

Simplicity Te Pūtahi Ladies Mile Medium Density Residential Development

Strategic-level Urban Design Assessment

Prepared for Simplicity Living

FINAL

21 July 2026





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This document may be cited as: Boffa Miskell Limited 2026. <i>Simplicity Te Pūtahi Ladies Mile Medium Density Residential Development: Strategic-level Urban Design Assessment</i>. Report prepared by Boffa Miskell Limited for Simplicity Living.				
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Revision /version:	Issue date:	Prepared by:	Description:	Reviewed by:
Draft	28/05/2026	Tim Church Partner UDIA Registered Urban Designer	Draft report issued to client	-
Final Draft	16/06/2026	Tim Church Partner UDIA Registered Urban Designer	Final draft report issued to client	Jane Rennie Partner UDIA Registered Urban Designer
Final Draft	03/07/2026	Tim Church Partner UDIA Registered Urban Designer	Final draft report reissued to client following legal review.	-
Final	15/07/2026	Tim Church Partner UDIA Registered Urban Designer	Final report issued to client	-
Final	21/07/2026	Tim Church Partner UDIA Registered Urban Designer	Final report reissued to client with updated project description.	-
Approved for issue: Tim Church, Partner UDIA Registered Urban Designer				
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File name & Project number: BM260197_01i_Simplicity_Living_QT_Strategic_UDA_FINAL_20260715

Template revision: 20250829 0000

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1.0 Introduction

1.1 Scope of the report

Boffa Miskell Limited (**BML**) has been engaged by Simplicity Living Limited (**Applicant**) to undertake a strategic-level Urban Design Assessment (**UDA**) for a proposed comprehensive residential neighbourhood which will operate as long term rental accommodation, a 'build-to-rent model' (**Project**), at and adjacent to 12 Lower Shotover Road in Queenstown (**Site**). The Site is approximately 10 hectares (Ha) in area and located north of the intersection of Lower Shotover Road, State Highway 6 (**SH6**) and the Stalker Road roundabout (Figure 1).



Figure 1: Site location within Te Pūhahi Ladies Mile Eastern Corridor and adjacent to Te Kirikiri Frankton Metropolitan Centre (Source: Greenwood Associates)

Simplicity Living is seeking approval of the Project under the Fast-track Approvals Act 2024 (**FTAA**). The Simplicity Living Te Pūhahi Ladies Mile residential development is a referred project under the FTAA, reflecting its regional and national significance.

The Site is zoned Te Pūhahi Ladies Mile (**TPLM Zone**), Local Shopping Centre Zone (**LSCZ**) and Medium Density Residential (**MDR**) Precinct under the Proposed Queenstown Lakes District Plan (**PDP**). The overall proposal is a non-complying activity under the PDP. A strategic UDA has been requested by the Applicant as the Project departs from the TPLM Structure Plan and is a non-complying activity (Land use Rule 49.5.21, Rule 15.5.6, 49.4.28 and subdivision Rule 27.7.31.2). A full planning assessment is contained in the Assessment of Environmental Effects (**AEE**) prepared by The Property Group.

This strategic UDA should be read in conjunction with and complements a separate Urban Design Assessment by Mr Brewer (Brewer Davidson), addressing the broader urban design narrative, including the project design statement and internal design resolution of the Site. A Landscape Effects Assessment (**LEA**) has also been prepared by Ms de Lambert (Boffa

Miskell), addressing the effects of the height of the development on the surrounding landscape, visual catchment and viewing audiences.

The purpose of this report is to provide a UDA of the likely urban design effects (both beneficial and adverse) which may result from the Project, with reference to relevant planning provisions and assessment criteria within the PDP, particularly those relating to subdivision and development within TPLM Zone and Local Shopping Centre Zone located within the TPLM Structure Plan area.

This report sets out an urban design analysis of the proposal with reference to the full Masterplan and architectural drawing set prepared by Brewer Davidson, dated 16 July 2026, and landscape concept plans prepared by Greenwood Associates, dated 16 June 2026. These form part of the FTAA Application. The assessment considers the proposed development in the context of the permitted and consented built environment and the wider context of the Site.

BML has not been part of the design development process of the Masterplan or preparation of the drawing packages, other than minor amendments recommended during the drafting of the UDA and LEA. A pre-application meeting was held with the project team during the design development process and the resulting high-level urban design peer review, carried out by Mr Lowe on behalf of QLDC, has been reviewed as part of preparing this UDA.

The Site and context have been visited on several occasions by the author with a site-specific visit carried out on 30th April 2026. The author has also visited other recent Simplicity Living developments that use a similar build-to-rent model, including Reiputa Apartments, Mt Wellington, Auckland.

1.2 Author and Code of Conduct Statement

The author of this report is described below with his curriculum vitae (**CV**) included in **Appendix 1**.

Tim Church is an Urban Designer and Partner at Boffa Miskell with over 26 years' experience across Aotearoa New Zealand, Australia and the United Kingdom. He holds a Master of Urban Design from the University of Sydney and a Bachelor of Landscape Architecture (Hons) from Lincoln University. Tim is a Registered Urban Designer and National Council Member of the Urban Designers Institute Aotearoa and a Registered Landscape Architect with the New Zealand Institute of Landscape Architects. He has extensive experience in spatial planning, structure planning and masterplanning; urban design strategy and policy work; capacity and yield assessments; and technical expert assessments and peer reviews with experience providing evidence in council and Environment Court hearings. He has worked widely on strategic planning and growth-related projects in Queenstown

This report has been prepared and reviewed in accordance with the Environment Court's Code of Conduct for Expert Witnesses, contained in the Environment Court Practice Note 2023. Other than where it is stated that reliance is placed on the advice of another person, the author confirm that the issues addressed in this report are within their area of expertise. The author has not omitted consideration of any material facts known to them that might alter or detract from the opinions expressed.

2.0 Strategic Receiving Environment

2.1 Queenstown Lakes Spatial Plan

The Queenstown Lakes Spatial Plan (QLSP) provides a long-term vision for how and where the communities within the District can grow well and develop to ensure social, cultural, environmental and economic prosperity out to 2050. As the Council's high-level strategic document, the QLSP aims to be a guide for the Strategic Planning and help inform investment planning, the Infrastructure Strategy, Ten-Year Plans as well as future variations to the District Plan.

The Spatial Planning process explored three high-level approaches to managing projected growth within the Whakatipu Basin and, following extensive community consultation, adopted a balanced approach that continued to consolidate 'Main Centres', while sustaining several 'Connected Settlements' (Figure 2). This was a key framing reference for the QLSP.

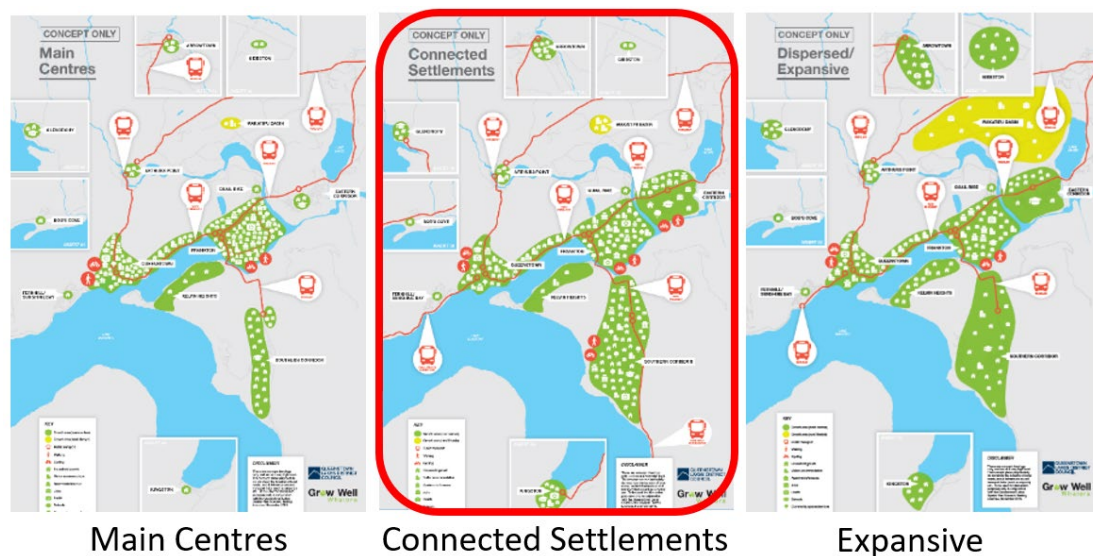


Figure 2: The three high-level approaches to managing projected growth within the Whakatipu Basin that were explored through the QLSP process.

