

Consultation is expected to continue as the design progresses, with further discussions to occur around final layout refinement, development contributions, and related implementation matters.

Evidence of this consultation is provided in **Attachment B**.

QLDC Referral Comments

SLL has reviewed and considered the comments provided by QLDC on its referral application. We have carefully considered those comments and responded to matters as appropriate in the substantive application.

In response to some comments received:

- **Transport:** The Transport Assessment and ongoing engagement with NZTA and ORC, respond to the need for an integrated transport solution. The proposed signalised SH6 intersection upgrade, bus priority measures, and internal street network have been designed to align with the TPLM transport triggers as far as practicable and anticipated cumulative demand.
- **Three Waters:** The Civil Infrastructure Report outlines servicing solutions that align with QLDC's long-term plan, including staged wastewater upgrades and the rising main to Slope Hill. These solutions were developed in collaboration with QLDC's Property & Infrastructure team and are subject to final Developer Agreements, as noted by Council.

- **Open Space:** Our Landscape and Urban Design Assessments evaluate the usability, accessibility, and function of the proposed open space. We acknowledge Council's preference for a Local Park in the Structure Plan location and have addressed this through design refinements.
- **Urban Design & Planning Alignment:** The Strategic Urban Design Assessment demonstrates how the proposal achieves the intent of the TPLM Zone, supports housing delivery, and integrates with neighbouring development. Where the proposal departs from the Structure Plan, we have provided clear justification and mitigation.

Otago Regional Council (ORC)

Summary

12 February 2026 – Tripartite Meeting

Attendees: NZTA: Chris Baker; Brynlea Stocks; QLDC: Robert Galvin; Jeremy Martin; ORC: Jack Cowie. SLL: Cameron Inder (Transport); Jason Bartlett (Transport); Mitchell Holyoake; Shane Brealey; Rob Stewart (Infrastructure).

Discussion focused on transport provision and wider network performance. The conversation touched on indicative timeframes for required transport upgrades and the presentation of SLL's earlier scheme accommodating around 700 residential units. Key challenges associated with delivering these upgrades were outlined, along with initial discussion on potential funding considerations. It was agreed that further engagement with QLDC and ORC will be needed, particularly around bus services, pedestrian connections, and how these elements integrate with the developing layout.

19 March 2026 - Teams Meeting

Attendees: Jack Cowie (Transport Planner ORC); Grace Longson (Transport Planner ORC); Jeremy Martin (QLDC Senior Network Engineer (Transport)); Joanne Skuse (SLL Planner); Jason Bartlett (SLL Transport); Jeremy

Representatives from SLL (transport engineer and planner), QLDC's transport engineer, and ORC's transport planning team met to discuss transport considerations for the development, specifically bus lanes.

The group worked through the pros and cons of several potential bus-lane configurations, including their operational benefits, construction feasibility, and long-term maintenance implications. There was a shared understanding that any preferred option must balance efficiency for public transport with practical delivery constraints.

Discussion also focused on how best to future-proof the site for evolving transport needs. This included ensuring flexibility for future bus service expansion, integrating active-mode connections, and designing internal streets in a way that supports mode shift over time.

24 March 2026 – Team Meeting - Fast-track Pre-application request no. RM26.145

Attendees: Matt Bell – Consents Team Leader ORC; Martina Courtier – Fast-track Consents Planner ORC; Grace Longson – Transport Planner ORC

Mitchell Holyoake – Consents Manager (for SLL); Joanne Skuse – The Property Group (Planner for SLL)

SLL provided ORC with the Consultation Summary document and accompanying concept development plans (**Attachment A**). As part of this, SLL outlined the proposed staging approach for the project and the likely consents required from ORC. The discussion was constructive, with both parties demonstrating a shared understanding of the key matters and a willingness to continue working collaboratively.

Discussion also focused on the proposed earthworks across the site and transport matters. Specifically in relation to transport: the bus routes and future expansion plans, as ORC provide the bus service for the district.

SLL advised their intent to continue consultation with ORC in relation to all consenting matters. Environment Management Plans can be provided prior to the substantive application lodgement for peer review as well as conditions of consent intended to be volunteered with the application. It is SLL's objective to achieve a position where the ORC is comfortable with the proposal and ongoing compliance management of the earthworks.

SLL and ORC agreed to continue the discussions surrounding the bus service provision. It was acknowledged by both parties that whilst ORC manage and the bus service, QLDC own and manage the roading assets, including the bus lanes. The conversation addressed the Stalker Road bus lane identified in the District Plan as a Transport Trigger. SLL outlined the ongoing discussions with both QLDC and ORC regarding the feasibility of delivering this infrastructure. Both parties acknowledged that the viability of the bus lane will depend on constructability considerations and QLDC's willingness to assume any associated long-term asset responsibilities. ORC and SLL agreed to keep this dialogue active as design work advances and as the broader transport network picture becomes clearer.

The meeting concluded with a shared commitment to ongoing, open communication. Both SLL and ORC recognised the value of early and consistent engagement and agreed to continue working together to ensure the proposal aligns with network expectations and supports effective long-term transport outcomes for the district.

ORC have provided written comments which are provided with this report as **Attachment C**.

7 July - Simplicity Living Fast Track transport discussion

SLL met with ORC Transport Engineers to discuss potential approaches to public transport provision given the modelling undertaken by SLL. The meeting was positive, noting there may be alternative options for bus lanes and bus routes than those required by the TPLM. It was further discussed that the development will happen over time and that transport upgrades will be delivered by other developers and agencies in that time.

ORC Referral Comments

SLL has reviewed and considered the comments provided by ORC on its referral application. ORC has also provided confirmation that there are no competing applications and no prohibited activities under regional plans. The matters raised by ORC in their referral comments have been addressed through the expert reports accompanying the substantive application. In particular:

- The Civil Infrastructure Report, Environmental Management Plan, and Erosion and Sediment Control Plan have been prepared by Suitably Qualified and Experienced Professionals (SQEPs) and respond directly to ORC's expectations for earthworks staging, sediment control, stormwater management, and discharge compliance. These

documents outline detailed staging, monitoring, incident response, and monthly reporting processes consistent with ORC's Residential Earthworks Guide.

- SLL's Transport Assessment incorporates futureproofing the east–west collector road and Lower Shotover Road intersection for public transport. The assessment further outlines the proposed external upgrades and confirms they will be delivered prior to the leasing of residential units for long term occupation.

2.0. Iwi/ hapū

SLL has initiated consultation with the seven rūnaka identified as having mana whenua interests within the Queenstown Lakes District. Introductory emails were sent to each rūnaka on 17, 18 and 20 March 2026, providing the masterplan material (**Attachment A**) and inviting feedback on the proposal and the appropriate process for ongoing engagement. The seven rūnaka are as follows:

- I. Te Rūnanga o Moeraki Incorporated ("Moeraki")
- II. Kati Huirapa ki Puketeraki Incorporated ("Puketeraki")
- III. Te Rūnanga o Ōtākou Incorporated ("Ōtākou")
- IV. Hokonui Rūnanga Incorporated ("Hokonui")
- V. Waihōpai Rūnaka Incorporated ("Waihopai")
- VI. Te Rūnaka o Awarua Incorporated ("Awarua")
- VII. Oraka Aparima Rūnaka Incorporated ("Ōraka")

In addition to contacting the rūnaka directly, SLL also reached out to Brett Ellison, who has confirmed that he is acting on behalf of the rūnaka for this matter. Brett has since provided a Process Agreement outlining the preferred structure for engagement, information exchange, and cultural input.

SLL has reviewed and signed the Process Agreement. This establishes a clear and mutually understood pathway for continued consultation.

Engagement with mana whenua is ongoing and being undertaken in accordance with the agreed Process Agreement. SLL understand that stormwater management is a key consideration for mana whenua, particularly in relation to water quality, downstream receiving environments, and cultural values associated with wai. In line with this, SLL has proactively shared its stormwater approach with the rūnaka under the Process Agreement. This ensures that mana whenua have early visibility of the technical direction and can provide input as the design continues to develop.

SLL remains committed to ongoing, good-faith engagement with mana whenua throughout the Fast-track process and beyond into the detailed design phase, consistent with the Process Agreement and the expectations of the rūnaka.

Evidence of the consultation is provided at **Attachment D**.

3.0. New Zealand Transport Agency

Planning & Technical Engineering

Summary

12 November 2025 - In person Meeting

Attendees: Simon Underwood (NZTA), Chris Baker (NZTA Transport Planner), Brynlea Stocks (NZTA Environmental Planner); Rob Stewart (SLL Infrastructure Engineering); Jo Skuse & Werner Murray (SLL Planners); Mitchel Holyoake (SLL); Shane Brealey (SLL).

A meeting was held with NZTA on 12 November to discuss the proposed works and the wider SH6 upgrades. NZTA outlined the general approvals and processes that would apply to any works within the state highway corridor, including the need for a Developer Agreement, design and safety reviews, and coordination with their operations and traffic management teams. They also highlighted the importance of early consideration of construction sequencing, traffic management, and the sensitivity of the SH6 network. Commercial and financial responsibilities under a Developer Agreement were briefly outlined, along with the expectation that the developer would engage suitably qualified consultants and contractors.

Early discussion noted that traffic modelling will be important inputs as the design develops. SLL began traffic modelling following this meeting.

12 November 2025 - Site Visit

Attendees: Chris Baker (NZTA Transport Planner), Brynlea Stocks (NZTA Environmental Planner); Lauren Barnett (NZTA Senior Legal Counsel); Werner Murray (SLL Planner)

3 February 2026 – Teams Meeting

Attendees: Chris Baker (NZTA Transport Planner); Cameron Inder (SLL Transport) Jason Bartlett (SLL Transport); Mitchell Holyoake (SLL)

Working Group Discussion: A general discussion to understand existing queuing and modelling parameters. Initial concept design for the intersection upgrade was shared. The purpose was to walk through current challenges and ensure all parties had early visibility ahead of the upcoming joint meeting with QLDC and ORC on 12 February.

12 February 2026 – Tripartite Meeting

Attendees: NZTA: Chris Baker; Brynlea Stocks; QLDC: Robert Galvin; Jeremy Martin; ORC: Jack Cowie. SLL: Cameron Inder (Transport); Jason Bartlett (Transport); Mitchell Holyoake; Shane Brealey; Rob Stewart (Infrastructure).

Discussion focused on transport provision and wider network performance. The conversation touched on indicative timeframes for required transport upgrades and the presentation of SLL's earlier scheme accommodating around 700 residential units. Key challenges associated with delivering these upgrades were outlined, along with initial discussion on potential funding considerations. It was agreed that further engagement with QLDC and ORC will be needed, particularly around bus services, pedestrian connections, and how these elements integrate with the developing layout.

23 February 2026 - Teams Meeting

Attendees: Chris Baker (NZTA Transport Planner); Tony Maccoll (NZTA Transport); Cameron Inder (SLL Transport) Jason Bartlett (SLL Transport)

Working Group Discussion: A discussion was held to discuss progress of ongoing traffic modelling for anticipated growth across the Ladies Mile area. The conversation touched on broad assumptions for future public transport and active mode share, indicative thresholds for acceptable versus unacceptable queue lengths on SH6, and the potential extent and timing of future bus-lane requirements.

Modelling inputs and assumptions will continue to be refined through ongoing engagement as wider network planning progresses.

17 March 2026 – Teams Meeting

Attendees: Chris Baker (NZTA Transport Planner); Brynlea Stocks (NZTA Environmental Planner); Roy Johnston (NZTA); Jason Bartlett (SLL Transport Engineer); Jo Skuse & Werner Murray (SLL Planners)

SLL met with NZTA to work through how the various transport triggers would be delivered. The discussion was productive, with both parties openly exploring responsibilities, sequencing, and the practicalities of delivering upgrades across different parts of the network.

NZTA also noted that they were not concerned about bus-lane provision on Stalker Road or Howards Drive, as any queuing effects would occur on QLDC-managed roads rather than the state highway network.

Transit lanes were discussed as a potential alternative, but NZTA advised that converting a bus lane into a transit lane is not straightforward from a legal and operational perspective, more complex than simply changing signage. Their preference remains to see genuine mode shift, with more people choosing to use buses rather than expanding general-traffic priority.

The density set for the mile through the district plan is a minimum to be achieved.

NZTA outlined they intend to deliver the transport triggers on their network west of the bridge, including the state highway bus-lane components.

SLL confirmed its commitment to delivering the Shotover roundabout upgrade to traffic signals, the improvements to Spence Road, and Lower Shotover Road intersections.

The meeting concluded with agreement that engagement will continue as design parameters are refined.

Engagement with NZTA will continue as design work advances, including further discussions on layout refinement, required approvals, and the development of an appropriate design and construction methodology.

Further consultation material (**Attachment A**) has been provided to NZTA through its fast-track forms and processes.

NZTA Referral Comments

SLL has reviewed and considered the comments provided by NZTA on its referral application. These comments have been addressed as appropriate in the substantive application.

SLL continues to share detailed design plans for all SH6 works, including the signalised intersection, active mode connections, and bus priority elements, and will keep refining these in partnership with NZTA to ensure they meet safety, performance, and network integration

requirements. SLL's transport experts have consciously addressed NZTA's technical considerations within the Transport Assessment and associated design documentation.

SLL will continue engagement to confirm the preferred design, staging, and delivery pathway for SH6 improvements.

4.0. Heritage New Zealand Pouhere Taonga (HNZPT)

HNZPT was contacted via email on March 16, 2026, and was provided with a Consultation Summary document (**Attachment A**) and concept plans for the development. SLL has undertaken an initial review of the site and, based on the information available, we do not currently anticipate that an archaeological authority will be required. However, the Applicant is conscious of the sensitivities in the area therefore contacted HNZPT to consult on the proposal.

An email response was received from Jasmine Western requesting confirmation on whether consultation with Ngāi Tahu has been undertaken and requesting a copy of our Accidental Discovery Protocols (ADP) could be provided.

SLL advised Ms Weston that consultation was ongoing with Ngāi Tahu, Te Ao Marama and Aukaha and our ADPs were provided along with SLL's Tikanga Management Protocols.

Accidental Discovery Protocols are included in the proposed conditions of consent contained in **Appendix O**.

Evidence of consultation is provided at **Attachment E**.

5.0. Department of Conservation (DOC)

DOC was contacted via email on 20 March 2026 and was provided with a Consultation Summary document (**Attachment A**) and concept plans for the development.

A phone call and email response was received on 25 March 2026 from Emily Bayliss, Senior Fast-Track Application Lead confirming receipt of the consultation documents. Ms Bayliss notes DOC is providing high level comments. Further conversations will be needed as the Project progresses to confirm approvals that may be required. This email response is attached at **Attachment F**.

DOC Referral Comments

SLL has reviewed and considered the comments provided by DOC on its referral application. These comments have been addressed as appropriate in the substantive application. In particular, SLL is actively progressing the concession requirements for works within the Shotover River Marginal Strip. SLL has also since met with DOC to discuss the preferred approach to the concession documentation and associated assessment of effects.

SLL has also engaged an ecologist to support the concession process and to ensure ecological considerations are robustly addressed.

6.0 Ministry of Education (MoE)

SLL met with MoE on 28 April 2026 to outline the Project, discuss the schooling trigger in the Te Pūtahi Ladies Mile Zone, and understand MoE's intentions for future schooling provision in the area. SLL asked if MoE had any concerns with the Project progressing ahead of a new school being established.

MoE confirmed at this meeting that Wakatipu High School has short-term capacity, and that planning for additional schooling is ongoing. They also noted that future school delivery depends on sustained growth and funding availability. They emphasised the importance of safe active transport connections for students and confirmed that school provision is not intended to mitigate transport effects.

Evidence is provided at **Attachment G**.

7.0 Neighbouring Landowners

SLL has undertaken direct and constructive engagement with the northern neighbouring landowner, Roman Catholic Bishop of the Diocese of Dunedin, (Lot 2 DP 606744, 30 Lower Shotover Road, Lower Shotover), to address matters relating to access, earthworks, and stormwater provision. Given the proximity of the respective development areas and the need for coordinated infrastructure solutions, early consultation was prioritised to ensure clarity of responsibilities and avoid downstream consenting or construction conflicts.

These discussions have resulted in a signed Agreement, which formalises the agreed infrastructure connections, boundary works, and responsibilities for delivery, as well as an Affected Party Approval. These documents are attached at **Attachment H**. SLL will continue to engage with the neighbouring landowner as detailed design progresses to maintain alignment and uphold the commitments set out in the agreement.

SLL has also engaged directly with the southern neighbouring landowner, JE and RA Kelly (Lot 4 DP 325561, 12 Stalker Road, Lower Shotover), who holds a consent for a new residential development. Consultation focused on the interface between the two developments, particularly in relation to building height and shading effects. An Affected Party Approval has been secured and is provided at **Attachment I**.



FIGURE 1: NORTHERN NEIGHBOUR LOT 2 DP 606744; SOUTHERN NEIGHBOUR SECTION 5 SO 48, SECTION 4, SO 485598, LOT 4 DP 325561



Attachment A

FAST TRACK REFERRAL APPLICATION PROJECT SUMMARY

Simplicity Living – Te Pūtahi Ladies Mile

Simplicity Living Limited

12 Lower Shotover Road & 435 Frankton-Ladies Mile Highway

INTRODUCTION

Simplicity Living Limited (**SLL**) are preparing an application for referral under the Fast-Track Approvals Act 2024 (**FTAA**), for a site located at 12 Lower Shotover and 435 Frankton-Ladies Mile Highway, Queenstown.

This proposal seeks approval for a comprehensively master-planned residential neighbourhood that will deliver a significant contribution to housing supply in the Queenstown Lakes District. The development combines higher-density living, community facilities, active-transport infrastructure, and public open space to create a resilient, future-focused urban community.

The project is being advanced through the Fast-track Approvals Act because of its scale, its substantial public benefits, and the need for coordinated decision-making across multiple agencies. The fast-track pathway enables an integrated assessment of housing, infrastructure, transport, and environmental considerations, ensuring the project can progress at the pace required to respond to the district's acute housing needs.

The development site spans approximately 10 hectares and is located on the western end of Ladies Mile Highway.

This summary document provides some site and background details, a description of the proposal, and high-level commentary on the relevant planning and consenting requirements.

It is noted that the information provided is on a high-level basis and for the purposes of providing sufficient information (and to continue formal consultation under the FTAA) to enable further feedback from interested parties that will inform the proposal moving forward. It is noted that further information will become available as the project progresses and technical reports are obtained, and if the project is accepted for referred status under the FTAA.

SIMPLICITY LIVING LIMITED (SLL)

SLL is wholly owned by the Simplicity Property Fund, a wholesale investment fund managed by Simplicity Investment Management Limited. Funds within various managed investment

schemes is governed by the Financial Markets Conduct Act and supervised by Public Trust. Simplicity NZ Limited is manager of the schemes and is a registered Managed Investment Scheme manager. The total value of the combined schemes is currently \$10.3bn and membership base is currently 184,000 from across New Zealand.

SLL develops build-to-rent, more affordable housing designed for long term residency. The company's core objective is to increase the supply of well-designed homes that support community wellbeing while maintaining long-term ownership and stewardship of its developments. This approach enables a consistent focus on quality, liveability, and long-term performance of residential environments rather than short term market outcomes.

SLL developments are typically medium to high density residential projects close to public transport, services and amenities to support efficient land use. A strong emphasis is placed on simplicity of design, quality construction, and longevity. Buildings are designed to be warm, healthy, and energy-efficient, with internal layouts that accommodate a range of household types and life stages.

Unlike conventional residential developers, SLL retains ownership of its housing stock and manages the properties over the long term. This development model incentivises careful design, robust construction, and ongoing investment in the quality of the living environment for residents. As a result, SLL developments are intended to make a positive and enduring contribution to both resident wellbeing and wider neighbourhood.

SITE AND BACKGROUND

The site is located within the Ladies Mile area, northeast of central Queenstown, positioned between State Highway 6 to the south and the base of Slope Hill to the north. Although it sits at the foot of Slope Hill, the landform itself is generally flat to gently undulating, creating a highly developable platform within the wider landscape. The landholding comprises three Records of Title, with an unformed paper road running through the site and separating Lot 2 DP 617529 from Lot 3 DP 606744 and Section 9 SO 485598.

Covering approximately 10 hectares, the site is predominantly pastoral, characterised by open grassland with scattered shrubs, trees, and shelterbelts. The topography remains largely level across the central and southern areas, rising slightly toward the north as it meets the lower slopes of Slope Hill. This combination of scale, landform, and location provides a strong foundation for a comprehensively planned residential neighbourhood.

Table 1

Record of Title Details		
<i>Identifier</i>	<i>Legal Description</i>	<i>Area (m²)</i>
1194482	Lot 3 DP 606744	61412
1142422	Section 9 SO 485598	29467
1238571	Lot 2 DP 617529	9174



FIGURE 1: SITE OUTLINED IN YELLOW. SOURCE: GRIP MAPS.

PROJECT

SLL intend to deliver a comprehensively planned neighbourhood comprising approximately 1064 new homes supported by community facilities, transport infrastructure, open space, and a Local Shopping Centre. The proposal integrates land use, subdivision, earthworks, and infrastructure to deliver a high-quality, higher-density residential community aligned with long-term growth objectives.

Key components include:

Residential and Community Outcomes

- 39 apartment buildings (3 – 7 storeys) delivering approximately 1064, one, two and three-bedroom homes, contributing meaningfully to district-wide housing supply.
- A build-to-rent model fostering long-term stewardship, social connection, and increased opportunities for modal shift.
- Four resident community buildings, including work-from-home spaces, indoor recreation and family spaces, supporting flexible living and reducing transport demand.

Local Commercial Centre

- Provision for a Local Shopping Centre located along the primary transport route, providing daily services within walking distance and a self-sustaining community.

Open Space and Landscape

- A public open space reserve to be vested in Council.
- A network of outdoor recreation areas including pocket parks and covered BBQs.
- A landscape-led approach using native planting, green corridors, and low-impact stormwater design to enhance ecological outcomes.

Transport and Modal Shift

- A transport network designed to support modal shift, enabled by:
 - o Higher density to sustain frequent bus services.
 - o Two centralised car-parking buildings reducing internal vehicle movements.
 - o A 1:1:1 ratio of car parks, bike parks, and units, supplemented by visitor and accessible parking.
 - o A comprehensive network of pedestrian and cycle paths.
 - o Proximity to existing key commercial centres including Five Mile, Remarkables Park and other key destinations, supporting high levels of active transport.
 - o Long term, the density of development will support the establishment of a commercial centre and schools within the wider Ladies Mile development, reducing the need for vehicle trips across the Shotover Bridge.
 - o The ability to implement a resident travel plan through the body corporate structure.
- Proposed upgrades to Spence Road to include an active-travel path, improving wider network connectivity.

Infrastructure and Servicing

- Coordinated planning for water supply, wastewater, stormwater, and utilities. Detailed design of which is underway.
- Delivering planned infrastructure upgrades ahead of what is currently scheduled through the QLDC Long Term Plan.
- Ongoing collaboration with QLDC P&I, NZTA and neighbouring landowners.

RELEVANT PLANNING MATTERS

Under the Queenstown Lakes District Council Proposed District Plan (PDP), the majority of the site is within the Te Pūtahi Ladies Mile Zone (TPLM), with a smaller portion zoned Local Shopping Centre.

The TPLM Special Purpose Zone is a direct response to the growing demand for additional housing in the Wakatipu Basin. The area has long been identified as a strategically important growth area due to its proximity to Queenstown, access to State Highway 6, and capacity to accommodate urban development *at scale*. Development within this area is a key component of the District's growth strategy and plays an essential role in delivering new housing, supporting community wellbeing, and shaping a sustainable urban environment for the future.

At the highest level, the overriding intention of the TPLM Zone is to maximise the provision of housing in response to the District's acute ongoing housing shortage. The Independent Commissioner's noted in their decision:

"[W]e find that the evidence (unambiguously) supports the elevation of housing density, choice and affordability as the greatest resource management priority for the zone, followed then by environmental and ecological effects and benefits...."

"[W]e find that promotion of maximum achievable densities and built form quality should be the focus of resource consent assessments, not rule compliance for its own sake or the (unrealistic) principle that in what will become one of the most urban-character parts of the District a ruralness or visual nostalgia to the past can or should be realistically sought."

Reference: Independent Hearing Panel (2024) Final Report and Recommendations: Te Pūtahi Ladies Mile Plan Variation, Queenstown Lakes District Council, para. 13.13(g) and para. 13.24.

The project will require several resource consents, a summary of which is identified below. It is however noted that these consenting requirements are initial and indicative only, noting that the design remains a work in progress, with the final design outcomes, technical expert reporting and advice, and development methodology ultimately determining the final consenting requirements.

Land use consent(s) to authorise:

- departures from Structure Plan and specific rules / standards (including in relation to buildings for residential use, height, timing of development against transport infrastructure provision and other matters of detail);
- bulk earthworks and earthworks for residential use (regional).

Subdivision consent(s) to authorise:

- fee simple subdivision to create bulk lots for residential and commercial use, roads to vest and park to vest.

- Unit title subdivision creating individual units and accessory units, as well as common areas of roading, open space and community buildings, to be managed by Body Corporate.

Discharge permit(s) to authorise discharge of stormwater / contaminants to land and water, and potentially discharges to air (dust from construction works);

In addition to the above, it is noted that project infrastructure works may be required within Council reserves or land administered by the Department for Conservation (DOC). **The project may therefore require a concession under the Reserves Act or Conservation Act.**

Whilst subject to further inputs, a suite of consent conditions will be required to facilitate the project outcomes. These matters remain subject to technical expert advice, but feedback on potential condition requirements would be beneficial to ensure these matters can be appropriately considered as part of further concept and detailed design (and incorporated into the future substantive application).

FAST TRACK REFERRAL APPLICATION

The project initially began as a Resource Management Act resource consent application; however, as consultation with Council progressed and the scale, timing, and district-wide housing needs became clearer, it became evident that the Fast-track Approvals pathway was more appropriate.

The development delivers substantial public benefits: significant housing supply, major economic activity, and coordinated infrastructure investment, and requires approvals from multiple agencies, making an integrated fast-track process far more efficient than a traditional consenting route. Fast-track enables the project to respond at pace to the district's acute housing pressures while ensuring a robust, multi-agency assessment aligned with national and regional policy objectives.

SLL are now progressing the referral application under the FTAA, with design development and technical reporting well underway. Engagement with QLDC, ORC and Waka Kotahi has been ongoing throughout the project's evolution, meaning many of the core issues and opportunities have already been well canvassed. In moving to the fast-track process, SLL are widening the consultation as required under the Act to ensure all relevant agencies are appropriately informed and engaged. This approach builds on the conversations already held and ensures the referral is supported by a complete and transparent consultation record.

NEXT STEPS

SLL welcomes feedback on the project and is happy to meet to discuss or clarify matters and provide further information. In this respect, the key points of contact for further engagement are noted below, along with details on the supporting project masterplan and infrastructure concepts.

Contact details:

Mitchell Holyoake - Design & Consent Manager; Simplicity Living

[REDACTED]
[REDACTED]

Joanne Skuse – Senior Planner; The Property Group

jskuse@propertygroup.co.nz

027 498 1745

INFORMATION ENCLOSED:

[A] Indicative Development Plan

[B] Indicative Public Infrastructure Set

Prepared by:



Joanne Skuse

Senior Planner

027 498 1745

jskuse@propertygroup.co.nz

1 BED APARTMENTS	460	43%
2 BED APARTMENTS	529	50%
3 BED APARTMENTS	75	7%

 CAFE/LEASE OFFICE
 CAFE/RETAIL
 LOADING BAY
 PARK/COURTYARD

- LEGEND**

1 BED APARTMENTS	460	43%
2 BED APARTMENTS	529	50%
3 BED APARTMENTS	75	7%
TOTAL	1064	
REGULAR PARKING	1064	
VISITOR PARKING	28	
ACCESSIBLE PARKING	12	
RETAIL PARKING	21 + 1	
BIKES	1064	
CAFE/LEASE OFFICE	19	

CAFE/LEASE OFFICE
CAFE/RETAIL
LOADING BAY
PARK/COURTYARD
RUBBISH BIN
PERGOLA BBQ
BIKE SHED

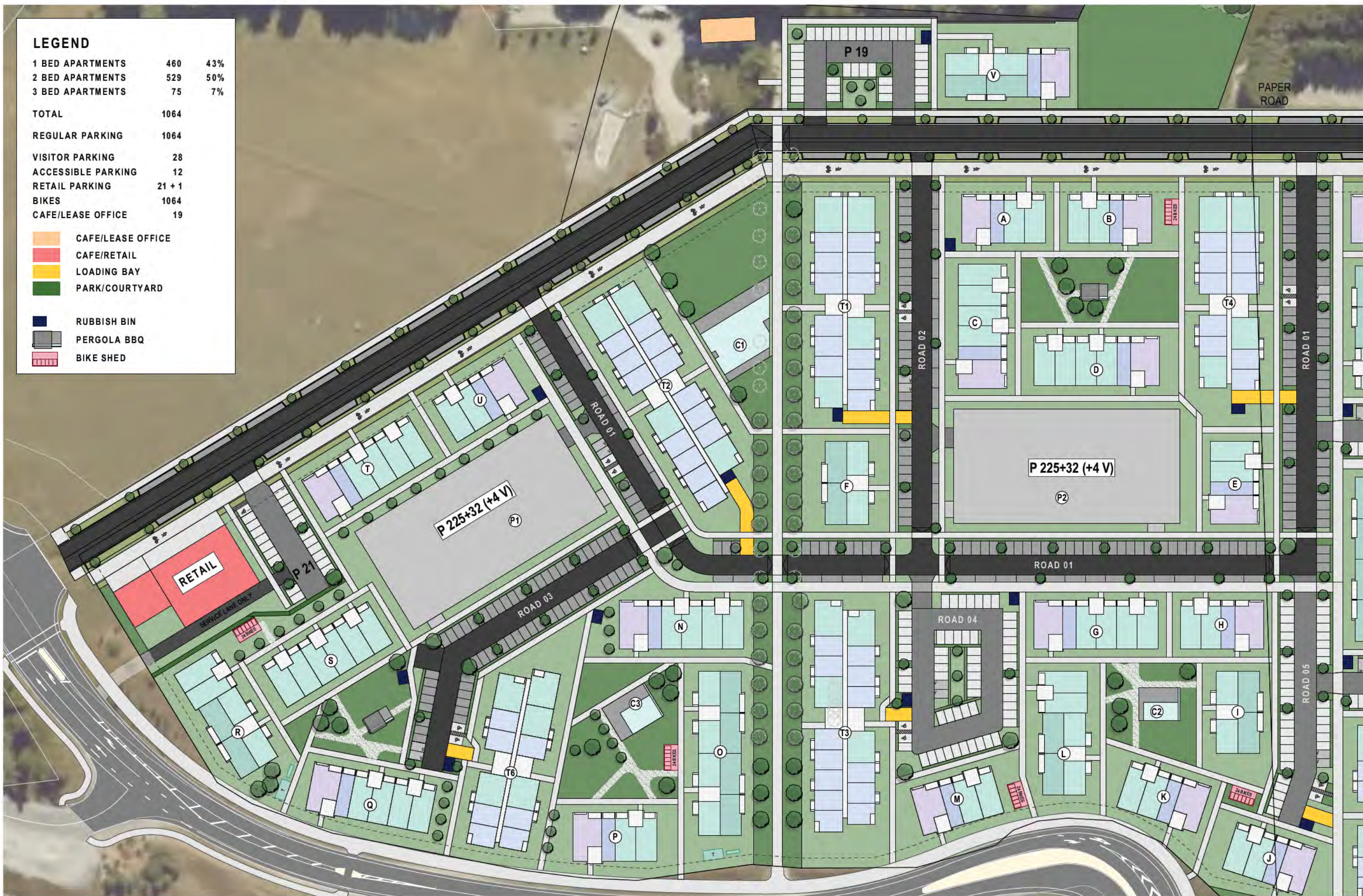
The site plan illustrates a residential development with various apartment blocks (A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z) and parking areas (P 19, P 21, P 225+32 (+4 V), P 225+32 (+4 V)). The plan includes a legend for different types of spaces and amenities, such as CAFE/LEASE OFFICE, CAFE/RETAIL, LOADING BAY, PARK/COURTYARD, RUBBISH BIN, PERGOLA BBQ, and BIKE SHED. The development is situated near a road labeled LOWER SHOTOVER ROAD and a road labeled TBC. A PARK area is also shown with a size of 4025 m². The plan includes a detailed legend and a table summarizing the apartment counts and parking spaces.

LEGEND

1 BED APARTMENTS	460	43%
2 BED APARTMENTS	529	50%
3 BED APARTMENTS	75	7%
TOTAL	1064	
REGULAR PARKING	1064	
VISITOR PARKING	28	
ACCESSIBLE PARKING	12	
RETAIL PARKING	21 + 1	
BIKES	1064	
CAFE/LEASE OFFICE	19	

- CAFE/LEASE OFFICE
- CAFE/RETAIL
- LOADING BAY
- PARK/COURTYARD

- RUBBISH BIN
- PERGOLA BBQ
- BIKE SHED





LEGEND

1 BED APARTMENTS	460	43%
2 BED APARTMENTS	529	50%
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TOTAL	1064	
REGULAR PARKING	1064	
VISITOR PARKING	28	
ACCESSIBLE PARKING	12	
RETAIL PARKING	21 + 1	
BIKES	1064	
CAFE/LEASE OFFICE	19	

CAFE/LEASE OFFICE

CAFE/RETAIL

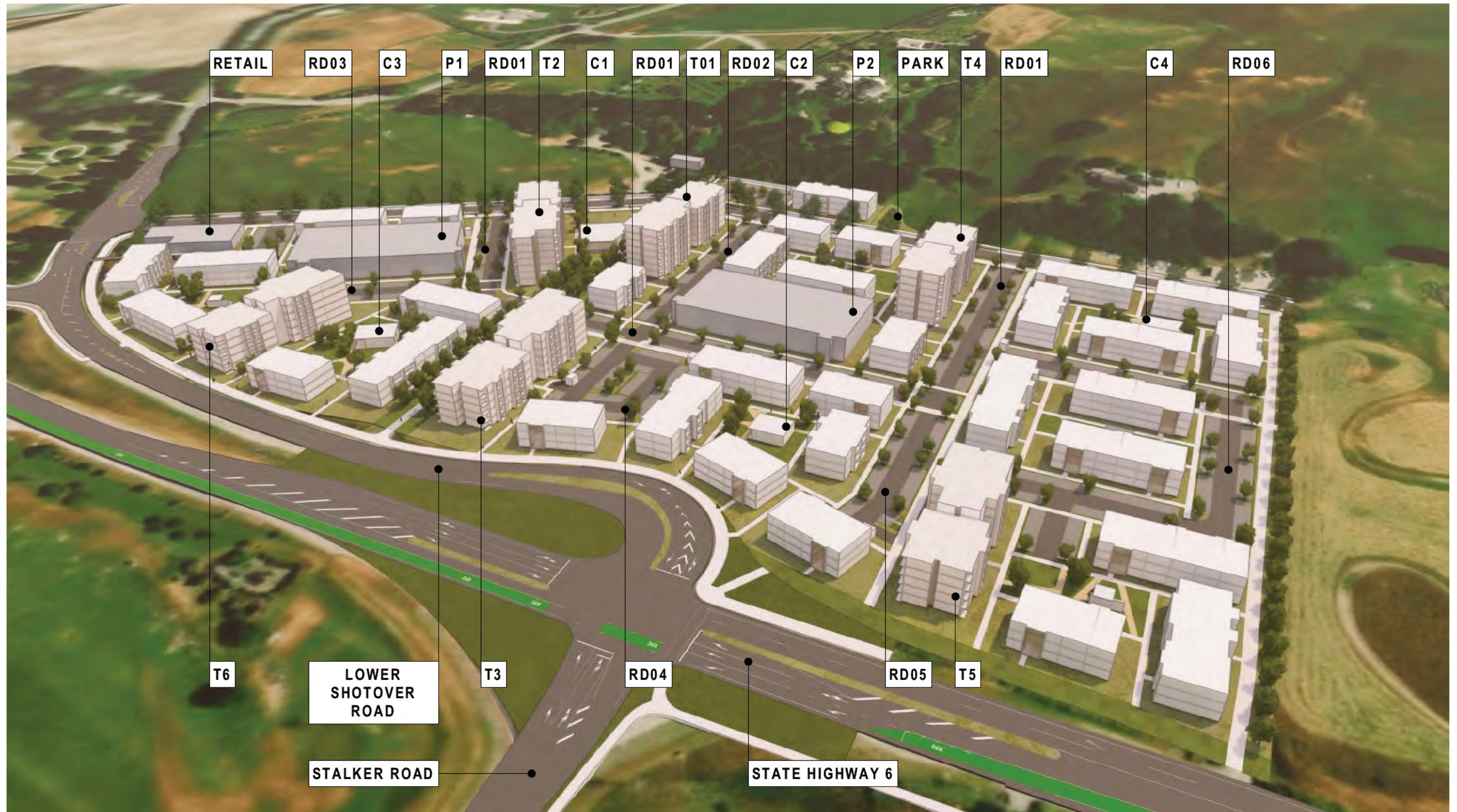
LOADING BAY

PARK/COURTYARD

RUBBISH BIN

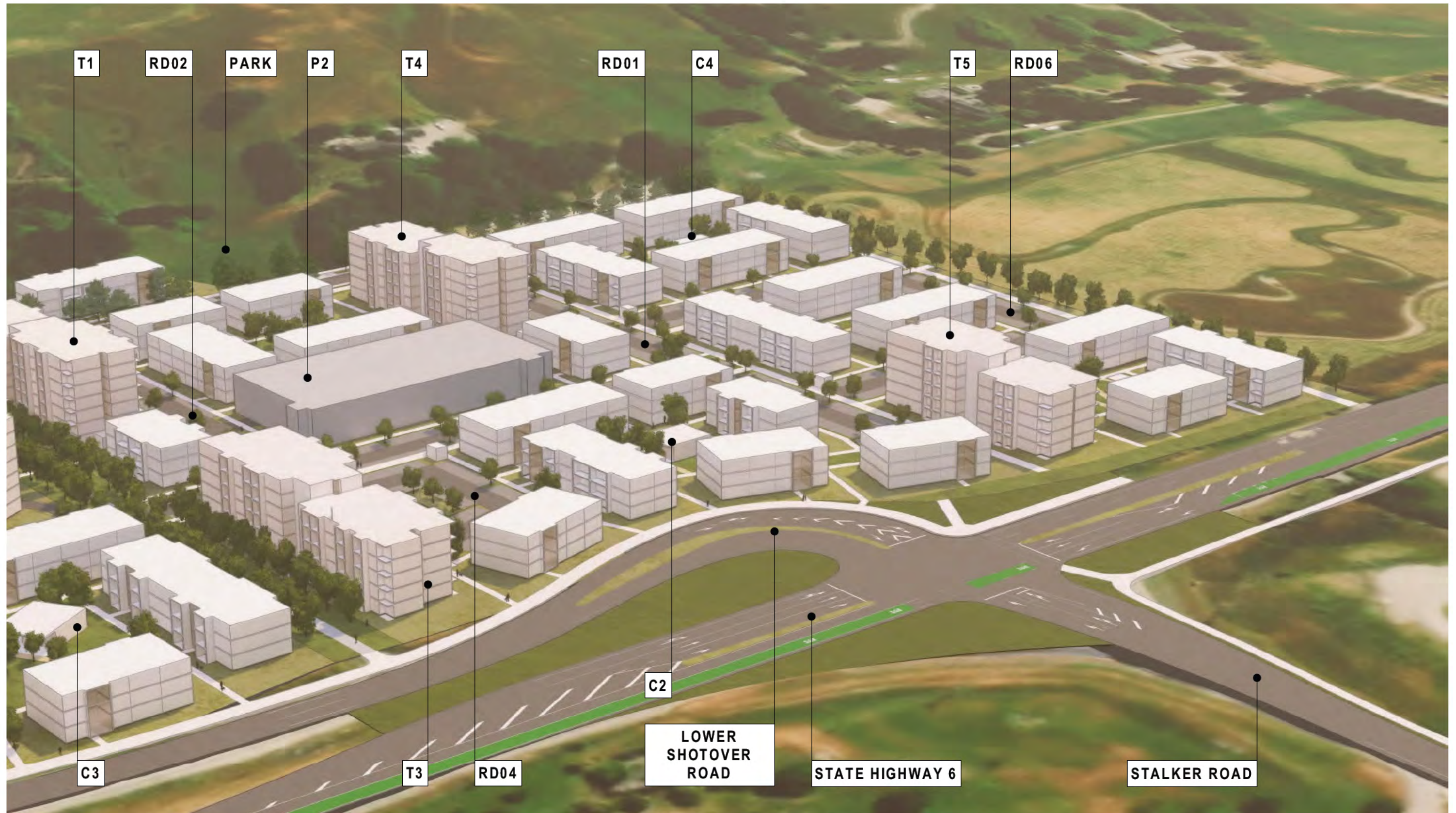
PERGOLA BBQ

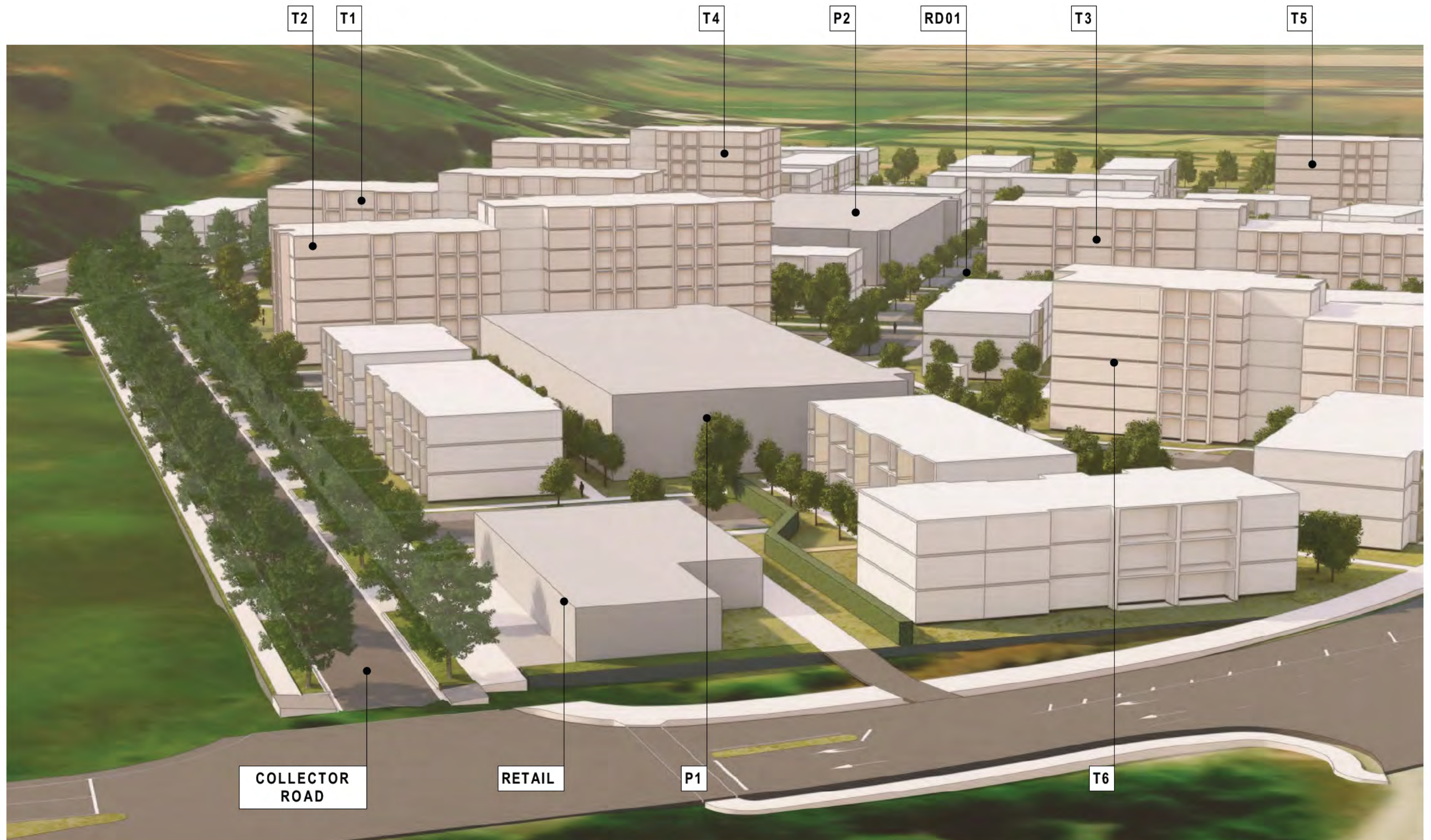
BIKE SHED

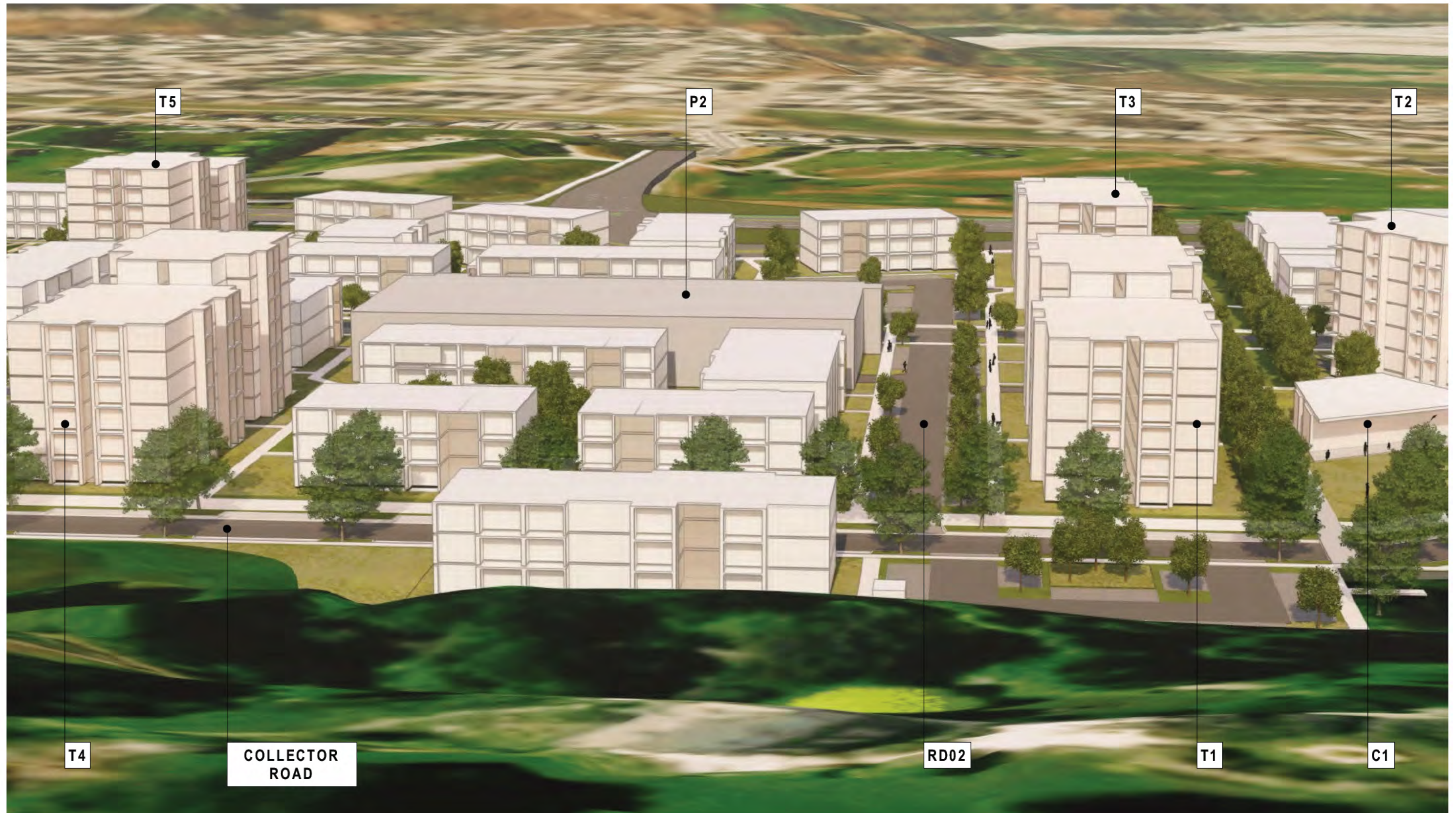


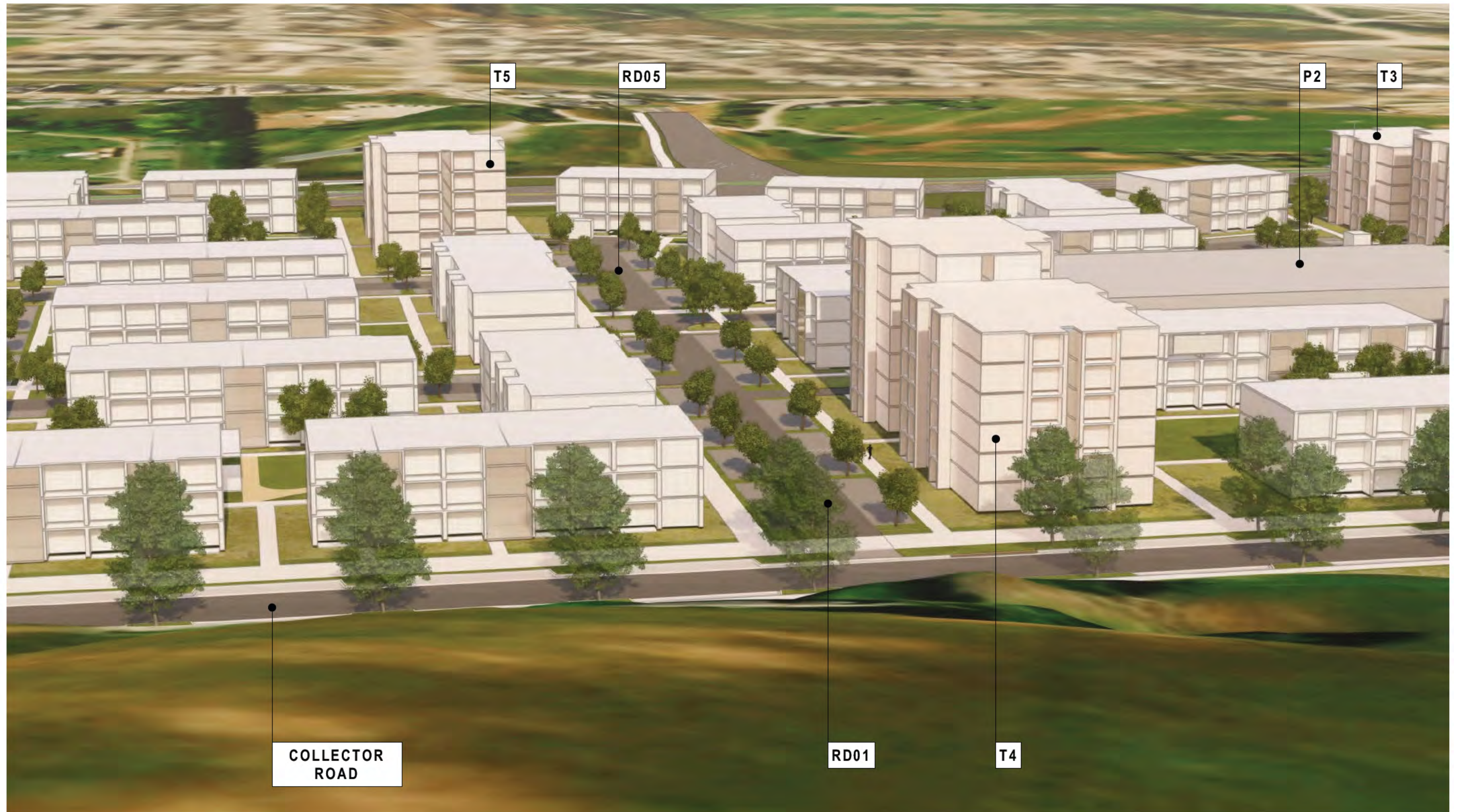




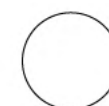


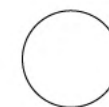














Attachment B

Ladies Mile QLDC–Developer PCG Meeting Minutes

Date: Thursday 5th March, 2:00pm (Teams call)

Attendees:

Clarke Group – Austen Clarke, Roger Coulson; KPM – Rene Lin, Ben Saunders; McKenzie & Co. – Rob Stewart; Simplicity Living – Shane Brealey, Mitchell Holyoake; QLDC – Andrew Monteith, Robert Galvin, Charlotte Robertson.