The QLSP which was adopted in July 2021 identified six priority development areas, as appropriate locations where growth should be focused and consolidated. Te Pūhahi Eastern Corridor was one of three priority development areas explicitly identified within the Whakatipu Basin. The Spatial Plan states these future urban areas are intended to integrate with existing development, sit on the proposed frequent public transport network, support local services and community facilities and provide more affordable housing choices.

Under the section on 'Housing Choice', the QLSP describes 'The consolidated approach to growth aims to increase the variety and affordability of housing. This will require enabling more high and medium density housing in appropriate locations'. Appropriate locations and associated housing types are identified along a graduated continuum, notably 'Apartments' and 'Walk-up Apartments' are associated with 'Frequent Public Transport Corridors' and 'Town and Local Centres', respectively (Figure 3). These are spatially located on the 'Whakatipu - Spatial Elements' diagram (Figure 4), illustrating the Site adjacent to a planned frequent public transport route and within its accessible corridor.

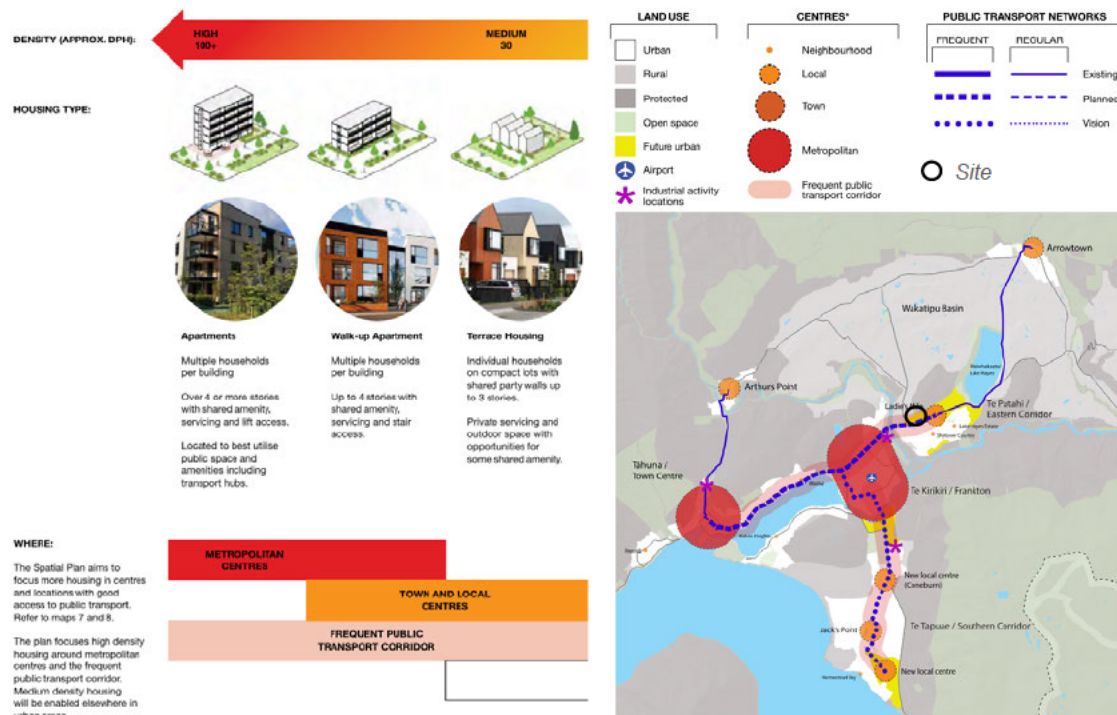


Figure 3: Excerpt from the QLSP on 'Housing Choice', illustrating a continuum of housing types associated with locational qualities (pg. 54).

Figure 4: Excerpt from the QLSP illustrating the Whakatipu - Spatial Elements' diagram (Map 7, pg. 58).

The following QLSP outcomes and associated strategies are specifically relevant to Te Pūhaki Eastern Corridor and the Project from an urban design perspective:

Outcome 1: Consolidated growth and more housing choice

Strategy 1: Increase density in appropriate locations

Strategy 3: Improve housing diversity and choice

Strategy 4: Provide more affordable housing options

Outcome 2: Public transport, walking and cycling is the preferred option for daily travel

Strategy 5: Ensure land use is concentrated, mixed and integrated with transport

Outcome 4: Well-designed neighbourhoods that provide for everyday needs

Strategy 11: Create well-connected neighbourhoods for healthy communities

Strategy 12: Design to grow well

Strategy 13: Enhance and protect the Blue-Green Network

2.2 Te Kirikiri Frankton Metropolitan Centre and Te Pūtahi Eastern Corridor

Te Kirikiri Frankton is identified in the QLSP as Metropolitan Centre and is adjacent to Te Pūtahi Eastern Corridor. It has been identified both in the QLSP and PDP to accommodate a broad range of land use activities to provide amenities, services and employment opportunities at the juncture of the two priority development corridors (Figure 5). The most sensitive land uses are constrained by the airport noise contours that project across the middle of Frankton Flats. As such, the most intensive activities are pushed to the north, along the Frankton-Ladies Mile / State Highway 6 (Five Mile Corridor), and to the south around Remarkables Park.

Along with the Queenstown Events Centre, the current Te Kirikiri Frankton Masterplan proposes to further build out the landscape setbacks within the Five Mile Corridor and activate the land alongside a frequent public transport spine (Figure 6). This route would continue across the Kimiākau / Shotover River bridge into Te Pūtahi Ladies Mile, highlighting the need to integrate the Project into this spine.

Much of the remaining land within Te Pūtahi Eastern Corridor is largely developed at lower densities and developable land has been further restricted by the ownership complications of the existing Rural Lifestyle properties at its eastern end. The efficient land use along the Frequent Public transport spine has already been compromised by some low density and large lot development to the south of Frankton-Ladies Mile / SH6, emphasising the need to maximise the remaining greenfield development opportunities on its northern side.

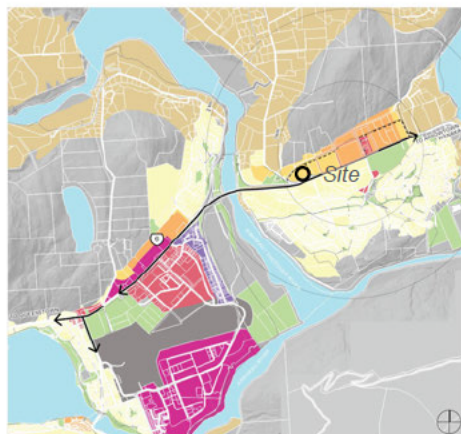


Figure 5: Plan of existing PDP land use relationships between Te Kirikiri Frankton and Te Pūtahi Eastern Corridor (illustrated using MfE National Planning Standards colour coding).

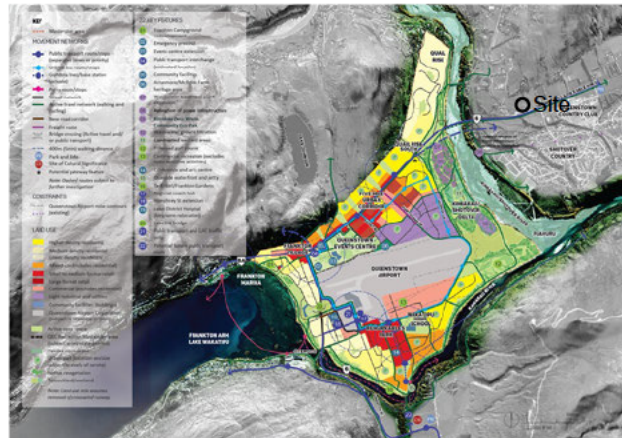


Figure 6: Te Kirikiri Frankton Masterplan Plan indicating relationship of the Site to the most intensive activities along the Frankton-Ladies Mile / State Highway 6 (Five Mile Corridor) and proposed reserve land along the Kimiākau / Shotover River delta with associated public transport and active travel links between them.

2.3 Te Pūtahi Ladies Mile Special Zone

TPLM MASTERPLAN

The TPLM Zone was the result of a Council initiated masterplanning process for Te Pūtahi Ladies Mile which began in 2020. That process, which culminated in the Te Pūtahi Ladies Mile

Masterplan Report (June 2022). This set out a vision for the development of the area as the most liveable area in Queenstown. The masterplan objectives included:

- *“Increased liveability, wellbeing and community cohesion for existing and future residents.*
- *Improved access to and from Ladies Mile with a transport network that can deliver its functions efficiently and effectively.*
- *Support enhanced public transport and active travel provision and utilisation through integrated land use solutions and connected neighbourhoods/communities.*
- *Has a strong community focus including a town centre and community hub that serves the existing and future residents.*
- *Reduce the demand for car based travel across the Shotover River through integrated land use and sustainable transport solutions.*
- *A series of legible and distinctive neighbourhoods that have a strong sense of place including connections to the wider landscape.*
- *Integrate open space and low impact urban design into the masterplan framework*
- *A high quality gateway experience is achieved along SH6.*
- *Quality high/medium density residential housing to support public transport, local commercial centres and community facilities.”*

TPLM ZONE AND STRUCTURE PLAN

The TPLM Zone Masterplan was a direct input to a Variation to introduce the TPLM Zone and Structure Plan into the QLDC Proposed District Plan. The TPLM Structure Plan (Figure 7a and 7b) guides the form of development within the TPLM Zone, including the following key elements:

- A Collector Road aligned broadly east-west through the Structure Plan area to the north of SH6 (**E/W Collector Road**), its intention being to take pressure off SH6, with a key intersection at Lower Shotover Road;
- Three North / South Collector Roads (**N/S Collector Road**) linking the E/W Collector Road to signalised intersections at SH6;
- A 10m deep Building Restriction Area (**BRA**) applies to that part of properties adjoining the northern side of SH6, with the intention of this being to provide for active transport modes (walking and cycling);
- Three commercial centres, including a Commercial Precinct at 489 Frankton-Ladies Mile Highway, and two smaller centres both with Local Shopping Centre zoning, one to the south of SH6 on Howards Drive, and the other on the north side of SH6 close to the Stalker Road intersection;
- A 1.5 - 2ha Community Park to the north-east, at the northern end of a new north-south Collector Road opposite the intersection of SH6 and Howards Drive; and
- Three Local Parks of approximately 3000m² each and relatively evenly distributed at the western, central and eastern ends of the Structure Plan area to the north of SH6.

The Site is in both Sub Areas A and B, comprising Medium Density Residential (A1), a Local Centre (A2), a 10m BRA off SH6, the western section of the E/W Collector Road with an intersection at Lower Shotover Road, a N/S Collector Road with a signalised intersection at SH6 and a Stormwater Swale.

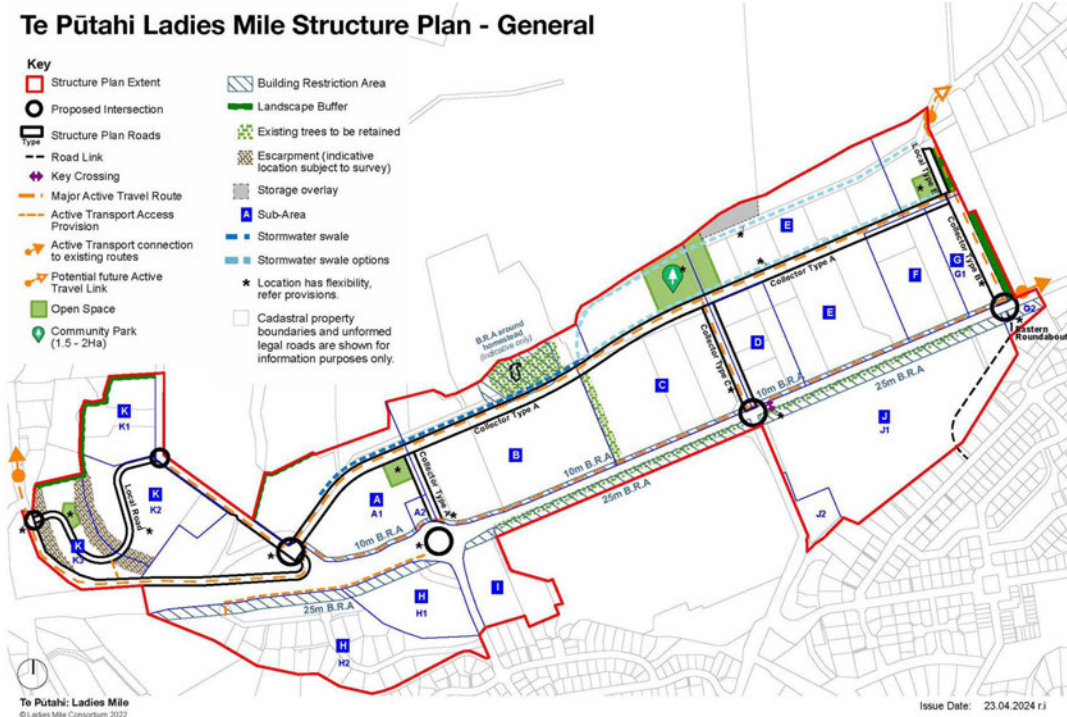


Figure 7a: 49.9 TPLM Structure Plan with the Site outlined in orange

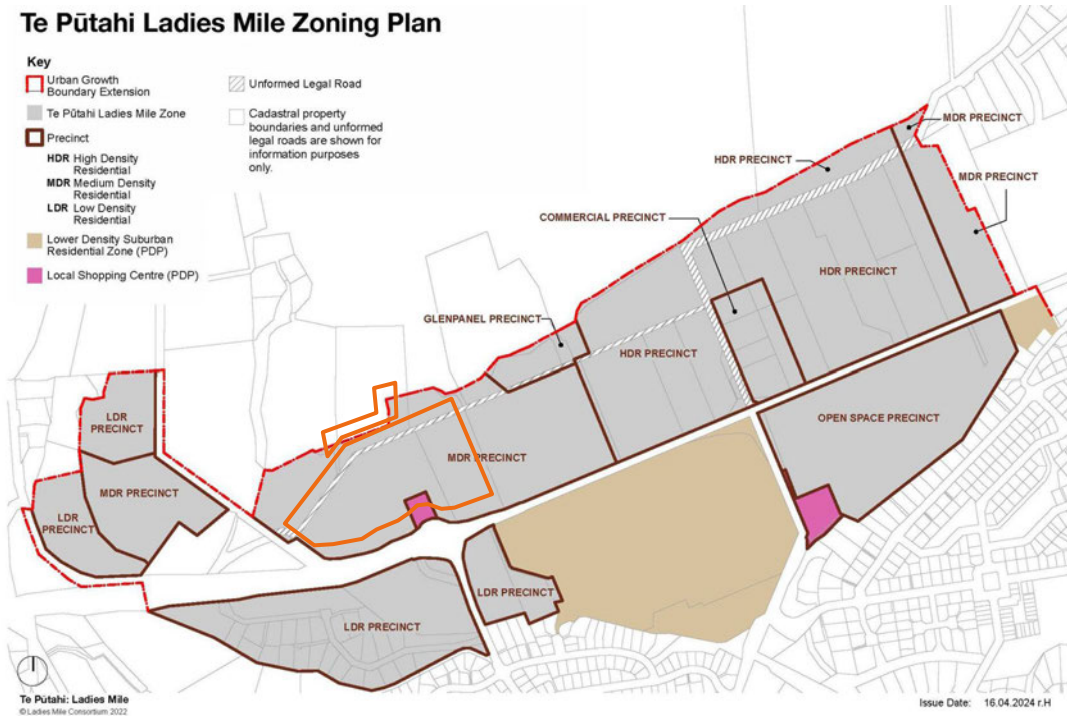


Figure 7b: 49.9 TPLM Structure Plan - Zoning Plan with the Site outlined in orange