Minutes

Agenda Item / Topic		Noted
1	Collaboration Agreement	• Document to be finalised and circulated for execution. • Noted desire to move to formal binding agreements as soon as practicable, ideally earlier than programme dates in the Collaboration Agreement. • Parties generally accepting of the Collaboration Agreement. • Simplicity to provide a strawman roadmap for discussion at the next PCG.
2	Update on design workstream progress	• QLDC advised it was reviewing KMP's PCG agenda response of 4 March.
	<i>Water & Wastewater</i>	• Noted that Simplicity and Clarke Group had agreed Simplicity would deliver both waters as this is more efficient. Clarke Group still intending to deliver the reservoir and upstream components as per indicative plan provided. • All parties acknowledged concern regarding delivery risk and interdependencies. • QLDC advised it would be looking to have separate DAs with each developer, with appropriate step-in rights in the event of default. • Shotover Bridge capacity close to being confirmed – meeting with all parties scheduled for Tuesday 10th to finalise. • Design capacity based on 4600 DUEs (including Spencer Park). • QLDC to confirm reservoir capacity is sufficient.

	<i>Transport</i>	• Clarke Group updated parties on engagement with NZTA regarding the requirement to upgrade the Howards Drive intersection from a roundabout to a signalised intersection at a cost of \$3.9M. Concerns were raised about lack of detail, confirmation, and senior engagement from NZTA. This transport component is material to Clarke Group's ability to proceed with land acquisition and development, including the reservoir parcel. • Parties continuing to coordinate the collector road network. • Simplicity confirmed it will be acquiring the Stalker property.
	<i>Parks & Reserves</i>	• QLDC advised Parks & Reserves would be providing input into the consent process as it progresses.
3	Review and update of Action Items	• See updated action table below.
4	Development progress and programme updates	• Simplicity will shortly provide typology breakdowns. • Clarke Group has provided typologies for 429 (per its consent application). • Master planning for 489 is ongoing, including commercial areas and typologies, and is likely to include more vertical built form. • Work on 439 is continuing. The funding term sheet for purchase and development is currently under review.
5	Any other matters	• Clarke Group queried QLDC consenting and certification resourcing in light of the anticipated pipeline of work. QLDC noted that independent certification would be required for Ladies Mile. Wider resourcing issues are outside PCG scope but will be raised with relevant managers. • QLDC noted that Brent Pearce will be in contact with each developer for process feedback. • PCG meeting structure was discussed. It was agreed that every alternate PCG meeting will be a longer major PCG with in person attendance where possible. The alternate meetings will be shorter minor PCGs held online only. • Simplicity will apply for Resource Consent and Building Consent on 27th March 2026.

Action Items		Update
A1	Simplicity and Clarke Group to review the draft Collaboration Agreement and provide feedback to QLDC.	Document finalised and will be circulated for execution.
A2	QLDC to document and confirm the escalation process for resolving impasses, including escalation to GM or ELT.	Escalation to GM or ELT will occur where required.
A3	Developers to provide comments on the draft Collaboration Agreement including key dates, milestones, staging, and density assumptions.	Closed.
A4	Simplicity and Clarke Group to progress WS and WW design development to target an agreed design by April 2026.	On track
A5	Simplicity to share its DC funding model and assumptions.	Work is progressing. Noted WSP has provided an initial estimate which could inform LTP funding requirements.
A6	QLDC to provide an update on Shotover Bridge engineering weight capacity.	Awaiting confirmation.
A7	QLDC to provide statutory timeframes for regulatory, procurement, and LTP or funding processes.	QLDC to provide as required.
A8	Simplicity to provide a strawman roadmap for the next PCG.	
A9	PCG meeting structure to alternate between major (longer, in person) and minor (short, online) meetings.	Closed.

QLDC–Developer (Ladies Mile) Meeting Notes

Date: Tuesday 9 December 2025 (MS Teams)

Purpose: *Discuss water supply and wastewater infrastructure for the Te Pūtahi Ladies Mile development, including the framework for coordinated delivery, engagement, design, funding, and programme alignment.*

Attendees: Clarke Group – Austen Clarke, Roger Coulson; Cuncannon Partners – John Stephens (Clarke Group Legal Counsel); The Property Group – Werner Murray (Planner for both developers); KPM – Rene Lin, Ben Saunders; McKenzie & Co. – Rob Stewart; Simplicity Living – Shane Brealey, Mitchell Holyoake; QLDC – Andrew Monteith, Richard Powell, Robert Galvin, Charlotte Robertson, Brendan Peet.

Meeting Record

Agenda Item / Topic	Discussion Summary	Agreed Actions / Responsibilities
Project structure and need for formal framework	• QLDC emphasised the need for formalised arrangements to avoid siloed workstreams, ensure transparency, and allow acceleration opportunities given long LTP funding timeframes. • QLDC reiterated that constraints include funding limitations, planning responsibilities, and public accountability; risk must be allocated to the party best placed to manage it. • Simplicity outlined the work progressed to date and aligned approach and collaboration with Clarke Group, and desire to work together to achieve the best value and outcomes in a transparent and open book basis. • Agreement that a collaboration (umbrella) agreement will sit above individual Development Agreements, guiding	• QLDC to frame the collaboration agreement (umbrella agreement). • QLDC to consider whether one DA will cover all Clarke Group parcels or whether multiple agreements are required (to be refined through discussions).

	communication/engagement, programme sequencing, technical development and commercial workstreams.	
Communication and engagement protocols	• General consensus on the need for clear, structured engagement with defined conduits, agendas, and meeting cadence. • Purpose: maintain momentum, transparency, and avoid inconsistencies across WS/WW, transport, planning, and funding workstreams. • NZTA engagement is essential; developers already have individual contact, but coordinated joint engagement is preferred. • Simplicity's traffic modeller is progressing modelling to support a joint late-January meeting.	• QLDC to circulate engagement protocol for feedback. • Joint meeting (ORC / QLDC / NZTA / developers) targeted for late January, led by Simplicity's traffic modeller.
Roles and responsibilities	• QLDC outlined its streamlined core team (Andrew, Robert, Charlotte, with Richard as SME for WS/WW). • Parties acknowledged that the regulatory consenting process relating to specific developer sites is separate to these discussions • Developers requested clarity on responsibilities across design development, procurement, consenting, and commercial negotiations.	• QLDC to confirm lead roles and responsibilities in the engagement protocol.
WS/WW design development and approvals	• Simplicity raised the desire to engage early with contractors (particularly Fulton Hogan for wastewater) rather than waiting for formal tender processes; want a procurement model enabling early contractor involvement (ECI) and alternative contracting. • Simplicity noted a preference to avoid works occurring close to the State Highway if possible. • QLDC acknowledged this but flagged that procurement obligations must be considered, including whether an	• QLDC to clarify position on Shotover Bridge pipe requirements (WW confirmed; water supply still to be confirmed). • QLDC to consider procurement pathways (tender vs direct appointment with independent QS validation).

	independent QS can be used to validate value-for-money in lieu of tendering. • Clarke Group raised need for clarity on Council's commitment to WS infrastructure across Shotover Bridge, and whether the water main is also required. • All parties emphasised the importance of getting DUEs correct, given "one shot" to size the network appropriately. • Interim servicing requirements and overall staging were discussed; WSP's work aligns with emerging developer concepts.	• Simplicity to circulate their graphic illustrating proposed WS/WW servicing concept for alignment.
Funding options and financial mechanisms	• Discussion on developer funding models, council funding constraints, and the need to explore accelerated options. Issues raised: ○ DC offsets for east-west collector road (not desired by developers but included in Structure Plan). ○ DC offsets for stormwater management on parcel 429 (Clarke Group). ○ Future liabilities, cost of funding, impacts of upsizing, and holding costs. • QLDC acknowledged these need to be worked through in upcoming commercial streams.	• QLDC to consider DC offset considerations for collector road. • QLDC to review Clarke Group DC offset request for parcel 429 stormwater function. • Developers to outline their proposed funding approaches to inform commercial analysis.
Development Agreement structure and delivery terms	• Developers asked when a detailed term sheet will be provided. • QLDC confirmed the framework/umbrella agreement will guide the preparation of individual or combined DAs. • Need for visibility of NZTA requirements, MoE interests, Woolworths interests, and other adjacent landowner impacts. • Approach to Clarke Group parcels (single DA or multiple) to be confirmed.	• QLDC to develop outline term sheet structure following umbrella agreement. • QLDC to coordinate cross-party information (transport, schools, commercial landowners).

Programme and timeframes	• Simplicity confirmed intention to lodge RC early March 2026 for approx. 700 homes. • Clarke Group lodged its RC amendment (increase to 450) just before Christmas. • Simplicity's traffic modeller is progressing modelling to enable an all-parties meeting at end of January. • Developers requested clarity on how to progress detailed WS/WW work with contractors now, given time pressure and value implications. • Stalker Land raised as a dependency for completing the collector road; options require clarification.	• QLDC to clarify options regarding Stalker Land. • Simplicity to provide sample PCG report format before Christmas.
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Action Summary

[A1] QLDC to circulate the meeting minutes.

[A2] QLDC to prepare and circulate the draft collaboration (umbrella) agreement.

[A3] QLDC to consider whether one or multiple Development Agreements are required for Clarke Group parcels.

[A4] QLDC to circulate the engagement protocol for feedback.

[A5] Joint NZTA–ORC–QLDC–developer meeting to be arranged for late January (Simplicity's modeller progressing inputs).

[A6] QLDC to confirm lead roles and responsibilities in the engagement protocol.

[A7] QLDC to clarify WS/WW requirements across Shotover Bridge (WW confirmed; water TBC).

[A8] QLDC to consider procurement pathways, including early contract involvement and independent QS validation options.

[A9] Simplicity to circulate graphic illustrating the proposed WS/WW servicing concept.

[A10] QLDC to consider DC offset considerations for the east–west collector road.

[A11] QLDC to review Clarke Group's DC offset request for parcel 429 stormwater management.

[A12] Developers to outline their proposed funding approaches to inform commercial analysis.

[A13] QLDC to develop outline DA term sheet structure following completion of the umbrella agreement.

[A14] QLDC to clarify options regarding Stalker Land and implications for the collector road.

[A15] Simplicity to provide a sample PCG reporting template before Christmas.

QLDC–Developer (Ladies Mile) Meeting Notes

Date: Wednesday 11 February 2026 (QLDC, Church Street)

Purpose: *To discuss the draft Collaboration Agreement as the framework that will guide coordinated work for the Te Pūtahi Ladies Mile development between the parties ahead of negotiating Developer Agreements.*

Attendees: Clarke Group – Austen Clarke, Roger Coulson; John Stephens (Clarke Group Legal Counsel); KPM – Rene Lin, Ben Saunders; McKenzie & Co. – Rob Stewart; Simplicity Living – Shane Brealey, Mitchell Holyoake; QLDC – Andrew Monteith, Richard Powell, Robert Galvin, Charlotte Robertson, Brendan Peet.

Meeting Record

Agenda Item / Topic	Discussion Summary
Draft Collaboration Agreement	• The draft Collaboration Agreement was discussed as the framework for coordinated work between parties ahead of Developer Agreements. • The Agreement is intended to be non-binding and to coordinate design, programme, funding, and engagement workstreams prior to any binding Development Agreement.
Process for resolving impasses / escalation pathway	• Simplicity raised concerns about how roadblocks or impasses would be resolved during the collaboration process. • QLDC advised that issues unable to be resolved at PCG level will escalate internally to QLDC General Managers.
Developer feedback on milestones, staging, and densities	• Developers noted they will provide comments on key dates, milestones, and programme elements. • Simplicity noted they are seeking density assumptions from Clarke Group to support planning and modelling alignment.
Water and wastewater design programme	• Developers are aiming to reach agreed WS/WW designs by April 2026, with QLDC review and approval targeted for May 2026.

	• Simplicity emphasised the importance of cost and staging review to maximise efficiency and cost-effectiveness.
Funding modelling and DC considerations	• Simplicity has completed modelling showing that elements of infrastructure investment may be repaid or addressed via a DC-based model. • Developers are seeking recognition of cost-of-money / cost-of-capital considerations. • Clarke Group emphasised equity and fairness, noting developers will deliver significant infrastructure and wish this recognised in future agreements.
Shotover Bridge – engineering weight capacity	• Engineering advice on the bridge’s weight capacity for infrastructure installation is expected within three weeks.
Statutory timeframes	• All parties acknowledged the need for clarity on statutory timeframes across design review, funding (LTP), procurement, and regulatory processes to ensure a realistic and compliant programme.
General WS/WW, transport, and planning engagement	• The importance of maintaining coordinated communication across QLDC teams and with external agencies (such as NZTA, ORC, MoE, and design consultants) was discussed, to ensure aligned messaging and avoid parallel or inconsistent workstreams.

Action Summary

[A1] Simplicity and Clarke Group to review the draft Collaboration Agreement and provide feedback to QLDC.

[A2] QLDC to document and confirm the escalation process for resolving impasses, including escalation to QLDC General Managers where the PCG cannot resolve an issue.

[A3] Developers (Simplicity & Clarke Group) to provide comments on the draft Collaboration Agreement, including key dates, milestones, staging information, and density assumptions (Clarke Group to provide densities to Simplicity and QLDC).

[A4] Simplicity & Clarke Group to progress WS/WW design development to target an agreed design by April 2026, enabling QLDC review and approval in May 2026.

[A5] Simplicity to share its DC funding model, including assumptions showing how costs may be repaid or addressed via Development Contributions, and including time-cost-of-money considerations.

[A6] QLDC to provide an update on Shotover Bridge engineering weight capacity once engineering advice is received.

[A7] QLDC to provide statutory timeframes for identified regulatory, procurement, and LTP / funding processes to support programme alignment.

Jo Skuse

Subject: PA250068 - Simplicity Living
Location: Microsoft Teams Meeting

Start: Wed 10/09/2025 9:00 am
End: Wed 10/09/2025 9:30 am

Recurrence: (none)

Meeting Status: Meeting organizer

Organizer: Jo Skuse

Required Attendees: Jo Skuse; [REDACTED] Werner Murray; Andy Calder; Kevin Brewer

Optional Attendees: Andy Calder; Meeting Room

Agenda

Introductions

Brief overview of other Simplicity projects – typology approach, ownership model, subdivision approach

Present preliminary concept block plans – a few options pending feedback

Discuss approach for conferencing with urban designers

Discuss what other experts may be necessary and when best to engage

Microsoft Teams [Need help?](#)

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Meeting ID: [REDACTED]

Passcode: mw7uB2eJ

For organizers: [Meeting options](#)

Simplicity Living Application:

High-level Urban Design Commentary

Attention:		
Werner Murray		
Neil Harkin		
Andy Calder		
Kevin Brewer		

Site: 12 Lower Shotover Road, Lower Shotover, (Ladies Mile) Queenstown, Lot 3 DP 606744; and future Lot 2 DP 617539 (currently part of 14 Lower Shotover Road)

Written by: Michael Lowe | Urbanist | *Studio Pacific Architecture*.
24/10/2025

Introduction:

The following information has been prepared by Michael Lowe of Studio Pacific Architecture on behalf of Council, to summarise key urban design matters relating to the applicant’s proposal, as presented to Michael Lowe and Andy Calder on 21 October 2025 at Brewer Davidson’s Auckland offices.

This assessment is limited to structure plan elements. It does not provide a detailed review of building architecture or site landscape design, which are expected to be addressed at a later stage. The memo focuses on reviewing the higher-order structuring elements that underpin the applicant’s overall site design.

It is important to note that sub-design components such as buildings, yards, streets, and open spaces will be reviewed during later stages of design documentation. There is an inherent interrelationship between high-level and detailed design elements, which cannot be fully assessed in isolation. For this urban design review, we have assumed that any future urban design matters relating to detailed design elements can be resolved by the applicant to a level satisfactory to Council.

I commend the applicant’s vision to deliver a comprehensively designed, high-density development. The Te Pūtahi Ladies Mile Zone (the **Zone**) purpose clearly outlines the strategic importance of maximise housing provision for density. Notable commendable features are the provision of several pocket parks and community facilities, centralised communal carparking, and a minimum Homestar 7 for all residential buildings.

Going forward, Council’s intention is for urban design specialists from both Council and the applicant to prepare a joint statement confirming whether the design is satisfactory.

Discussion:

1. STRUCTURE PLAN-RELATED MATTERS

1.1. New intersection location with SH6

- A. Direct engagement with both NZTA and QLDC traffic engineers has been initiated by the applicant. The applicant notes that NZTA are ‘in principle’ not opposed to a new intersection to SH6 and are supportive of having two separate smaller 2-3 leg intersections with SH6 as opposed to a 4 leg intersection (at Stalker Road) as shown on the structure plan. Modelling has been requested by NZTA / QLDC traffic engineers to support the applicant’s proposed intersection arrangements.
- B. The applicant is investigating what happens to remnant land of Lower Shotover Road between the Stalker Road intersection and any new intersection to its west (if revised intersection arrangements are supported and progressed). This is beyond applicant’s control, and would require road stopping processes, so nothing is proposed in relation to this land.
- C. **(Action Applicant)** - I am not opposed to the shifting the SH6 intersection location provided there is confirmation from NZTA and QLDC traffic engineers that the new SH6 intersection configuration offers at least the same level-of-service for all transport modes traveling along SH6, crossing SH6, and traveling into the Te Pūtahī Ladies Mile Structure Plan area.

1.2. Collector Road A (east-west along site’s northern boundary) – newly proposed location and cross section

- A. **(Action Applicant)** - Collector Road A cross section needs engineering review to check that it can accommodate QLDC Code of Practice requirements and agreed design outcomes sought by Council. i.e. car door buffer to cycle way. I recommend that if a stormwater swale not provided as per Structure Plan, that the landscape amenity component of swale is provided.
- B. **(Action QLDC)** – Confirm with QLDC’s Roading team they are happy to vest extra amenity space that does not have a stormwater function.
- C. **(Action QLDC)** – Confirm if the Active Travel Route is on the North or South side of the road. Applicant’s preference is to the South so to serve most of LM development. Council will seek consistency across developments.

1.3. Stormwater Swale

- A. **(Action Applicant)** - More information is required on the stormwater strategy, noting the Zone’s Purpose provides following context around requirements, alongside specific policy direction at Objective 49.2.8:.

‘solutions must include attenuation and treatment and avoid discharges (other than overland flow in extreme weather events) to Waiwhakaata Lake Hayes and avoid adverse effects of discharges to Kimiākau/Shotover River or the Kawarau River.’
- B. The applicant is not providing the Collector Road A stormwater swale and instead opting for on-site soakage. The applicant noted that:

- Their site falls towards Shotover River West not Lake Hayes, with a localised high point along the main Collector Road A around the Stalker-owned land to immediate east.
 - Water runoff from Slope Hill is not of the same extent as sites closer to Lake Hayes.
- C. As per 1.2, my view is the swale has a dual stormwater and landscape amenity function. If the swale is removed for stormwater-related reasons, then additional landscape amenity needs to be provided for in the cross section – noting QLDC Roading team will need to agree to this as it will be vested.
- D. **(Action Applicant)** - Provide updated Collector Road A cross section that has more generous widths for landscape planting amenity.

1.4. Collector Road A (north-south along site's eastern boundary)

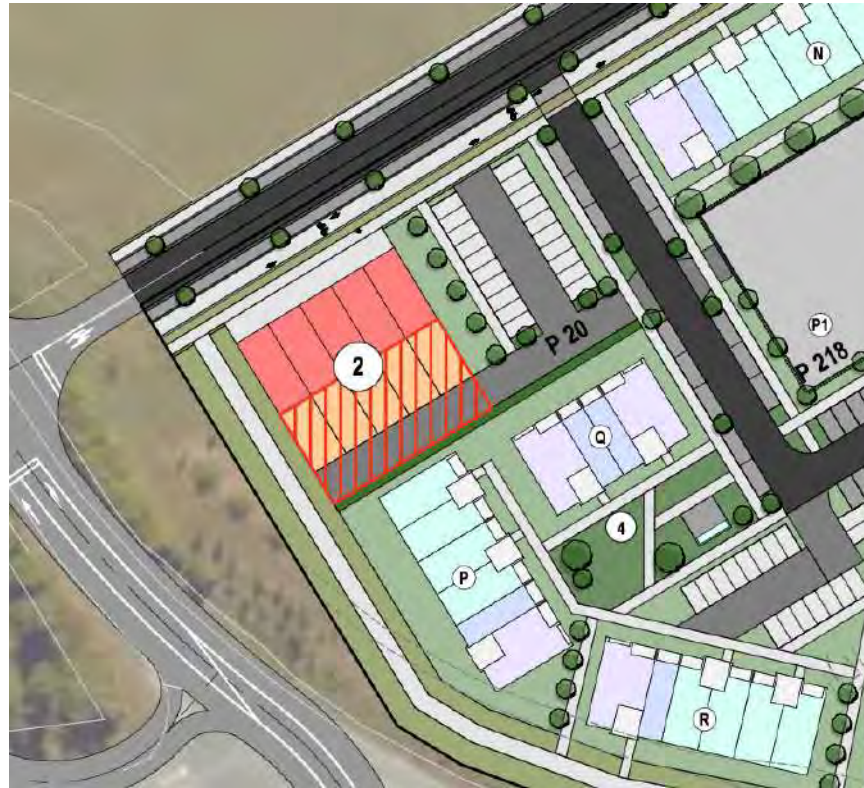
- A. We discussed the implications of removing this Collector Road from the structure plan to better utilise the applicants site design.
- B. I acknowledge that earlier iterations of the Te Pūtahi Ladies Mile Zone masterplan had explored alternative locations and hierarchy classification of this Collector Road A.
- C. I am not opposed to the applicant's proposed vested roading network on the condition that the amenity functions of the structure plan are not lost in terms of:
- The masterplan enables frequent NS active transport linkages for public access as currently provided for in adjacent development site designs. Noting the Glenpanel site has provided finer-grain connections @<100m spacings public access.
 - Provision for active transport crossing points on SH6 at desire lines for people travelling to Ladies Mile from Stalker Road.
 - Evidence that the sightline to Coronet Peak and Slope Hill ridgeline looking north from Stalker Rd is kept. The applicant is to provide several images showing the correct position of the proposed building mass. This should be at both the termination of Stalker Road at the SH6 roundabout, and about 100m further south on Stalker Road.



- D. **(Action Applicant)** to address the above in next iteration of plans

1.5. Local shops

- A. Given the intended removal of Collector Road A from terminating at Stalker Road intersection, I accept the rationale for relocating the Local Shopping Centre Zone to keep it next to a well-visible roading intersection. This will be dependent on acceptance of revised road intersection arrangements
- B. The applicant raised the unknown future of the adjoining road reserve to the west, and if this could be incorporated in the future. As per 1.1B, this would require road stopping processes.



- C. I see an advantage of the proposed shop car park configuration is it allows for future expansion of commercial floorspace.
- D. The current rear lane layout successfully future proofs for service access to the vacant land if it were to become available.
- E. **(Action Applicant)** - The applicant expressed intention to sell the Local Shops site, however currently the site is access via a private road. The applicant should consider the practicalities of this ownership arrangement and if a separate access point is better. They are best placed to make this decision.
- F. Be mindful that adding more driveway crossings to Collector Road A would be undesirable due to conflict points with active travel route. As such an alternative arrangement would require plugging one of the internal roads.

1.6. Open Space (*) relocation

- A. The applicant proposes a new location, size, and private ownership model for the Open Space area within Sub Area A.
- B. The applicant was accepting to having consent conditions for not being fenced (public access restriction) but seeks control over maintenance and management.
- C. **(Action QLDC)** - My view is the open space needs to function as public amenity and meet QLDC parks team's foreseen needs. The park should provide amenity for residents and visitors outside of the site.
 - Council planners need to confirm their interpretation as per the TPLM Objectives and Policies.

- Confirmation is needed with QLDC parks team that they are supportive of the proposed size, function, and ownership structure.

D. **(Action Applicant)** - Assuming the above is agreed upon, the applicant is to provide a sun study at 30min intervals to show sufficient hours of direct sunlight. I recommend positioning the tallest building mass to the south end of the park so that they minimise overshadow on the primary open space.

2. DENSITY, FORM, AND HEIGHT (NET)

2.1. My acceptance of buildings exceeding the Zone massing rules is conditional on further urban design review when sufficient design information is provided by the applicant.

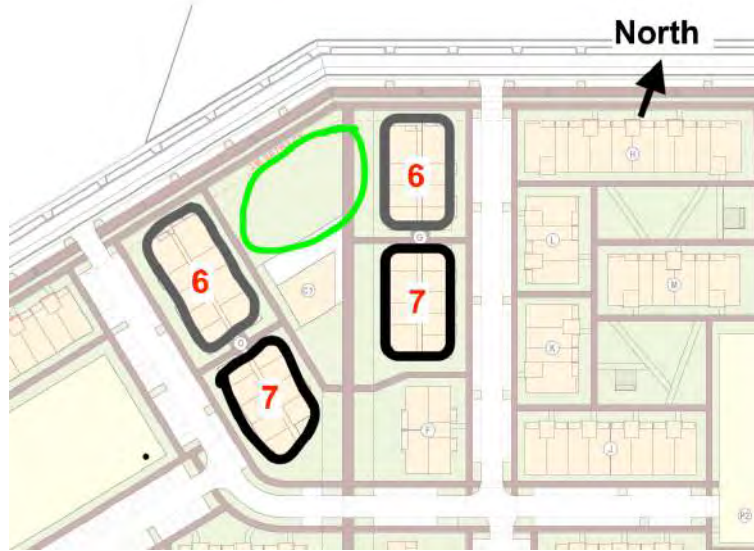
2.2. Proposed increased height

- A. I could support the proposed increase in height, dependent on a Landscape Visual Assessment. My concern is around community expectations of height in this area. The structure plan heights were established through an open stakeholder engagement process to balance built form within the surrounding natural landscape and in front of the Slope Hill Outstanding Natural Feature.
- B. However, the applicant's planner noted that Section 9 of the *Commissioner's Final Report and Recommendations* might override the above.
- C. I support the principle of the tallest buildings being closer to Slope Hill than SH6 as per the intent of the Te Putahi Ladies Mile Building Heights Plan. However, I also see merit in the applicant's proposal to have one 5 storey buildings on the Lower Shotover Road frontage as it varies the built form creating visual interest and defines a legible building mass marker point at the primary through site link.



2.3. Hight adjacent to the main open space

- A. **(Action Applicant)** - I agree with the applicants comment that repositioning the 7 storey buildings to the south of the primary open space would reduce shading effects. This should be tested by the applicant.



2.4. The longest building runs (N,H,C) will require additional design treatment to break down the built form by way of roof form.

- A. When long building lengths occur (i.e. ~60m) that are above 3 storeys in height, I support the applicant's approach to break up the visual appearance of the building mass into two smaller lengths bridged with a largely visually transparent space between.

2.5. Building frontages

- A. The applicant and I agreed that building design was not the focus of the session, and the detailed representations shown in the images were only provided to help Council appreciate the sense of scale – as opposed to a simplified block model.
- B. I therefore have assumed that building facades that front public realm and/or surrogate public realm spaces will be designed with a positive frontage - with windows to habitable spaces, entry points, active yards, and usable yard spaces etc.
- C. **(Action Applicant)** - Furthermore, I note the wall ends to SH6 / Lower Shotover Road as currently shown do not sufficiently address the street and give the appearance of the building turning its shoulder. This is discordant with the frontage that the Zone provisions seek to achieve along SH6. Future building design proposals need to resolve this.



3. YARDS

3.1. Applicant has sought less than 3m deep front yards in several areas along private roads.

- A. I can accept this in the locations shown, subject to receiving further detailed design information to confirm the adequacy of private-road streetscape and landscape amenity (quality and extent of planting and front-yard design).

4. CONNECTIVITY

4.1. Connections to adjoining sites.

- A. I cannot support the lack of active transport connections to the adjoining Sub-Precinct B.
- B. **(Action Applicant)** - Please review this edge condition to create legible active travel connections that enable direct inter-precinct movements for residents. Noting that this movement opportunity is being established with other land owners along Ladies Mile.

4.2. Public access across the site

- A. I am still unclear about the extent of and legibility of public access within the site.
- B. The applicant notes the development is not gated, yet many of the spaces seem to be intended for private residents.
- C. The applicant does not wish to vest any areas of their site.
- D. **(Action Applicant)** - Please provide Council with a drawing / strategy clearly outlining the extent of unrestricted public access to open space areas and pathways through the site, and any limitations to public access (i.e. after hours or likely secure line thresholds).

4.3. Cycling and micro mobility network

- A. The applicant acknowledges bike parking and micro-mobility parking strategy is not yet resolved. They note their experience in providing communal bike stores, and intention to include bike parking within the carparking buildings.
- B. Council's view is while some bike and micro-mobility parking in the carparking building is ok, the applicant should consider the practicalities and desire of residents to have:
 - maximum security of valuable e-bikes, mountain bikes, road bikes, and e-scooters,
 - the practical convenience of parking close to their unit – including within it, and the positive behavioural effect this has on encouraging mode-shift,
- C. **(Action Applicant)** - Please provide Council with a drawing showing the location of safe and convenient cycling/ micro-mobility access routes within the masterplan so residents and visitors can ride safely to their cycle and e-scooter parks. Note to consider minimising riders' conflicts with reversing vehicles, and where pedestrian can safely walk free from cyclists.

5. CHARACTER AND VARIETY

5.1. Given the size of this development, it is assumed there will be several differing neighbourhoods with legible characters. This can be confirmed at the RC site design level through differentiation of landscape design, building colour/ materials, building form.

5.2. I support the applicant's intention of working with mana whenua artists.

6. SUNLIGHT ACCESS

6.1. I support the applicant's approach to orientate units to be mostly EW or North facing to receive sunlight. I acknowledge that at this density there will always be some units that receive little direct sunlight.

7. RELATIONSHIP WITH NEIGHBOURS (NO ACTIONS REQUIRED)

7.1. Recession plane drawings are shown to have no infringements.

7.2. Northernmost land holding

- A. The land is now owned by the applicant. They are likely to keep the existing barn (possibly convert it to a community centre) and are considering 3-level walk ups.
- B. The steeper area of land is potentially not to be built on and are also considering an open space.

8. PARKING

8.1. I support the centralised car parking building strategy.

8.2. **(Action Applicant)** - More information required about the quantity and distribution of visitor parking.

8.3. Note, the extent of on-street parking shown on Collector Road A and the private internal roads are subject to Council's review of the landscape amenity outcomes to take place when the next level of design information is provided.

9. SUSTAINABILITY

9.1. The applicant noted several sustainable features of the development below:

- A. Stormwater is on-site disposal via soakage trenches and rain harvesting and re-use for landscape.
- B. Solar panels on some buildings.
- C. E-bike and e-car charging.
- D. Homestar 7 buildings.

9.2. Water sensitive urban design

- A. **(Action Applicant)** – more information is required about how the applicant will deal with contaminated water from communal parking areas (including the carpark roof top) in a way that is supportive of the Zone’s objective for integrated storm water management, and Zone purpose paraphrased in 1.3.A above.

9.3. Community facilities

- A. I am very supportive of the proposed community facility rooms, and their co-location with open space areas.
- B. **(Action Applicant)** - Please clarify if any of these facilities would be available to the wider public, in particular, the largest facility?

9.4. Existing Trees

- A. The master plan incorporates two NS groupings of existing trees. I support the design intent of the tree-lined central avenue either side of the primary NS active travel link through the site. The Eastern boundary trees provide a strong visual buffering to the long carpark building.
- B. **(Action Applicant)** – Please provide an arborist report confirming the location of any high-amenity-value existing trees within the site, the species and condition of trees to be retained, and their likelihood of survival given building proximity, sunlight access, and potential root disturbance during construction.

END

From: Jeannie Galavazi
Sent: Tuesday, 9 December 2025 3:02 pm
To: Megan Harshey; Werner Murray; Jo Skuse;
Cc: Dom Harrison
Subject: Ladies Mile reserves

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Megan, Emma, Werner and Jo

Below is a summary of the open space requirements for Ladies Mile – based on the Structure Plan, Parks and Open Spaces Strategy, Future Parks Provision and the DC policy.

Te Pūtahi Ladies Mile Structure Plan Reserve Land Requirements:

1. The Te Pūtahi Ladies Mile Structure Plan (the Structure Plan) (Figure 2) provides for a cohesive and connected network of open space that provides for a range of reserve types, recreation activities and community facilities.

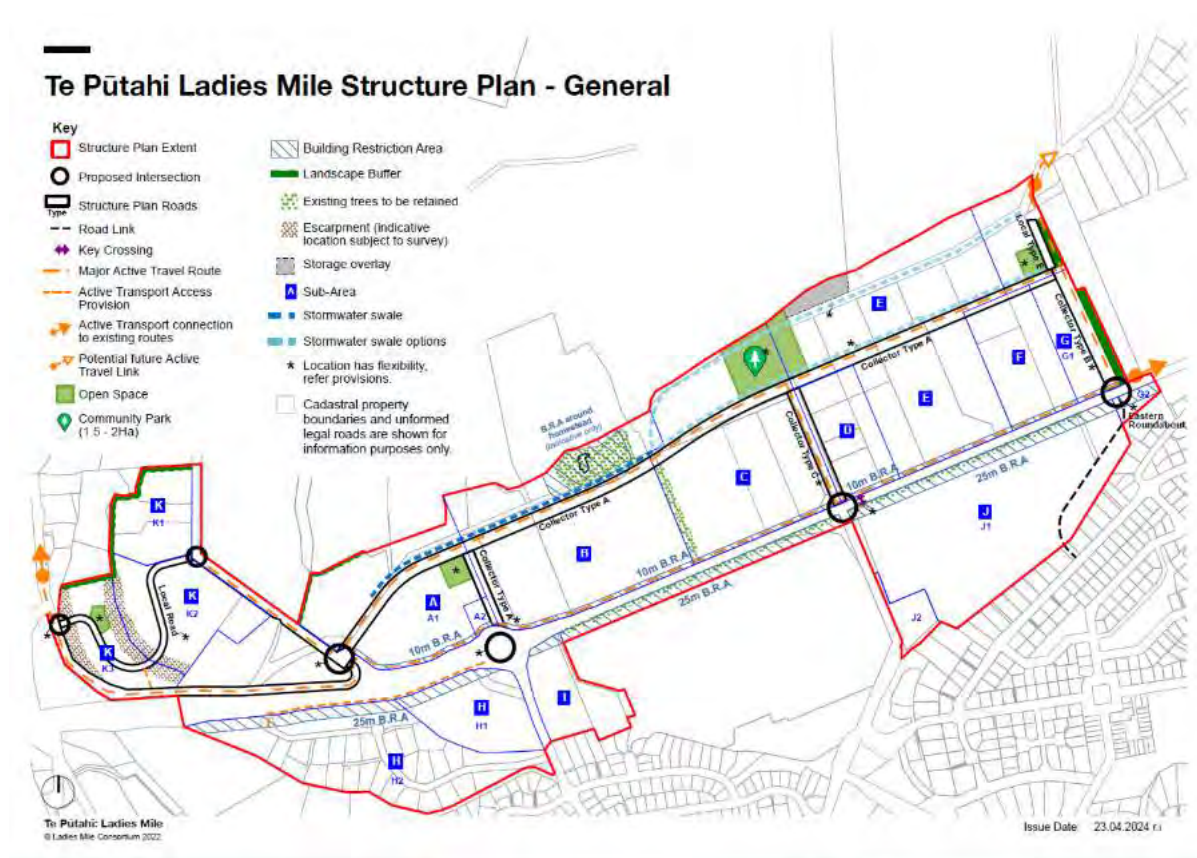


Figure 2: QLDC Proposed District Plan Te Pūtahi Ladies Mile Structure Plan

2. One of the key objectives of the Structure Plan is to achieve a range of open spaces, including a significant community recreational facility, to benefit the existing nearby communities as well as those to be accommodated in the new urban development. Once fully developed this area (including the existing residential area to the south) will be one of the largest urban residential areas in the district.
3. The Structure Plan includes a large Open Space and Recreation zone (sub area J) for a community and sports hub on the south side. This will provide for formal sports fields and recreational buildings, recreation, and event needs for the existing and future communities.
4. The Structure Plan also includes one centrally located Community Park of approximately 1.5-2 hectares, and three Local Parks of approximately 3000m² each. This memo focuses specifically on the Community Park as it is located on the land that the Clarke Group owns and is seeking to acquire.
5. The Parks identified in the Structure Plan have been intentionally located to ensure they are central and easily accessible within the neighbourhoods. The Parks are also connected by high quality walking and cycle networks. The size and location of the parks have been determined through the QLDC Parks and Open Spaces Strategy (2021) and the Future Parks Provision Plan (2021).
6. The Community Park will be the primary reserve for the residents recreation needs, and it is anticipated that it will be heavily utilised. The land needs to accommodate structures and buildings such as, multi-use hard courts, open green space, public toilets, reserve car parking, playgrounds and community facilities (which are not currently provided for in the wider catchment). It must be large enough to provide community gathering spaces and to host community events. It will be a key public area where the residential community will connect, as private open space is limited in medium and high-density development.
7. To ensure the Community Park can achieve its intended purpose it must be predominantly flat, quality recreation land, that is not of a substantially different size or configuration as to that shown on the Structure Plan. It must be suitable for a variety of recreation activities and unconstrained by stormwater or other non-reserve related infrastructure.
8. It is important to note that 1.5Ha is the minimum size required for a Community Park. Greater density than anticipated by the Structure Plan would require a larger Community Park and larger Local Parks as they will need to accommodate higher demand. Higher density will also generate more development contribution payments across the Structure Plan area.
9. There are currently no community facilities in the wider area other than a shared community hall at the Shotover Country School, which is usually at capacity with school bookings. New residential areas do not benefit from historic community buildings such as churches or memorial halls which can host groups such as local scouts, junior dance classes, community association meetings, community yoga classes, RSA meetings etc. It is anticipated that the Community Park would need to provide for these groups when there's no capacity at the future Community and Sports Hub on the south side of the highway. QLDC recently completed a report titled Our Community Spaces 2024 which identified 46 different community groups requiring space to undertake their essential community activities due to growth and lack of available facilities.

10. Smaller reserves, and linear or pocket parks can provide amenity, green corridors and space for large mature trees and native vegetation, that contribute to the ecology, character and amenity of the area. However, they are not large enough to adequately provide for most recreation activities, or the associated recreation and community infrastructure. An increased level of density of housing than anticipated by the current Structure Plan may trigger a requirement for additional reserve land, to be provided as either land or a cash contribution.
11. Council has the ability through the QLDC Development Contribution Policy (Updated for 2025-2026) (DC Policy) to charge DC's for new reserve land (Reserve Land Development Contributions), or the developer can provide land in lieu of the DC payment.
12. The calculations for Reserve Land DCs are provided in the DC Policy. The reserve land contribution for each dwelling equivalent across the Wakatipu area has been assessed at 22.5m². This consists of:
 - (a) 17.5m² Local & Community Park (charged as a cash and/or land contribution)
 - (b) 5m² Premier Sportsground Park (charged as a cash contribution)
13. Reserve Land in the Eastern Corridor (which the TPLM Variation area is in) has been valued at \$855 per m² in 2021.
14. Below are some high-level calculations to show how DC's provided as land or cash are applied for 2,400 dwellings, noting 1, 2 and 3 bdrm units are a variable.

Te Pūtahī Ladies Mile		
Development	Reserve Land Provision	
Area	Dwelling	
	Equivalents	
Total TPLM	2,400	DE
Reserve Land (RL) requirement		
Cash or land	17.5	m ² per DE as per DCP
RL value - Eastern Corridor	\$855	per m ² - as per DCP
RL per each DE	\$14,963	exc GST if any
Total reserve land required	42,000	m ²
Total TPLM Reserve Land required	4.2	Ha
Reserve land value - TPLM	\$36M	

Table 1. Reserve Land Development Contributions

18. Land offered to the Council in lieu of cash development contributions for reserve land acquisition must be of a suitable standard, size and purpose to be accepted by the Council. This is at the discretion of the Council and must adhere to the *QLDC Future Parks and Reserves Provision Plan 2021*.