3.0 The Project

The Applicant seeks approvals under the FTAA to establish a comprehensive residential neighbourhood which will operate as long term rental accommodation, a 'build-to-rent model', at and adjacent to 12 Lower Shotover Road in Queenstown. The key components of the Project are summarised as follows (Figures 8 and 9):

- 1085 residential units in a mix of three-level walk-up apartments and five to eight-level apartment blocks;
- Four resident community buildings and a communal space on the top level of building 30, including work-from-home spaces, indoor recreation and family spaces;
- Various pergola and BBQ spaces;
- Two parking buildings, providing 600 carparks in addition to 505 on-street carparks;
- Resident and visitor cycle parking;
- A leasing office and café;
- A commercial / retail lot providing a local shopping centre;
- A publicly accessible and vested local park;
- Internal roading, pedestrian and cycle connections, and landscaping;
- New and upgraded transport and 3 waters infrastructure; and
- Fee simple subdivision to create development lots, and roads and park to vest in Council.

The intention of the project is to assist in addressing a key affordable housing availability challenge facing the Queenstown locality by providing the choice of quality long-term rental properties to the market.



Figure 8: Aerial model view of the Project (Source: Brewer Davidson, dated 9 July 2026).

The residential apartment buildings range in height from three to eight storeys and incorporate a mix of one, two and three-bedroom units designed to support a diverse range of occupants. The buildings are organised around a series of landscaped courtyards distributed throughout the development, contributing to an interconnected network of green open spaces for residents and the establishment of urban neighbourhoods within the wider Site. In addition, an existing site feature comprising the linear corridor of a liquidambar treelined avenue (former driveway) is retained and enhanced as the Pedestrian Promenade. This is lined by taller apartment blocks and anchored at its northern end by a triangular communal open space pocket park, which includes a common facility pavilion for residents. Smaller community pavilions are located in three of the residential green open space courtyards facilitating year-round use.

Allowance has been made for Local Centre activities within a separate lot at the south-western corner of the Site (Figure 9). A condition has been included within the Application to provide a commercial ground floor as part of the future development of this lot. It is understood that this would be an equivalent land area to replicate the Local Centre Zone within the TTSC Structure Plan with the intention to service the day-to-day needs of residents and contribute to street-level activity.



Figure 9: Indicative masterplan alongside the proposed Clarke Group medium density residential development at 429 Frankton-Ladies Mile Highway (Source: Brewer Davidson Architecture and Urban Design, dated 9 July 2026)

Primary access to the Site is proposed from Lower Shotover Road, via the E/W Collector Road extending through the Site. From this route, a series of internal private streets branch into the development, forming a fine-grained network of streets and blocks. On-street parking, including parallel and right-angle, is incorporated within the streetscape. Two car parking buildings, each comprising four levels, are integrated centrally within the Site with provision of surface parking on the E/W Collector Road and internal streets. The development includes provision for secure and covered bicycle parking. A network of internal paths is proposed to provide safe and convenient pedestrian and cycle access throughout the Site and to connect with surrounding off-road pedestrian and cycleway routes, promoting permeability, walkability and cycleway

connectivity. The development is not gated with the street and shared path networks accessible to the wider public.

Along the eastern boundary the Project provides a wide landscaped setback incorporating a public shared pedestrian and cycle path extending the full length of the Site between SH6 and the E/W Collector. This adjoins the neighbouring developer, Clarke Group's proposed Medium Density Residential development at 429 Frankton-Ladies Mile Highway. This connection will support pedestrian and cycle access to future development to the east, while the northern road facilitates vehicular connectivity, enabling integration with adjoining land and contributing to overall connectivity within the wider urban context.

Landscape planting, including specimen trees, will frame the built form and assist in establishing an appropriate scale within the wider landscape context (Figure 10). The landscape concept includes some fifty large, evergreen and deciduous trees for year-round seasonal interest and to incorporate specimen trees as a feature of the landscape within the Site along its frontage to SH6 and Lower Shotover Road. This planting is not intended to fully screen the development, the Site being intended for medium density development, but to provide scale proportional to proposed buildings and maintain a well-planted, attractive frontage to the adjacent public realm.



Figure 10: Landscape Masterplan (Source: Greenwood Associates, dated 16 June 2026)

4.0 Planning Context

The following is a review of the statutory provisions relevant to the UDA. The purpose of such a review is to help frame the assessment, rather than to undertake a comprehensive appraisal of the provisions or a planning assessment of the proposal against the provisions, which is provided in the AEE. There are several planning provisions that are relevant to this proposal and its strategic context, and these are listed below.

It is understood that the PDP Special Zones, such as the TPLM Zone, were not within the scope of the recent PDP Urban Intensification Variation that Council has recently adopted in response to the National Policy Statement – Urban Development (**NPS-UD**) and is currently subject to several appeals. As such, the NPS-UD has been considered.

The Site is zoned Te Pūtahi Ladies Mile (TPLM), Local Shopping Centre zone (LSCZ) and Medium Density Residential Precinct under the PDP. As such, the Project is subject to relevant policy in Chapter 3 (Strategic Direction), Chapter 27 (Subdivision and Development) and Chapter 49 (TPLM Special Zone). As noted above, given the strategic scope of the UDA, particular focus has been placed on those provisions under Chapter 27 relating to subdivision and development within TPLM Zone and the Local Shopping Centre Zone located within the TPLM Structure Plan area.

The TPLM Zone was made operative in December 2024. The purpose of the TPLM Zone is ‘to ensure the most efficient practicable use of land for the provision of housing and supporting schools, community and commercial facilities.’¹ As such, land within the Zone is divided into several precincts, with the majority of the land being in either a Medium Density Residential (‘MDR’) or High Density Residential (‘HDR’) Precinct, supported by a large Commercial Precinct and three Local Centres. The TPLM Zone’s policy framework covers a range of matters including emphasising an expectation for residential density, encouraging the use of pedestrian and cycle modes, achieving high quality design.

4.1 NPS-Urban Development

2.1 Objectives

Objective 1: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

Objective 4: New Zealand’s urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations

2.2 Policies

Policy 1: Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:

(a) have or enable a variety of homes that:

¹ 49.1 TPLM Zone Purpose, QLDC Proposed District Plan.

- (i) meet the needs, in terms of type, price, and location, of different households;*
- (c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport*

Policy 6: When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:

- (b) that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:*
 - (i) may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types;*
 - (c) the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)*

4.2 Proposed Queenstown Lakes District Plan (PDP)

The relevant policy within **Chapter 3**, Strategic Direction, is outlined below:

4.2.1 Chapter 3 - Strategic Objectives

3.2.2 Urban growth is managed in a strategic and integrated manner (addresses Issue 2)

3.2.2.1 Urban development occurs in a logical manner so as to:

- a. promote a compact, well designed and integrated urban form;*
- c. achieve a built environment that provides desirable, healthy and safe places to live, work and play;*
- e. protect the District's rural landscapes from sporadic and sprawling urban development;*
- f. ensure a mix of housing opportunities including access to housing that is more affordable for residents to live in;*
- g. contain a high quality network of open spaces and community facilities;*

4.2.2 Chapter 27 – Subdivision and Development

Te Putahi Ladies Mile Zone and the Local Shopping Centre Zone located within the Te Putahi Ladies Mile Structure Plan area.

Objective

27.3.26 Objective — Urban development comprising a mix of housing, commercial centres, schools, ecological corridors and areas for stormwater management, and open spaces for active and informal recreation, and a network of walkways and cycleways, that:

- a. integrates with existing urban development and the surrounding landscapes; and*

- b. brings about a significant modal shift away from reliance on the private car to enhanced use of public and active transport; and*
- c. creates a community with a strong sense of place and a unique built form character within the District.*

Policies

27.3.26.1 Require that subdivision and development is undertaken in accordance with the Te Putahi Ladies Mile Structure Plan Schedule 27.13.21 to promote the integrated, efficient and co-ordinated location of activities, primary roading, key intersections, open spaces, green networks, stormwater management, and walkway / cycleway routes.

27.3.26.2 Enable flexibility of allotment sizes to ensure that scarce land resources are utilised efficiently for medium and higher density residential activities and, in the Commercial and Glenpanel Precincts, to enable a range of non-residential activities.

27.3.26.3 Require a range of open spaces and facilities including:

- a. sports grounds (for active and informal recreation) and associated community activities;*
- b. local parks for informal recreation;*
- c. a network of walkways and cycleways throughout the Structure Plan area integrating development with Lake Hayes, the Shotover River, the adjacent Ladies Mile suburban settlements, Frankton and the Wakatipu Trails network;*
- d. a coherent and consistent landscaped setback adjacent to State Highway 6 that maintains the key elements of the gateway experience including significant views; and*
- e. areas that function as ecological corridors and stormwater management areas, as part of a wider blue-green network.*

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

- d. design allotments, blocks, and movement corridors so as to maximise the efficient and convenient opportunity for subsequent development to integrate with, and provide passive surveillance of, streets and public spaces, and any private ways having the function of a road;*

27.3.26.5 Provide for a safe and efficient transport network that:

- c. integrates key roads north of State Highway 6 with existing and planned intersections serving development south of State Highway 6, and provides safe pedestrian and cycleway crossings of State Highway 6, to encourage connectivity between the south and north sides of State Highway 6;*
- d. ensures that the standard and layout of internal road connections account for long-term traffic demand without the need for subsequent retrofitting or upgrade; and*
- e. prioritises the safe and efficient movement of walking, cycling, and public transport routes over private vehicular use.*

27.3.26.6 Manage subdivisions (including in terms of staging and restrictions on subsequent development) so as to support and complement the specific transport infrastructural works required for Sub Areas A — K in Rules 49.5.10, 49.5.39, 49.5.59 and 49.5.65 (and as referenced in Rule 15.4.18).

5.0 Urban Design Evaluation

The following section provides an analysis of the urban design merits of the proposed development against PDP Chapter 27 provisions and is structured around the policy framework under Objective 27.3.26. Given the Site context and location within the TPLM Zone, the following matters have been considered in assessing the proposal:

5.1 Integrated, efficient and co-ordinated location

Policy 27.3.26.1 states:

'Require that subdivision and development is undertaken in accordance with the Te Pūtahi Ladies Mile Structure Plan Schedule 27.13.21 to promote the integrated, efficient and co-ordinated location of activities, primary roading, key intersections, open spaces, green networks, stormwater management, and walkway / cycleway routes.'

The typical role of Structure Plans is to provide an integration function for a range of different land holdings, big and small. However, several landholdings have since been consolidated on the western half of the TPLM Structure Plan area, south of the East/ West Collector, with coordination between them (including shared consultancy team at a strategic level). Simplicity Living has aggregated 12 and 14 Lower Shotover Road and this adjoins the Clarke Group landholding at 429 Frankton-Ladies Mile Highway.

The main integrating feature created through the TPLM Structure Plan is the E/W Collector Road and it is understood a consistent alignment and cross section has been agreed between the two landowners (Figure 11).

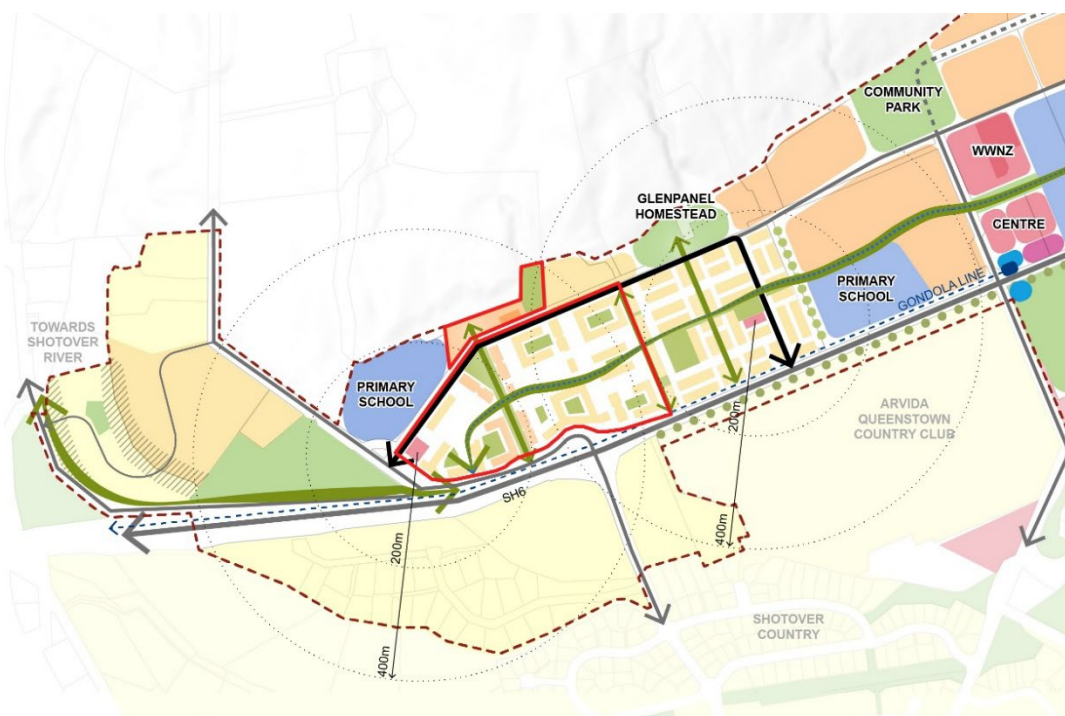


Figure 11: Distribution and walkable catchments of the Local Centres within both the Project and adjacent 429 Frankton-Ladies Mile Highway, relative to the Commercial Precinct.

The approved subdivision consent for 429 Ladies Mile proposes an additional N/S Collector Road and intersection onto SH6, which would minimise the potential for either site to be landlocked and provides a continuous road connections should development not proceed on 389 Ladies Mile. A small Local Centre and Local Park also provide on-site amenities for residents that would further reduce the reliance on the current structure plan locations. If implemented as proposed, these would likely complement and accentuate the positive urban design outcomes achieved within the Site.

The TPLM Structure Plan also has an integrating role within a wider context. One consideration is the north / south continuity of Stalker Road, either side of the proposed signalised intersection, which provides the ability for residents living on the south side of SH6 to access the Local Centre and visit neighbourhoods in the north. However, most of the community living within this area are within Shotover Country, located on the lower river terraces, and there is a considerable level change to the upper terrace. This makes it less convenient or comfortable to walk or cycle to this Local Centre or visit those within the development. The relocation of Local Centre activities will not likely make much material difference to any car-based trips and pedestrian permeability will be the equivalent or greater with the Project. The existing and proposed developments on the upper terraces are at lower densities, reducing the number of residents affected within this immediate catchment size. The high level of access permeability within the Project will likely maintain or enhance ready access to locals on the northern side of SH6 via the signalised SH6 / Stalker Road intersection.