Reserve Improvements

19. Reserve improvements (new park assets or other park improvements) are expected on Local and Community Parks. These can be provided by a developer in lieu of Reserve Improvement

Development Contributions where agreed by QLDC. Reserve improvements and who is responsible for delivering are typically agreed at the resource consent stage.

Ngā mihi,

Jeannie Galavazi

Principal Parks and Reserves Planner

Community Services

Queenstown Lakes District Council

DD: [REDACTED]

E: [REDACTED]



Please note I work part time Monday, Tuesday and Thursday

A festive banner for the Christmas season. The background is a light blue sky with a sandy beach at the bottom. On the right, there is a cartoon illustration of Santa Claus wearing a red hat, sunglasses, and a red shirt with white snowflakes. The text "Merry Kirihimete" is written in a large, red, cursive font. Below it, in a smaller, dark blue font, is "and Happy New Year from the team at QLDC!". To the left of the center, there is a red circular callout containing white text that reads: "Our offices are closed from 12.00pm 24 December until 8.00am 5 January". At the bottom left, there is a block of text: "If you need to report an urgent issue, you can still call us 24/7 on 03 441 0499 (Tahuna Queenstown) or 03 443 0024 (Wānaka).". The banner is decorated with small white stars and seashells on the beach.



CONSULTATION & ENGAGEMENT IN RELATION TO FAST TRACK APPROVALS ACT 2024 APPLICATION



PLEASE COMPLETE ALL MANDATORY FIELDS* OF THIS FORM.

This form provides contact information and details of your project. If your form does not provide the required information and Council's required FTAA Consultation Document is not included within this request, these will be returned to you to complete.

NAME OF PROJECT // APPLICANT DETAILS

- Must be a person or legal entity (limited liability company or trust).
- Full names of all trustees required.

*Name of Project: Simplicity Living – Te Pūtahi Ladies Mile

Applicant's Full Name / Company / Trust: Simplicity Living Limited

*Contact name for company or trust: Shane Brealey

*Postal Address: Level 11, 5-7 Byron Avenue, Takapuna, Auckland,

*Post code:
0622

*Contact details supplied must be for the applicant and not for an agent acting on their behalf and must include a valid postal address

*Email Address:

*Phone Numbers: Day

Mobile:

*The Applicant is:



Owner



Prospective Purchaser (of the site to which the application relates)



Occupier



Lessee

Other - Please Specify:



Our preferred methods of corresponding with you are by email and phone.



KEY POINT OF CONTACT // If you are acting on behalf of the applicant e.g. agent, consultant or architect please fill in your details in this section.

*Name & Company: Joanne Skuse The Property Group

*Phone Numbers: Day 0274981745

Mobile:

*Email Address: jskuse@propertygroup.co.nz

*Postal Address: Level 3, Five Mile Centre, 36 Grant Road, Frankton

*Postcode:
9371



INVOICING DETAILS //

Invoices will be made out to the applicant but can be sent to another party if paying on the applicant's behalf.
For more information regarding payment please refer to the Fees Information section of this form.

*Please select a preference for who should receive any invoices, which will be sent via email

Applicant:



Agent:



Other - Please specify:

Email:



*Attention: Mitch Holyoake

*Postal Address: Level 11, 5-7 Byron Avenue, Takapuna,
Auckland,

*Post code:
0622

*Please provide an email AND full postal address.

*Email



OWNER DETAILS // Please supply owner details for the subject site/property if not already indicated above

Owner Name:

Owner Address:

Owner Email:

If the property has recently changed ownership please indicate on what date (approximately) AND the names of the previous owners:

Date:

Names:



DETAILS OF SITE

Address / Location which this application relates

12 Lower Shotover and 435 Frankton-Ladies Mile Highway, Queenstown

Legal Description: Can be found on the Computer Freehold Register – e.g Lot x DPxxx

Lot 2 DP 617529 from Lot 3 DP 606744 and Section 9 SO 485598.



CONSULTATION TYPE

Consultation being requested for Referral process under FTAA? Yes

Consultation being requested for Substantive Application process under FTAA? -

Council's required FTAA Consultation Document included within this request Yes



FEES INFORMATION, APPLICATION & DECLARATION

As the per the Fast Track Approvals Act 2024, agencies which includes local authorities can invoice applicants directly for the actual and reasonable costs of consulting on development using the FTTA 2024.

This form also covers agreement to pay for those works which will firstly be discussed with you.

Council needs to recover the fare and reasonable costs of work, including peer reviews, required throughout the process were this is not recoverable via the Environmental Protection Act (EPA).

Invoiced sums are payable by the 20th of the month after the invoice date. If unpaid, Council will suspend consultation until the sum is paid.

LIABILITY FOR PAYMENT – Please note that by signing and lodging this form you are acknowledging that the details in the invoicing section are responsible for payment of invoices and in addition will be liable to pay all costs and expenses of debt recovery and/or legal costs incurred by QLDC related to any debt recovery.

The Council relies on the information contained in this form and other documents being complete and accurate. The Applicant must take all reasonable steps to ensure that it is complete and accurate and accepts responsibility for information in this application being so.



If lodging this application as the Applicant:

I/we hereby represent and warrant that I am/we are aware of all of my/our obligations arising under this consultation project including, in particular but without limitation, my/our obligation to pay all fees and administrative charges (including debt recovery and legal expenses).

OR



If lodging this application as agent of the Applicant:

I/we hereby represent and warrant that I am/we are authorised to act as agent of the Applicant in respect of this consultation project and that the Applicant / Agent whose details are in the invoicing section is aware of all of his/her/its obligations arising under this consultation project including, in particular but without limitation, his/her/its obligation to pay all fees and administrative charges (including debt recovery and legal expenses).

Signed (by or as authorised agent of the Applicant) **

Full name of person lodging this form and Company*** Joanne Skuse

Dated 13-Mar-2026

If you are unable to sign the form, having your name type above* will be treated as confirmation of your acknowledgement and acceptance of the above responsibilities and liabilities and that you have made the above representations, warranties and certification.

Fast Track Approvals Act 2024 – Consultation Document

Reference/Name of Project: Simplicity Living – Te Pūtahi Ladies Mile

Date: 13.03.2026

Please outline below a list of specific consultation queries. Please provide appropriate background to your queries so that we can respond appropriately:

Consultation Queries and background:

1	Planning Given prior discussions with P&I and agreement that the north-south collector road is not the preferred transport alignment off the Stalker Roundabout, does QLDC support the commercial centre being relocated to the east west collector road? Does Council consider the revised location to better achieve the Structure Plan's intent of supporting local services, walkability, and public transport integration?
2	Planning Does QLDC consider the proposed density, while meeting minimums but functionally closer to high-density, consistent with the outcomes sought for the MDR/HDR precincts under the TPLM Zone? Are there any concerns about the distribution of density across the site, or does Council consider the proposed approach to be aligned with the intensification objectives and the Hearing Panel's direction to maximise efficient use of scarce developable land? To assist with our design refinement, we would appreciate QLDC's feedback on the proposed density from a planning and urban design perspective only. We acknowledge that transport and infrastructure considerations are important and are being addressed separately through engagement with Waka Kotahi, ORC and Council's P&I team. For this specific query, we are seeking QLDC's view on whether the proposed height (up to 24m) and the higher-density built form are consistent with the intended outcomes of the TPLM Zone, the Structure Plan, and the urban design direction for Ladies Mile, independent of transport and servicing considerations.
3	Planning Does QLDC consider the proposed building heights (up to 24m) to be consistent with the intended urban form and density outcomes of the TPLM Zone, particularly given the Hearing Panel's emphasis on efficient land use and higher-density development near SH6? To assist with our design refinement, we would appreciate QLDC's feedback on the proposed building heights from a planning and urban design perspective only. We acknowledge that transport and infrastructure considerations are important and are being addressed separately through engagement with Waka Kotahi, ORC and Council's P&I team.

	For this specific query, we are seeking QLDC's view on whether the proposed height (up to 24m) and the higher-density built form are consistent with the intended outcomes of the TPLM Zone, the Structure Plan, and the urban design direction for Ladies Mile, independent of transport and servicing considerations.
4	Parks Building on the park location discussed with Council previously, we welcome any further feedback on the vested public open space. The park is proposed to be larger than shown on the Structure Plan (approximately 4,000m²) and will include a mix of flat and undulating areas to accommodate a range of activities such as play, informal sport, dog walking and an elevated viewing point. We also welcome any suggestions Council may have regarding design considerations or interface treatments that would help ensure the relocated park delivers strong community outcomes. While the overall density of the development exceeds 40 units per hectare, the increased height enables more generous green spaces within the site, which are intended to serve residents and enhance the overall amenity of the neighbourhood.
5	Transport We would appreciate QLDC's feedback on our internal transport and modal-shift strategy. We are seeking Council's views on whether the internal movement network and supporting initiatives appropriately give effect to the transport and urban-form outcomes anticipated for the TPLM Zone. In particular, we welcome feedback on: • the provision of work-from-home spaces within community buildings as a means of reducing peak-hour travel demand • the 1:1 bike-parking ratio • the use of centralised car-parking buildings to reduce internal vehicle circulation and support weekday mode shift • the network of integrated walking and cycling connections through the site and to surrounding sites • bus stops to support future public transport services • any additional design considerations Council would expect to see to strengthen internal modal-shift outcomes. Further: Do you envisage bus stop locations on the east west collector road? Where do you envisage bus stops and pedestrian connections on the state highway? Clarify whether a Travel Plan is required for residential developments and what these entail? Preference for Stalker Road bus lane as opposed to Howards Lane bus lane.
6	RM Engineering From an internal servicing perspective, does Council have any specific concerns regarding our proposed private three-waters and roading networks (water, wastewater, stormwater, internal roads), noting that all infrastructure will remain privately owned and maintained under a unit-title structure?

--	--

Please outline below the specific outcome you are seeking from consulting with Council.

1	Ongoing support for providing much needed housing stock for the rental market and not Airbnb
2	

Provided by:
Joanne Skuse

Contact Details:
027 498 1745
jskuse@propertygroup.co.nz

Attachment C

File: RM26.145

Date: 27 March 2026

Joanne Skuse
The Property Group
Level 3
36 Grant Road, Frankton
Queenstown 9371

Sent via email: jskuse@propertygroup.co.nz

Dear Jo

Pre-Application Meeting Follow up

Thank you for attending a pre-application meeting with myself, Martina Courtier Consents Planner and Grace Longson, Transport Planner via Teams on Tuesday 24th of March 2026.

This letter summarises our discussions and provides some additional information for you to consider.

The main things we discussed with your application were as follows:

- Issues around public transport and catering for bus lanes.
- The proposal likely requires earthworks consents from ORC.
- There are no watercourses (including ephemeral) on the site, or flowing into the site.
- Post construction stormwater management will involve onsite disposal via soakage.
- Water supply and wastewater disposal will utilise the reticulated QLDC network.

Transport:

- Grace Longson attended the first part of the meeting on behalf of the Transport team.
- The Transport Team have previously met with the applicant and QLDC to discuss this project.
- ORC is responsible for the provision of Public Transport (PT) in the Queenstown area.
- It was acknowledged that there are some issues with installing potential bus lanes.

Consents Team Comments

Residential earthworks

- There are rules under the Regional Plan Water for Otago (RPW) that apply to earthworks for residential development.
- The RPW can be found here:

<https://www.orc.govt.nz/your-council/plans-and-strategies/water-plans-and-policies/regional-plan-water-for-otago/>

- The provisions have been developed to manage the discharge of sediment from earthworks resulting in adverse effects on water quality. Rules 14.5.1.1 and 14.5.2.1 set out the specific requirements for earthworks. You will need a resource consent if you can't meet all the below criteria:
 - The area of exposed earth is no larger than 2,500m² per landholding in any consecutive 12-month period,
 - Works are not within ten metres of a water body (such as a river, stream, wetland or lake), drain, water race or the coast
 - Exposed earth is stabilised when works are completed
 - Works are not on (potentially) contaminated land
 - Soils and debris are not placed where sediment can enter waterways or the coastal marine area
 - Works will not result in flooding, erosion, land instability, subsidence or property damage
 - Discharge of sediment to water will not result in, e.g. any conspicuous change in the colour or visual clarity, objectionable odour, making water not suitable for farm animals, or cause significant adverse effects on aquatic life
- If you cannot meet one or more of these criteria, you will need both a regional land use consent under section 9(2) RMA and a discharge consent under s15 RMA.
- The following guide provides context to ORC residential earthworks provisions, consent information and on-going consent compliance requirements. This includes content required for any Environmental Management Plans (EMPs) and Erosion and Sediment Control Plans (ESCPs) which are necessary for the majority of consents granted by the ORC: <https://www.orc.govt.nz/media/14398/residential-earthworks-in-otago-3-2023.pdf>

Contaminated sites

- Councils GIS records does not list the site as a hail site.
- However, the disturbance of a contaminated suite requires consent under the Regional Plan Waste (RPWa). A contaminated site is defined under the RPDa as *"a site at which hazardous substances occur at concentrations above background levels **and** where assessment indicates it poses, or is likely to pose an immediate or long term hazard to human health or the environment."*
- Both parts of this definition must be satisfied in order for the definition to apply. There are some sites in Otago with naturally occurring levels of substances which may exceed soil guideline values (indicating a hazard to human health or the environment), but these will not meet the contaminated site definition because the substance does not also occur at concentrations about background levels.
- There is no permitted activity rule for the disturbance of a contaminated site and so any disturbance that is beyond de minimus will require a consent as a discretionary activity in accordance with rule 5.6.1 of the RPDa. In general, very small scale disturbance through activities such as sampling surface soils and hand auger sampling would be considered de minimus, whereas larger scale works such as excavation and earthworks will require a consent.

Discharge of Stormwater

- The RPW also contains rules which relate to the discharge of stormwater. This could potentially meet permitted activity rules in Chapter 12.B of the RPW; however, ORC would expect good management practice in the treatment of stormwater before discharge.
- A certificate of compliance could be applied for this activity.

Air Discharges

- The Regional Plan: Air for Otago (RPA) contains rules which may be relevant during the construction phase of the development, such as dust related to construction activities.
- Rule 16.3.13.1 of the RPA provides the permitted activity criteria for discharges from building and construction activities, including road construction and maintenance, but excluding the remediation of asphalt surfaces (seal burning). These discharges are permitted under the RPA, providing any discharge of smoke, odour, particulate matter or gas is not noxious, dangerous, offensive or objectionable at or beyond the boundary of the property. If this rule cannot be met, consent is required.
- A copy of the RPA can be found here: <https://www.orc.govt.nz/media/1412/regional-plan-air-for-otago.pdf>

Wetlands

- You advised that there are not any natural wetlands on site. However, please ensure this is the case as we have found at similar sites areas that do meet the below definition have been missed in initial site assessments.
- The National Policy Statement for Freshwater Management defines natural wetlands as:
natural wetland means a wetland (as defined in the Act) that is not:
(a) a wetland constructed by artificial means (unless it was constructed to offset impacts on, or restore, an existing or former natural wetland); or
(b) a geothermal wetland; or
(c) any area of improved pasture that, at the commencement date, is dominated by (that is more than 50% of) exotic pasture species and is subject to temporary rain-derived water pooling.
- A wetland as defined in the Act (the RMA 1991) is:
wetland includes permanently or intermittently wet areas, shallow water, and land water margins that support
a natural ecosystem of plants and animals that are adapted to wet conditions

Conditions of Consent

Council has a range of standard conditions that are typically applied to the consents outlined above. A copy of these standard conditions are available upon request.

Conclusion

It is noted that this information is a high level overview based on what has been provided and our discussions at the meeting. Therefore there may be other requirements identified once your application is lodged. We encourage applicants to continue to undertake consultation with us through the process.

The costs related to this service include but are not limited to; administration, research, meeting time, taking minutes, distribution of meeting notes, and question follow ups. An overall pre-application service typically requires 2-4 hours to complete. 30 minutes of work carried out by

the Consents Staff is free of charge. The remaining work is charged at the relevant officer's hourly rate in accordance with the fees and charges schedule which can be found [here](#).

Next Steps

If you believe any of this information is not relevant to your proposal, have any queries or require clarification on the information provided please contact me on 0800 474 082 or by emailing me at [REDACTED]

Yours sincerely



Mat Bell
Team Leader Consents



Attachment D

Molly O'Sullivan

From: Jo Skuse
Sent: Friday, 20 March 2026 17:09
To: 'consents@aukaha.co.nz'
Cc: Mitchell Holyoake
Subject: Fast Track Referral Application - Simplicity Living – Te Pūtahi Ladies Mile
Attachments: Consultation Summary Document 13_03_26.pdf; [A] Indicative Development Plans.pdf; Tikanga Management System - Simplicity Living, March 2023.pdf

Kia ora,

On behalf of Simplicity Living Limited, please find attached a project summary document for the purposes of engagement on the Simplicity Living – Te Pūtahi Ladies Mil, along with supporting attachments. The project summary provides a high-level overview of the site, project details, and relevant planning and consenting requirements, with sufficient information to enable feedback that will help inform the proposal as it progresses.

We have been in contact with Brett Ellison and received a Process Agreement which we are reviewing with a view to sign, however, I want to ensure we are reaching out to all the appropriate Rūnaka and including all who should be part of the kōrero.

We would really appreciate your feedback on these materials and welcome any comments, questions, or matters you would like us to consider as we continue to refine the proposal.

Please feel free to come back to me in whatever format suits you best, or let me know if a hui would be helpful.

We look forward to hearing from you,

Ngā mihi nui,
Jo

Jo Skuse
Senior Planner



Mobile: 027 498 1745
Reception: 03 363 5901

Level 3 / Five Mile Centre, 36 Grant Road, Frankton, Queenstown 9371
PO Box 349, Queenstown 9348

propertygroup.co.nz

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All of our emails and attachments are subject to [terms and conditions](#).

Molly O'Sullivan

From: Jo Skuse
Sent: Friday, 20 March 2026 17:09
To: 'info@ngaitahu.iwi.nz'
Cc: 'hokonui.office@ngaitahu.iwi.nz'; 'moeraki.runanga@ngaitahu.iwi.nz'; 'admin@puketeraki.nz'; 'admin@tro.org.nz'; 'info@waihopai.org.nz'; 'office@orakaaparima.org.nz'; 'office@awaruarunaka.iwi.nz'; Mitchell Holyoake
Subject: Fast Track Referral Application - Simplicity Living – Te Pūtahi Ladies Mile
Attachments: Consultation Summary Document 13_03_26.pdf; [A] Indicative Development Plans.pdf; Tikanga Management System - Simplicity Living, March 2023.pdf

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We look forward to hearing from you,

Ngā mihi nui,
Jo

Jo Skuse
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PO Box 349, Queenstown 9348

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Jo Skuse

From: Jo Skuse
Sent: Wednesday, 18 March 2026 11:13 am
To: 'office@tami.maori.nz'
Subject: Fast Track Referral Application - Simplicity Living – Te Pūtahi Ladies Mile
Attachments: Consultation Summary Document 13_03_26.pdf; [A] Indicative Development Plans.pdf

Kia ora,

On behalf of Simplicity Living Limited, please find attached a project summary document for the purposes of engagement on the Simplicity Living – Te Pūtahi Ladies Mil, along with supporting attachments. The project summary provides a high-level overview of the site, project details, and relevant planning and consenting requirements, with sufficient information to enable feedback that will help inform the proposal as it progresses.

It is noted that further information will become available as technical reports are prepared and, if accepted, as the project proceeds under referred status pursuant to the Fast-track Approvals Act 2024.

We would really appreciate your feedback on these materials and welcome any comments, questions, or matters you would like us to consider as we continue to refine the proposal.

Please feel free to come back to me in whatever format suits you best, or let me know if a hui would be helpful.

We look forward to hearing from you,

Ngā mihi nui,
Jo

Jo Skuse
Senior Planner



Mobile: 027 498 1745
Reception: 03 363 5901

Level 3 / Five Mile Centre, 36 Grant Road, Frankton, Queenstown 9371
PO Box 349, Queenstown 9348

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Jo Skuse

From: Jo Skuse
Sent: Tuesday, 17 March 2026 5:00 pm
To: [REDACTED]
Cc: Mitchell Holyoake
Subject: Fast Track Referral Application - Simplicity Living – Te Pūtahi Ladies Mile
Attachments: Consultation Summary Document 13_03_26.pdf; [A] Indicative Development Plans.pdf

Kia ora Brett,

I believe you have had previous discussions with Jerry from Simplicity Living on the Simplicity Living project at 12 Lower Shotover Road, Ladies Miles. We are now looking to progress through the Fast-track Approvals Act 2024 process.

Could you please confirm which Rūnaka you are representing for fast track applications in the Queenstown Lakes area so I can ensure I am reaching out to all the appropriate Rūnaka and including all who should be part of the kōrero.

Please find attached the project summary document for engagement on the Simplicity Living – Te Pūtahi Ladies Mile project, along with the supporting plans attachment.

The project summary provides a high-level overview of the site, the proposed development, and the relevant planning and consenting requirements. It includes information to support early feedback that will help inform the proposal as it progresses. Further information will continue to be made available as technical reports are completed and, if accepted, as the project proceeds under referred status pursuant to the Fast-track Approvals Act 2024.

We would really appreciate your feedback on the material provided and welcome any discussions on how we engage moving forward.

I look forward to hearing from you.

Ngā mihi,
Jo

Jo Skuse
Senior Planner



Mobile: 027 498 1745
Reception: 03 363 5901

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PO Box 349, Queenstown 9348

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PROCESS AGREEMENT

Date:

HOA KAWENATA | PARTIES

- I. Te Rūnanga o Moeraki Incorporated (“**Moeraki**”)
- II. Kati Huirapa ki Puketeraki Incorporated (“**Puketeraki**”)
- III. Te Rūnanga o Ōtākou Incorporated (“**Ōtākou**”)
- IV. Hokonui Rūnanga Incorporated (“**Hokonui**”)
- V. Waihōpai Rūnanga Incorporated (“**Waihōpai**”)
- VI. Te Rūnanga o Awarua Incorporated (“**Awarua**”)
- VII. Oraka Aparima Rūnanga Incorporated (“**Oraka**”)

(“**Ka Rūnaka parties**”)

- VIII. Simplicity Living Limited (“**Simplicity Living**”)

HOROPAKI | BACKGROUND

- A. Ka Rūnaka parties are recognised as members, and Papatipu Rūnanga, of Te Rūnanga o Ngāi Tahu under the Te Rūnanga o Ngāi Tahu Act 1996 and are a subset of 18 Papatipu Runanga who together form Te Runanga o Ngai Tahu. Ngai Tahu is the principal Māori Iwi of New Zealand’s South Island with a Rohe encompassing about 80% of the South Island and significant commercial investments across multiple industries, including fisheries, forestry, tourism, property and logistics.
- B. Simplicity Living is proposing to develop a residential subdivision at Te Pūtahi Ladies Mile providing around 1,064 new homes along with community facilities, local shops, open space, and supporting infrastructure (the **Project**).
- C. The Project is located within the takiwā of Ka Rūnaka parties. The Project also has broader strategic, environmental and economic impacts on the Ka Rūnaka parties, reflecting their connection to this whenua and their mana moana and mana whenua status in the Otago region. Ka Rūnaka are driven by a desire and intention to advance the interests of their members whose interests they serve and their collective interests.
- D. Simplicity Living and Ka Rūnaka parties have agreed to enter this Process Agreement to record how the parties will engage with each other in relation to the Project.

NGĀ WHAKAAETANGA A NGĀ HOA KAWENATA PĒNEI:

THE PARTIES AGREE as follows:

1. NGĀ WHAKAMĀRAMATANGA | DEFINITIONS AND CONSTRUCTION

- 1.1 In this Process Agreement, unless the context otherwise requires, the following words and phrases have the following meanings:

Agreement means this agreement as amended from time to time;

Purpose means considering how the parties may be able to work together in relation to the Project.

2. NGĀ TIKANGA | PROTOCOLS

2.1 In accordance with a spirit of goodwill and in order to give effect to the Purpose, the parties agree the following principles shall apply to discussions between the parties:

(a) **Mana to Mana**

The parties shall engage with each other on a mana-to-mana basis and with goodwill.

(b) **Simplicity Living Support for Ka Rūnaka**

Simplicity Living acknowledges that due to its significantly greater resources compared to the Ka Rūnaka parties, that unless Simplicity Living provides support to Ka Rūnaka parties, any discussions and negotiations between the parties will not be fair or reasonable.

Therefore, Simplicity Living agrees to provide reasonable funds to:

- (i) support Rūnaka staff, members and governance to engage with Simplicity Living on relevant matters;
- (ii) support Ka Rūnaka parties to engage appropriate external parties to advise and support the Ka Rūnaka parties; and
- (iii) meet administrative, travel and logistical costs.

Ka Rūnaka parties shall seek Simplicity Living's approval in advance to the above costs (such approval not to be unreasonably withheld).

(c) **Communication**

- (i) Simplicity Living shall engage with Ka Rūnaka parties on the basis that it is within their takiwā that Simplicity Living intends to develop and operate the Project;
- (ii) Ka Rūnaka parties will be responsible for engaging with the Papatipu Rūnaka who hold manawhenua status over the Otago region with respect to the broader regional economic and environmental interests in relation to the Project;
- (ii) Each Rūnaka party shall advise Simplicity Living who will engage with Simplicity Living on their behalf and represent the Rūnaka in discussions; and
- (iii) The parties shall operate on a no surprises basis.

3. WĀ | TERM

3.1 This Agreement commences on the date it is signed by all parties and continues until all parties give written notice terminating it. This Agreement is a binding legal arrangement.

3.2 Any, or all, the parties may give notice terminating them being a party to this Process Agreement at any time. If all Ka Rūnaka parties give notice terminating their involvement in this Agreement, the Agreement will terminate and have no legal effect.

4. RIGHTS RESERVED

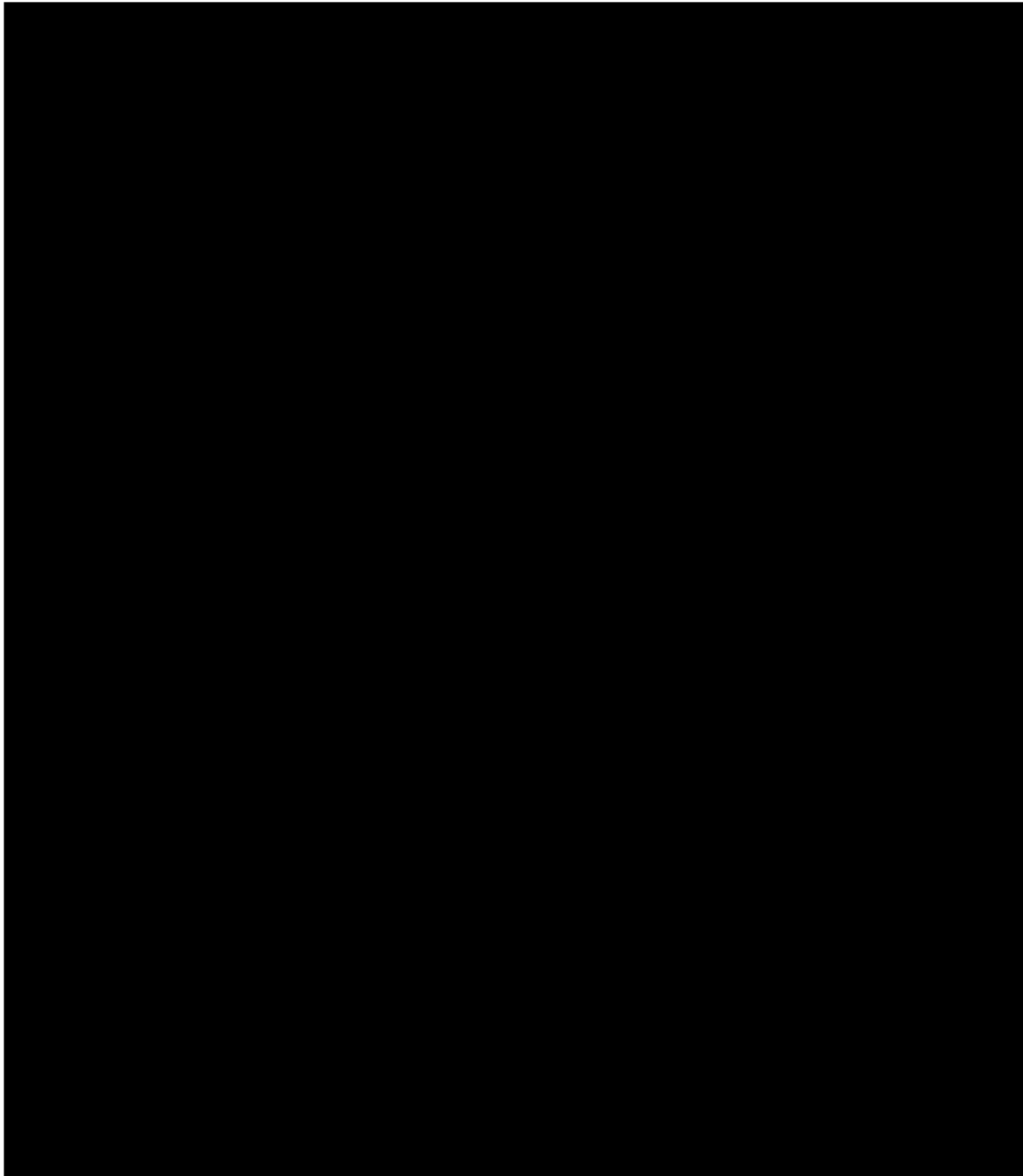
4.1 All parties acknowledge:

- (a) this Process Agreement is not a relationship agreement between the parties;
- (b) nothing in this Process Agreement restricts or derogates from the rights or responsibilities of Ka Rūnaka parties as the holders of customary authority (rangatiratanga) with mana whenua over their respective takiwā and nothing in this Agreement shall require Ka

Rūnaka parties or any related party to support, or prevent any party from submitting on, any consents, permissions or authorities related to any activity carried out by Simplicity Living or its related entities; and

- (c) Ka Rūnaka parties may assign their rights under this Agreement to an entity jointly owned by some or all of Ka Rūnaka parties.

HANGANGA | EXECUTION



TIKANGA/ CULTURAL MANAGEMENT PLAN

31 March 2023

Simplicity Living has both a responsibility and a desire to conduct its property development activities in a way that respects the Treaty of Waitangi, Kaupapa Māori values and Tikanga Māori. This includes all activities from initial consultation and whakawhanaungatanga/establishing relationships with Te ahi-kā-roa/Mana Whenua, through concept development, design and construction phases to the completed development for the community to enjoy.

It is recognised that super-lot subdivision earthworks and land development is completed prior to our involvement. Nevertheless, our design and construction practices embrace the following values and principles:

- Whakamānawatia te wā i nehe, i nāianei, ā āpōpō Honour past, honour present, honour tomorrow
- Kotahitanga- unity, togetherness, solidarity, collective action.
- Manaakitanga- hospitality, kindness, generosity, support - the process of showing respect, generosity and care for others.
- Hauora- Recognising physical, mental, spiritual, intergenerational and whanau (extended family health) to support a healthy work place.

For each of the key milestones our developments typically follow here is a summary of the key steps we will undertake.

1. Pre-Purchase Due Diligence Phase

This is an iterative process, akin to takarangi, recognising ongoing wānanga with Te ahi-kā-roa/Mana whenua across the process. Presented here as a linear set of activities for ease of reading.

- a. Rangahau/Research the project brief, site characteristics and surrounding area.
- b. Te ahi-kā-roa/Mana Whenua recognised and contacted. Ongoing relationship, whakawhanaungatanga, wānanga.
- c. Cultural System is discussed informally with Te ahi-kā-roa/Mana Whenua.
- d. Historical land use recognised through an archaeological report or other such historical document.
- e. Identify any constraints/opportunities to embrace in design.

2. Purchase/Development Agreement Signed

- a. Initial concept design ideas formed.
- b. Contact made with Te ahi-kā-roa/Mana Whenua through Architect/Design Team.
- c. Whenua/land walked on with Te ahi-kā-roa/Mana Whenua representative and key design team members and kai shared. Cultural System discussed informally.
- d. Conceptual design discussed.

3. Design & Consent Phase

- a. Concept design discussed with Te ahi-kā-roa/Mana Whenua representative.
- b. Any design changes that impact the original design concept are communicated and made with Mana Whenua tautoko/support and recorded.
- c. Whenua/land walked on with Te ahi-kā-roa/Mana Whenua representative and key design team members and kai shared. Cultural System discussed formally.
- d. Sculpture and feature wall placements shown on architectural masterplan drawings approved by Lead Artist, Lead Architect and Simplicity Living Lead a week before Council Planning hearing.
- e. Resource and Building Consent lodgement plans to include all sculpture and feature wall placements and be coordinated with electrical and landscaping designs.

4. Construction

- a. Where the site is not a fully prepared super-lot by others, a ground-breaking blessing will be conducted prior to the commencement of any construction activities.
- b. Prior to the construction works commencing, all staff and contractors will be briefed on best practice construction methods and accidental discovery protocols. (See appendix 1). Civil works and drainage contractors are of particular focus prior to any ground works commencing.
- c. Soon after construction has commenced, and most workers can be assembled a site briefing will take place to educate all workers on the protocols. (See appendix 2).
- d. Three months before completion date undertake site visit to discuss sculpture installation methodology and timing. Set date for Blessing.

5. Whakatuwhera/ Final Blessing.

- a. Te ahi-kā-roa/Mana whenua leads a Whakatuwhera to welcome people to their new homes and celebrate those who have built them.



Shane Brealey
Managing Director, Simplicity Living

Appendix 1. Best Practice Construction Methods

Comply with all Resource Consent and Building Consent conditions around silt, dust, noise control, installation of silt ponds/silt fences, construction traffic management, site staff facilities, safety measures and the like.

Principle concerns in respect of construction impacts on cultural values and interests include:

- The disturbance of known and unknown sites of cultural significance during the land disturbance and any tunnelling activities;
- Construction related discharges (including machinery wash water and sediment laden runoff and dust) and their effects on the cultural environment including wai (water), hau (air) and whenua (land); and
- The disposal of excess spoil in an appropriate way to minimise disturbance to the environment.

The Te ahi-kā-roa/Mana whenua bottom line “better than expected” outcomes should be applied to all aspects of the project to ensure that impacts on cultural values are effectively managed, monitored and protected.

The aim is to adopt best practice construction methods and achieve “better than expected” outcomes, including:

- Opportunities for reuse of materials from the construction activities to minimise discharges and disposal of waste;
- Appropriate measures to avoid the discharge of contaminants to wai, hau and whenua.
- Minimise the construction footprint and land use to the minimum necessary.

Construction Briefing Meeting Agenda

Location: On the site being built upon.

Timing: At early stage of construction when most contractors can be assembled.

Format: Duration 1 hour followed by kai and refreshments.

Welcome and introductions

Historical context of the site and area.

Design response created for the development into the future.

Best Practice Building and Accidental Discovery Protocols.

Health & Safety, Mates in Construction

Closing remarks.

Appendix 2. Accidental Discovery Protocols

These accidental discovery protocols set out below will be followed.

In the event of discovery of sensitive material which is not expressly provided for by any resource consent or other statutory authority, the standards and procedures set out here must apply. For the purposes of this rule 'sensitive material' means:

- Human remains or koiwi;
- An archaeological site;
- A Maori cultural artefact/taonga tuturu;
- A protected New Zealand object (including any fossil or sub-fossil);
- Evidence of contaminated land (such as discolouration, vapours, asbestos, hydrocarbons, landfill material or significant odour); or
- A lava cave greater than 1m in diameter.

On discovery of any sensitive material, the site-owners representative will take the following steps:

Cease works and secure the area.

- Immediately cease all works within 20m of any part of the discovery.
- Secure the area of the discovery so that it cannot be disturbed.

Inform the relevant authorities and parties immediately.

- The New Zealand Police (105) if the discovery is human remains or koiwi;
- The Auckland Council in all cases (09-3010101);
- Heritage New Zealand Pouhere Taonga (09-3079920) if the discovery is an archaeological site, Maori cultural artifact, human remains or koiwi; and
- Te ahi-kā-roa/ Mana Whenua if the archaeological site, Māori cultural artifact, or koiwi.

Wait for and enable inspection of the site.

- If the discovery is human remains or koiwi the NZ Police will investigate to determine if it is a missing person or crime scene.
- If the NZ Police confirm they have no further interest, and the discovery appears to be culturally sensitive material a site inspection for the purpose of initial assessment and response will be arranged by Auckland Council in consultation with Heritage New Zealand Pouhere Taonga and Te ahi-kā-roa/ Mana Whenua representatives.
- If the NZ Police confirm they have no further interest, and the discovery appears to be a contaminant an experienced person is required to complete an initial assessment and provide information to Auckland Council.

Re-commencement of work within the area will not occur until the following requirements have been met:

- Heritage New Zealand has confirmed that an archaeological authority has been approved for the work or is not required.
- Auckland Council have confirmed that the works can continue, or resource consent has been granted for any alterations to the works that may be required.
- Any required notification under the Protected Objects Act 1975 has been made to the Ministry of Culture and Heritage.
- Where the site is of Māori origin and an authority from Heritage New Zealand Pouhere Taonga is not required the Council will confirm, in consultation with Te ahi-kā-roa/Mana Whenua, that; any koiwi have either been retained where discovered or removed in accordance with the appropriate tikanga; and any agreed revisions to the planned works have been made to address adverse effects on Māori cultural values.



Attachment E

Molly O'Sullivan

From: Jo Skuse
Sent: Friday, 20 March 2026 17:03
To: Jasmine Weston
Cc: Huia Pacey
Subject: RE: Fast Track Referral Application - Simplicity Living – Te Pūtahi Ladies Mile
Attachments: Tikanga Management System - Simplicity Living, March 2023.pdf

Hi Jasmine
Please see further Tikanga Management Protocol attached.

Thanks,
Jo

Jo Skuse
Senior Planner



Mobile: 027 498 1745
Reception: 03 363 5901

Level 3 / Five Mile Centre, 36 Grant Road, Frankton, Queenstown 9371
PO Box 349, Queenstown 9348

propertygroup.co.nz

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From: Jo Skuse
Sent: Thursday, 19 March 2026 4:11 pm
To: 'Jasmine Weston' [REDACTED]
Cc: Huia Pacey [REDACTED]; [REDACTED]
Subject: RE: Fast Track Referral Application - Simplicity Living – Te Pūtahi Ladies Mile

Hi Jasmine

Thank you for your email.

Yes, we are currently liaising with the Ngāi Tahu, Te Ao Marama and Aukaha.

Attached are the ADP conditions for QLDC. We are open to discuss any amendments you may have.

Kind regards,
Jo

Jo Skuse
Senior Planner

Mobile: 027 498 1745
Reception: 03 363 5901

Level 3 / Five Mile Centre, 36 Grant Road, Frankton, Queenstown 9371
PO Box 349, Queenstown 9348

propertygroup.co.nz

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From: Jasmine Weston [REDACTED]
Sent: Thursday, 19 March 2026 3:53 pm
To: Jo Skuse <jskuse@propertygroup.co.nz>
Cc: Huia Pacey [REDACTED]
Subject: Re: Fast Track Referral Application - Simplicity Living – Te Pūtahi Ladies Mile

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Kia ora Jo,

Thank you for your email.

Huia (Senior Pouarahi) and myself have reviewed your document and we have a few question if you are able to answer:

- Has consultation with Ngāi Tahu been undertaken?
- Would you be able to send through a copy of your ADP to look over?

Kā mihi nui,

Jasmine Weston | Archaeologist / Poutairangahia | Pouhere Taonga Heritage New Zealand | Otago/Southland Regional Office
| Level 2, 201 Princes Street | PO Box 5467 Dunedin 9058 | Waea : [REDACTED] Waea Pukoro DDI: [REDACTED] | Imera :
[REDACTED] | Pae Tukutuku: www.heritage.org.nz

Tairangahia a tua whakarere, Tātakihia ngā reanga o āmuri ake nei.

This communication may be a privileged communication. If you are not the intended recipient, then you are not authorised to retain, copy or distribute it.
Please notify the sender and delete the message in its entirety.

From: Jo Skuse <jskuse@propertygroup.co.nz>
Sent: Monday, March 16, 2026 2:01:43 pm
To: InfoDeepSouth [REDACTED]
Cc: Mitchell Holyoake [REDACTED]
Subject: Fast Track Referral Application - Simplicity Living – Te Pūtahi Ladies Mile

You don't often get email from jskuse@propertygroup.co.nz. [Learn why this is important](#)

Good afternoon

Simplicity Living are progressing a fast-track project in Queenstown Lakes district along Ladies Mile.

The proposal seeks approval for a comprehensively master-planned residential neighbourhood that will deliver a significant contribution to housing supply in the Queenstown Lakes District. The development combines higher-density living, community facilities, active-transport infrastructure, and public open space to create a resilient, future-focused urban community.

We've undertaken an initial review of the site and, based on the information available, we don't currently anticipate that an archaeological authority will be required. The project will include environmental management measures during construction, including robust accidental discovery protocols.

That said, we're conscious of the sensitivities in the area and wanted to check in with you directly.

I've attached a short summary of the proposal. If there's anything you think we should be aware of at this stage, or if you'd like to discuss the site context in more detail, I'd be very happy to connect.

Kind regards,

Jo

Jo Skuse
Senior Planner



The
Property
Group

Building a stronger
New Zealand, together.

Mobile: 027 498 1745

Reception: 03 363 5901

Level 3 / Five Mile Centre, 36 Grant Road, Frankton, Queenstown 9371

PO Box 349, Queenstown 9348

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	<i>Accidental Discovery</i>
1.	Prior to commencing excavation work, the Consent Holder shall ensure that all persons involved in, or supervising, works on-site are familiar with the Accidental Discovery Protocol.
2.	The Accidental Discovery Protocol shall be clearly displayed and accessible on site at all times during work under this consent.
3.	In the event of any discovery of material suspected to be evidence of pre-1900 human activity, taonga/treasured artefacts or human remains/kōiwi in a 'place', the following applies; (a) Work must cease immediately at that place and within 20 metres around the site. (b) All machinery must be shut down, the area must be secured, and the Heritage New Zealand Pouhere Taonga Regional Archaeologist and the Consent Authority must be notified. (c) The Site Manager shall secure the affected area and immediately notify the Heritage New Zealand Pouhere Taonga ("HNZPT") Archaeologist, Queenstown District Council and Otago Regional Council. HNZPT will advise if further assessment by a suitably qualified archaeologist and/or an archaeological authority application is required from the Consent Holder.
4.	If the material is of Maori origin, in addition to the requirements in the condition above, the Site Manager shall immediately notify Aukaha and Te Ao Marama and ensure site access to enable appropriate cultural procedures and tikanga to be undertaken, subject to meeting statutory requirements (Heritage New Zealand Pouhere Taonga Act 2014, Protected Objects Act 1975). In this instance, Aukaha and Te Ao Marama and the HNZPT Archaeologist will jointly advise if further assessment by a suitably qualified archaeologist and/or an archaeological authority is required from the Consent Holder.
5.	If human remains (kōiwi) are uncovered, in addition to the conditions above, the Site Manager shall immediately advise the NZ Police. The affected area must be treated with the utmost discretion and respect. Remains are not to be moved until such time as Aukaha and Te Ao Marama, HNZPT and NZ Police have responded and agreed that they can be moved.
6.	Any works within an affected area shall not resume until Aukaha, and Te Ao Marama and HNZPT (and NZ Police in the case of human remains (kōiwi)) authorise work to continue.

Attachment F

Molly O'Sullivan

From: Emily Bayliss [REDACTED]
Sent: Wednesday, 25 March 2026 13:25
To: Jo Skuse
Subject: Te Pūtahi Ladies Mile FTAA

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Kia ora Joanne,

Nice to connect a moment ago. I write to confirm that I have picked this project up on behalf of DOC and am working towards providing some high-level pre-lodgement comments to support your application in the coming days. I'm also flagging that given the tight timeframes and uncertainty about certain elements of the proposal, that these comments are likely to be a 'light touch' with further conversations to continue post-lodgement, as required, particularly in relation to any Freshwater Fisheries approvals that may be required – we can unpack further as things develop.

I'll be in touch by the end of this week to provide an ETA for the finalisation of our comments, recognising that the applicant is seeking these ASAP. In the meantime, should you wish to discuss the project further, please don't hesitate to be in touch.

Ngā mihi

Emily Bayliss

Senior Fast-Track Application Lead
Te Whanganui-a-Tara | Wellington



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Fast-Track Pre-Lodgement Consultation Summary

Purpose - This document provides a summary of information from DOC following a pre-lodgement consultation request.

Project Details

Project name:	Simplicity Living – Te Pūtahi Ladies Mile
Engagement type:	Pre-lodgement engagement – Referral Application
Applicant/agent:	Simplicity Living c/ The Property Group
Proposal overview:	Masterplanned residential neighbourhood and ancillary infrastructure works
Location:	Queenstown
Date pre-lodgement request received:	23 March 2026
Summary of pre-lodgement Consultation	
Fast track project lead DOC:	Emily Bayliss – Senior Permissions Advisor (National Office)
DOC specialist input required:	Fast Track Project Lead Concessions Advisor Permissions Advisor(s) Management Planner
DOC Permissions/ Approvals Identified by applicant in pre-lodgement request as potentially required:	Potentially complex fisheries approval – TBA and not assessed as part of pre-lodgement consultation. Please also note potential presence of lizards, vegetation and birds which may require Wildlife approval. DOC's Heritage team has identified a recorded archaeological site (Hicks Cottage) nearby. Any ground disturbance within 200m of that site requires advice from Senior Heritage Advisor.