The Transit Orientated Development approach was a driver of the Local Centre location where it could be collocated with potential frequent public transport routes along SH6. There will be a less direct relationship with the relocation of the Local Centre activates to the intersection with Lower Shotover Road and E/W Collector Road. However, a more critical mass of users will be gained by being more centrally located within the MDR Zones, including better servicing the proposed St Joseph's Primary School. The westward shift of these Local Centre activities will likely benefit the most western residents within TPLM, at the proposed Spence Park (63A Lower Shotover Road). With the proposed addition of a Local Centre at 429 Ladies Mile, it also creates a more even distribution of centres (Figure 7). The relocated Local Centre activities retains a presence on a prominent corner site, albeit deeper within TPLM Structure Plan, and would continue to serve passing trade along Lower Shotover Road. This is an acceptable compromise to a 'pure' TOD model with potential for local bus routes to service this centre in the future.

The specific responses to each interface of the Site are discussed further below.

5.2 Enable flexibility of allotment sizes

Policy 27.3.26.2 states:

Enable flexibility of allotment sizes to ensure that scarce land resources are utilised efficiently for medium and higher density residential activities and, in the Commercial and Glenpanel Precincts, to enable a range of non-residential activities.

TPLM Zone purpose explicitly recognises the strategic importance of maximising housing provision. The Project's response to this is particularly beneficial in that it uses a Medium Density Residential Build To Rent model at scale. This achieves three important aspects to create flexibility and efficiency, notably aggregating smaller sites, comprehensively masterplanning the development and ensuring coordinated management over the long term.

To achieve this in practice, the masterplan follows a different approach to most other greenfield developments in Queenstown that typically configure urban blocks for terraces and laneways, which deliver individual lots well, but often with less focus on collective efficiency. The Project provides medium and higher density apartment typologies within ‘perimeter blocks’, which is a more efficient approach to delivering higher densities, through stacked apartments, communal facilities / open spaces and common car parking buildings. This approach is addressed in more detail below (Section 5.3 / Figure 14). Importantly, these efficiencies also achieve good urban design outcomes of external street address, spaciousness, internal privacy and outlook and socially cohesive communal amenities, as indicated in the MfE National Medium Density Design Guide (Figure 12). These qualities can be readily observed in comparative Auckland schemes by Simplicity Living.

7. Better together: Perimeter block development

Collaborating with neighbours or developing multiple adjacent sites offers great advantages to both the community and private residents. ‘Perimeter block development’ means buildings are placed at the front of each site, either touching or close to each other. This creates a ring of buildings around the outer edge of an urban block, with most outdoor space located in the centre. It works well for medium density development and, if taken up collectively, the benefits can be shared with neighbours. Agreement between neighbours on one or more sides allows homes to be built closer together (see additional information section on permitted boundary activities). This can increase the vibrancy of the neighbourhood and contribute to a sense of community. Combining outdoor spaces across site boundaries, and away from the street front creates opportunities to take a holistic approach to providing communal living options and common utility areas for residents.

(A)

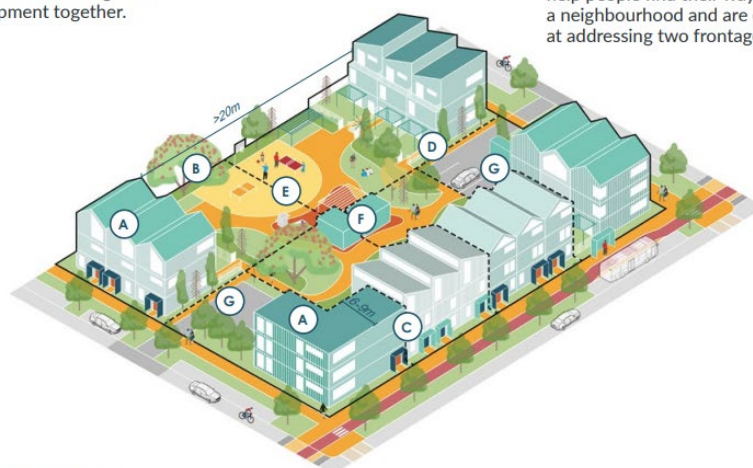
Sites well-suited for perimeter block development are those that can comfortably accommodate an apartment block or multiple houses across their frontage. The best outcomes are achieved when building walls adjoin each other or internal site boundaries. By not creating side yards, space efficiencies can be gained and new opportunities are created by combining land at the back of sites. Ideally, two or more neighbours will design the development together.

(B)

Sites that are best suited for perimeter block development have good sunlight orientation for outdoor spaces, sufficient site depth to provide privacy and outlook between homes, and opportunities to retain existing features that connect with the wider landscape, such as larger trees, native vegetation, and streams.

(C)

The fronts of houses are strongly aligned to create a consistent building edge along streets and public open spaces. Subtle variations in building forms, rooflines, materials, and colours help break up the appearance of longer frontages, identifying individual homes and managing the relationships between smaller neighbouring buildings as the urban block changes over time. Distinctive corner buildings can help people find their way around a neighbourhood and are effective at addressing two frontages.



RULE OF THUMB

Design dual aspect corner apartments at 6–9m deep with windows on two or more sides of the building. Design back-to-back distances between adjacent buildings at 20m or greater for privacy and outlook.

Figure 12: Excerpt from the National Medium Density Design Guide, indicating the qualities and benefits of perimeter block configurations (Source: Ministry for the Environment)

The proposed perimeter blocks are configured using a ‘medium rise – medium coverage’ built form approach. This is an optimal approach to providing both density and urban quality that has additional benefits over terraced housing typologies (i.e. low rise – high coverage) by providing opportunities for more varied built forms and communal spaces, while avoiding the effects of single point blocks standing in ill-defined open space (i.e. high rise – low coverage), as illustrated in Figure 13.² The Project varies the built form with additional building heights over the 13m height limit in strategic locations across the Site, such as enhancing the legibility and definition of the key north / south accessways; regularly breaking up the continuity of build form along SH6 and the E/W Collector Road; and managing amenity outcomes. This is assessed in more detail in Mr Brewer’s Urban Design Assessment and Ms de Lambert’s Landscape Effects Assessment.