DOC Commentary on Fast-track approvals and permissions identified: Note DOC's role in relation to specific	Concessions <u>Potentially impacted Public Conservation Lands (PCL)</u> Marginal Strip (Kawarau River) – Crown Land Block III Shotover SD, being a s24(3) Fixed Marginal Strip DOC understands that the asset will be vested in QLDC on completion of the works. An easement (Right to convey water) will likely be appropriate for the water pipe. A term of up to 30 years can be approved (60 years in exceptional circumstances). <u>Existing authorisations</u> Infrastructure works are proposed in a parcel affected by potential FTAA project - Queenstown Cable Car, which is seeking referral and currently awaiting Minister's decision.
Treaty partners:	We encourage the applicant to engage directly with relevant Māori groups as required by section 29 of the Act.
Treaty Settlement implications/considerations:	DOC is aware of the following Treaty settlement obligations that may be relevant to this site: • DOC notes species known or likely to be present on the project area include Taonga Species listed in a schedule to the Ngāi Tahu Claims Settlement Act 1998 and that the Act requires DOC work together with Te Rūnanga to discuss the approach to resource management issues. • DOC encourages the applicant to consult with Te Rūnanga on any areas of cultural and historic significance. • DOC notes that there is a statutory acknowledgement over Whakatipu-wai-māori (Lake Wakatipu). The Project area does not intersect with or directly interact with Lake Wakatipu, however, parts of the project are near Lake Wakatipu.
DOC Statutory Planning Document considerations in relation to site (e.g. CGP/CMS/CMP):	The following provisions of the applicable statutory documents are likely to be relevant to this application: Conservation General Policy 2005 4 Conservation of natural resources Policies 4.1 Terrestrial and freshwater species, habitats and ecosystems 4.1(c) Restoration of habitats and ecosystems should use locally sourced indigenous species except where the presence of introduced species is required for the preservation of indigenous species or is consistent with the purpose for which the land is held. 11 Activities requiring specific authorisation (not covered elsewhere) Policies

	11.1(a) Any application for a concession or other authorisation will comply with, or be consistent with, the objectives of the relevant Act, the statutory purposes for which the place is held, and any conservation management strategy or plan. 11.1(c) The Department and all concession and other authorisation holders should monitor the effects of authorised activities on natural resources, historical and cultural heritage, and the benefit and enjoyment of the public, including public access, to inform future management decisions. 11.1(d) Concession and other authorisation holders will be responsible for the safe conduct of their operations, including the safety of staff, clients, contractors, and the public, and compliance with relevant safety standards and legal obligations. 11.3 Utilities Policies 11.3 (a) Utilities may be provided for on public conservation lands and waters where they cannot be reasonably located outside public conservation lands and waters, or if specifically provided for as a purpose for which the place is held. 11.3(b) When new utilities are installed or existing utilities are maintained or extended, they should be of a scale, design and colour that relates to, and is integrated with, the landscape and seascape. 11.3(d) Utilities should, wherever possible, be located in, or added to, an existing structure or facility and use existing access options. 11.3 (e) Utilities that are redundant should be removed from public conservation lands and waters and the site restored as far as practicable to a natural state to minimise effect on the landscape. Glossary Utilities Includes but not limited to structures and infrastructure for...roads... Otago Conservation Management Strategy 2016 1.5.1 Natural heritage Objectives 1.5.1.1 The diversity of New Zealand's natural heritage is maintained and restored, with priority given to: a) conserving a full range of New Zealand's ecosystems to a healthy functioning state, with an emphasis on the priority ecosystem units in Appendix 4;
--	--

	b) supporting the work of others to maintain and restore ecosystem types selected from Appendix 2; c) conserving threatened species to ensure persistence, with an emphasis on those species listed in Appendix 5; d) maintaining or restoring populations of nationally iconic species that occur locally, with an emphasis on those species listed in Appendix 7; and e) conserving significant geological features, landforms and landscapes, including those listed in Appendix 9, where they are on public conservation lands waters 1.5.1.4 Advocate for the protection of priority heritage, such as: priority ecosystem units and threatened species; and significant geological features, landforms and landscapes at risk of permanent degradation selected from Appendix 9. 1.5.1.6 Work with landowners, Minister of Primary Industries, Fish and Game Councils, local government and other agencies, and advocate for the: a) protection of freshwater fisheries, fish habitat and fish passage; b) preservation of threatened indigenous freshwater species; and c) maintenance and improvement of habitat connectivity and water quality from the headwaters of waterways to the coast. 1.5.1.14 Work with businesses and others to foster greater engagement and support for conservation and the management of natural resources through the application of best conservation and environmental management practices. Conservation gains from more business partnerships Objectives 1.5.5.3 Seek opportunities to work with businesses that are looking for ways to demonstrate their commitment to and engagement with conservation. 2.3 Western Lakes and Mountains/Ngā Puna Wai Karikari a Rākaihautū Place Outcome The mountains, lakes and rivers are cherished natural wonders that draw international and domestic visitors and provide an outstanding backdrop to and locations for a wide range of outdoor adventures and activities while supporting distinctive indigenous ecosystems and species. ... Further local extinctions have not occurred and populations of threatened and at-risk species are improving within their natural range, and are becoming more common sights. ...
--	--

	3 Specific policy requirements for Otago 3.1 General Policies 3.1.9 Process authorisations in accordance with the relevant legislation, this CMS and the provisions of the Conservation General Policy 2005 and the General Policy for National Parks 2005. 3.1.10 Monitor authorised activities and their effects, including cumulative effects, on a regular and ongoing basis. 3.1.11 Should not grant authorisations that are inconsistent with the objectives, outcomes and policies in Part One, the outcomes and policies for Places in Part Two-Places, or the policies in Part Three. 3.10 Structures and utilities Policies 3.10.1 Should apply the following criteria when considering applications to erect or retain structures or utilities or for the adaptive reuse of existing structures on public conservation lands and waters: a) the purposes for which the lands and waters concerned are held; b) the outcomes and policies for the Places where activity is proposed to occur; c) whether the structure could reasonably be located outside public conservation lands and waters; d) whether the structure could reasonably be located in another location where fewer adverse effects would result from the activity; e) whether the structure adversely affects conservation, including recreational values; f) whether the structure is readily available for public use; g) whether the structure is consistent with the visitor management zone on Map 3 and as described in Appendix 12; h) whether the activity promotes or enhances the retention of a historic structure; i) whether the activity is an adaptive reuse of an existing structure; Appendix 2 Ecosystem and habitat types within Otago Includes: regenerating scrub. Appendix 5 Threatened and at-risk indigenous flora and fauna present in Otago
--	--

	Identifies many species, including: the nationally vulnerable kārearea/southern falcon; declining cryptic skink; and various gecko and skink species, and other species which may be present on the affected sites.
Any specific information requests to applicant(s)/agent for pre-app engagement at this point:	Further engagement is recommended prior to lodging a substantive application if the project progresses as this would allow us to give more focused feedback on the application.
Additional Notes:	While DOC will assist applicants as much as we can when they engage in pre-lodgement consultation, it is the applicants' responsibility to comply with the FTAA and to ensure they have applied for all permissions they need. If the application is referred and a substantive application is lodged a panel will invite the statutory bodies listed in clause 4 of Schedule 7 to comment on the application (NZCA, conservation boards, Fish and Game Council, and Game Animal Council). We encourage applicants to engage with these bodies in advance of filing a substantive application.

Attachment G



**Te Tāhuhu o
te Mātauranga**
Ministry of Education

18 June 2026

Jo Skuse
Principal Planner
The Property Group
jskuse@propertygroup.co.nz

Tēnā koutou

Simplicity Living Limited Fast Track Project – Queenstown

Thank you for meeting with Ministry of Education staff on 28 April 2026 to discuss the Simplicity Living Limited fast-track consent proposal in Queenstown. We appreciate the opportunity to engage early on the proposal and to better understand the nature, scale, and anticipated timing of the development, as residential growth in this location has implications for the local schooling network.

The Ministry has reviewed the information provided, which outlines a build-to-rent residential development comprising approximately 1,100 residential units. We understand that the proposal is expected to include a predominance of one- and two-bedroom units, with a smaller proportion of three-bedroom typologies, and is anticipated to be delivered over an approximately five-year build programme commencing in 2027.

The Ministry notes that planning for additional secondary schooling provision in the Wakatipu Basin has been underway, including to serve the catchment east of the Shotover River. Wakatipu High School currently has capacity to accommodate some additional students in the short term within the secondary schooling network. The Ministry also notes that the establishment of a new secondary school requires sustained student population growth, is subject to funding availability, and takes time to deliver. The Ministry will continue to monitor growth and assess future schooling requirements across the network as development progresses.

We understand from discussions that the Simplicity proposal may include transport upgrades within the applicant's control, such as intersection improvements, bus priority measures, and active travel routes and connections. The Ministry emphasises the importance of safe and attractive walking and cycling connections, particularly for students, and expects that the consent application will address the safety of vulnerable road users as a minimum requirement in the design of the transport network. The Ministry also notes that school provision is not intended as a mechanism to address transport effects, which must be managed through appropriate transport planning and infrastructure.

Thank you for the opportunity to provide feedback on this proposal. The Ministry would welcome the continuation of engagement with you as the proposal progresses through the statutory process.

Nāku noa, nā

A handwritten signature in black ink, appearing to read 'Huggins'.

Clive Huggins
**Director, Land Investment and Planning
School Property**

Attachment H

Affected Party Approval Agreement – Lower Shotover Road

ROMAN CATHOLIC BISHOP OF THE DIOCESE OF DUNEDIN

SIMPLICITY LIVING LIMITED

DATE

16th July

2026

PARTIES

ROMAN CATHOLIC BISHOP OF THE DIOCESE OF DUNEDIN at Queenstown (Diocese)

SIMPLICITY LIVING LIMITED at Queenstown (Simplicity)

BACKGROUND

- A. The Diocese owns the land at 30 Lower Shotover Road, Queenstown as described in Schedule 1 (**Diocese Land**).
- B. Simplicity owns the land at 12 Lower Shotover Road, Queenstown as described in Schedule 1 (**Simplicity Land**).
- C. The Diocese Land is located adjacent to the Simplicity Land.
- D. Simplicity intends to seek resource consent to undertake earthworks (**Application**) on the Simplicity Land ahead of a comprehensive residential development.
- E. The Diocese intends to construct an educational, facility, church and ancillary staff and accommodation on the Diocese Land.
- F. The Diocese has accepted Simplicity's offer to fund and construct stormwater infrastructure to provide for Pre-Development Stormwater Flows, including on the Diocese Land, and construct an access road on the Simplicity Land adjacent to the Diocese Land (shown as 'NEW ROAD' in Schedule 3). In consideration of Simplicity undertaking those measures, the Diocese has agreed to provide their affected person's approval to the Application and allow this stormwater infrastructure to be constructed on their land.
- G. This Agreement records the terms of the agreement reached by the parties.

AGREEMENT

1. Definitions and Interpretation

- 1.1 **Definitions:** in this Agreement, unless the context otherwise requires:

Affected Persons Approval means the unconditional affected persons' approval of the Application by the Diocese, in accordance with section 95E of the RMA, as recorded in the form in Schedule 2;

Agreement means this agreement (including the Schedules), as may be amended from time to time;

Application means the application by Simplicity to the Council for resource consent to undertake bulk earthworks to prepare the Simplicity Land for urban development;

Council means the Queenstown Lakes District Council;

Diocese Land means the land recorded in Schedule 1 that is owned by the Diocese;

Execution Date means the date that this Agreement is executed by the parties;

Pre-Development Stormwater Flows means the anticipated stormwater flows in a "pre-development" scenario as shown in Schedule 3

RMA means the Resource Management Act 1991;

Simplicity Land means the land recorded in Schedule 1 that is owned by Simplicity;

Working Day has the same meaning as in section 2(1) of the RMA.

1.2 **Interpretation:** in this Agreement, unless the context otherwise requires:

1.2.1 references to clauses and schedules are to clauses and schedules of this Agreement;

1.2.2 a party includes the party's executors, administrators, successors, permitted assigns, and agents; and

1.2.3 "including" and any similar words do not apply any limitation.

2. **Simplicity's obligations**

2.1 Simplicity agrees to:

2.1.1 design, fund, obtain all necessary resource consents and construct stormwater infrastructure on the Diocese Land with sufficient capacity to manage all Pre-Development Stormwater Flows. The stormwater infrastructure shall be generally in accordance with the concept plans set out in Schedule 3. If the stormwater solution depicted on page 1 of Schedule 3 cannot be achieved, the parties acknowledge that an alternative scenario, as depicted on page 3 of Schedule 3, may be implemented instead.

2.1.2 Construct the "NEW ROAD" for the length of the shared boundary between the Diocese Land and Simplicity Land as shown in the plans attached in Schedule 3.

2.1.3 Co-ordinate and use all reasonable efforts to obtain any necessary resource consents for, and undertake the construction of, one access point to be connected and provide for the anticipated use of the Diocese Land.

3. **The Diocese's obligations**

3.1 The Diocese agrees to, within five Working Days of the Execution Date, provide the Affected Persons Approval to the Council.

3.2 The Diocese agrees that they:

3.2.1 will update and resubmit the Affected Persons Approval to the Council if this is required as a result of changes to the Application that are material, but that do not impact Simplicity's obligations in clause 2; and

3.2.2 will not withdraw the Affected Persons Approval at any time.

3.3 The Diocese agrees to provide all reasonably necessary access to the Diocese Land to Simplicity for the purpose of undertaking Simplicity's obligations in clause 2.1.

4. Assignments and transfers

- 4.1 Prior to Simplicity obtaining the resource consent sought in the Application, including in any modified or amended form, the Diocese will not assign, transfer or in any way dispose of the whole or any part of their estate or interest in the Diocese Land without the prior written consent of Simplicity. Such consent will not be withheld where the party acquiring the estate or interest enters into an agreement, in a form acceptable to Simplicity:
- 4.1.1 to be bound by and comply with the terms of this Agreement; and
- 4.1.2 not to assign, transfer or in any way dispose of the whole or any part of its estate or interest in the Diocese Land without first obtaining a like agreement from any party acquiring the estate or interest.
- 4.2 Subject to clause 4.3, prior to Simplicity completing Simplicity's obligations in clause **Error! Reference source not found.**, Simplicity will not assign, transfer or in any way dispose of the whole or any part of its estate or interest in the Simplicity Land without the prior written consent of the Diocese. Such consent will not be withheld where the party acquiring the estate or interest enters into an agreement, in a form acceptable to the Diocese:
- 4.2.1 to be bound by and comply with the terms of this Agreement; and
- 4.2.2 not to assign, transfer or in any way dispose of the whole or any part of its estate or interest in the Simplicity Land without first obtaining a like agreement from any party acquiring the estate or interest.
- 4.3 Clause 4.2 does not apply to the sale of any individual residential or visitor accommodation unit or units by Simplicity to the market at any stage of the development of the Simplicity Land.

5. General

- 5.1 No amendment to this Agreement shall be effective unless it is in writing and signed by the parties.
- 5.2 This Agreement records the entire agreement between the parties as to its subject matter and replaces all earlier negotiations, representations, understandings and agreements, whether oral or written, between the parties relating to its subject matter.
- 5.3 Notices or other communication under this Agreement must be sent by email to the following representatives of the parties:
- Simplicity's representative:
Mitchell Holyoake mitchell.holyoake@simplicityliving.kiwi
- The Diocese's representative:
Sydney Brown – Sydney.Brown@highlandparkmosgiel.co.nz
- 5.4 The parties agree to work together in good faith and with open and honest communication to give effect to the terms and intentions of this Agreement.
- 5.5 If any dispute or difference arises out of or in connection with this Agreement:
- 5.5.1 the representatives of the parties in clause 5.3 will first meet to discuss and try to resolve the dispute;

- 5.5.2 if the dispute is not resolved in accordance with clause 5.5.1, it will be referred to mediation or, if it is not resolved by mediation, it will be referred to and finally resolved by arbitration; and
- 5.5.3 while any dispute is continuing the parties will continue to perform their obligations under this Agreement.
- 5.6 Each party represents and warrants that it has the legal power to enter into this Agreement and that it has taken all action necessary to authorise execution of it.
- 5.7 This Agreement may be executed in any number of counterparts (including any email and scanned or facsimile counterpart thereof) all of which, when taken together, will constitute one and the same instrument. A party may enter into this Agreement by executing any such counterpart.
- 5.8 If Simplicity does not obtain the resource consent sought in the Application, including in any modified or amended form, or for commercial reasons decide not to proceed with the proposed development of the Simplicity Land, this Agreement will terminate immediately and neither party will be bound by the obligations in clauses 2 and 3.



EXECUTED as an Agreement

Executed by
MITCHELL HOLYOAKE for

Simplicity Living Limited
in the presence of



Delegated Authority



Witness signature

Ryan Page
Full name

Project Manager
Occupation

39 Inglewood Street, Wai o Taiki Bay
Address

Executed by
SYDNEY BROWN for
Roman Catholic Bishop of the Diocese of Dunedin
in the presence of



Delegated Authority



Witness signature

Maria Elizabeth Ventigan Rolph (Liz)
Full name

Senior Solicitor
Occupation

2 Memorial Street, Queenstown
Address

Schedule 1 – Description of land

1. **Simplicity Land** – all of the land legally described as Lot 3 DP 606744 and comprised in the Certificate of Title 1194482.
2. **Diocese Land** - all of the land legally described as Lot 2 DP 606744 and comprised and in the Certificate of Title 1194481.



Schedule 2 – Affected Persons Approval Form

Schedule 3 – Stormwater Concept Plans

16/2/20 *LB*

Pre-development - Baseline



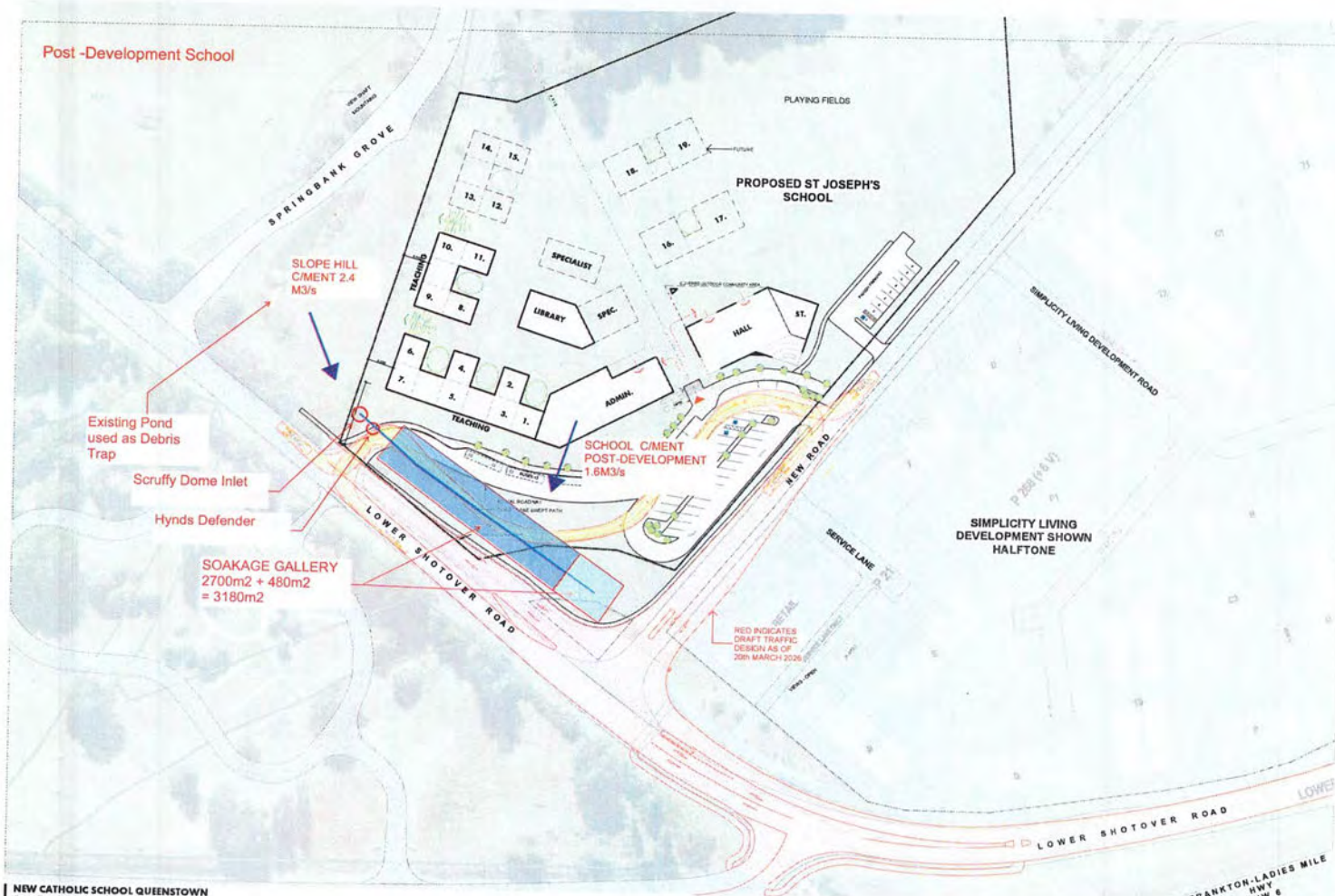
NEW CATHOLIC SCHOOL QUEENSTOWN
Overall Site & Location Plan
scale: 1:100
project number: 1010
date: 2024
status: PRELIMINARY

100m 1:100000

FRANKTON LADIES MILE SHW 6
McCOY WIXON ARCHITECTS
CD01

14/7/24

13



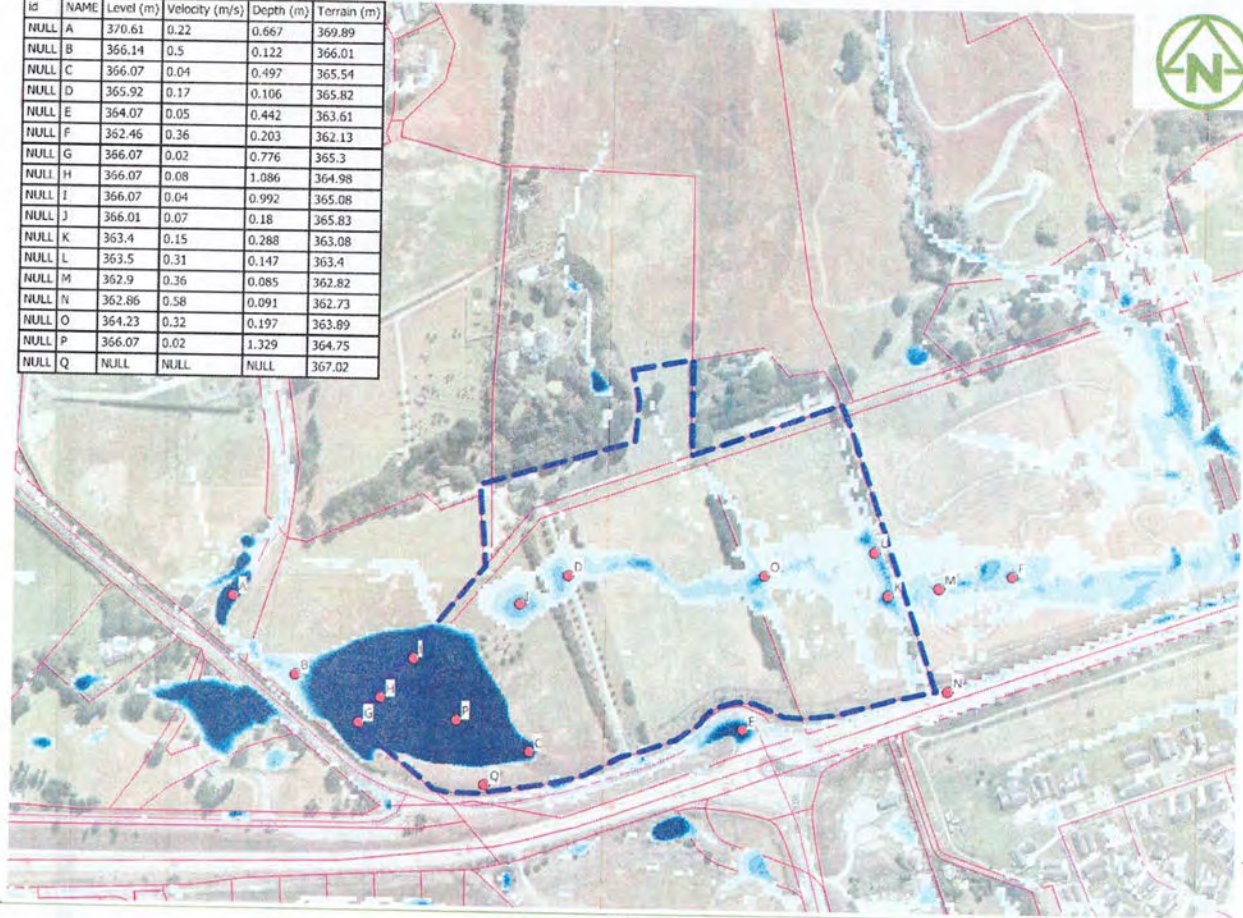
NEW CATHOLIC SCHOOL QUEENSTOWN
 Overall Site & Location Plan
 scale 1:100
 project number 24/001/001
 date 16/03/2026
 PRELIMINARY

FRANKTON-LADIES MILE
 HWY 6
 SHW 6
McCOY WIXON
 ARCHITECTS
 CD01

16/7/26

[Handwritten signature]

Id	NAME	Level (m)	Velocity (m/s)	Depth (m)	Terrain (m)
NULL A		370.61	0.22	0.667	369.89
NULL B		366.14	0.5	0.122	366.01
NULL C		366.07	0.04	0.497	365.54
NULL D		365.92	0.17	0.106	365.82
NULL E		364.07	0.05	0.442	363.61
NULL F		362.46	0.36	0.203	362.13
NULL G		366.07	0.02	0.776	365.3
NULL H		366.07	0.08	1.086	364.98
NULL I		366.07	0.04	0.992	365.08
NULL J		366.01	0.07	0.18	365.83
NULL K		363.4	0.15	0.288	363.08
NULL L		363.5	0.31	0.147	363.4
NULL M		362.9	0.36	0.085	362.82
NULL N		362.86	0.58	0.091	362.73
NULL O		364.23	0.32	0.197	363.89
NULL P		366.07	0.02	1.329	364.75
NULL Q		NULL	NULL	NULL	367.02



LEGEND
 ● POINTS
 — BOUNDARIES

FLOOD DEPTH
 ≤ 0.05m
 0.05 - 0.10m
 0.10 - 0.15m
 0.15 - 0.20m
 0.20 - 0.25m
 0.25 - 0.30m
 > 0.30m

NZGD2000 / Mount Eden 2000
 (EPSG: 2105)



MCKENZIE & CO.

SIMPLICITY LIVING

SIMPLICITY LIVING
 TE PUTAHI LADIES MILE
 QUEENSTOWN

STORMWATER
 FLOOD EXTENTS
 PRE-DEVELOPMENT
 Q100 YEAR / 1% AEP WITH BUND

PURPOSE OF BASIC
 RESOURCE CONSENT

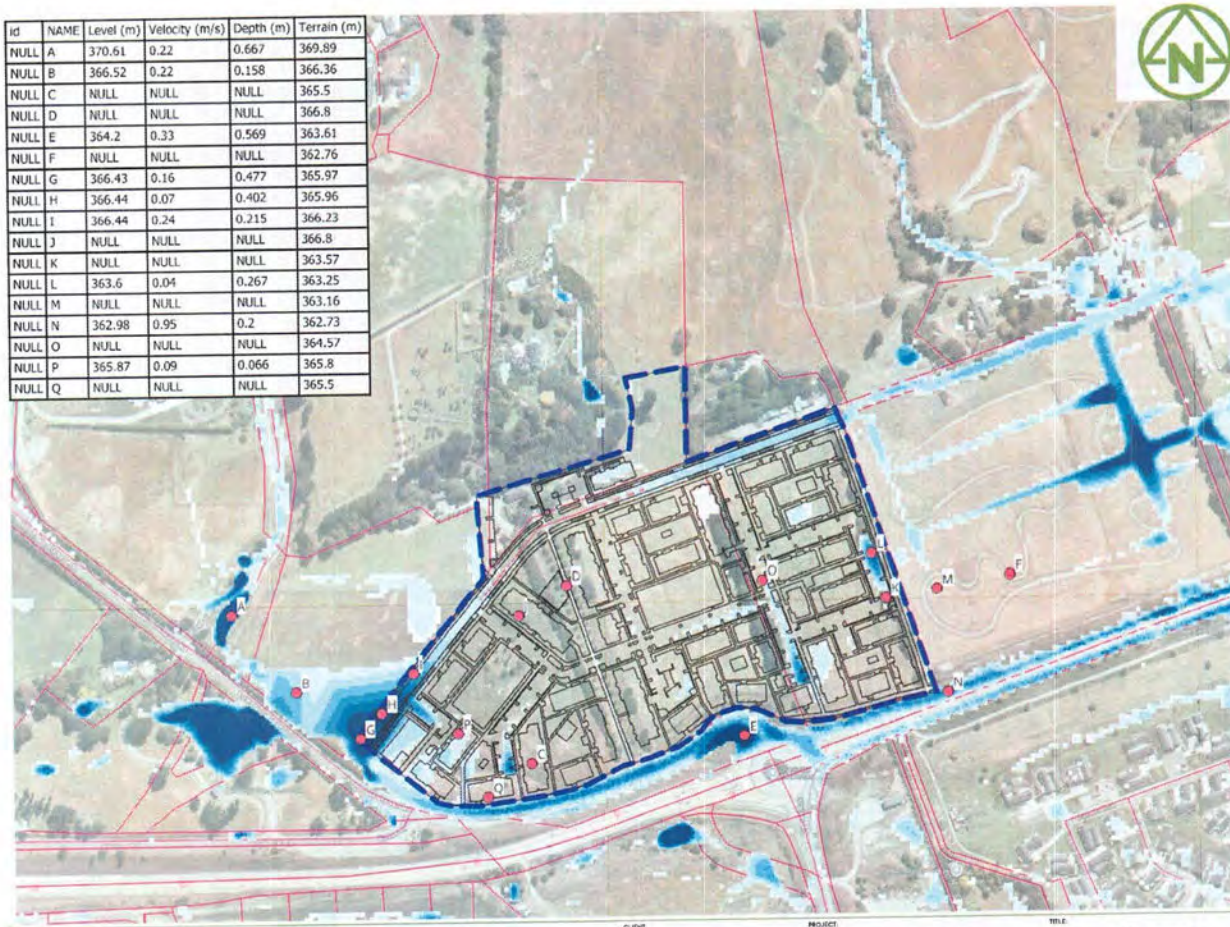
SCALE
 N.T.S.

DRAWING NO.
 4163-465

REV
 A

16/2/24

Id	NAME	Level (m)	Velocity (m/s)	Depth (m)	Terrain (m)
NULL A		370.61	0.22	0.667	369.89
NULL B		366.52	0.22	0.158	366.36
NULL C		NULL	NULL	NULL	365.5
NULL D		NULL	NULL	NULL	366.8
NULL E		364.2	0.33	0.569	363.61
NULL F		NULL	NULL	NULL	362.76
NULL G		366.43	0.16	0.477	365.97
NULL H		366.44	0.07	0.402	365.96
NULL I		366.44	0.24	0.215	366.23
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NULL K		NULL	NULL	NULL	363.57
NULL L		363.6	0.04	0.267	363.25
NULL M		NULL	NULL	NULL	363.16
NULL N		362.98	0.95	0.2	362.73
NULL O		NULL	NULL	NULL	364.57
NULL P		365.87	0.09	0.066	365.8
NULL Q		NULL	NULL	NULL	365.5



LEGEND
 ● POINTS
 — BOUNDARIES

FLOOD DEPTH
 ≤ 0.05m
 0.05 - 0.10m
 0.10 - 0.15m
 0.15 - 0.20m
 0.20 - 0.25m
 0.25 - 0.30m
 > 0.30m

NZGD2000 / Mount Eden 2000
 (EPSG: 2105)

MCKENZIE & CO.

SIMPLICITY LIVING

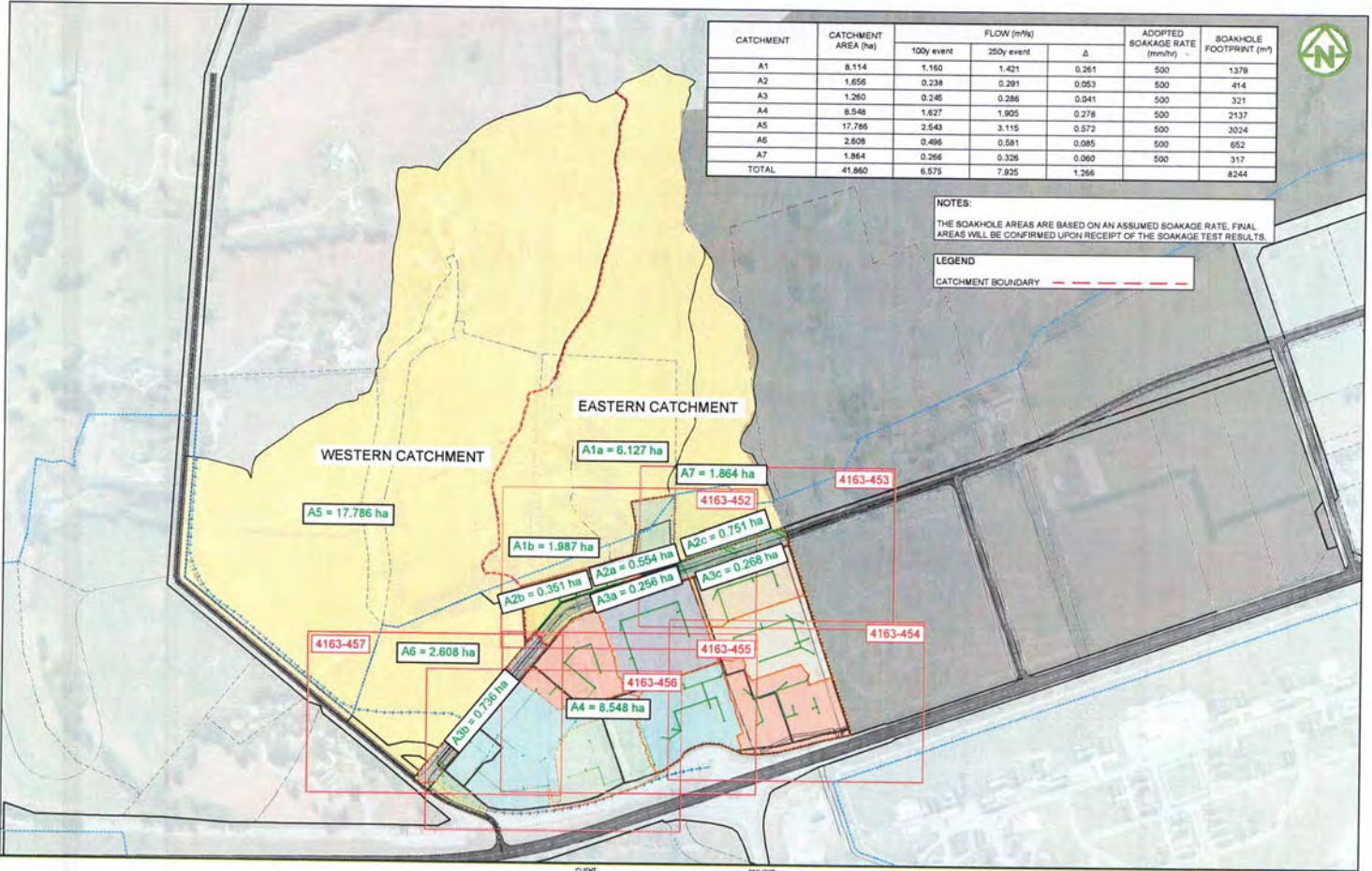
SIMPLICITY LIVING
 TE PUTAHI LADIES MILE
 QUEENSTOWN

STORMWATER
 FLOOD EXTENTS
 POST-DEVELOPMENT
 Q100 YEAR / 1% AEP

PURPOSE OF REVIEW:
 RESOURCE CONSENT
 SCALE:
 N.T.S.
 DO NOT SCALE
 DRAWING NO:
 4163-466

REV DESCRIPTION
 1. FIRST ISSUE
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 3. REVISED
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16/7/26
 \$8





AFFECTED PERSON'S APPROVAL

FORM 8A



Resource Management Act 1991 Section 95

#

RESOURCE CONSENT APPLICANT'S NAME AND/OR RM #

Simplicity Living Ltd



AFFECTED PERSON'S DETAILS

I/We Roman Catholic Bishop of the Diocese of Dunedin

Are the owners/occupiers of
30 Lower Shotover Road



DETAILS OF PROPOSAL

I/We hereby give written approval for the proposal to:

Undertake earthworks within our site. This consists of a positive batter slope at approx. 0.5% rising from the St Josephs site (30 Lower Shotover Road) up to the the proposed Collector Road within the neighboring Simplicity site. This positive batter enables positive drainage of the site and no ponding, so flows from a storm event will pass freely through the site.

at the following subject site(s):

30 Lower Shotover Road



I/We understand that by signing this form Council, when considering this application, will not consider any effects of the proposal upon ~~me~~/us.



I/We understand that if the consent authority determines the activity is a deemed permitted boundary activity under section 87BA of the Act, written approval cannot be withdrawn if this process is followed instead.



WHAT INFORMATION/PLANS HAVE YOU SIGHTED



I/We have sighted and initialled ALL plans dated and approve them.

16/7/20

[Signature]



APPROVAL OF AFFECTED PERSON(S)

The written consent of all owners / occupiers who are affected. If the site that is affected is jointly owned, the written consent of all co-owners (names detailed on the title for the site) are required.

A	Name (PRINT) SYDNEY BERNARD BROWN	
	Contact Phone / Email address [REDACTED]	
	Signature <i>[Signature]</i>	Date 16/7/26

B	Name (PRINT)	
	Contact Phone / Email address	
	Signature	Date

C	Name (PRINT)	
	Contact Phone / Email address	
	Signature	Date

D	Name (PRINT)	
	Contact Phone / Email address	
	Signature	Date

Note to person signing written approval

Conditional written approvals cannot be accepted.

There is no obligation to sign this form, and no reasons need to be given.

If this form is not signed, the application may be notified with an opportunity for submissions.

If signing on behalf of a trust or company, please provide additional written evidence that you have signing authority.



Telephone: (03) 4745750
Email: bishop@cdd.org.nz



Bishop's Office
Catholic Pastoral Centre
Private Bag 1941
Dunedin 9054
New Zealand

12th June 2026

To whom it may concern

I, Michael Dooley, Roman Catholic Bishop of the Diocese of Dunedin, hereby delegate and authorise Sydney Brown to sign on my behalf the Affected Party Approval Agreement- Lower Shotover Road 2026.

This authority is limited to the signing of the above-mentioned Agreement and remains valid unless revoked by me in writing.

Yours faithfully,

A handwritten signature in black ink, appearing to read "M Dooley".

Michael Dooley

Catholic Bishop of Dunedin Diocese





Attachment I



AFFECTED PERSON'S APPROVAL

FORM 8A



Resource Management Act 1991 Section 95

#

RESOURCE CONSENT APPLICANT'S NAME AND/OR RM

Simplicity Living - Te Pūhaki Ladies Mile Fast Track Substantive Application
Simplicity Living Limited



AFFECTED PERSON'S DETAILS

I/We

Are the owners/occupiers of
12 Stalker Road, Lower Shotover, Queenstown
Section 5 SO 485598 and Lot 4 DP 325561



DETAILS OF PROPOSAL

I/We hereby give written approval for the proposal to:

Establish a comprehensively master-planned residential neighbourhood that will deliver a 'Build To Rent' development community in Queenstown. The Project will deliver approximately 1085 new homes supported by community facilities, transport infrastructure, open space, and a local commercial centre.

The development will comprise apartment buildings of varying height. Six apartment blocks breach the 13m building height of the TPLM zone. Approval is provided for the increased height.

at the following subject site(s):

12-14 Lower Shotover Road
Lot 3 DP 606744, Lot 2 DP 617529 and Section 9 SO 485598



PLEASE TICK

I/We understand that by signing this form Council, when considering this application, will not consider any effects of the proposal upon me/us.



PLEASE TICK

I/We understand that if the consent authority determines the activity is a deemed permitted boundary activity under section 87BA of the Act, written approval cannot be withdrawn if this process is followed instead.



WHAT INFORMATION/PLANS HAVE YOU SIGHTED



PLEASE TICK

I/We have sighted and initialled ALL plans dated and approve them.



APPROVAL OF AFFECTED PERSON(S)

The written consent of all owners / occupiers who are affected. If the site that is affected is jointly owned, the written consent of all co-owners (names detailed on the title for the site) are required.

A	Name (PRINT) [REDACTED]	
	Contact Phone / Email address [REDACTED]	
	Signature [Signature]	Date 29 July 2026

B	Name (PRINT) [REDACTED]	
	Contact Phone / Email address [REDACTED]	
	Signature [Signature]	Date 29/7/26

C	Name (PRINT)	
	Contact Phone / Email address	
	Signature	Date

D	Name (PRINT)	
	Contact Phone / Email address	
	Signature	Date

Note to person signing written approval

Conditional written approvals cannot be accepted.

There is no obligation to sign this form, and no reasons need to be given.

If this form is not signed, the application may be notified with an opportunity for submissions.

If signing on behalf of a trust or company, please provide additional written evidence that you have signing authority.





TE PUTAHI LADIES MILE

%Simplicity
Living

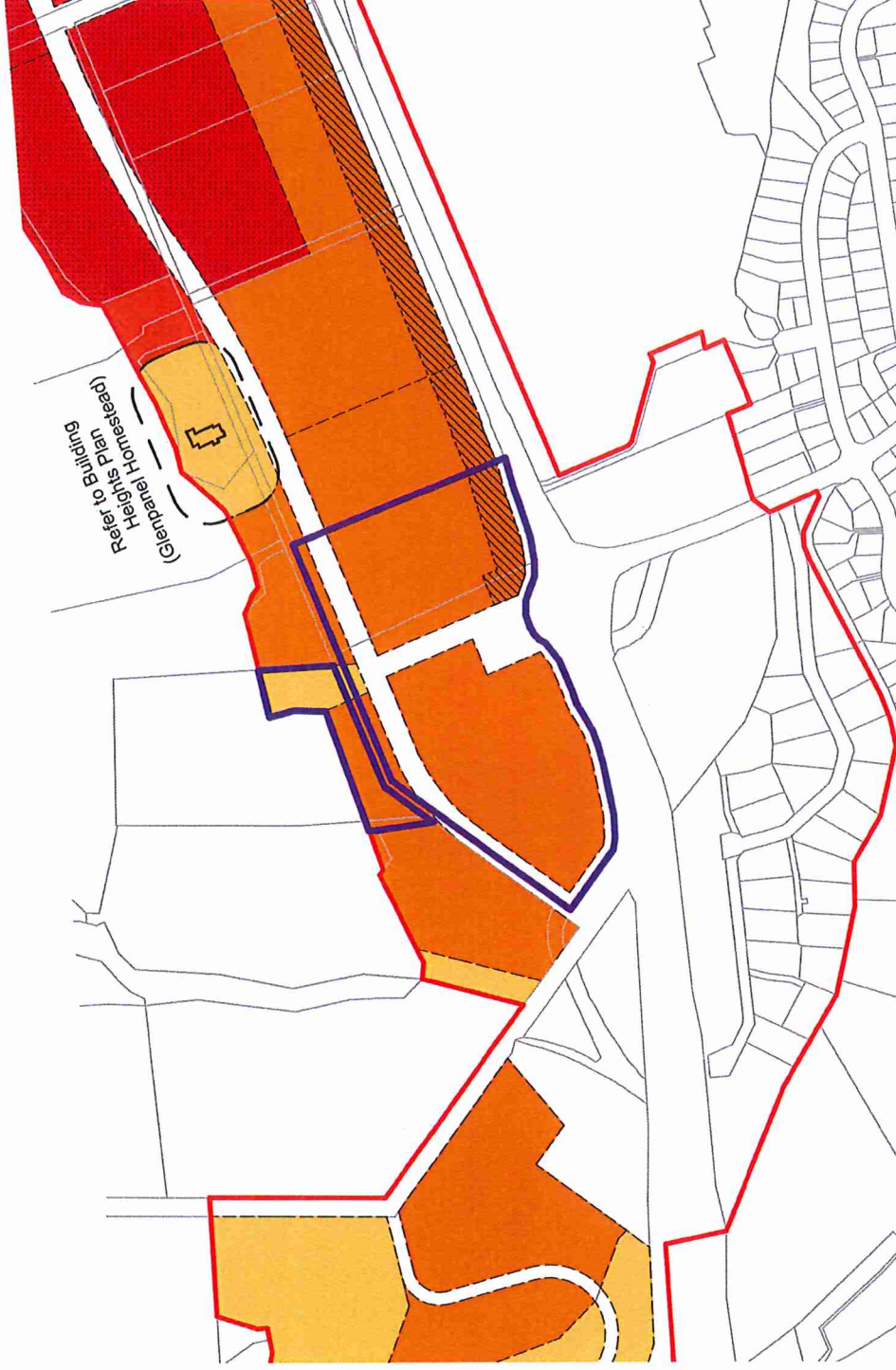
BREWER
DAVIDSON

LAYOUT NAME	CURRENT REVISION ID	LAYOUT NAME	CURRENT REVISION ID	LAYOUT NAME	CURRENT REVISION ID	LAYOUT NAME	CURRENT REVISION ID	LAYOUT NAME	CURRENT REVISION ID	LAYOUT NAME	CURRENT REVISION ID	LAYOUT NAME	CURRENT REVISION ID
SK01 CONTEXT AND ZONING PLAN	02	SK14 SIM 01 - STALKER ROAD - PROPOSED + 13M	02	SK24 SIM 04 - STATE HIGHWAY 6 EAST - PROPOSED	02	SK04 SIM 06 - STATE HIGHWAY 6 WEST - PROPOSED	02	SK45 ELEVATIONS - LOWER SHOT/VIEW SH6	02	SK61 3D VIEWS	02	SK75 SUNSHADING PLANS - EQUINOX 4PM	02
SK02 HEIGHT PLAN	02	SK15 SIM 01 - STALKER ROAD - PROPOSED + 13M	02	SK25 SIM 04 - STATE HIGHWAY 6 EAST - 13M PLAN ENABLED HEIGHT	02	SK05 SIM 06 - STATE HIGHWAY 6 WEST - PROPOSED + 13M	02	SK46 ELEVATIONS - COLLECTOR ROAD	02	SK62 3D VIEWS	02	SK76 SUNSHADING PLANS - WINTER 10AM	02
SK03 STRUCTURE PLAN	02	SK16 SIM 02 - STALKER ROAD	02	SK26 SIM 04 - STATE HIGHWAY 6 EAST - PROPOSED	02	SK06 SIM 07 - STATE HIGHWAY 6 WEST	02	SK47 ELEVATIONS - EAST BOUNDARY	02	SK63 3D VIEWS	02	SK77 SUNSHADING PLANS - WINTER 12PM	02
SK04 MASTERPLAN DESIGN CONCEPTS	02	SK17 SIM 02 - STALKER ROAD - 13M PLAN ENABLED HEIGHT	02	SK27 SIM 04 - STATE HIGHWAY 6 EAST - PROPOSED + 13M	02	SK07 SIM 07 - STATE HIGHWAY 6 WEST - 13M PLAN ENABLED HEIGHT	02	SK48 SECTIONS - ROAD 01 - ROAD 05	02	SK64 3D VIEWS	02	SK78 SUNSHADING PLANS - WINTER 2PM	02
SK05 MASTERPLAN DESIGN CONCEPTS	02	SK18 SIM 02 - STALKER ROAD - PROPOSED	02	SK28 SIM 05 - STATE HIGHWAY 6 EAST - 13M PLAN ENABLED HEIGHT	02	SK08 SIM 07 - STATE HIGHWAY 6 WEST - 13M PLAN ENABLED HEIGHT	02	SK49 SECTIONS - ROAD 02	02	SK65 3D VIEWS	02	SK79 SUNSHADING PLANS - WINTER 4PM	02
SK06 MASTERPLAN DESIGN CONCEPTS	02	SK19 SIM 02 - STALKER ROAD - PROPOSED + 13M	02	SK29 SIM 05 - STATE HIGHWAY 6 EAST - PROPOSED	02	SK09 SIM 08 - SPENCE ROAD	02	SK50 SECTIONS - PROMENADE	02	SK66 PLANNING - COVERAGE 1/2	02	SK80 SUNSHADING PLANS - WINTER 3:30PM	02
SK07 MASTERPLAN	02	SK20 SIM 03 - STATE HIGHWAY 6 EAST	02	SK30 SIM 05 - STATE HIGHWAY 6 EAST - PROPOSED	02	SK40 SIM 08 - SPENCE ROAD - 13M PLAN ENABLED HEIGHT	02	SK51 SECTIONS - ROAD 01 - ROAD 03	02	SK67 PLANNING - OUTLOOK 1/2	02	SK81 SUNSHADING PLANS - WINTER 6PM	02
SK08 OVERALL AERIAL VIEW 01 - CONTEXT LOOKING SOUTH	02	SK21 SIM 03 - STATE HIGHWAY 6 EAST - 13M PLAN ENABLED HEIGHT	02	SK31 SIM 05 - STATE HIGHWAY 6 EAST - PROPOSED + 13M	02	SK41 SIM 08 - SPENCE ROAD - PROPOSED ENABLED HEIGHT	02	SK52 SECTIONS - ROAD 05	02	SK68 PLANNING - OUTLOOK 2/2	02	SK82 EASEMENT PLAN	02
SK09 OVERALL AERIAL VIEW 02 - CONTEXT LOOKING NORTH	02	SK22 SIM 03 - STATE HIGHWAY 6 EAST - PROPOSED	02	SK32 SIM 06 - STATE HIGHWAY 6 WEST	02	SK42 SIM 08 - SPENCE ROAD - PROPOSED + 13M	02	SK53 SECTIONS - ROAD 06	02	SK69 PLANNING - BUILDING LENGTH & SEPARATION 1/2	02	SK83 APARTMENT TYPOLOGIES	02
SK10 VIEWS SIMULATION VIEWPOINT LOCATION AND BUILDING HEIGHTS	02	SK23 SIM 03 - STATE HIGHWAY 6 EAST - PROPOSED + 13M	02	SK33 SIM 06 - STATE HIGHWAY 6 WEST - 13M PLAN ENABLED HEIGHT	02	SK43 MATERIAL PALETTE	02	SK54 SECTIONS - COURTYARDS	02	SK70 PLANNING - BUILDING LENGTH & SEPARATION 2/2	02	SK84 WALK UP TYPOLOGIES	02
SK11 BUILDING HEIGHTS	02							SK55 HIRTS SECTIONS ALONG EASTERN AND NORTHERN BOUNDARY	02	SK71 PLANNING - BUILDING LENGTH & SEPARATION 2/2	02	SK85 PLANNING - OUTDOOR LIVING 1/2	02
SK12 SIM 01 - STALKER ROAD	02							SK56 SECTIONS - TYPICAL ROAD	02	SK72 SUNSHADING PLANS - EQUINOX 10AM	02	SK86 PLANNING - OUTDOOR LIVING 2/2	02
SK13 SIM 01 - STALKER ROAD - 13M PLAN ENABLED HEIGHT	02							SK57 3D VIEWS	02	SK73 12PM	02	SK87 COMMUNITY AMENITIES	02
								SK58 3D VIEWS	02	SK74 SUNSHADING PLANS - EQUINOX 2PM	02	SK88 COMMUNITY AMENITIES	02
								SK60 3D VIEWS	02				

[Handwritten signature]

Te Pūtahi Ladies Mile - Building Heights Plan

- Key**
- Structure Plan Extent
 - 8m max
 - 13m max
 - min 8m overlay
 - max 11m overlay
 - 17m max
 - 24-5m max
 - Cadastral property boundaries and uniformed legal roads are shown for information purposes only.
 - Site Boundary



project
Te Pūtahi Ladies Mile
issue
Concept Design
job no. 3250

at
12 LOWER SHOTOVER
LADIES MILE
QUEENSTOWN

for
% Simplicity | Living

by
**BREWER
DAVIDSON**
architecture · urban design

drawing
HEIGHT PLAN



sheet
SK02
rev 02

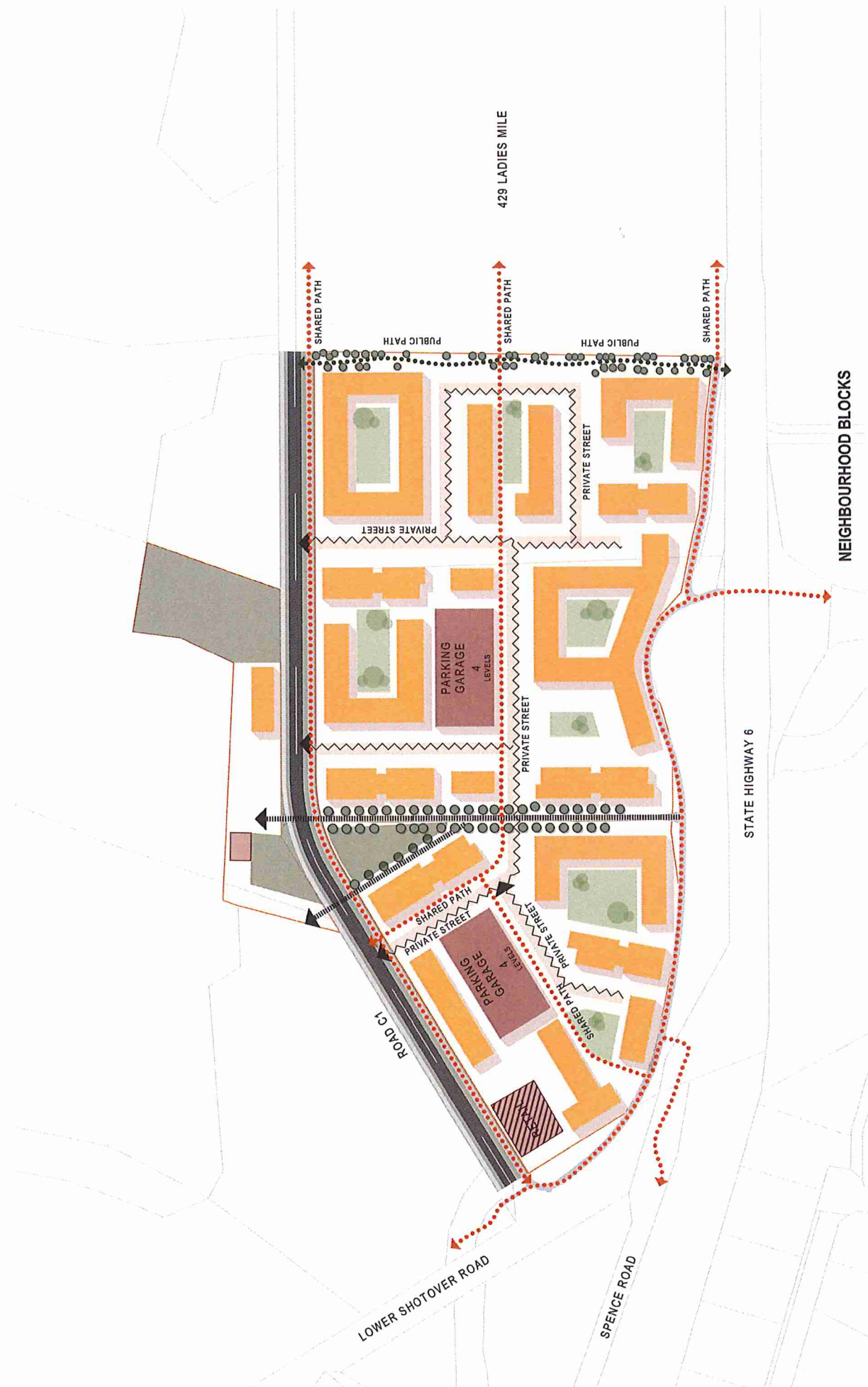
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9/07/2026
scale
@ A3

SK

project	Te Putahi Ladies Mile
issue	Concept Design
job no.	3290
at	12 LOWER SHOTOVER LADIES MILE QUEENSTOWN
for	% Simplicity Living
by	BREWER DAVIDSON architecture · urban design
drawing	
sheet	SK03
rev	02 @ A3
date	9/07/2026

10/11/2020
@A3





project
Te Pūhahi Ladies Mile
issue
Concept Design
job no. 3290

at
12 LOWER SHOTOVER
LADIES MILE
QUEENSTOWN

for
% Simplicity

by
Living
**BREWER
DAVIDSON**
architecture urban design

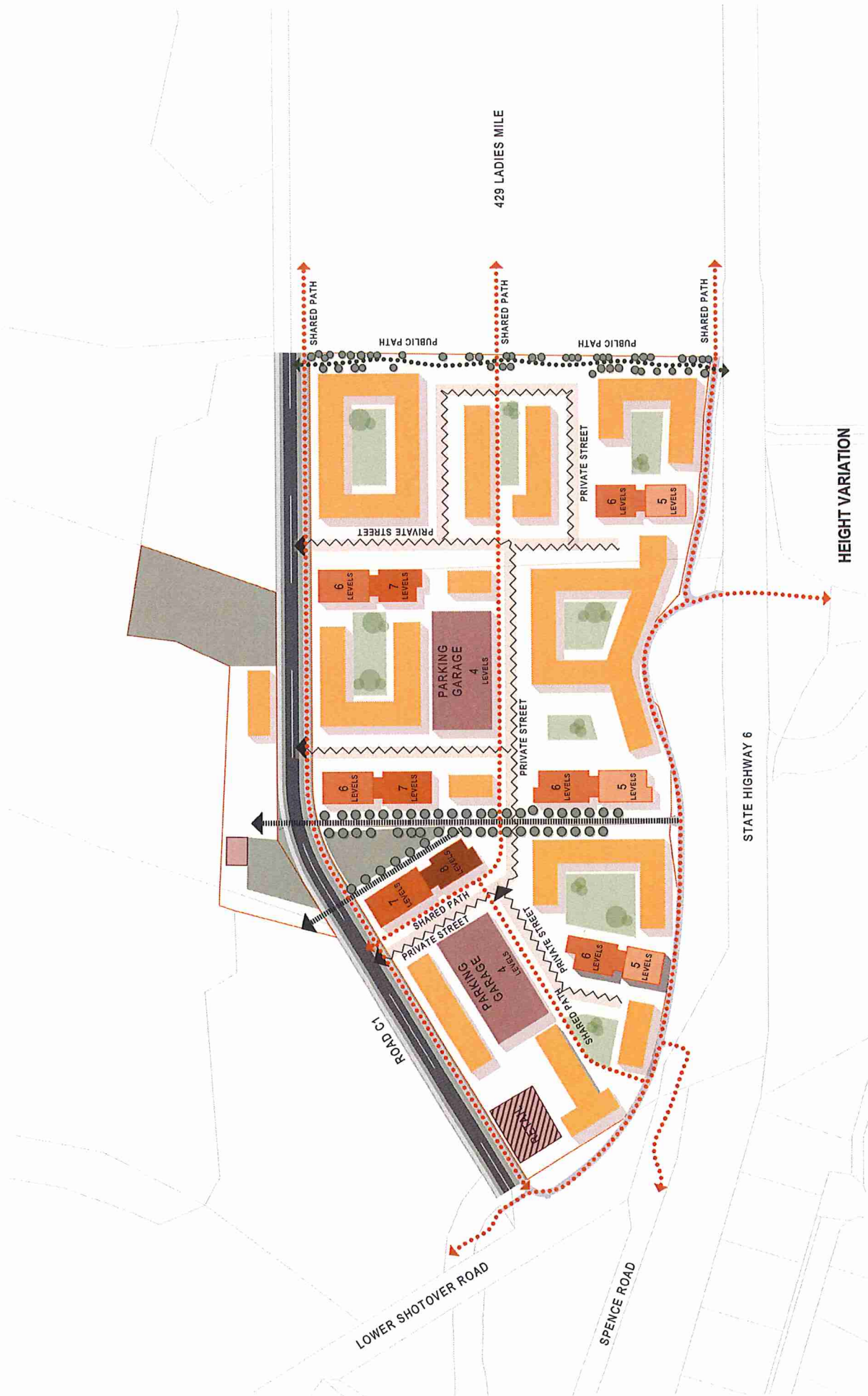
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SK05

rev
02

date
9/07/2026
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project | Te Putahi Ladies Mile
 issue | Concept Design
 job no. | 3290

at | 12 LOWER SHOTOVER
 LADIES MILE
 QUEENSTOWN

for | **% Simplicity**

Living

by

**BREWER
 DAVIDSON**
 architecture urban design

drawing

MASTERPLAN DESIGN CONCEPTS



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 rev 02

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project
Te Putahi Ladies Mile
issue
Concept Design
job no.
3290

at
12 LOWER SHOTOVER
LADIES MILE
QUEENSTOWN

for
% Simplicity Living

by
BREWER
DAVIDSON
architecture urban design

drawing

OVERAL AERIAL VIEW 01 -
CONTEXT LOOKING SOUTH

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SK08
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date
9/07/2026
scale
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project | Te Putahi Ladies Mile
issue | Concept Design
job no. | 3290

at | 12 LOWER SHOTOVER
LADIES MILE
QUEENSTOWN

for

% Simplicity

Living

by

**BREWER
DAVIDSON**
architecture · urban design

drawing

**OVERALL AERIAL VIEW 02 -
CONTEXT LOOKING NORTH**

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rev

SK09
02

date
scale

9/07/2026
@ A3



project
Te Putahi Ladies Mile
issue
Concept Design
job no.
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at
12 LOWER SHOTOVER
LADIES MILE
QUEENSTOWN

for
Simplicity

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Living

BREWER
DAVIDSON
architecture urban design

drawing

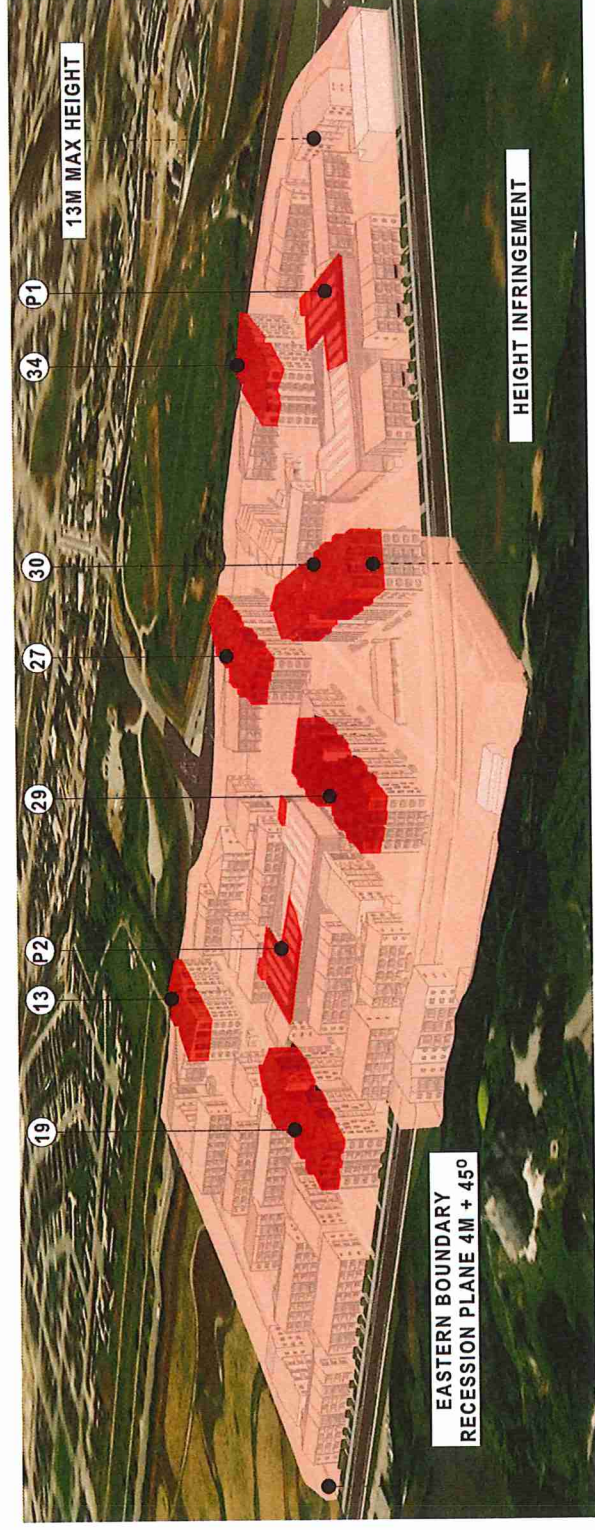
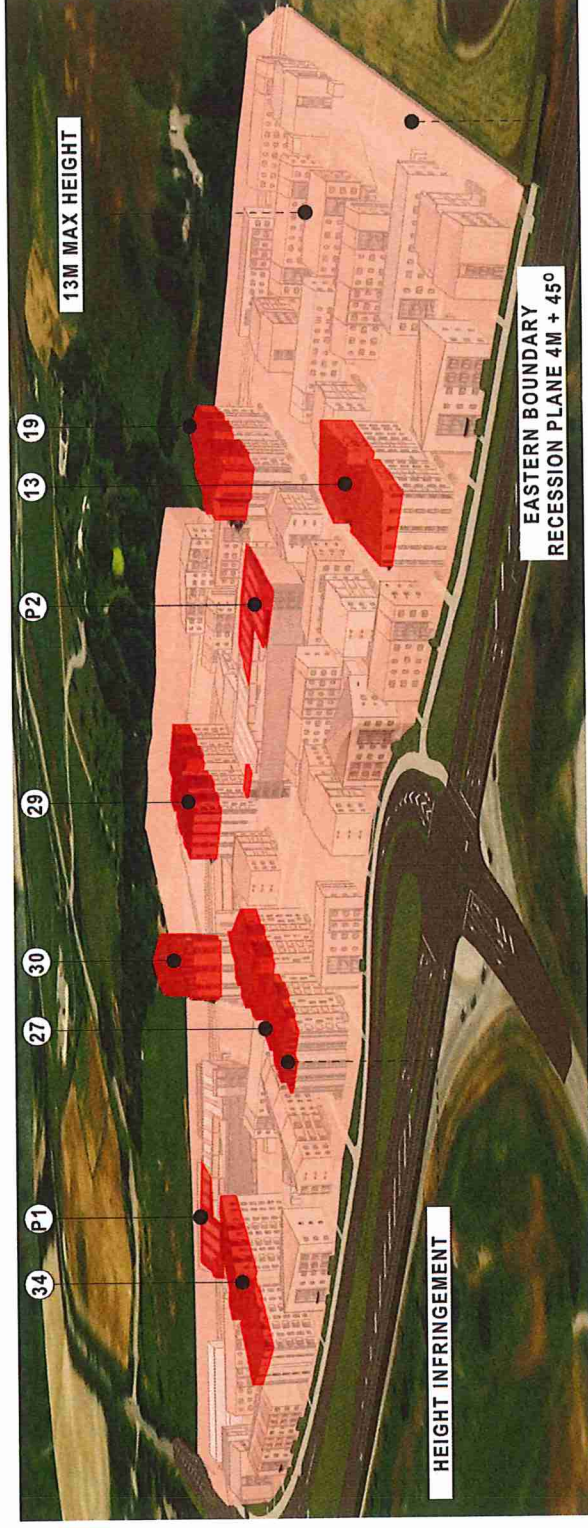
VISUAL SIMULATION VIEWPOINT
LOCATION AND BUILDING HEIGHTS

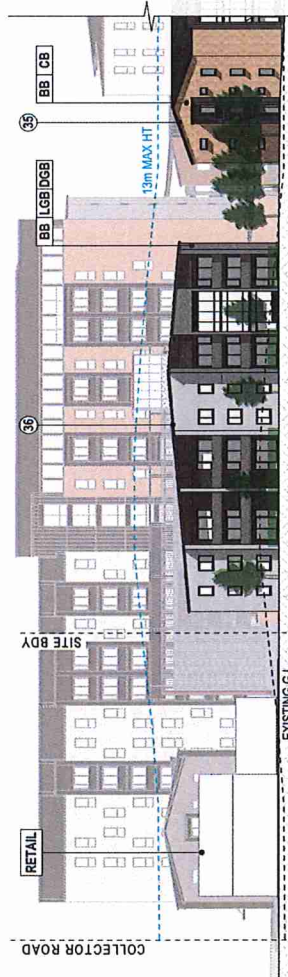


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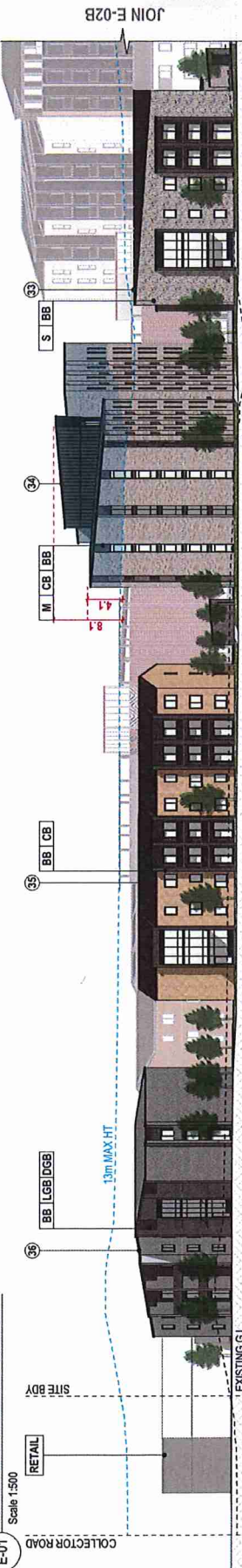
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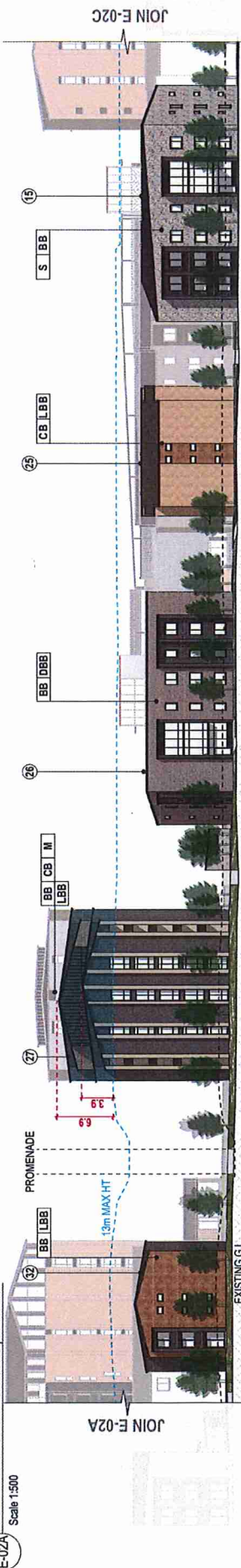