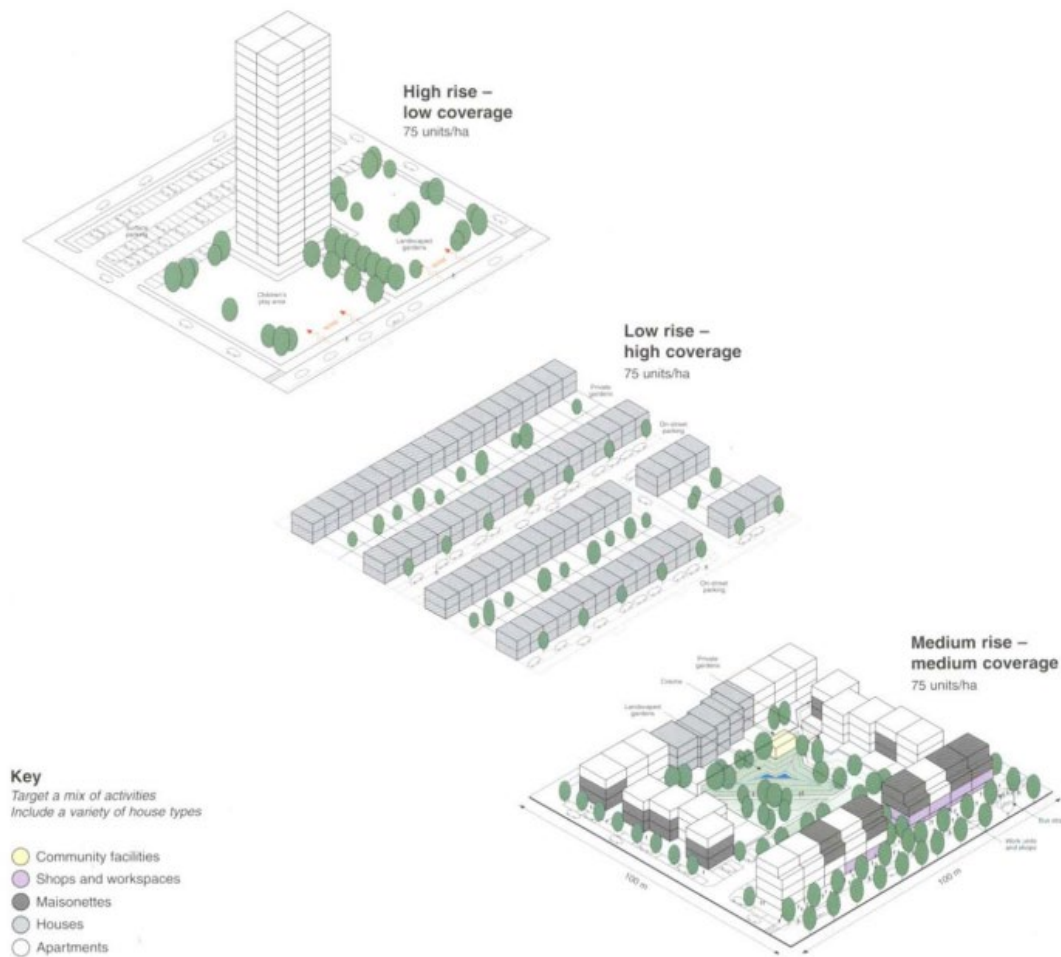


Figure 13: Diagram illustrating the relationship between equivalent densities using different built form approaches. This indicates that density alone is not a definitive indicator of urban quality and that efficient utilisation of land and urban amenity can be optimally achieved through a perimeter block approach (Source: Towards an Urban Renaissance, UK Urban Task Force / DETR).

² Towards an Urban Renaissance, UK Urban Task Force / DETR (1999).

Flexibility is also provided at the unit level with apartments that can be configured in a variety of dwelling sizes. Critically, they are most effective at delivering one and two bedroom units to deliver on an identified need within Queenstown, given the high proportion of detached, duplex and terraces that predominate the existing market.

A benefit of this Project proceeding is its ability to be an early adopter of the apartment typology. This would provide a large scale demonstration that could become a positive precedent for local developers, beyond the isolated examples of hotels and individual residential buildings that currently exist in Queenstown. Remarkables Park would currently be the closest equivalent but has not achieved this level of affordability at scale yet. The Project will represent a distinct character change and operational approach that departs from these existing development typologies.

By following the TPLM Structure Plan, the public roading and open space infrastructure would have contributed to breaking up the Corridor into smaller 'super blocks' where this could be managed. A valid alternative and finer grained approach achieves a similar intent through the proposed masterplan, which comprises a network of private streets, active travel corridors and perimeter block structure. This has the benefit of achieving greater amenity within the Site by reducing through traffic and prioritising active travel modes. The additional benefit of aggregating sites is that it provides more flexibility to configure a masterplan to integrate existing site features, without overly compromising layout. This has been most tangibly achieved by responding to the treelined Pedestrian Promenade, which has enabled the higher-density built form to legibly align with amenity features like this.

5.3 Range of open spaces and facilities

Policy 27.3.26.3 states:

'Require a range of open spaces and facilities including:

- a. sports grounds (for active and informal recreation) and associated community activities;*
- b. local parks for informal recreation;*
- c. a network of walkways and cycleways throughout the Structure Plan area integrating development with Lake Hayes, the Shotover River, the adjacent Ladies Mile suburban settlements, Frankton and the Wakatipu Trails network;*
- d. a coherent and consistent landscaped setback adjacent to State Highway 6 that maintains the key elements of the gateway experience including significant views; and*
- e. areas that function as ecological corridors and stormwater management areas, as part of a wider blue-green network.'*

Provision of higher order open spaces include the Premier Sports Grounds proposed at the Council-owned site at 516 Ladies Mile and a Community Park is identified adjacent to the Commercial Precinct within the TPLM Structure Plan. An approximately 3000m² Local Park is also proposed to be vested with Council, along with several other Local Purpose Reserves, within 429 Ladies Mile that has a 400m walking catchment extending across most of the Project (Figure 14, keynote 1).

The westernmost Local Park within the TPLM Structure Plan is proposed to be repositioned to the northern side of the E/W Collector Road with approximately half of this public open space

occupying steeper ground (Figure 14, keynote 2). It is acknowledged that this part of the proposed Local Park is not consistent with the QLDC Future Parks and Reserves Provisions Plan, which recommends flatter ground for usability and flexibility of different activities. Although, it is understood that Greenwood Associates has comprehensively designed the relocated Local Park in a way that treats the steeper parts of this public open space as an asset, such as integrating slides and other nature-based play facilities that effectively utilise the slope along with elevated public viewpoints.

Consistent with the comprehensive management of the development, a large publicly accessible 'triangle park' is located at the northern end of the treelined Pedestrian Promenade. This is complemented by several large communal open spaces within each perimeter block, which are intended to largely serve the passive recreation and visual amenity needs for residents. A community pavilion is provided centrally within most courtyards to provide common facilities for residents to use and gather year-round.



Figure 14: Distribution and approximate areas a proposed vested Local Park and privately managed open spaces within the Site and adjacent Local Park and Local Purpose Reserves proposed within the adjacent Clarke Group development at 429 Ladies Mile. 400m walking catchments to Local Parks also illustrated.

Overall, while the comprehensive management approach being proposed is not appropriate to provide public open spaces within most parts of the development, publicly accessible open space types and locations will be available to those living within the development and TPLM residents generally. This approach is likely to provide both a broader range of open space and are likely to be of higher quality.

The Project implements the two key active travel routes identified within the TPLM Structure Plan along SH6 and the E/W Collector Road, noting the latter is a shared walking and cycling path based on expert transport advice (Figure 15).

As noted above, two non-trafficked and direct north / south active travel routes are provided through the Site, between SH6 and the E/W Collector Road, one in the west along the treelined Pedestrian Promenade and the other following the eastern boundary at the interface with the proposed 429 Ladies Mile development. Two publicly accessible, mid-site links are also available through this development and aligned to paths within the Project for those travelling between adjacent neighbourhoods.

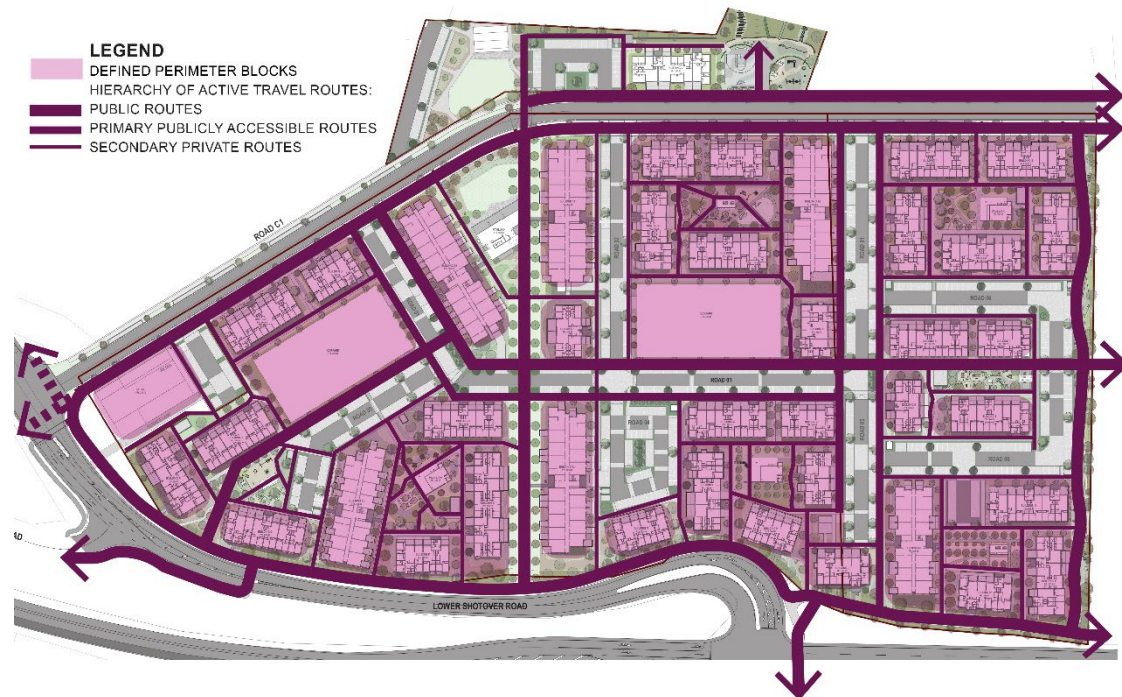


Figure 15: Diagram illustrating the hierarchy of active travel routes through the proposed masterplan and definition of 'perimeter blocks' and urban edges of the Site.