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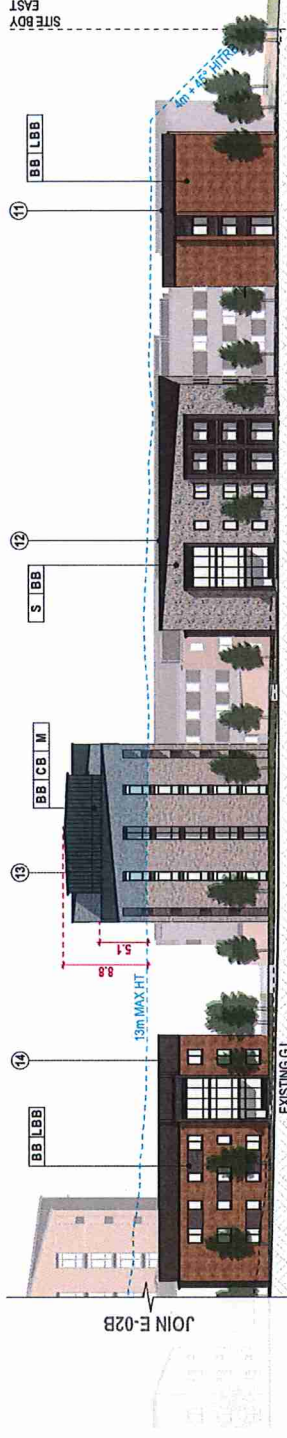
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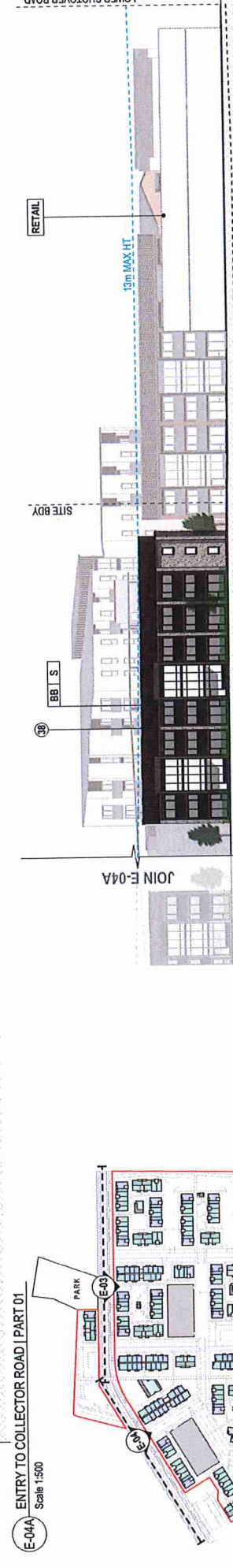
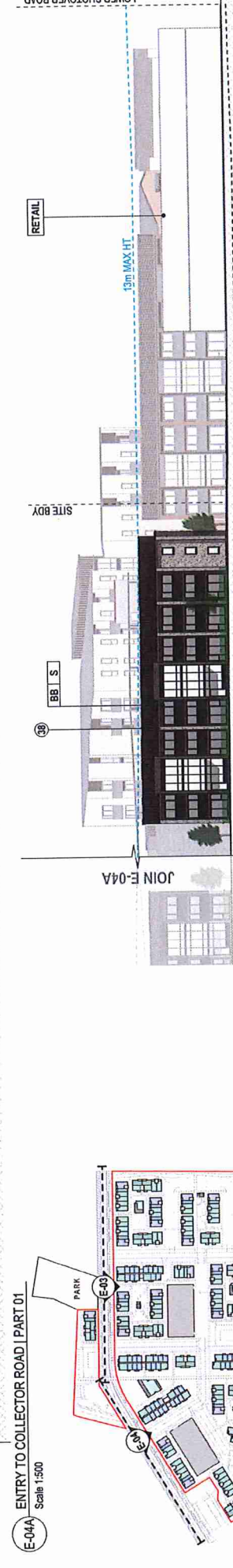
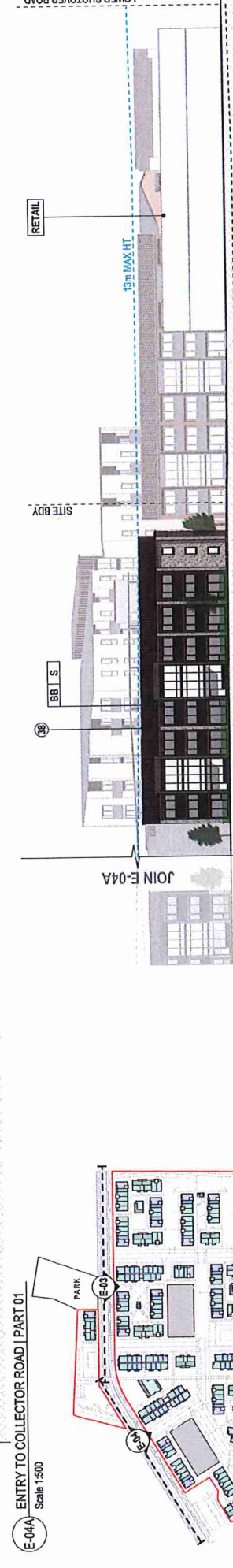
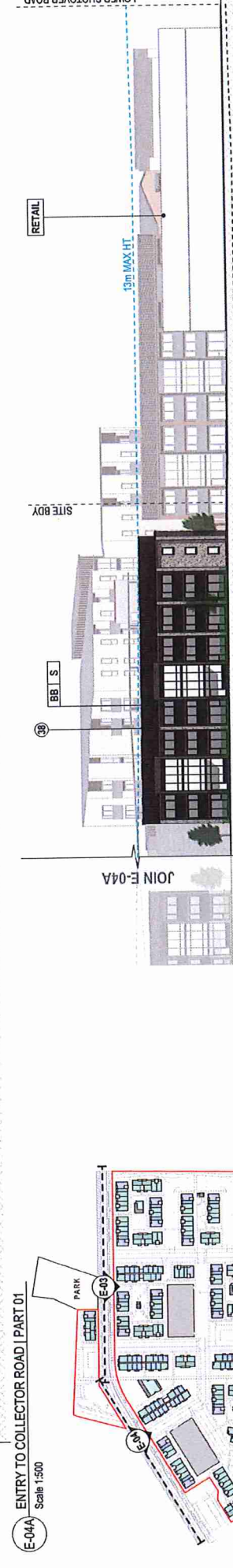
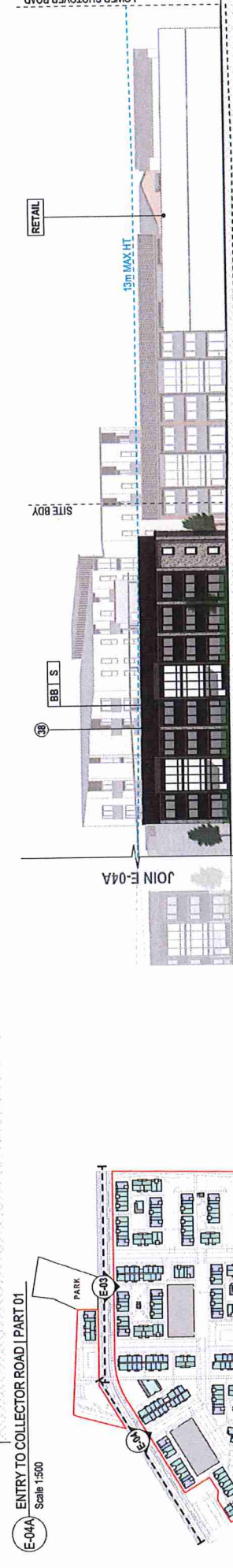
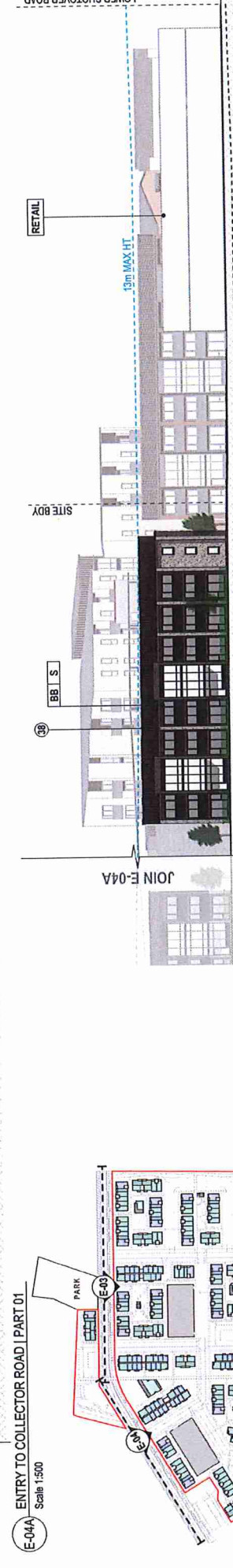
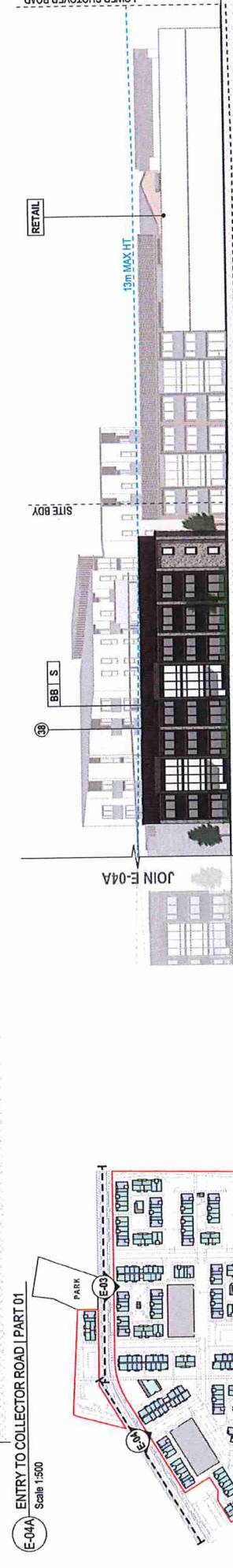
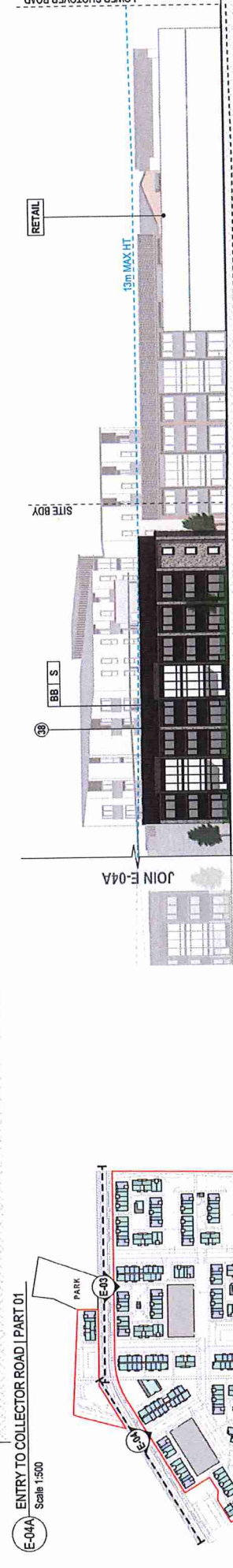
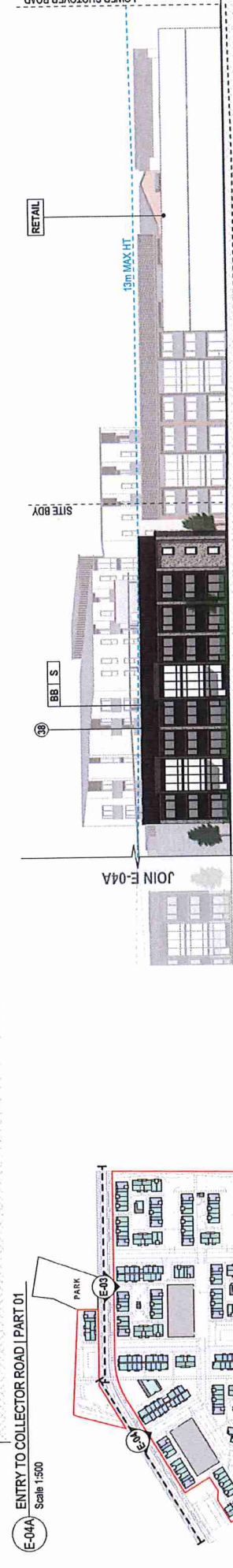
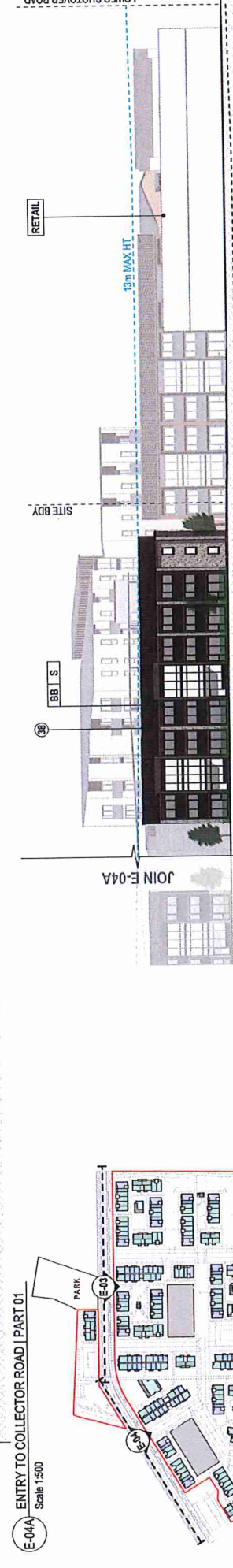
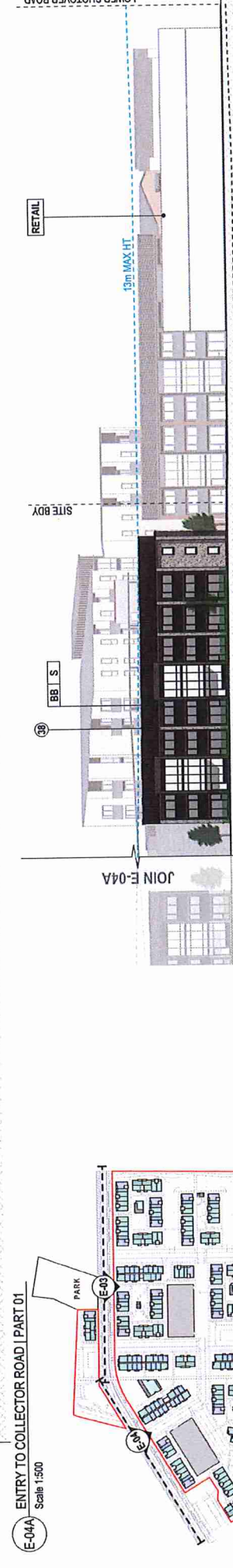
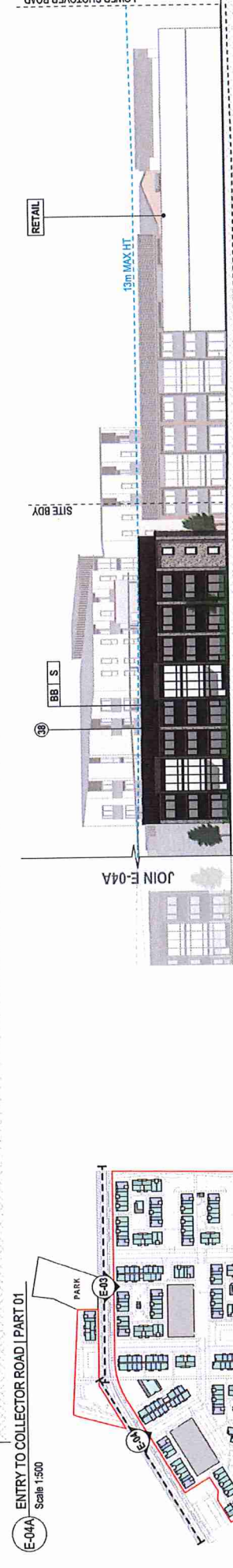
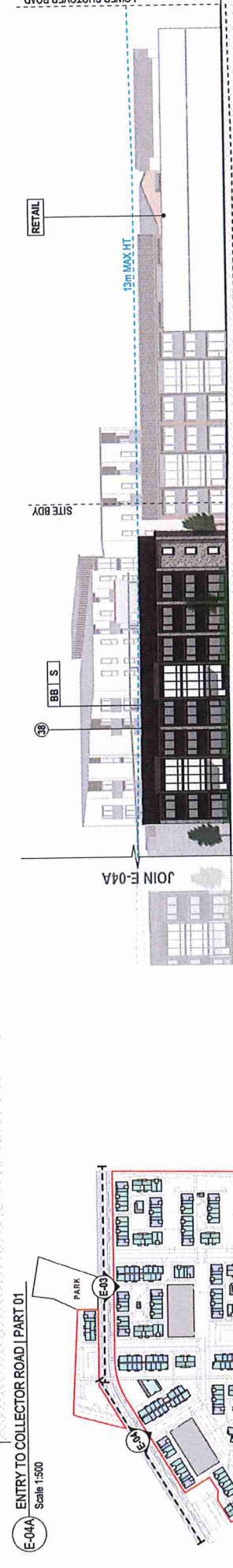
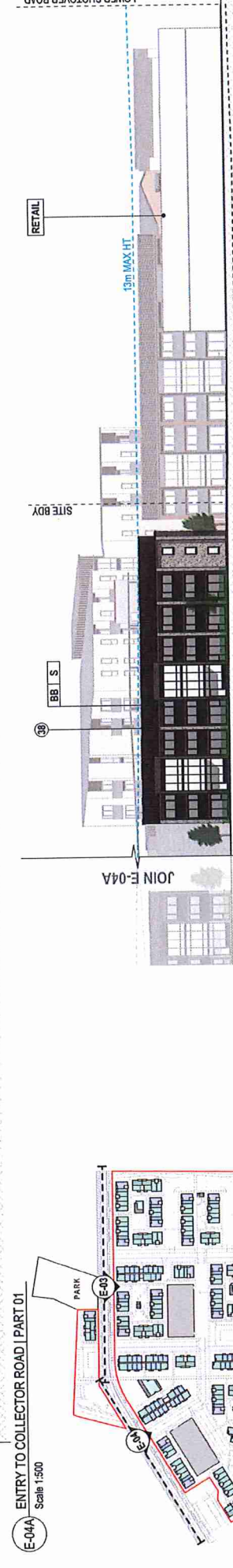
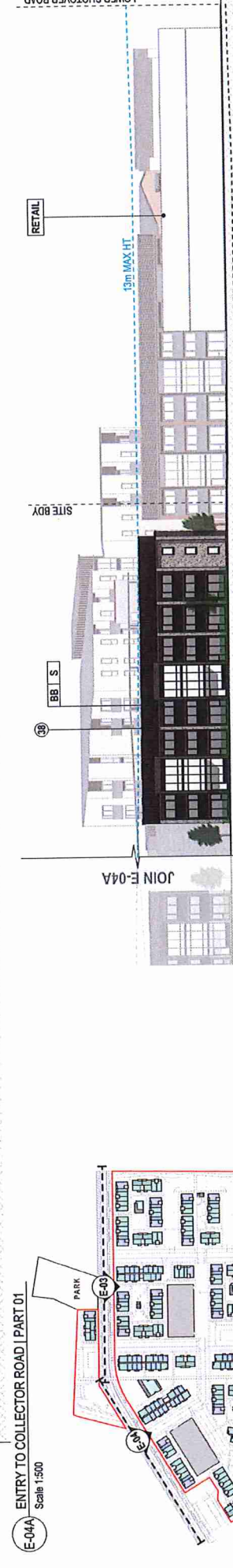
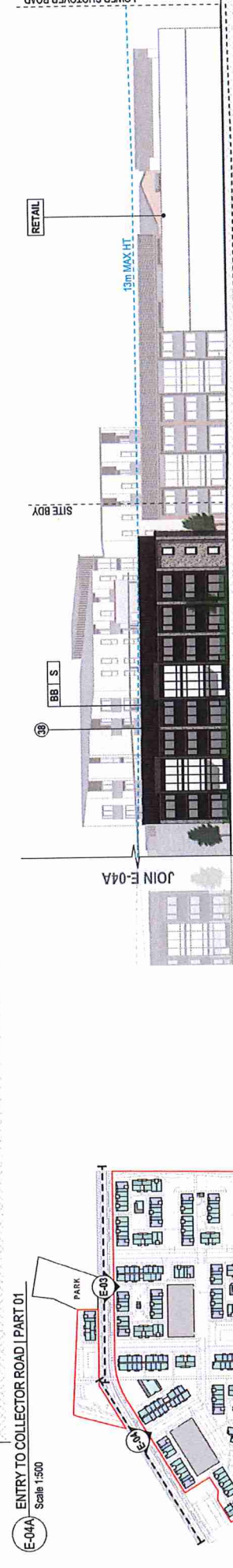
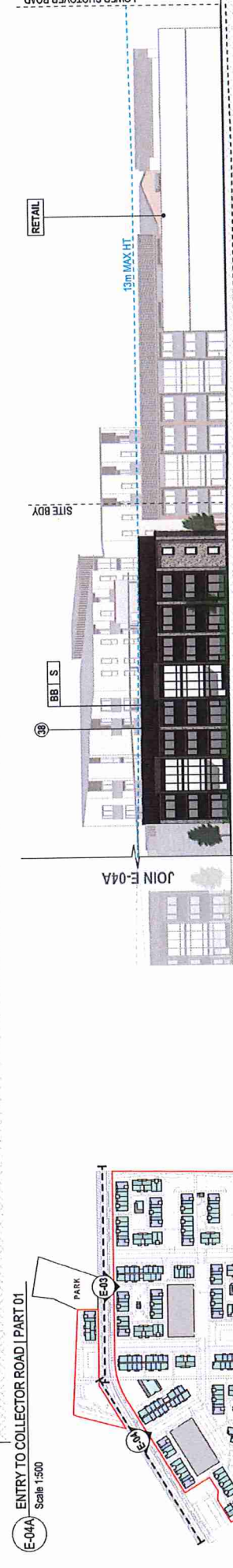
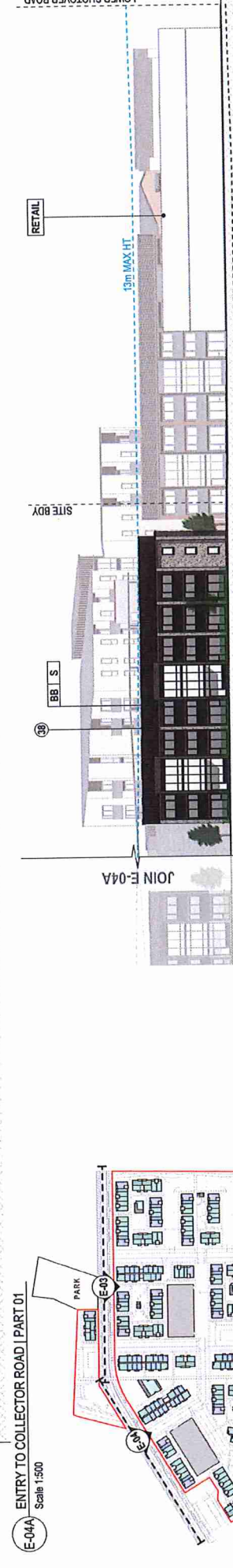
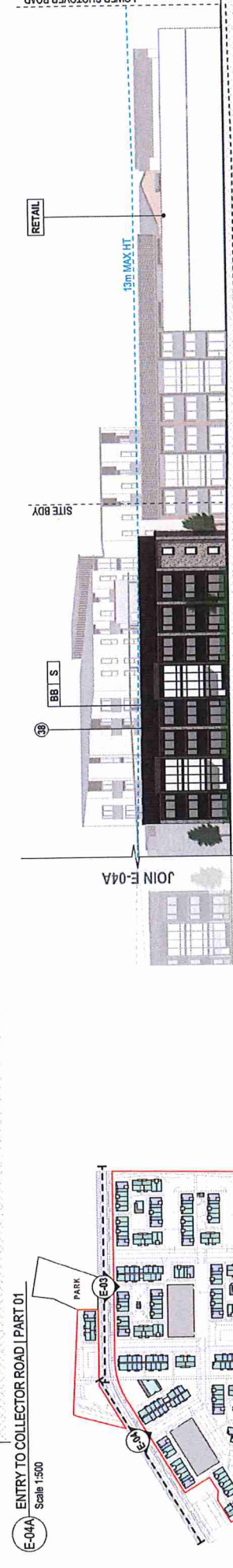
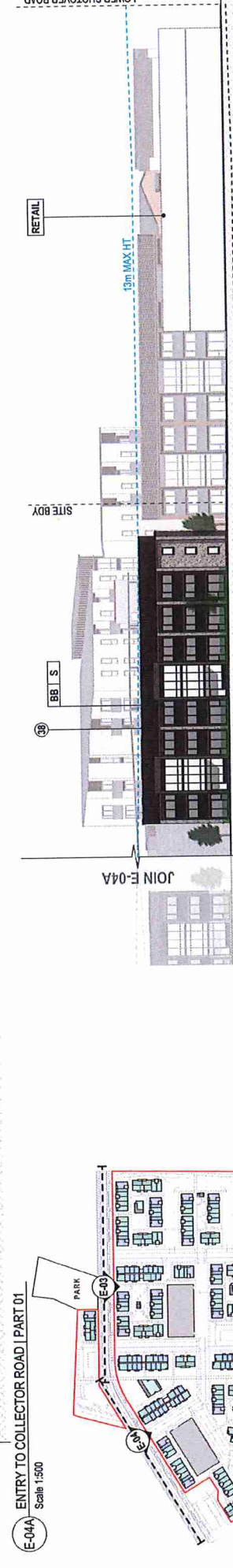
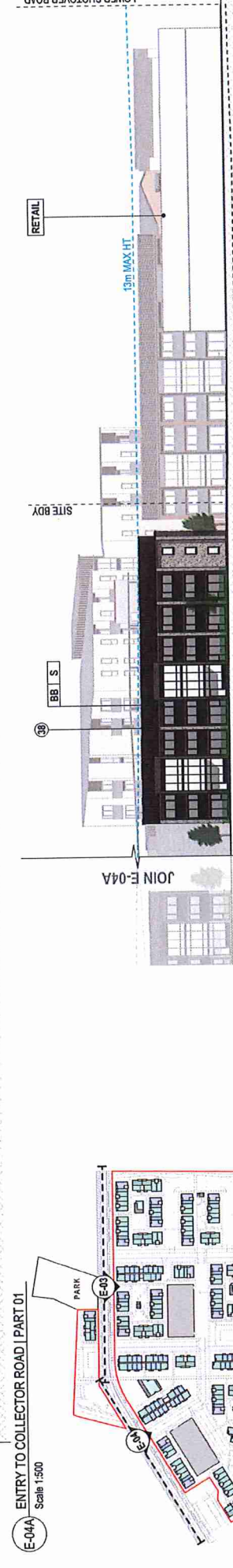
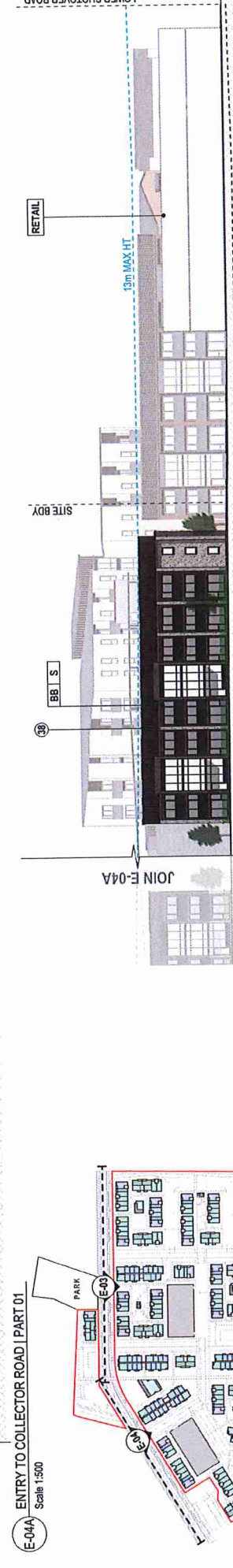
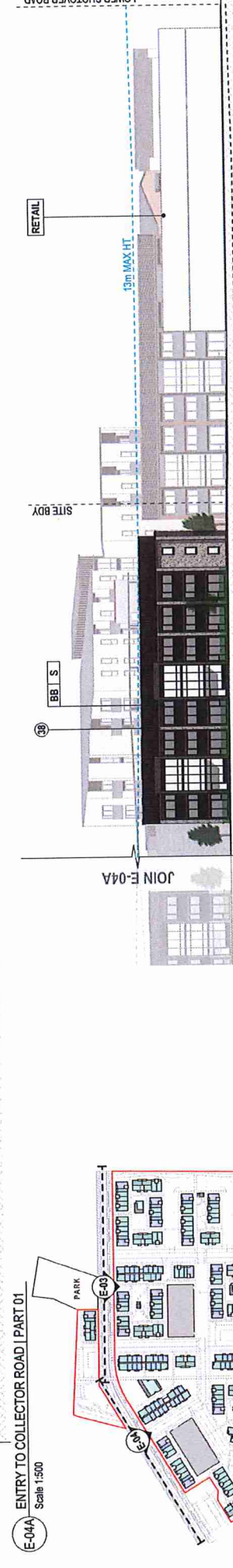
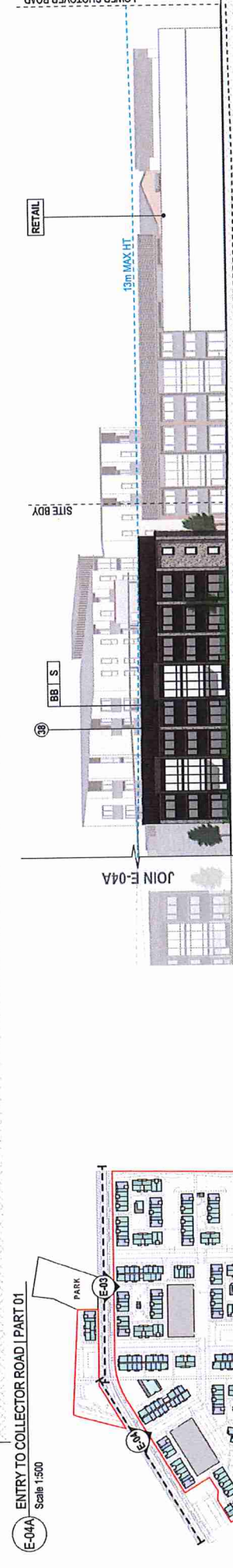
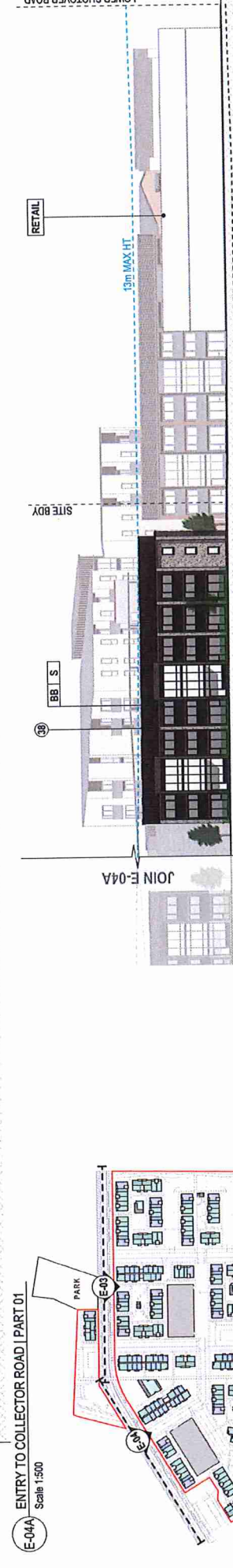
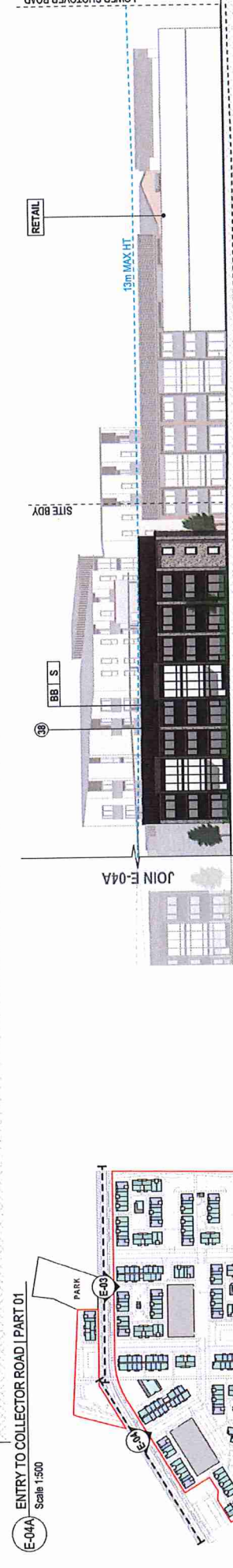
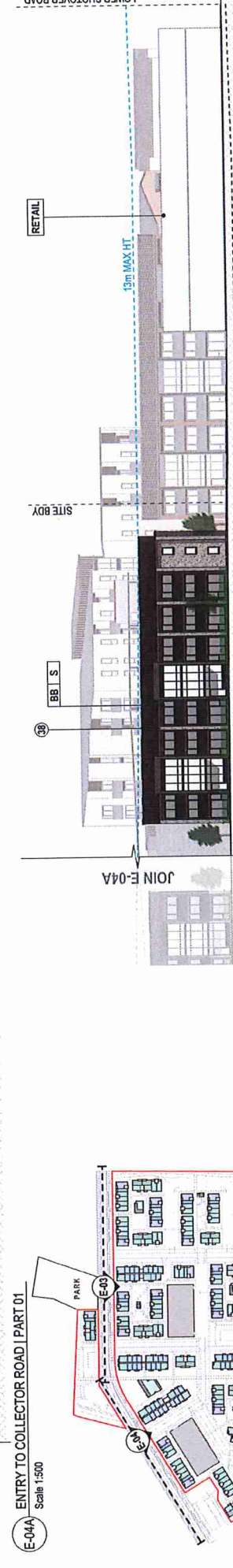
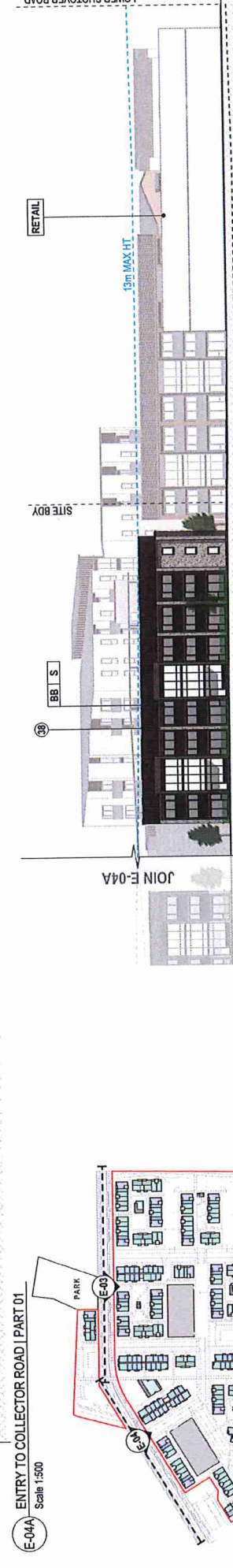
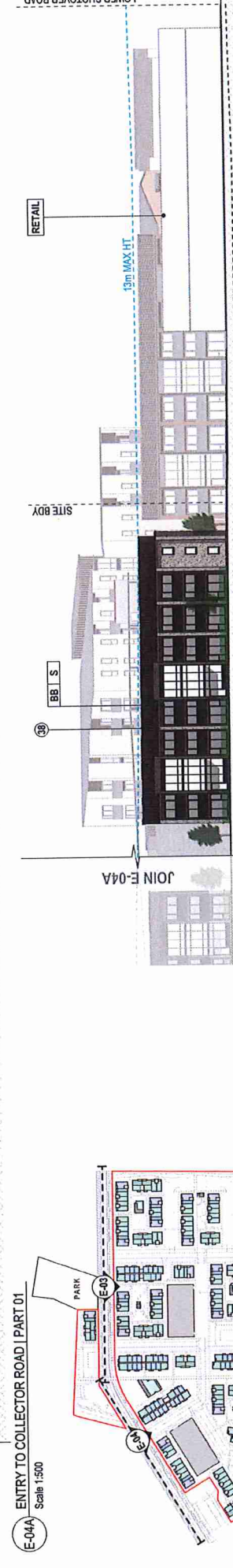
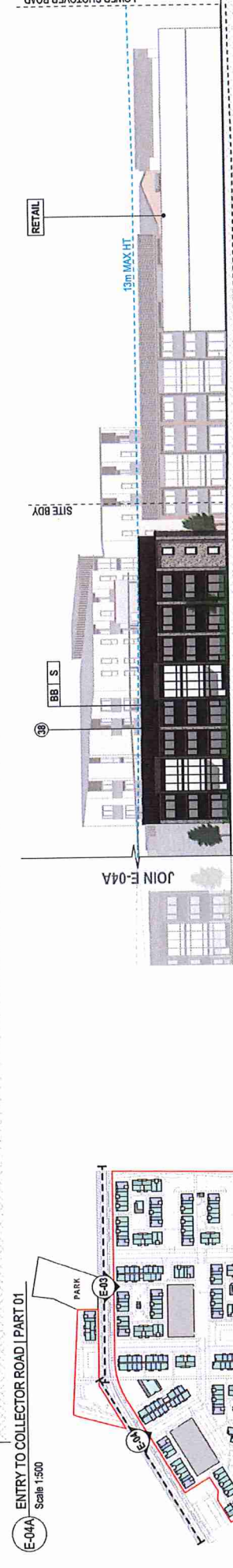
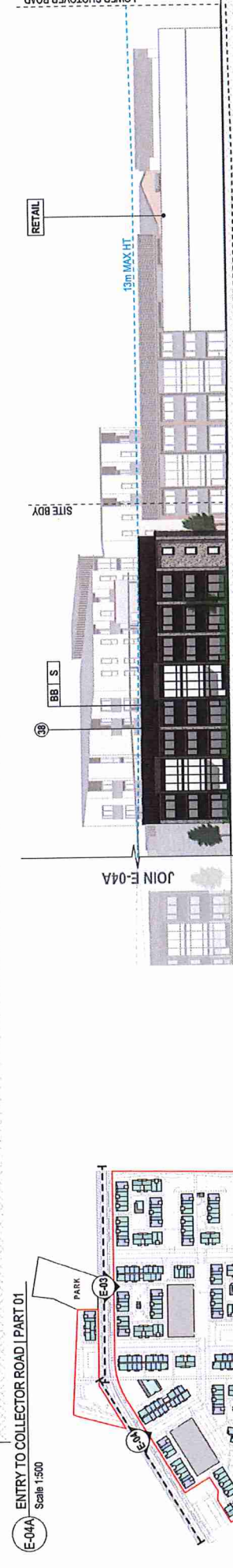
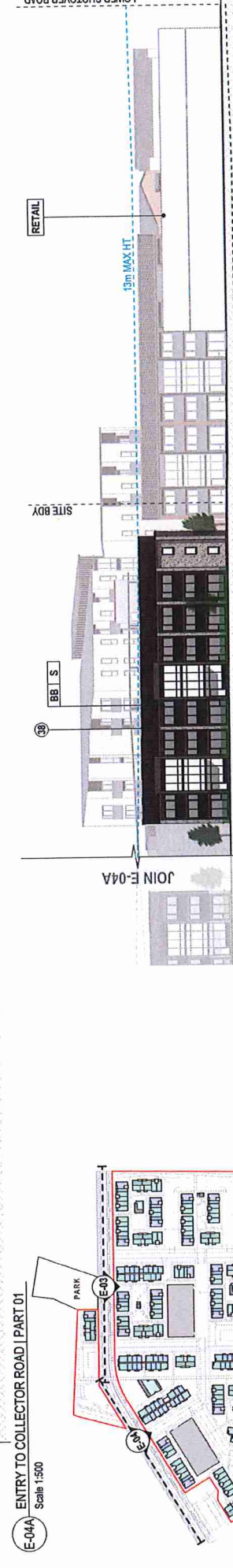
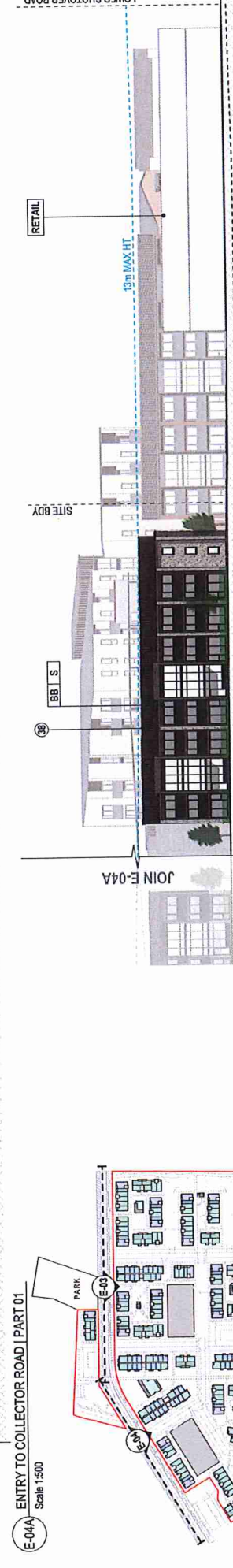
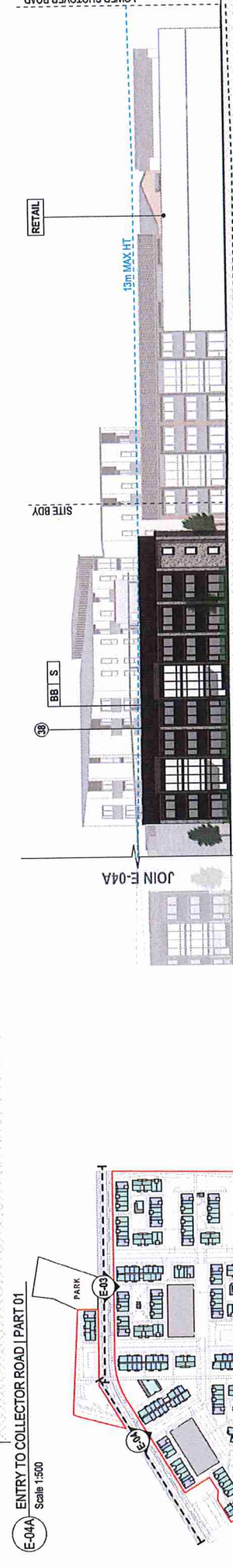
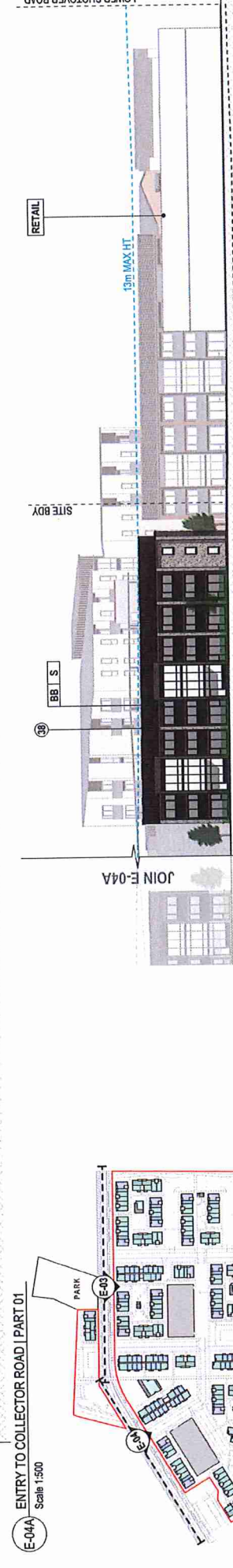
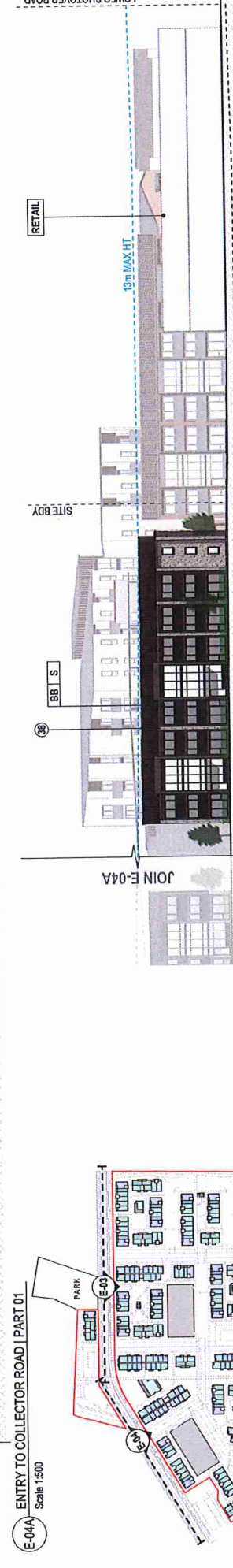
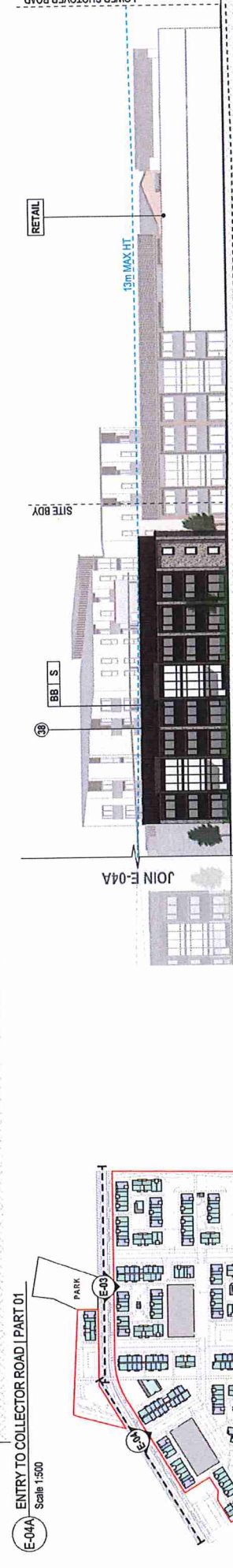
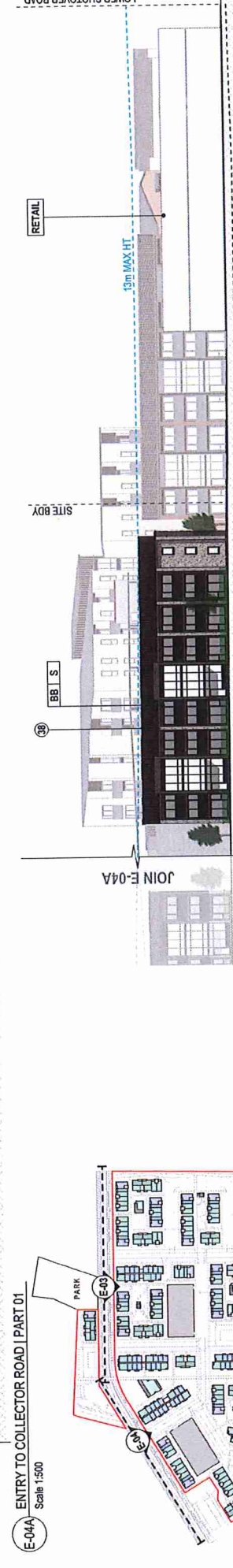
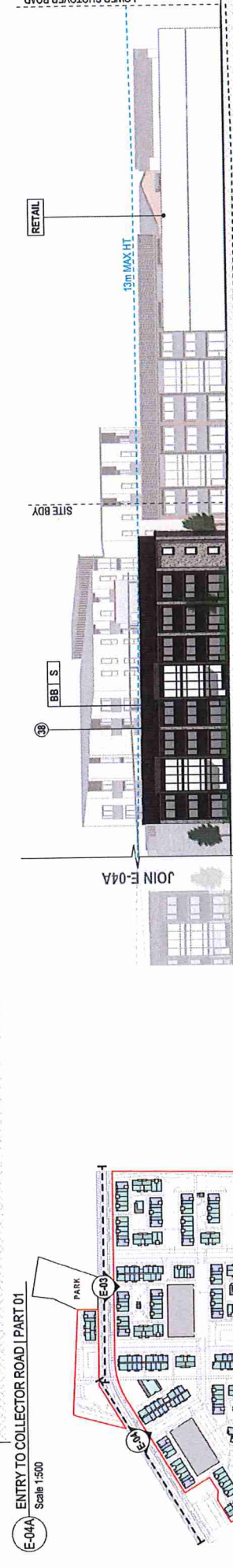
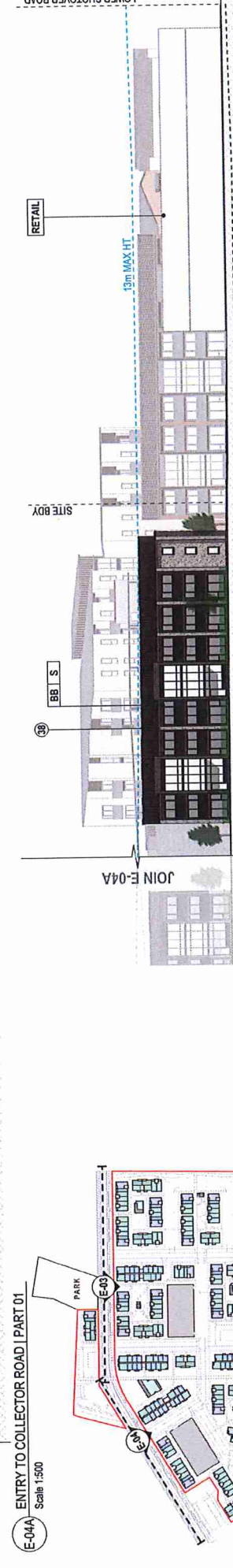
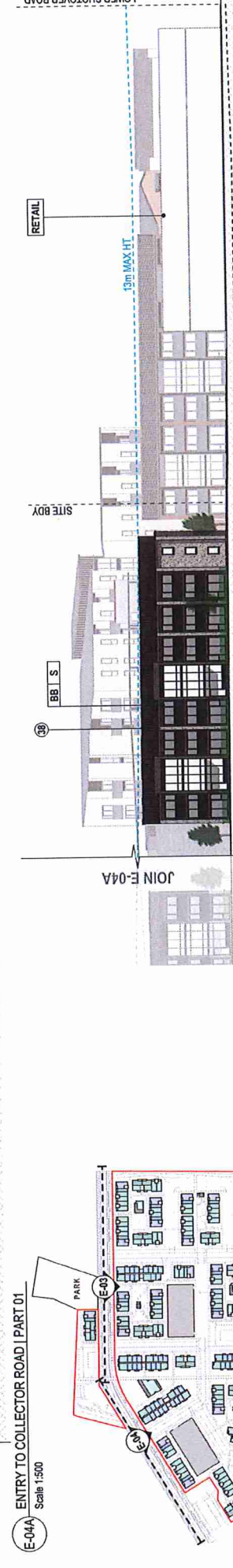
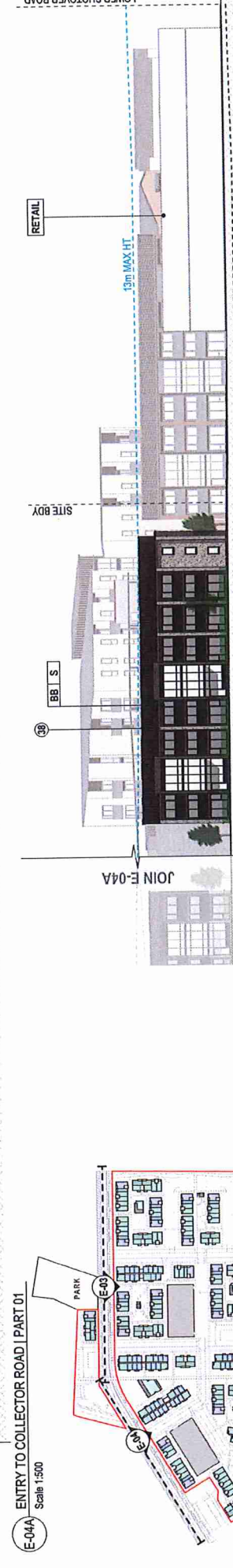
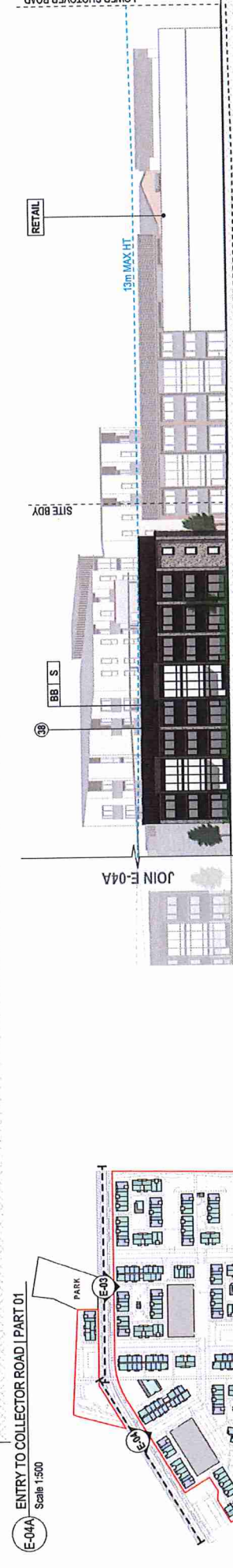
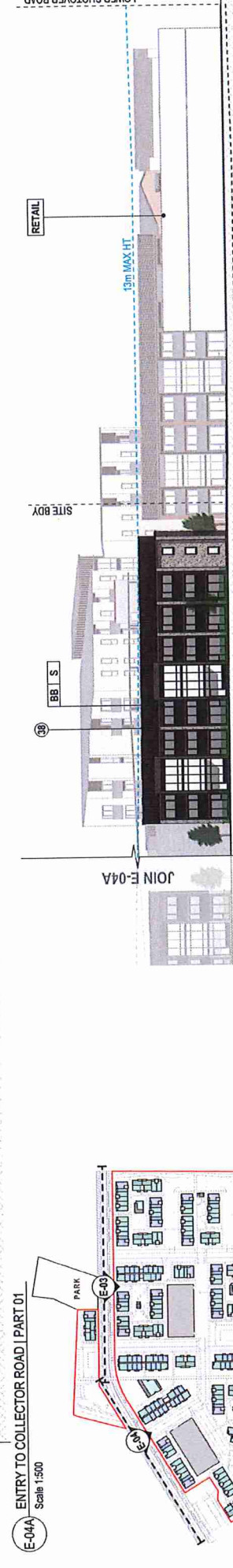
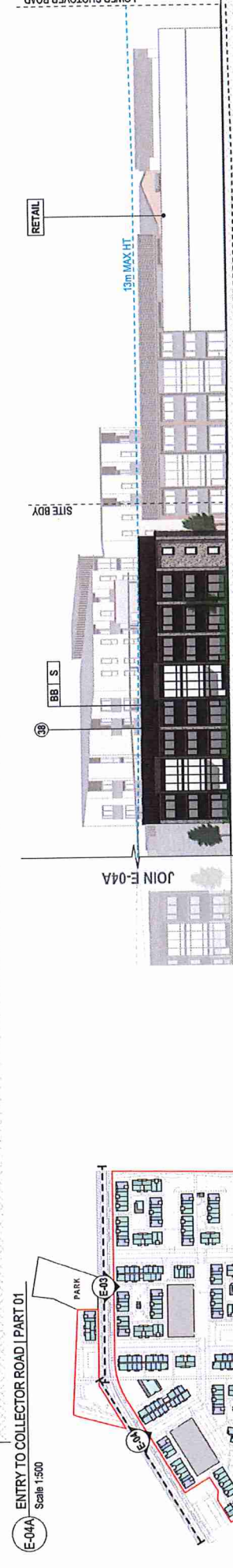
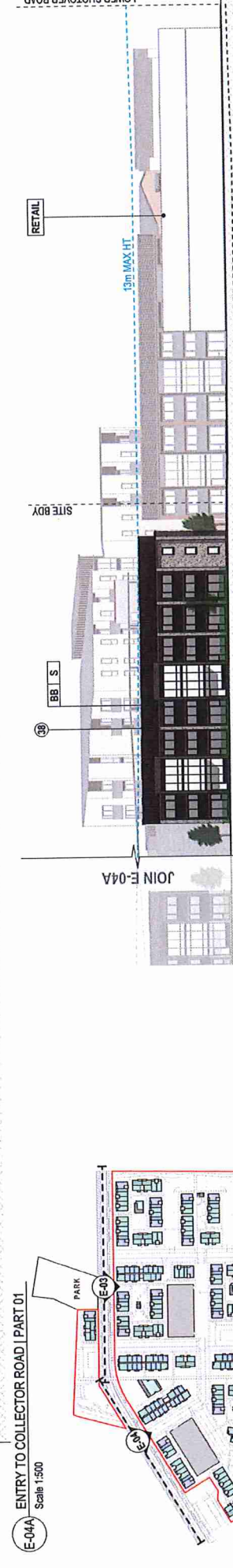
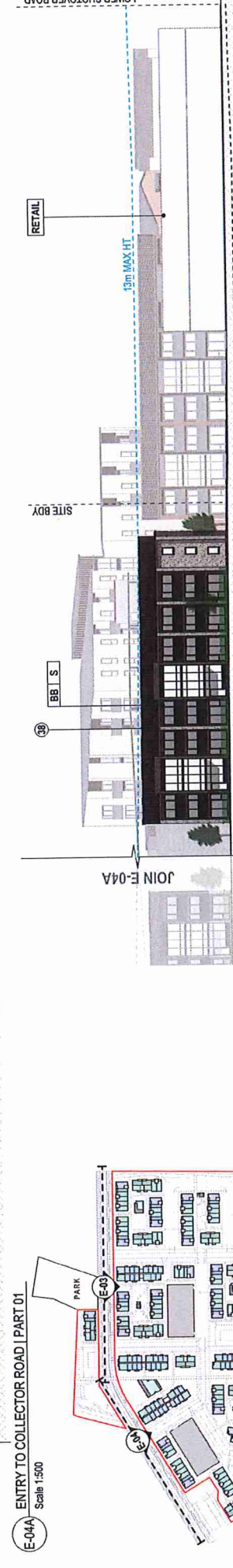
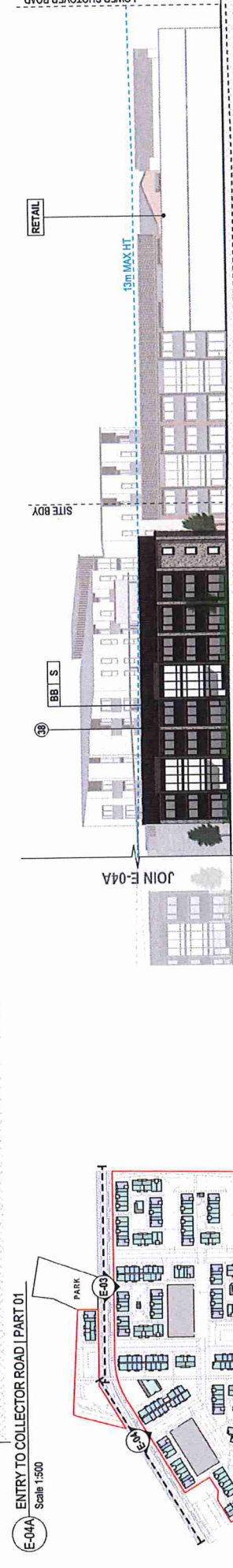
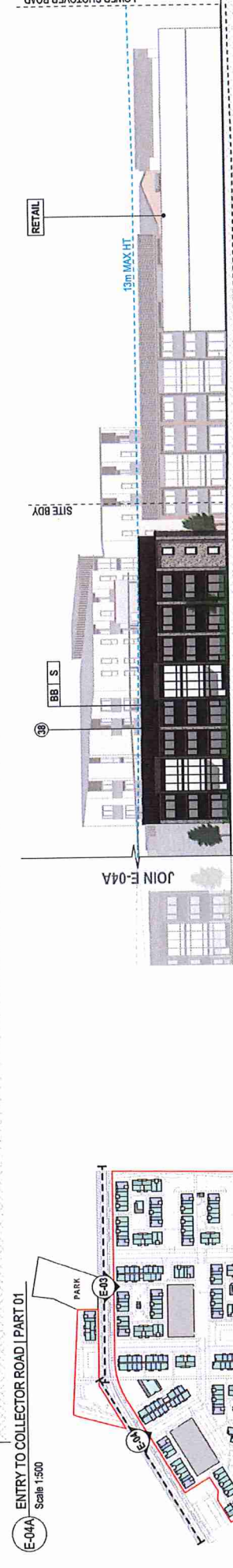
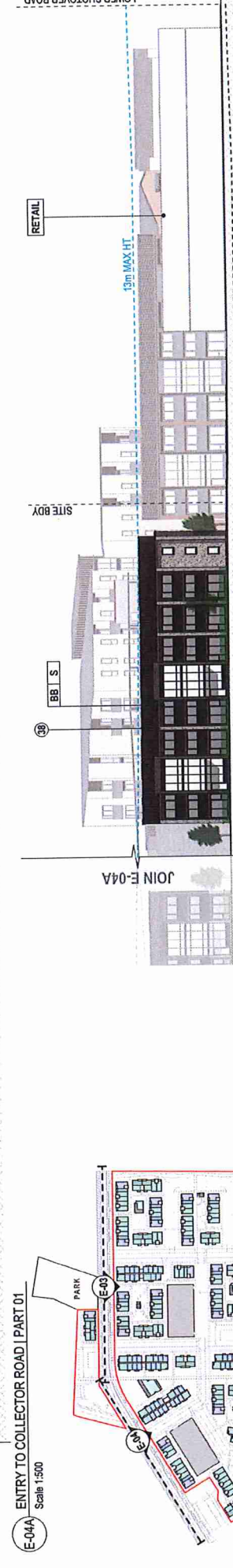
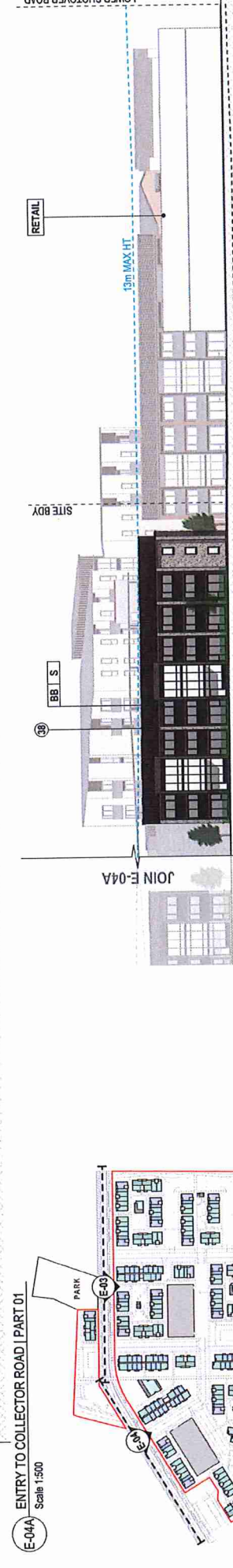
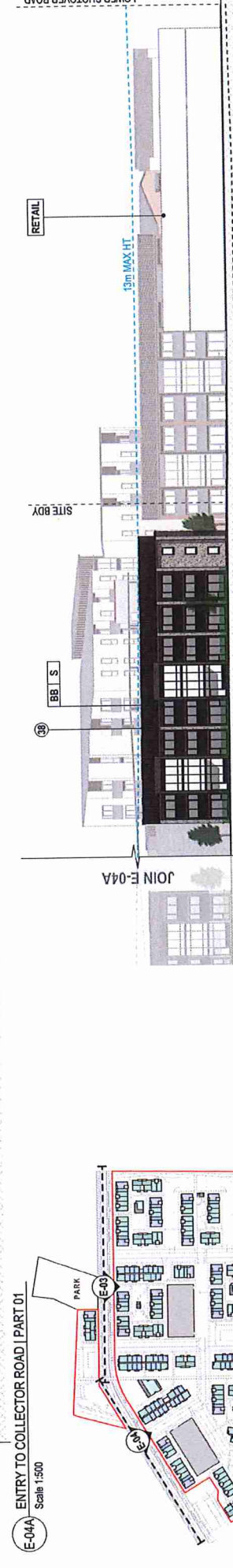
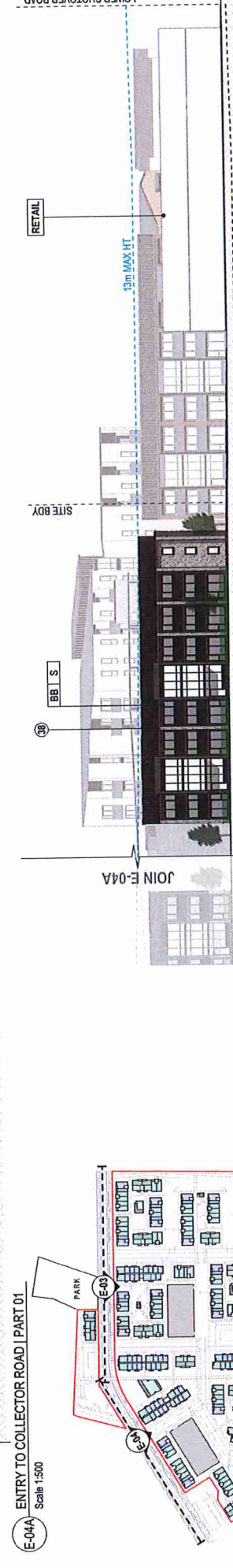
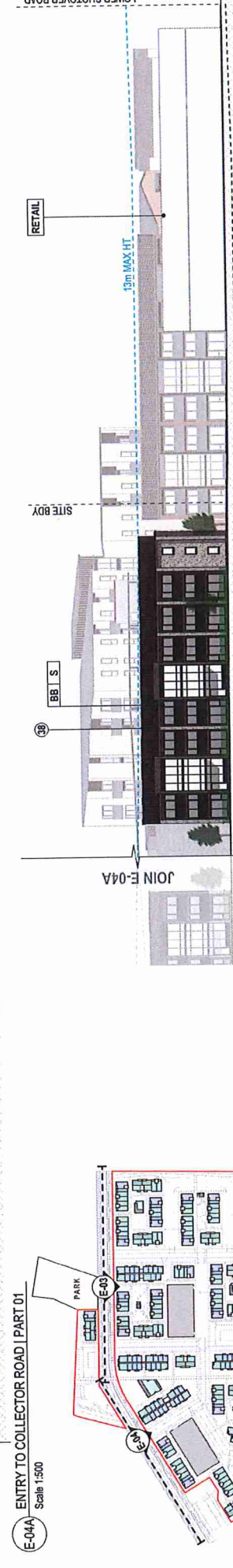
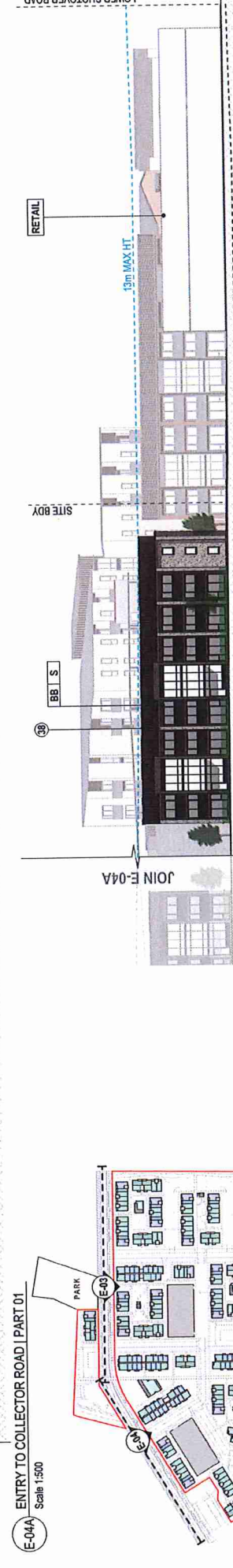
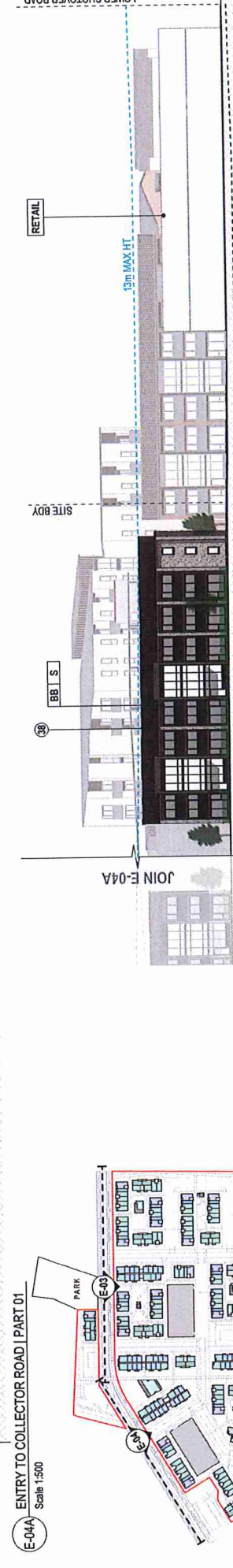
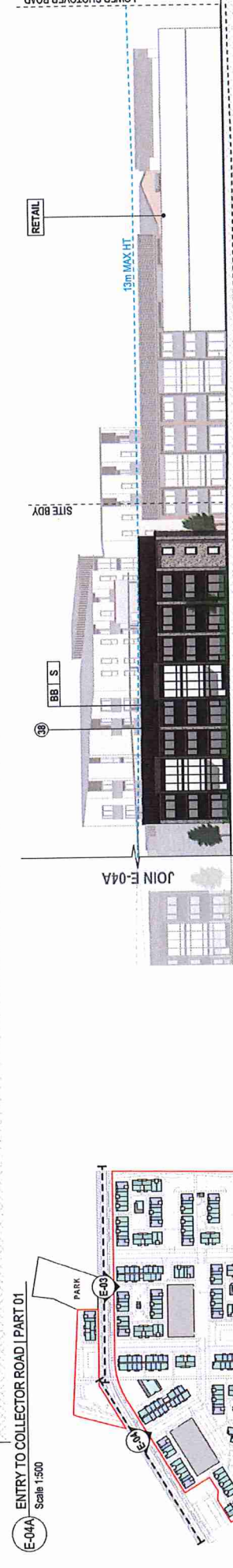
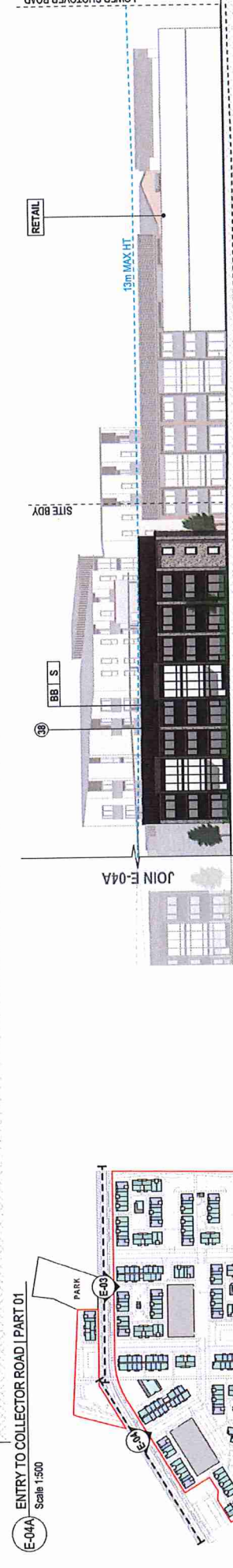
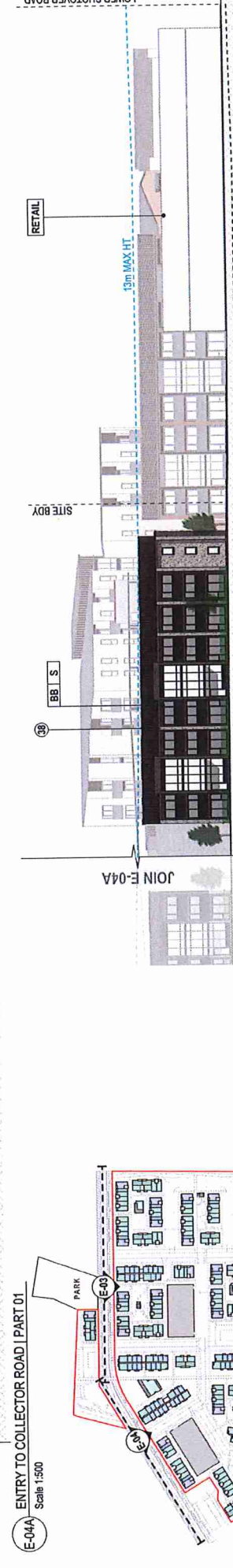
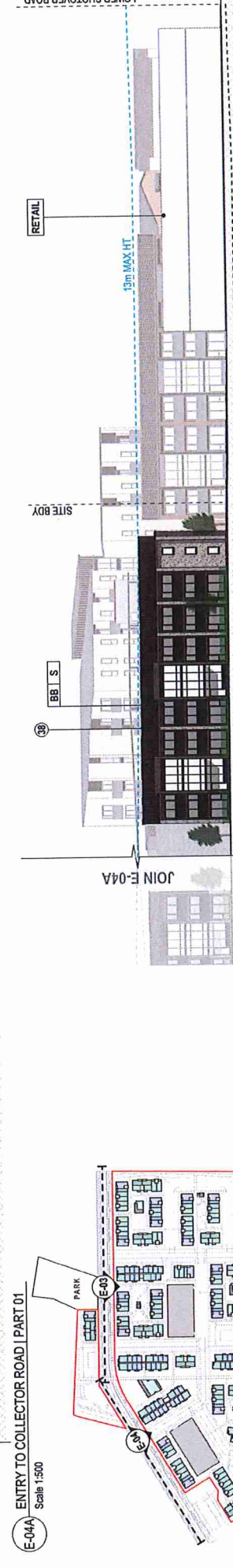
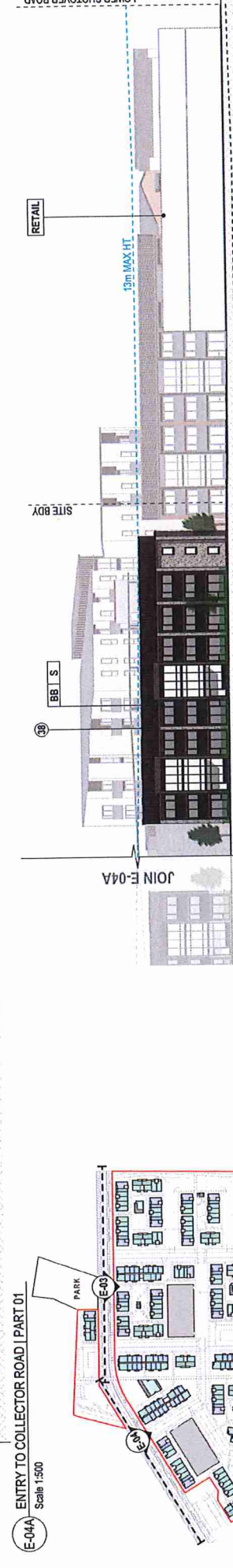
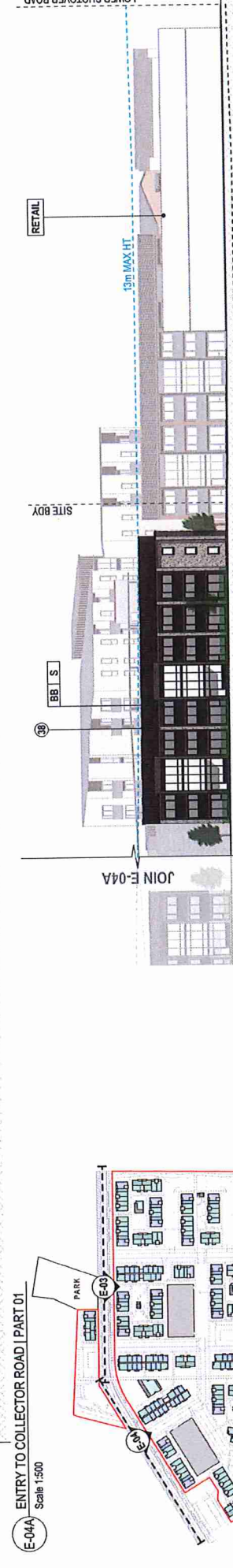
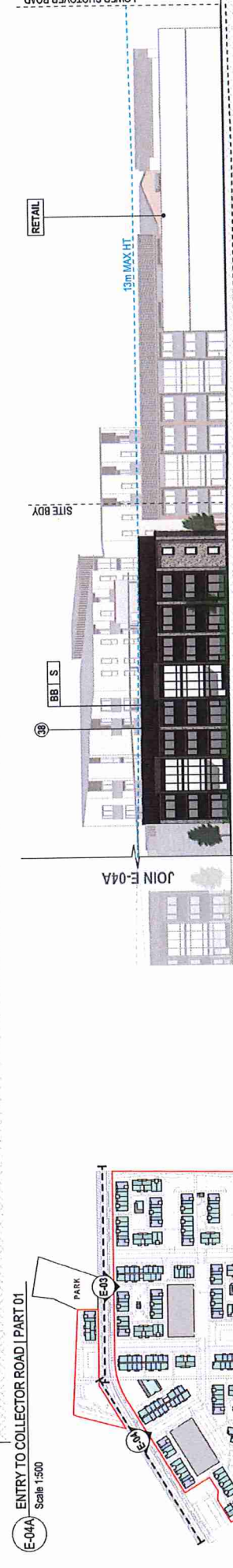
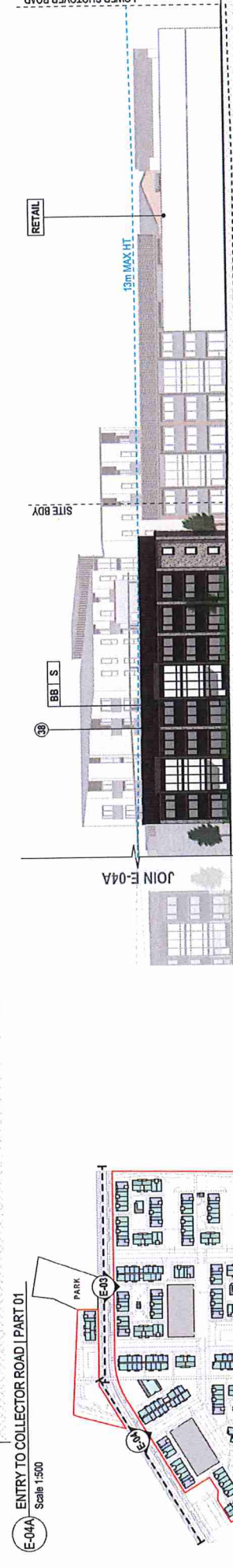
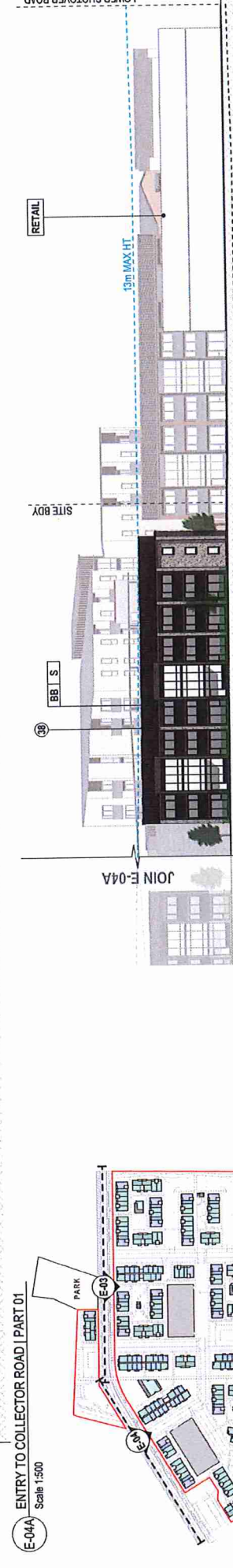
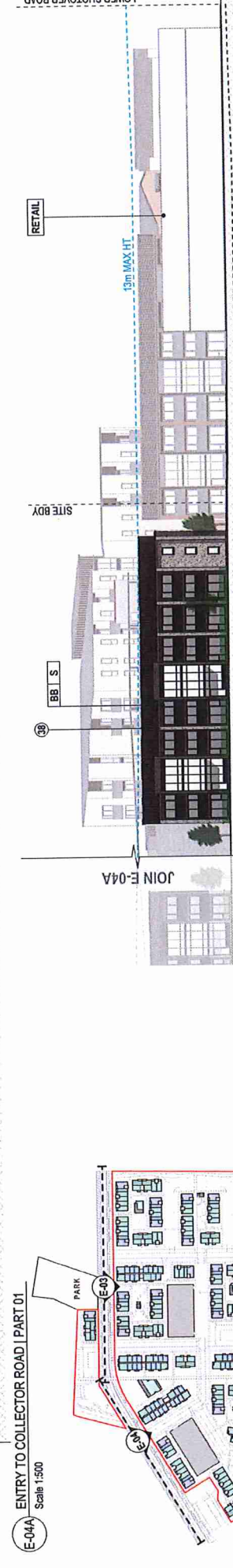
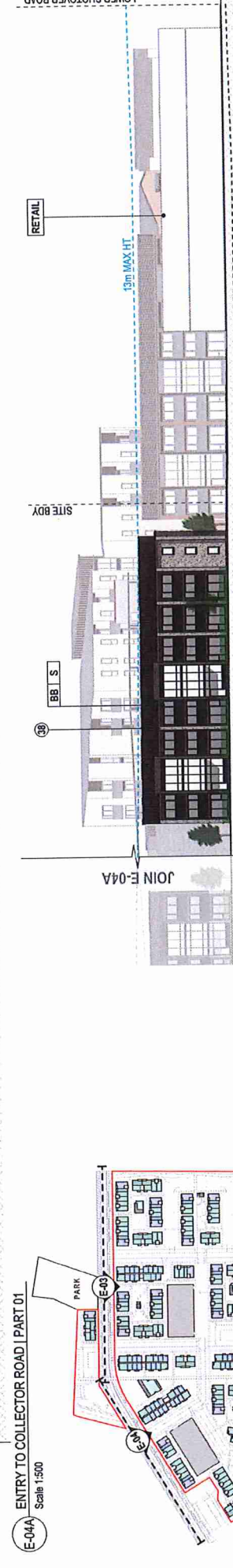
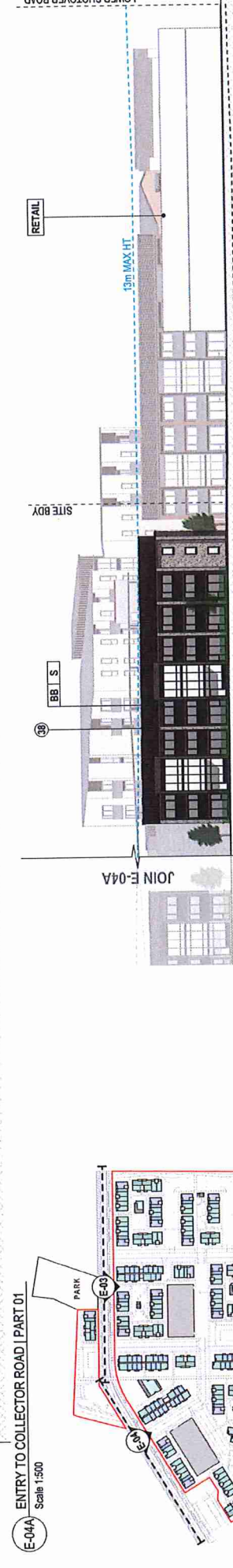
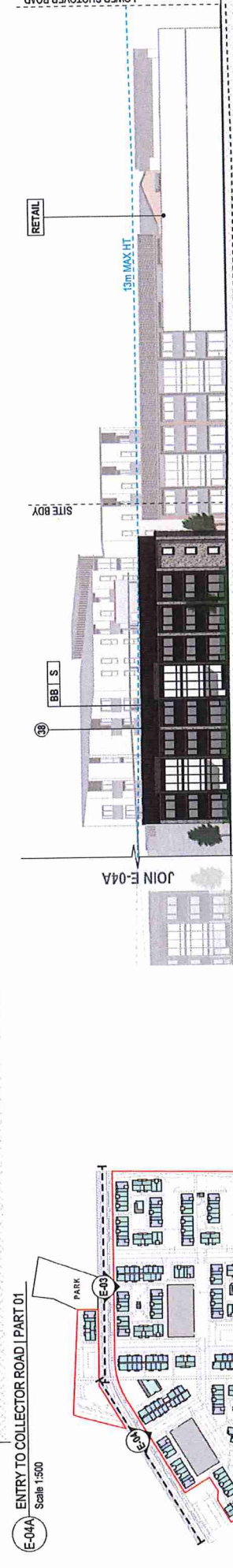
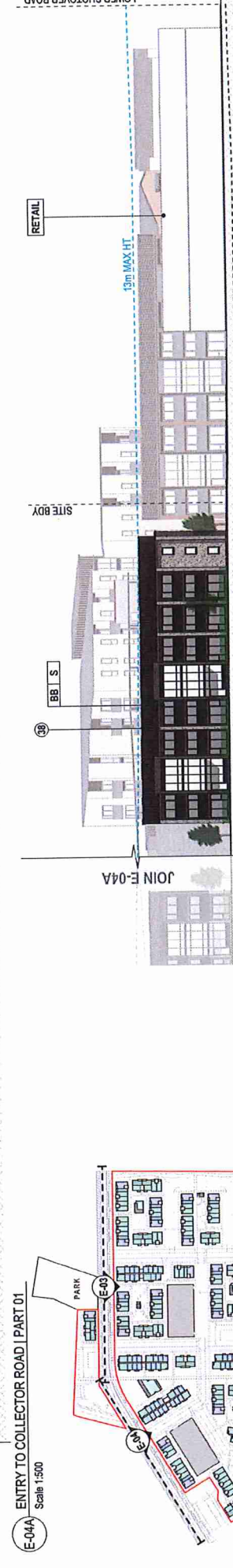
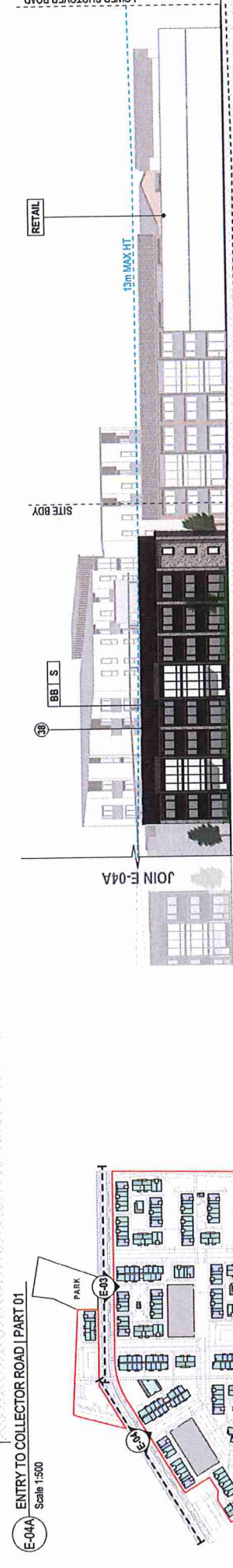
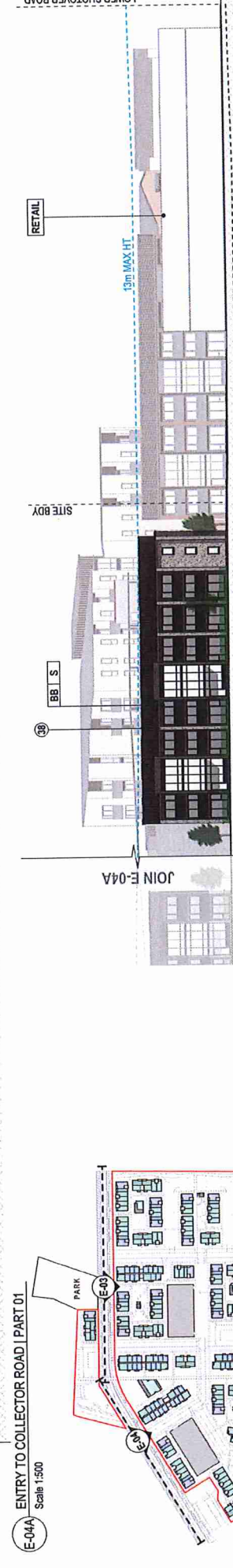
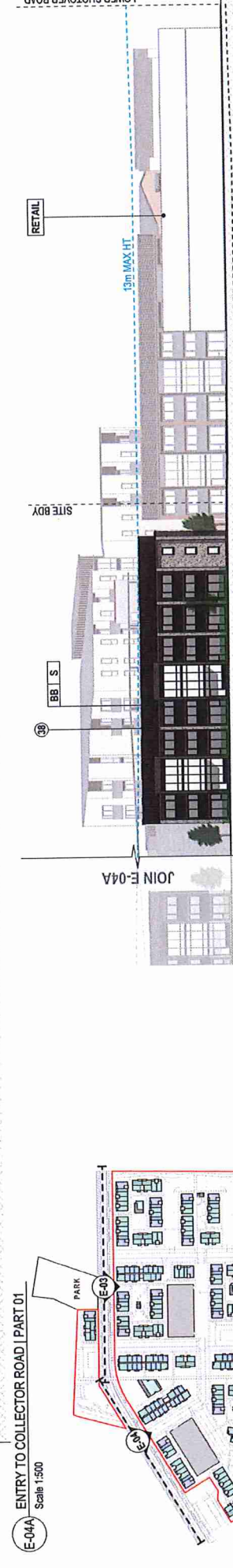
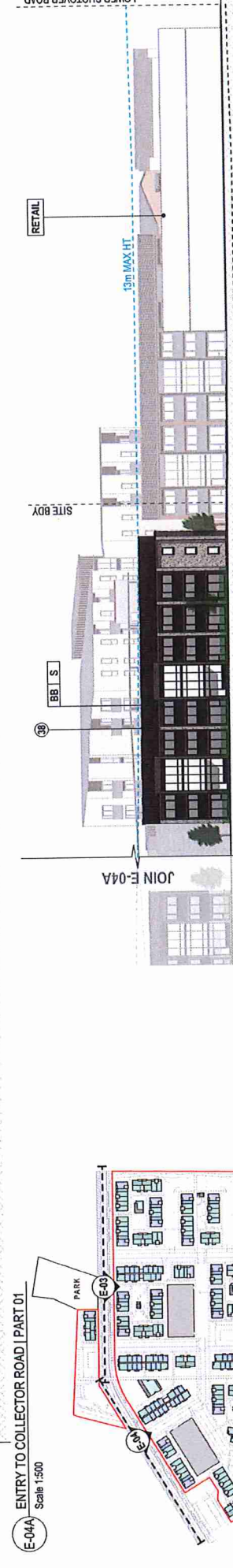
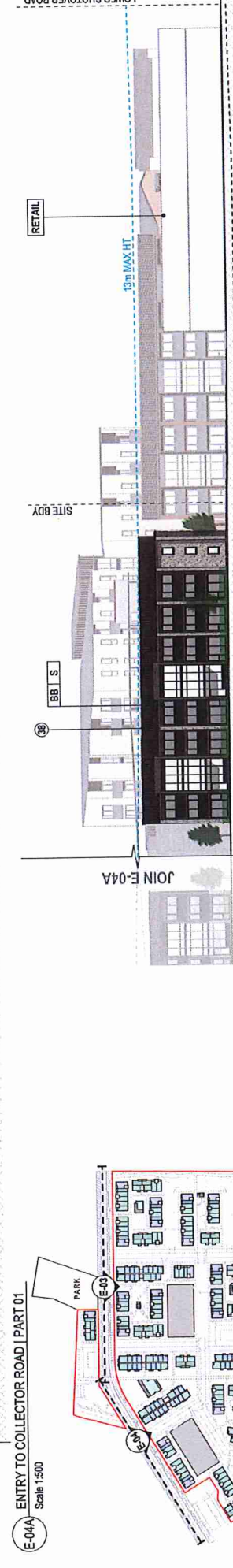
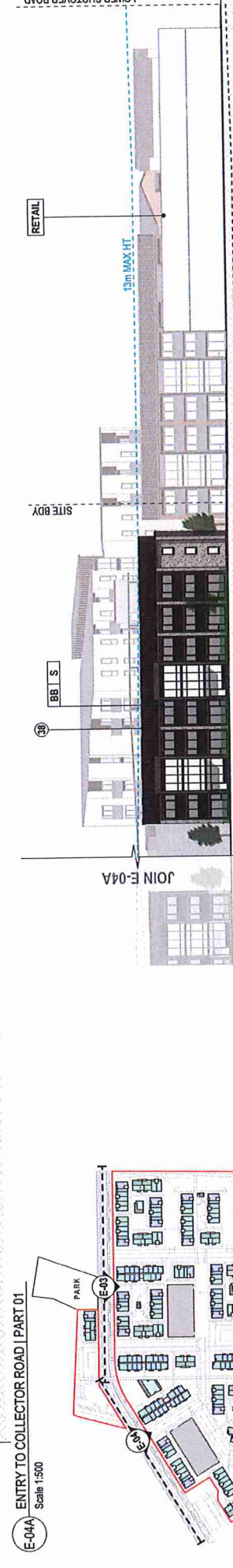
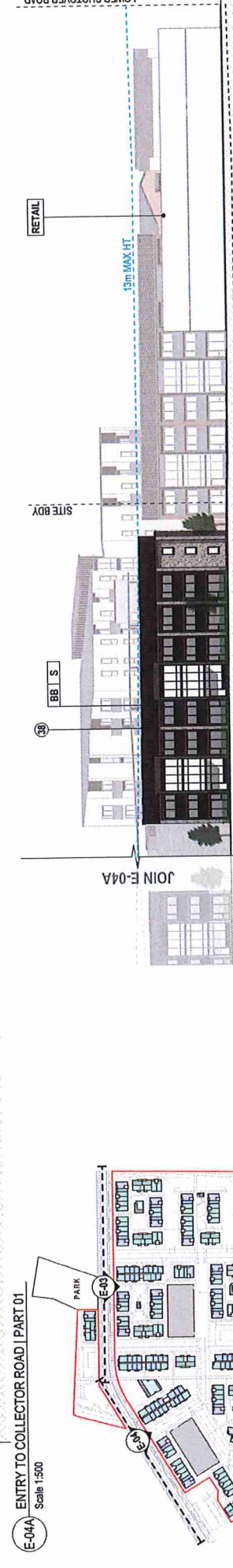
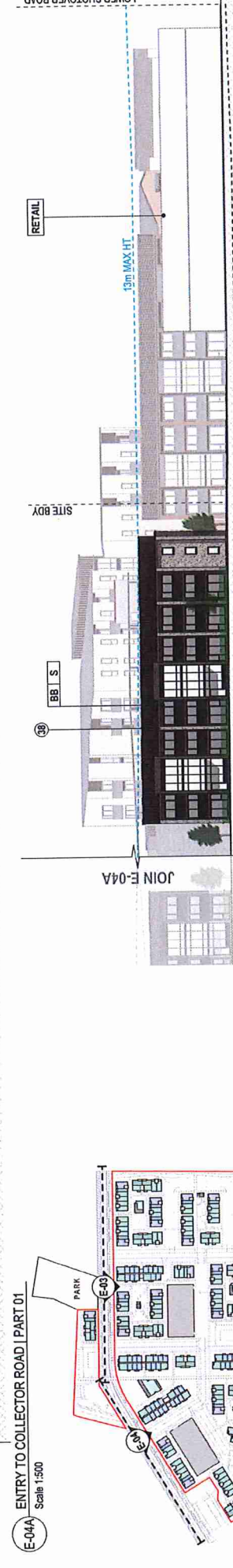
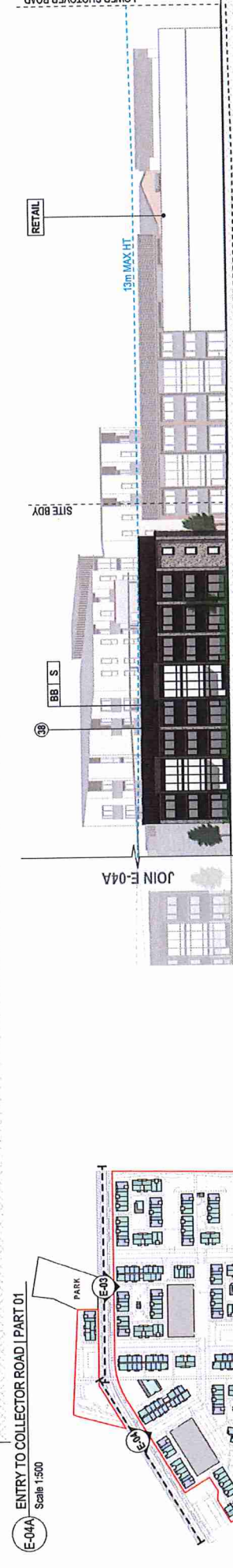
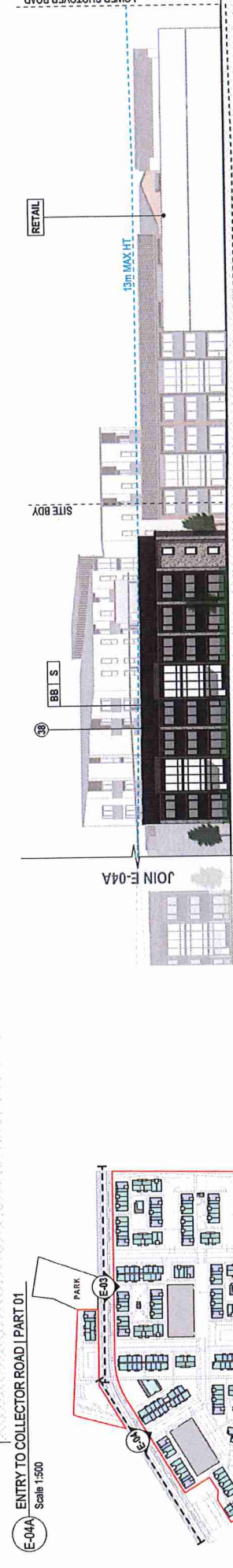
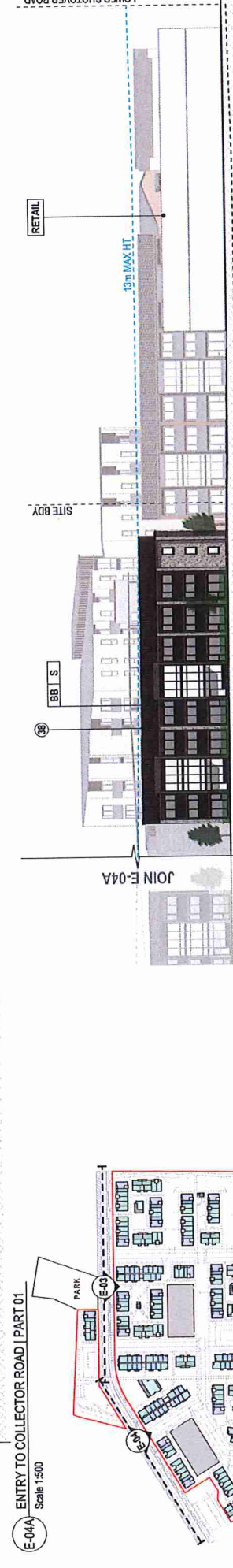
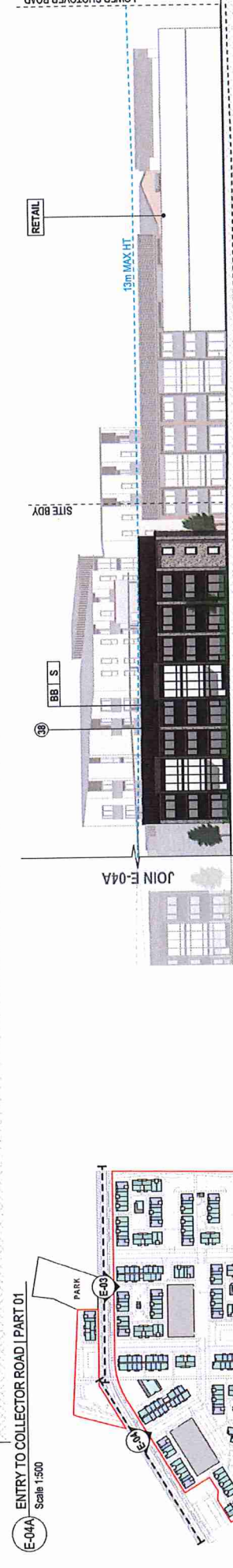
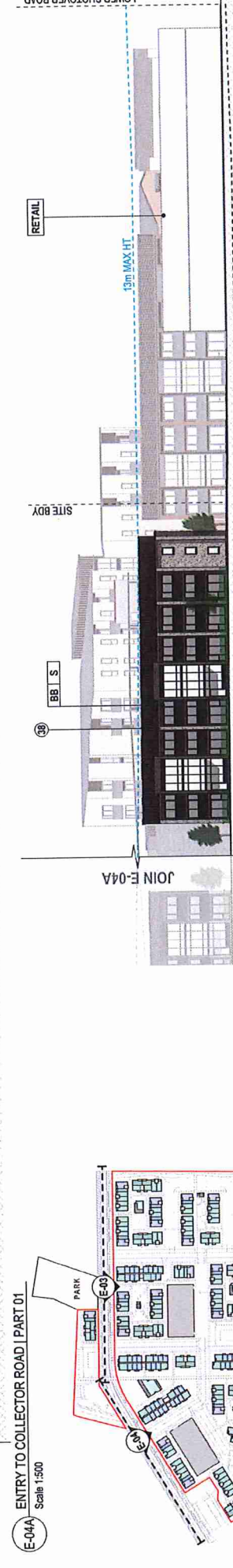
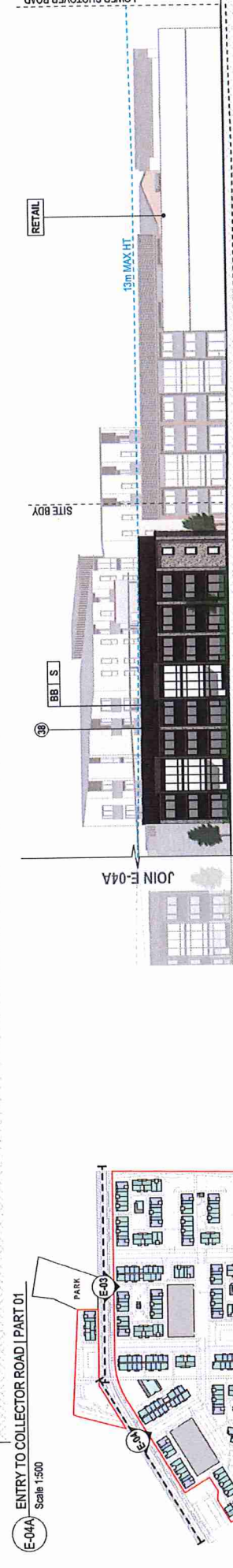
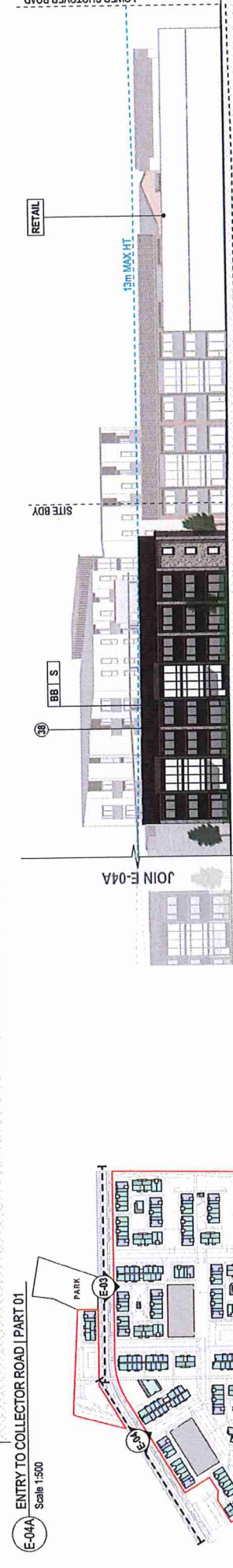
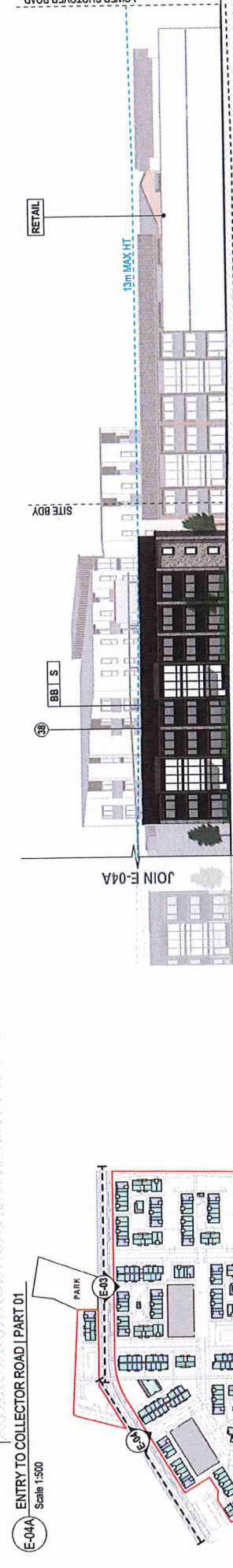
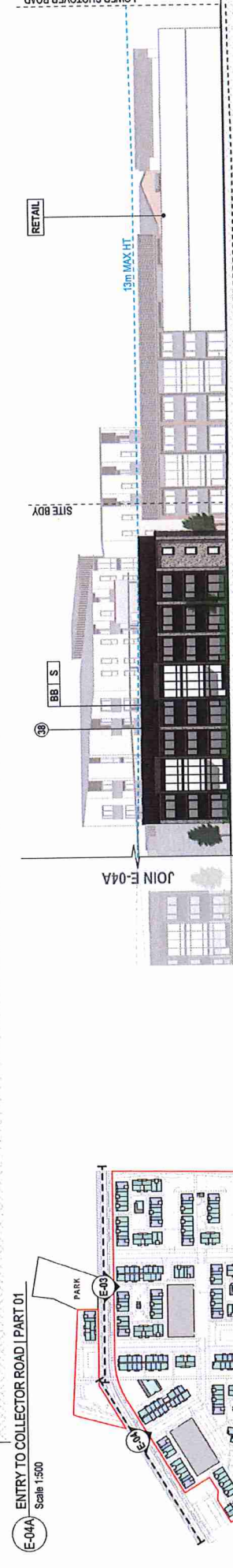
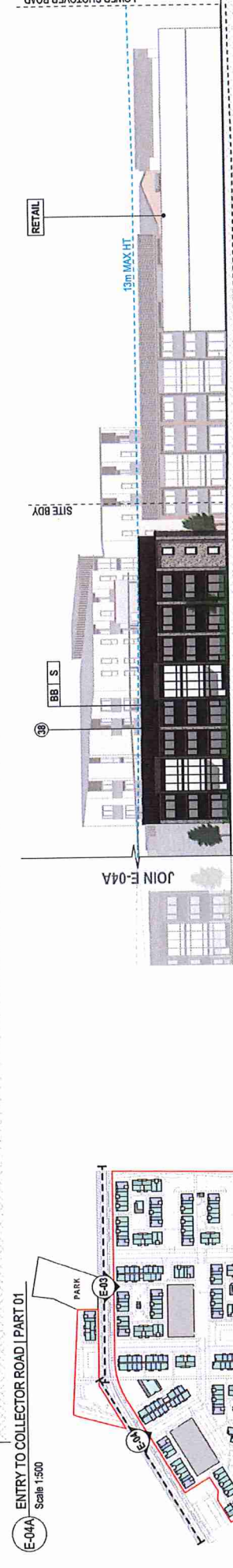
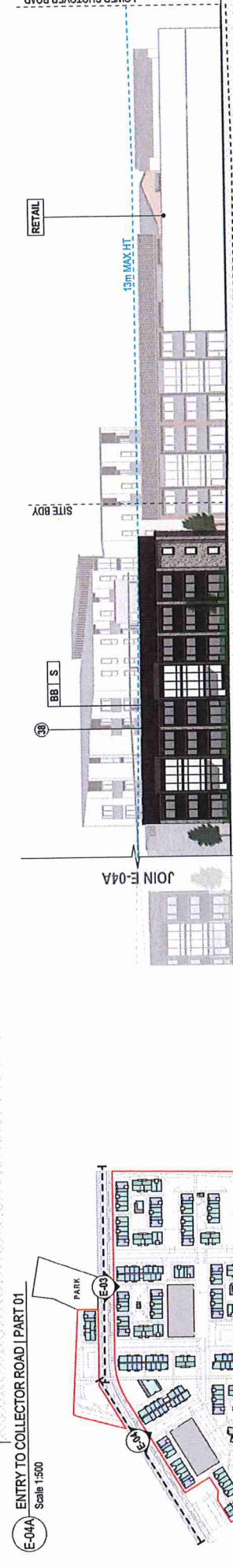
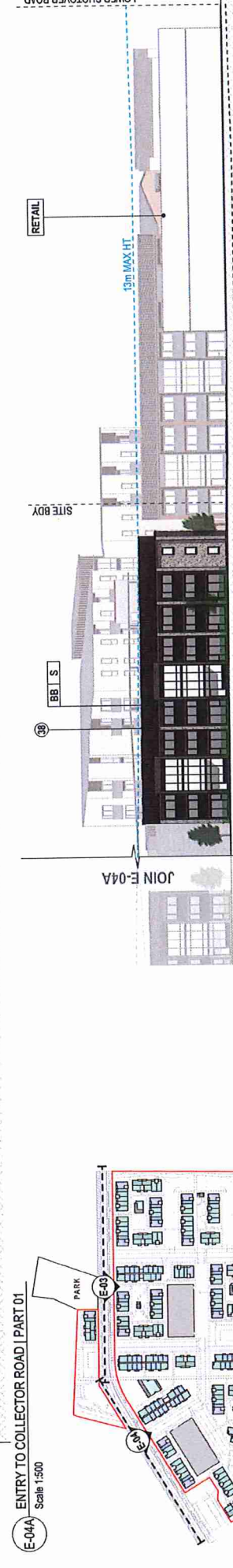
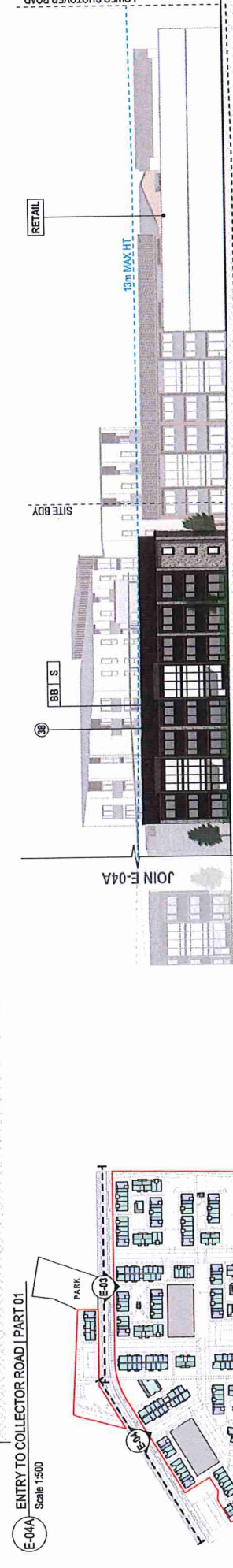
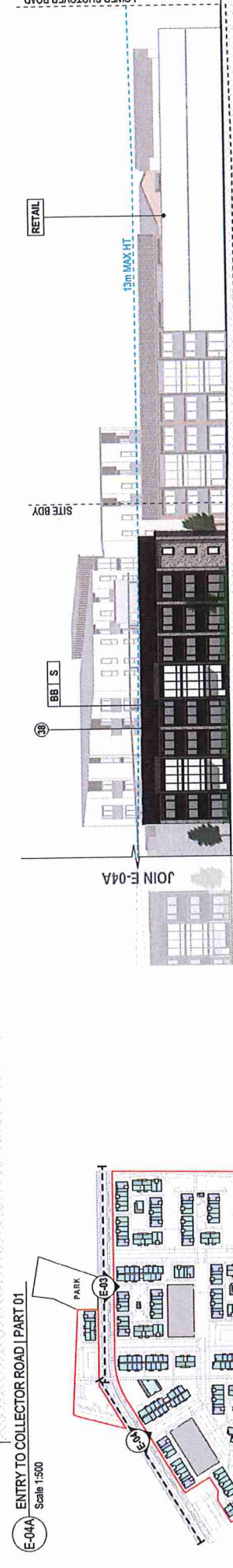
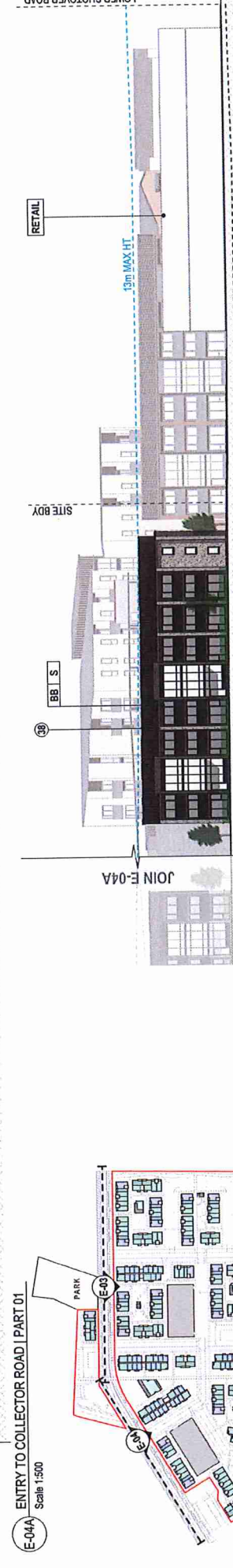
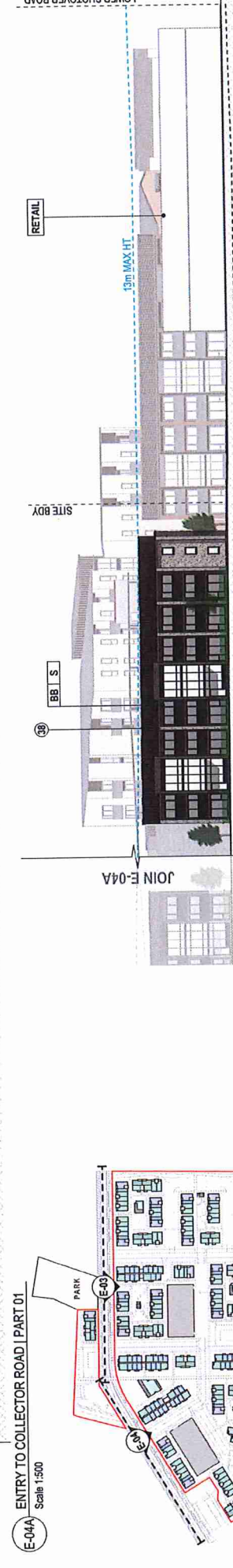
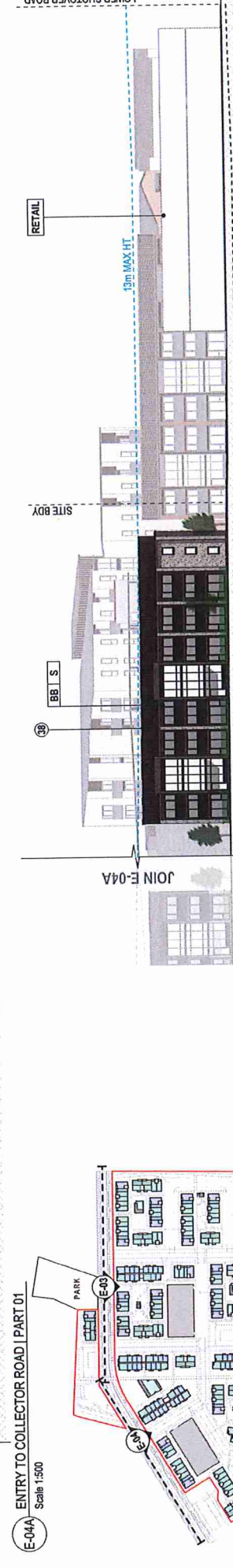
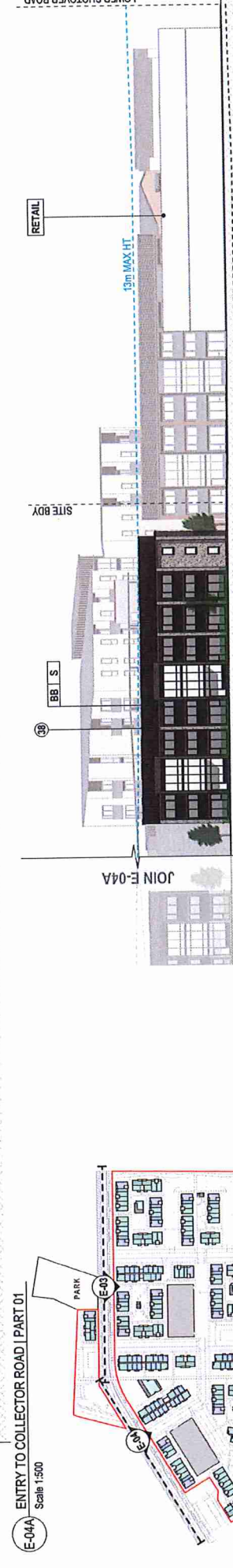
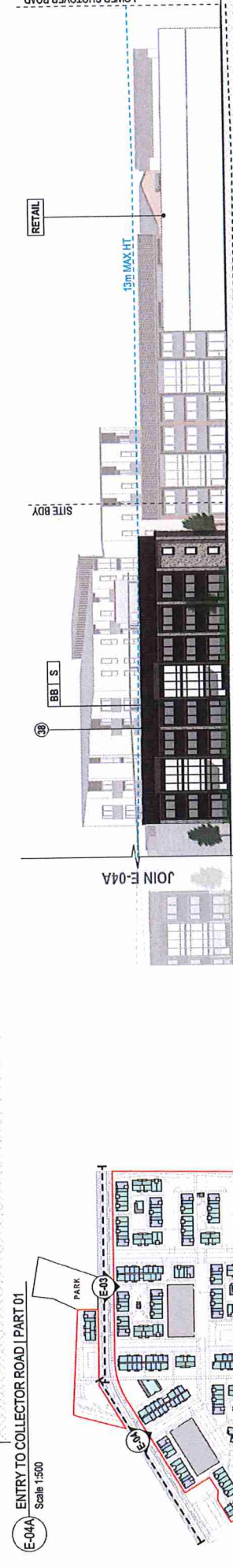
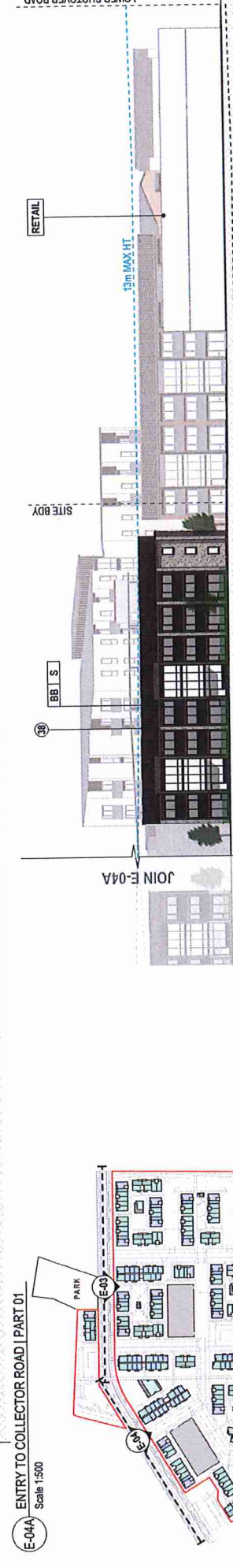
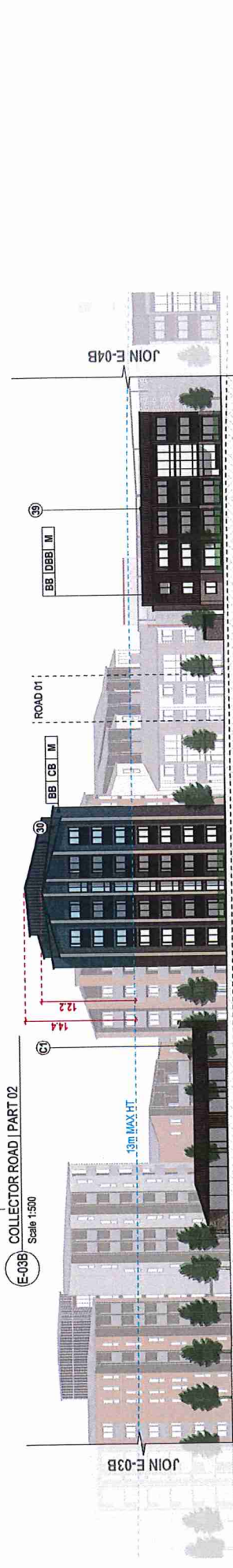
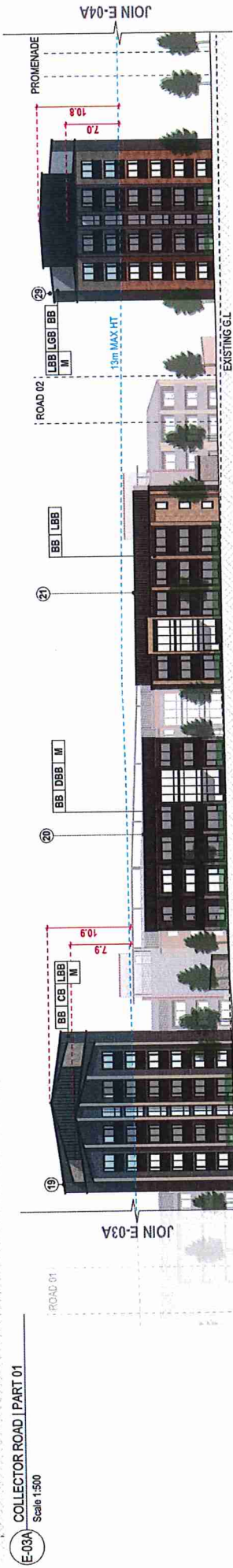
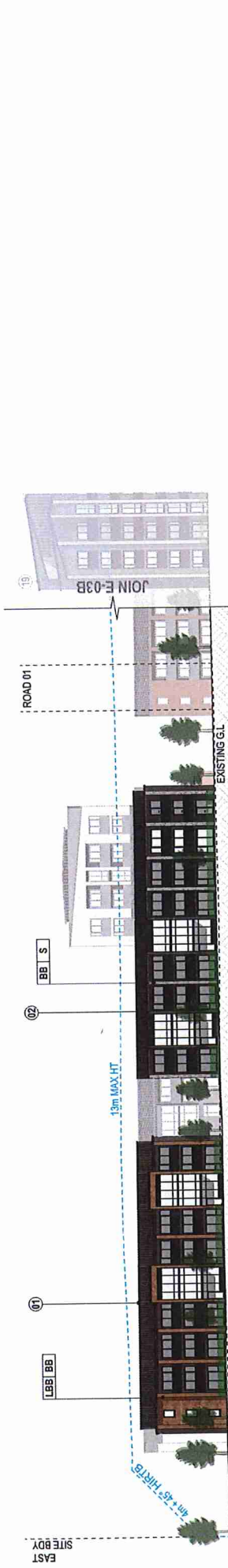
E-02B LOWER SHOTOVER ROAD/SH6 | PART 02
Scale 1:500

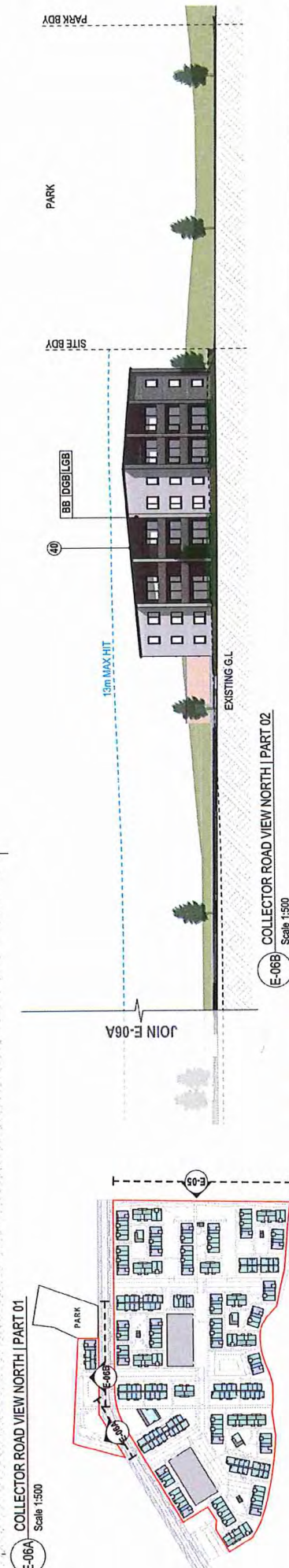
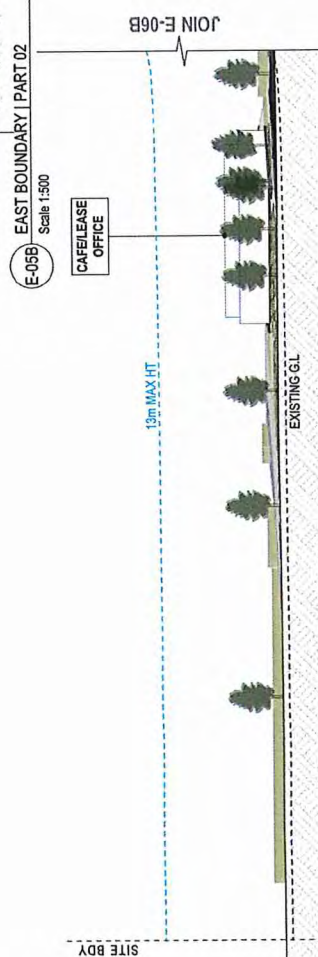
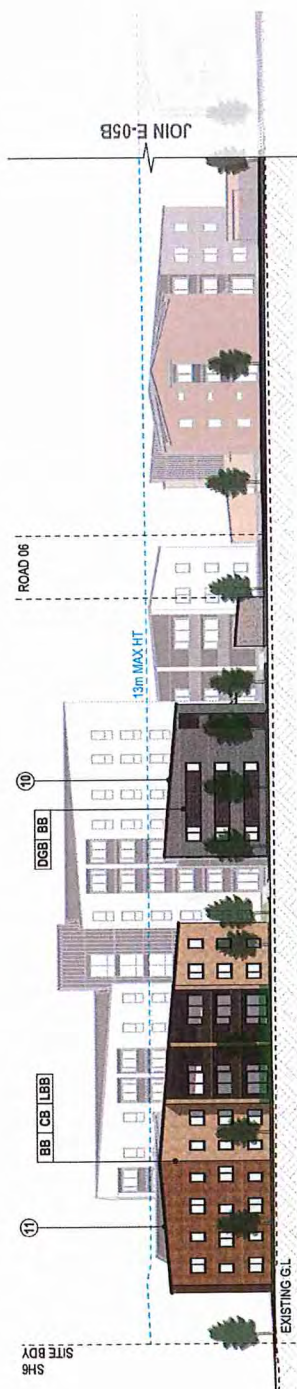


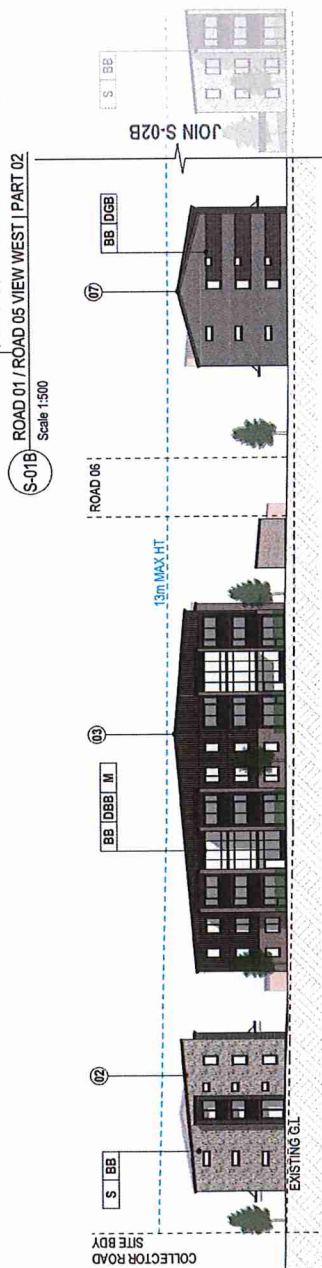
E-02C LOWER SHOTOVER ROAD/SH6 | PART 03
Scale 1:500

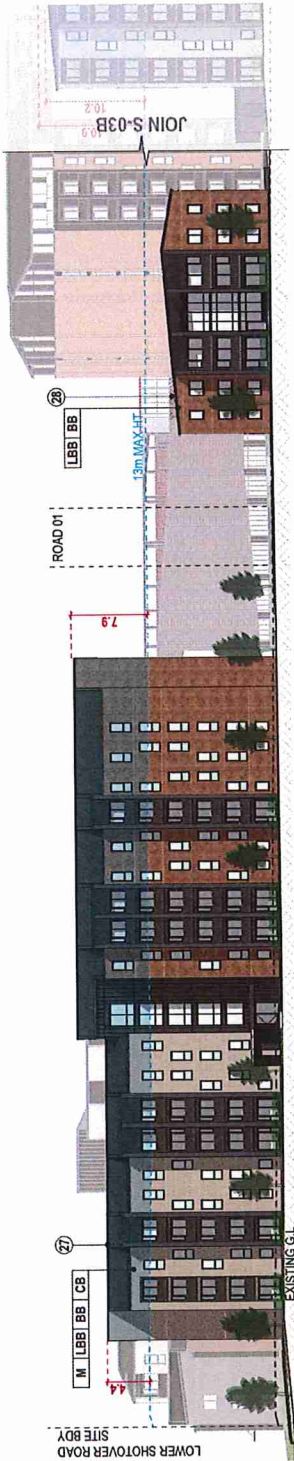


E-02C LOWER SHOTOVER ROAD/SH6 | PART 03
Scale 1:500





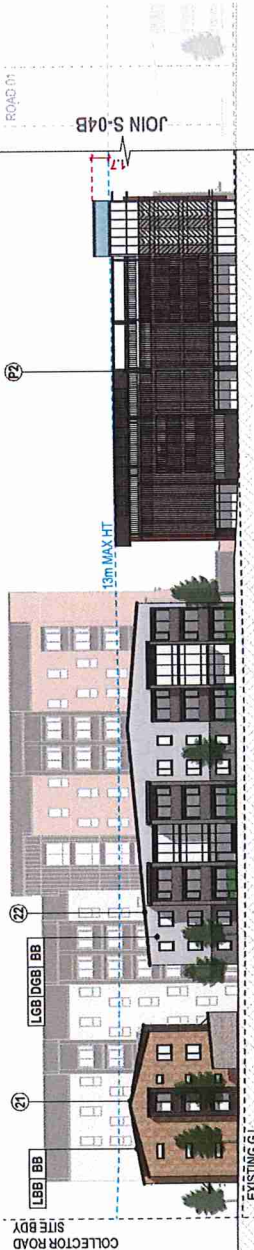




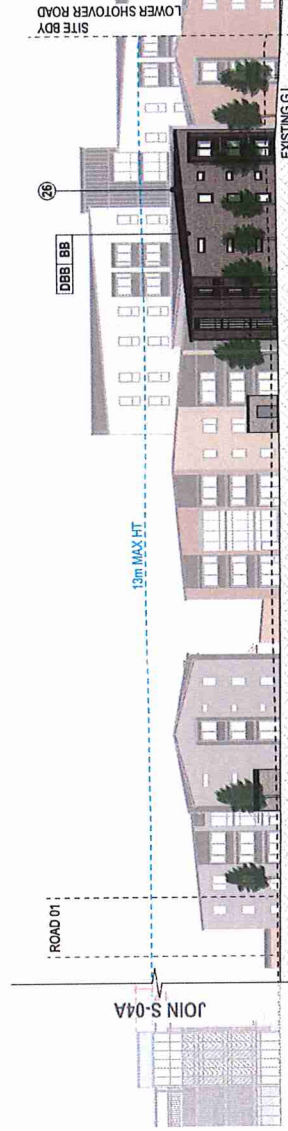
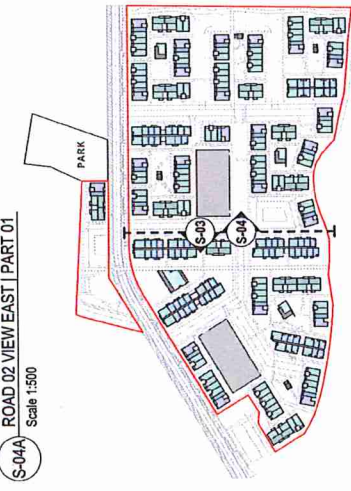
S-03A ROAD 02 VIEW WEST | PART 01
Scale 1:500



S-03B ROAD 02 VIEW WEST | PART 02
Scale 1:500



S-04A ROAD 02 VIEW EAST | PART 01
Scale 1:500



S-04B ROAD 02 VIEW EAST | PART 02
Scale 1:500

project | Te Putahi Ladies Mile
issue | Concept Design
job no. | 3290

at | 12 LOWER SHOTOVER
LADIES MILE
QUEENSTOWN

for | **% Simplicity**

Living

by | **BREWER
DAVIDSON**
architecture · urban design

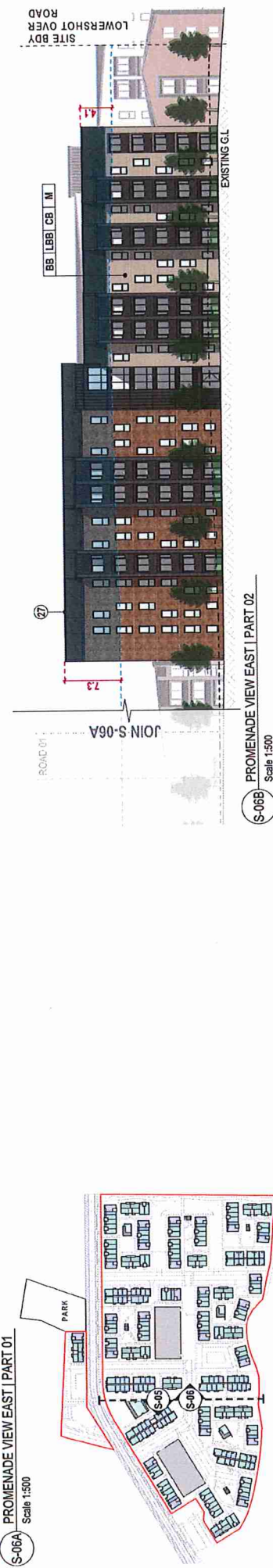
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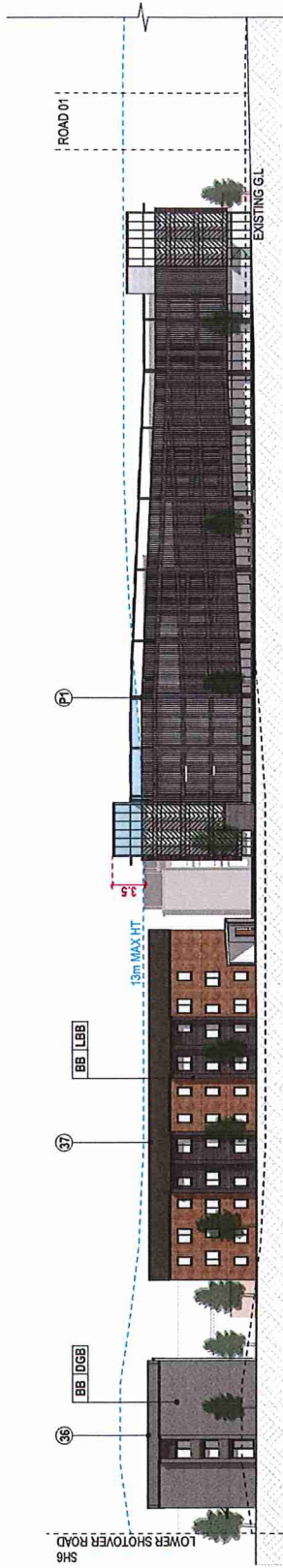
SECTIONS - ROAD 02

sheet | **SK49**
rev | 02

date | 9/07/2026
scale | 1:500 @ A3

[Signature]

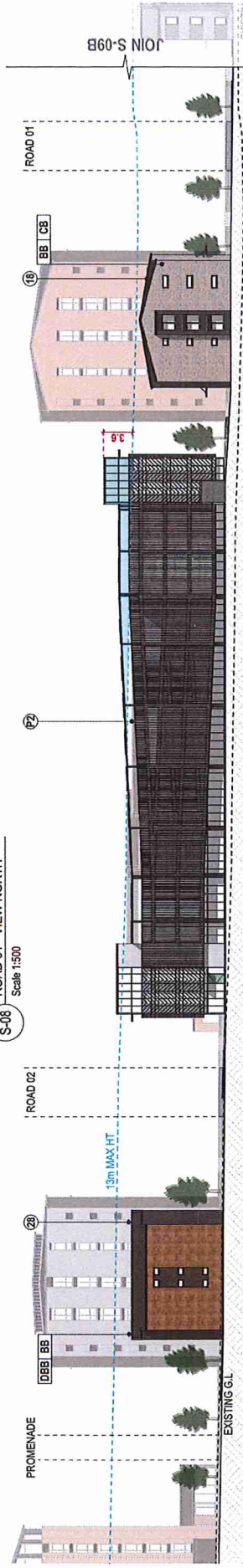




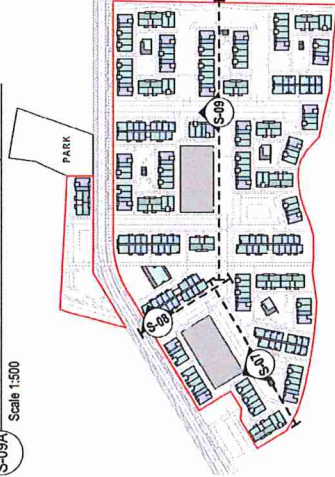
ROAD 03 VIEW NORTH WEST
Scale 1:500



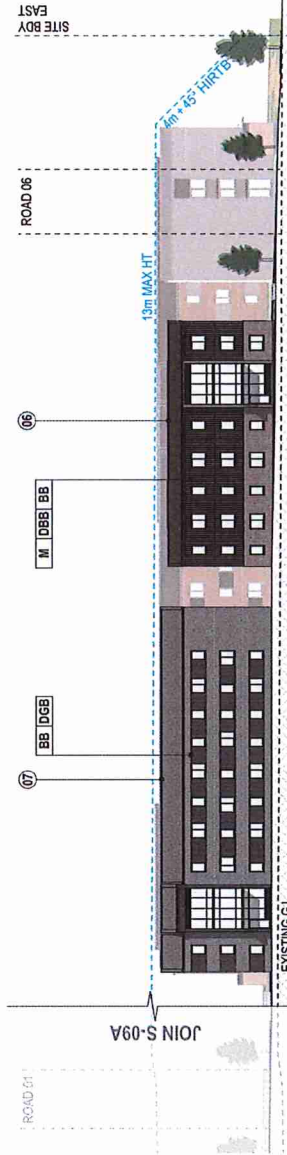
ROAD 01 - VIEW NORTH
Scale 1:500



ROAD 01 - CYCLE LANE VIEW NORTH | PART 1
Scale 1:500



ROAD 01 - CYCLE LANE VIEW NORTH | PART 2
Scale 1:500



project | Te Putahi Ladies Mile
issue | Concept Design
job no. | 3290

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LADIES MILE
QUEENSTOWN

for | **% Simplicity**

Living

by

**BREWER
DAVIDSON**
architecture urban design

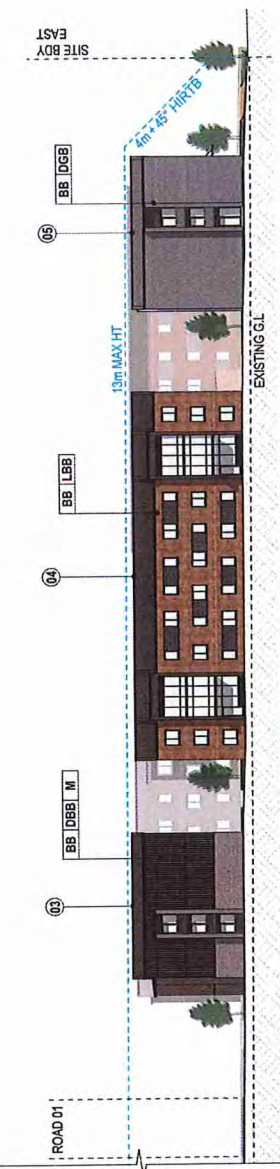
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SECTIONS - ROAD 01 - ROAD 03

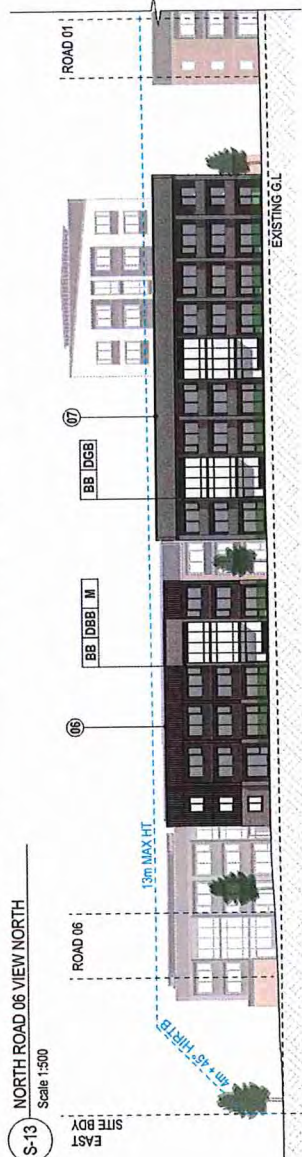
sheet | **SK51**
rev | 02

date | 9/07/2026
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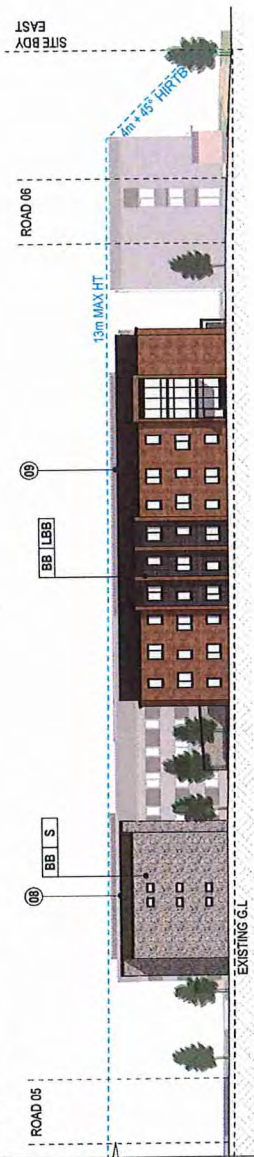
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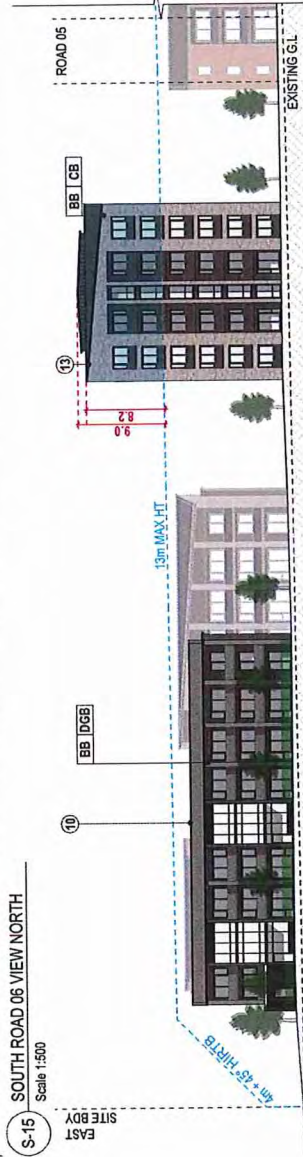
S-13 NORTH ROAD 06 VIEW NORTH
Scale 1:500



S-14 NORTH ROAD 06 VIEW SOUTH
Scale 1:500



S-15 SOUTH ROAD 06 VIEW NORTH
Scale 1:500



S-16 SOUTH ROAD 06 VIEW SOUTH
Scale 1:500



project | Te Pulahi Ladies Mile
issue | Concept Design
job no. | 3290

at | 12 LOWER SHOTOVER
LADIES MILE
QUEENSTOWN

for | **% Simplicity** | Living

by | **BREWER DAVIDSON**
architecture urban design

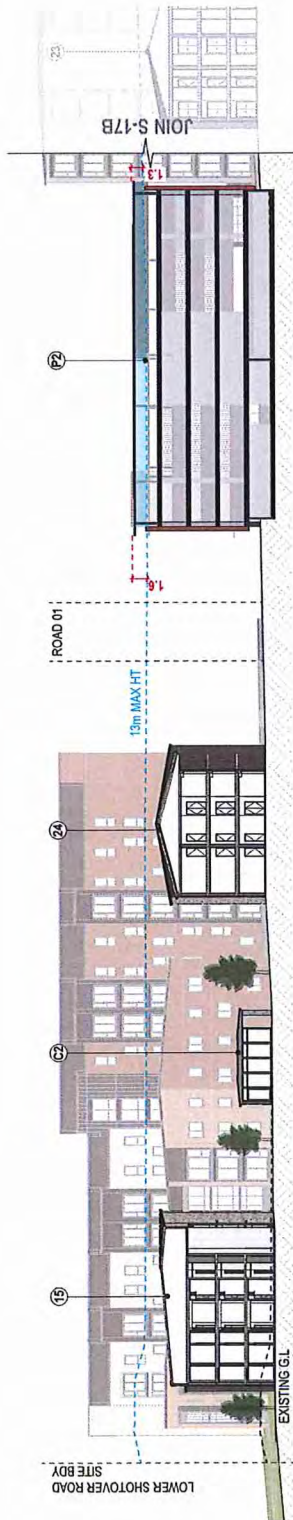
drawing

SECTIONS - ROAD 06

sheet | **SK53**
rev | 02

date | 9/07/2026
scale | 1:500 @ A3

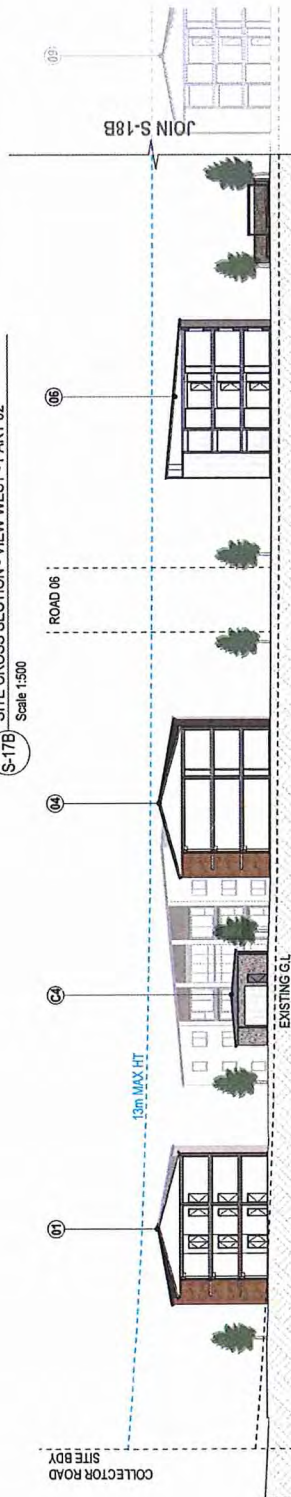
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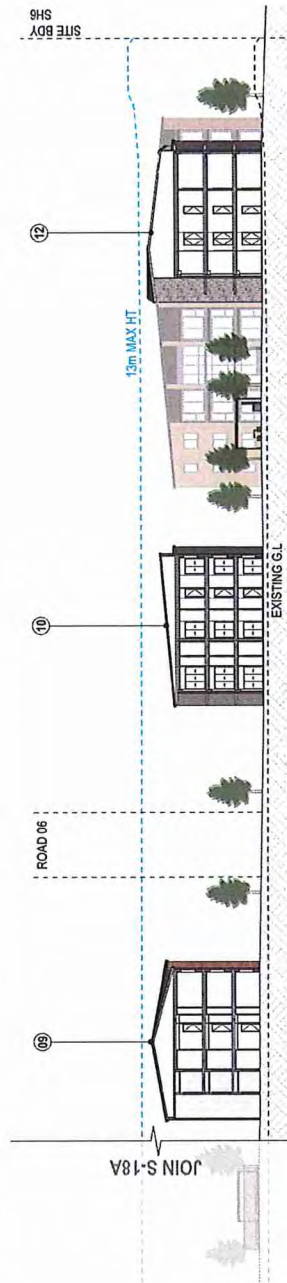
S-17A
SITE CROSS SECTION - VIEW WEST - PART 01
Scale 1:500



S-17B
SITE CROSS SECTION - VIEW WEST - PART 02
Scale 1:500



S-18A
SITE CROSS SECTION - VIEW EAST - PART 01
Scale 1:500



S-18B
SITE CROSS SECTION - VIEW EAST - PART 02
Scale 1:500



project Te Putahi Ladies Mile
issue Concept Design
job no. 3290

at 12 LOWER SHOTOVER
LADIES MILE
QUEENSTOWN

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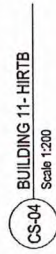
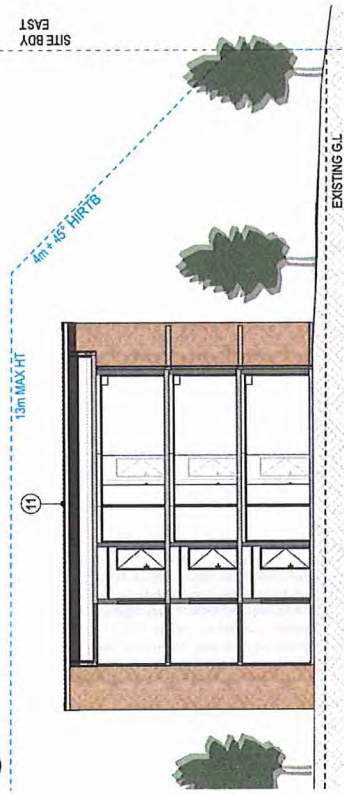
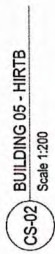
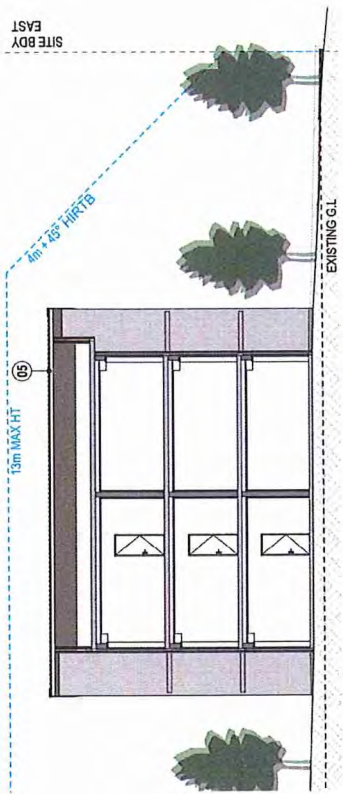
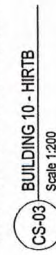
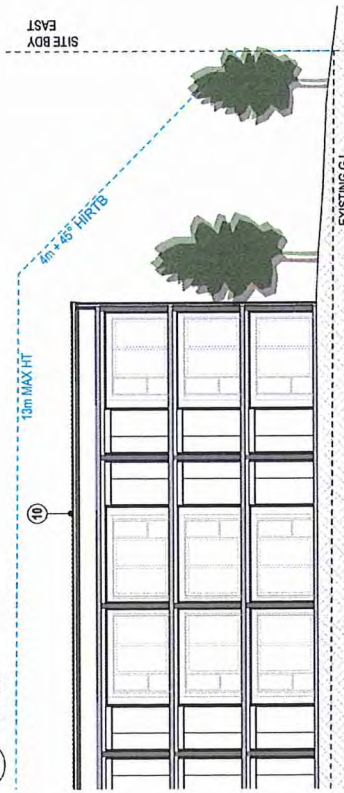
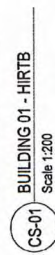
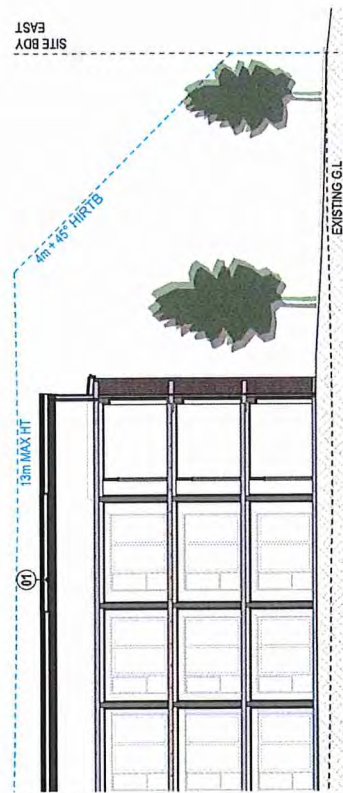
drawing

SECTIONS - COURTYARDS

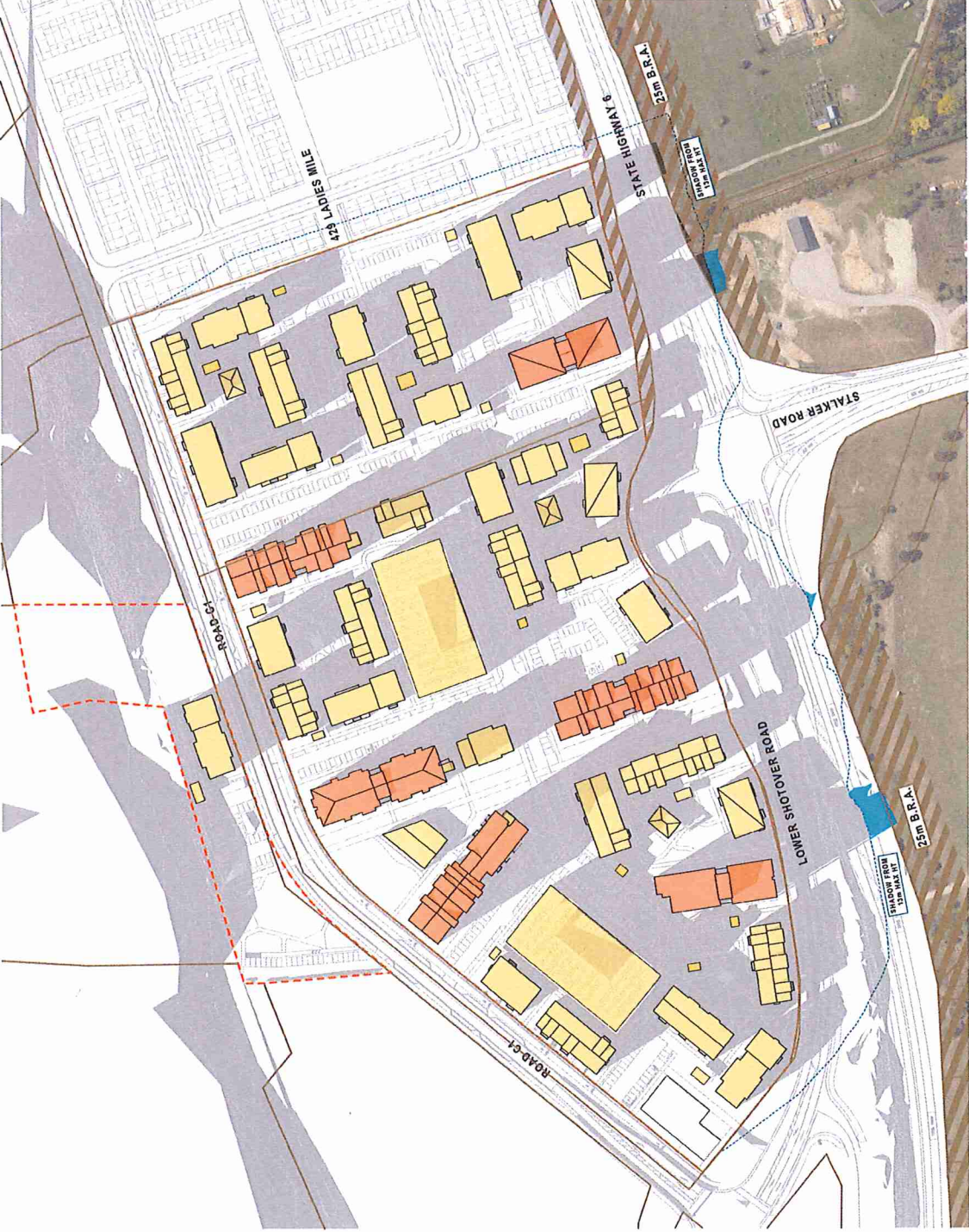
sheet SK54
rev 02

date 9/07/2026
scale 1:500 @A3

Handwritten signature and initials.



	BOUNDARY
	NEIGHBOR BOUNDARY
	BUILDINGS
	BUILDINGS 5-4 STORY
	SHADOW FROM 13M MAX HEIGHT
	EXTENT OF SHADING OVER 13M
	B.R.A.



09 Sun Study June 21 @ 3pm
Scale 1:2000

project
Te Putahi Ladies Mile
issue
Concept Design
job no.
3290

at
12 LOWER SHOTOVER
LADIES MILE
QUEENSTOWN

for

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Living

by

**BREWER
DAVIDSON**
architecture green design

drawing

SUNSHADING PLANS - WINTER 3PM



sheet
SK79
rev
02

date
9/07/2026
scale
1:2000 @ A3



08 Sun Study June 21 @ 4pm
Scale 1:2000

project Te Pūhāi Ladies Mile
issue Concept Design
job no. 3290

at 12 LOWER SHOTOVER
LADIES MILE
QUEENSTOWN

for

Simplicity

Living

by

**BREWER
DAVIDSON**
architecture · urban design

drawing

SUNSHADING PLANS - WINTER 4PM



sheet **SK81**
rev 02

date 9/07/2026
scale 1:2000 @ A3

date 9/07/2026
scale 1:2000 @ A3

LEGEND

PROPOSED EASEMENTS
(RIGHT OF WAY - PEDESTRIANS ONLY)



project | Te Putahi Ladies Mile
issue | Concept Design
job no. | 3290

at | 12 LOWER SHOTOVER
LADIES MILE
QUEENSTOWN

for

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Living

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drawing

EASEMENT PLAN

sheet | SK82

rev | 02

date

9/07/2026

scale

1:2000 @ A3

[Signature]