Otherwise, a highly permeable network of publicly accessible footpaths will allow people to flow through the Site. It is likely that access management, such as fences and gates, will be provided to support the perimeter block structure and enclosed communal spaces to address CPTED issues that may arise from too much permeability.

The Project maintains the Building Restriction Area along SH6 and an associated landscape plan ensures there is a coherent and consistent landscaped setback adjacent to SH6. This will help integrate this larger development into the TPLM corridor and mitigate the visual dominance of apartment typologies at this interface. This planting is not intended to fully screen the development within the Site, being intended for medium density development. Although, they provide scale proportional to the proposed buildings and maintain a well-planted, attractive frontage to the adjacent public realm.

The cross section of the E/W Collector Road has also been reduced in width, while retaining parallel on street car parking to help manage vehicle speeds. The stormwater swale originally proposed along this route is understood to not be necessary from a technical engineering perspective and is proposed to be replaced by soakage pits within the Site. The Site is located within the Kimi-akau / Shotover River catchment with its watershed located near the eastern boundary. As such, it is understood the importance of taking an integrated water sensitive urban

design approach is less critical than on the eastern side of TPLM where it drains towards the more ecologically sensitive Waiwhakaata / Lake Hayes. In collaboration with Clarke Group, the associated green corridor that was intended to follow the swale has now been reallocated within the Site where it can be comprehensively privately managed and maintained with the rest of the development while continuing to be consistent with the concept. Nonetheless, the 22.5m E/W Collector Road cross section does provide for a vested active travel route.

5.4 High quality of urban form

Policy 27.3.26.4 states:

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

d. design allotments, blocks, and movement corridors so as to maximise the efficient and convenient opportunity for subsequent development to integrate with, and provide passive surveillance of, streets and public spaces, and any private ways having the function of a road;

The specific responses to each interface of the Site are discussed below (Figure 16):

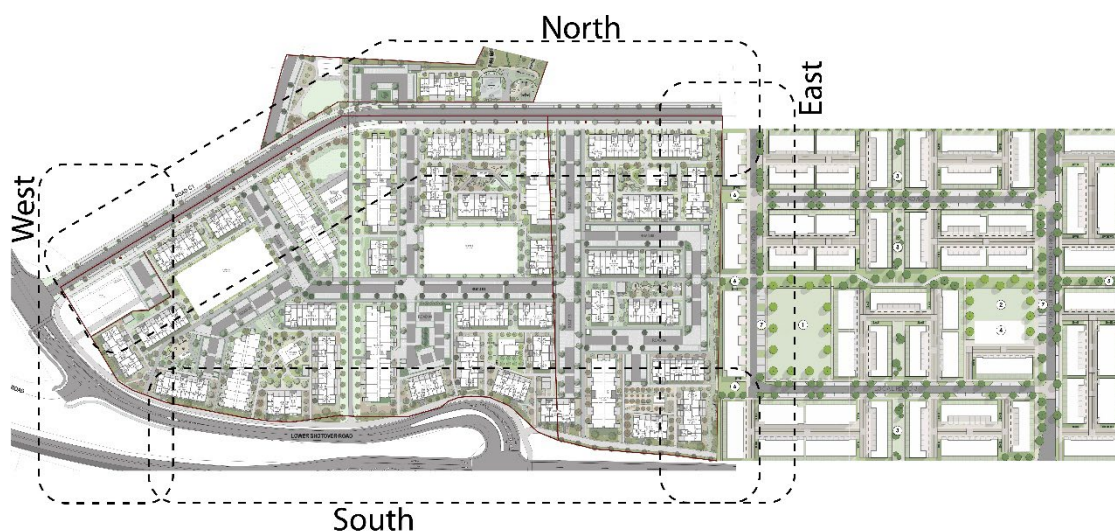


Figure 16: Various external interfaces of the Project, including the proposed Clarke Group development at 429 Ladies Mile to the east.

The southern boundary interface is split between a direct interface with SH6 and Lower Shotover Road. The SH6 interface is consistent with the Structure Plan and accommodates the Building Restriction Area (BRA) and associated active travel routes along it. The interface with Lower Shotover Road reverts to the current condition and does not follow the TPLM Structure Plan that included a more northerly through-route along the E/W Collector Road to a N/S Collector Road.

Regarding the removal of the N/S Collector Road, it is understood that Simplicity Living originally proposed two SH6 intersections during pre-application engagement with NZTA to ensure Lower Shotover Road traffic would go directly to SH6 instead of through the residential neighbourhoods. It is understood that NZTA turned this down, preferring the Lower Shotover Road to be connected to the SH6 / Stalker Road intersection. This would create an impractical 5-leg intersection, meaning that either Lower Shotover Road or the N/S Collector Road could not connect to the SH6 intersection. decision was made by the project team at the time to retain

the existing alignment in favour of both convenience for Lower Shotover Road users and neighbourhood amenity within the Site. The loss of the N/S Collector Road connection also compromised the locational qualities of the Local Centre in the TPLM Structure Plan, such as capturing passing trade and car parking convenience.

Furthermore, the TPLM Structure Plan did not address the remnant section of Lower Shotover Road. This potentially left a large area of public road reserve that has no clearly defined purpose or function other than to provide for an active travel route through to Spence Road. This is an inefficient use of land within the highly accessible part of the TPLM Corridor and follows the alignment of very specifically engineered transport infrastructure. The TTSC Structure Plan leaves this area largely unresolved. Instead, the Project continues to utilise this land for Lower Shotover Road, thereby releasing developable land with the Site for providing additional residential activities. Larger landholdings provide more opportunities for land use efficiency through a masterplanning approach with less built form constraints at the interfaces between sites (internalising effects) and more comprehensive site and block configurations.

Lower Shotover Road is currently a semi-rural road servicing the large Rural / Rural Residential catchment area of Dalefield and a providing a key link from Arrowtown and Arthurs Point to Te Kirikiri Ladies Mile. In-part as a response to the integration of Spence Park / Western Extension, the Structure Plan introduced an alignment that favoured movement through to the Commercial Precinct rather than SH6. This made a more circuitous connection to the Stalker Road intersection, via two Collector Road intersections, which is likely to be less efficient and brings vehicles passing through TPLM deeper into residential areas. It is noted that the notified version of the TPLM Structure Plan did not have this alignment.

The changed context of consolidated landholdings, combining Sub-Areas A and B in the TPLM Structure Plan, has the benefit of removing the N/S Collector Road and replacing it with a more permeable active travel network. This is also likely to be more conducive to community coherence within TPLM (Figures 11 and 14).

Lower Shotover Road continues to curve past the Children's Cemetery (located on land further west) and around to the western interface of the Site. Importantly, the alignment of the active travel route remains through to the Structure Plan intersection with MDR areas within the Spence Park / Western Extension, which was added during the Variation submission process. While part of a busier, multi-modal corridor, it will maintain direct access to SH6 and associated frequent public transport services. As noted above, the conditioning of Local Centre activities on a separate lot on the E/W Collector Road corner will also be closer to servicing Spence Park / Western Extension.

The northern interface of the Project amends two aspects of the TPLM Structure Plan, the location of the Local Park (addressed above) and the northern intersection of the N/S Collector Road. The removal of the N/S Collector Road has been supplemented by an alternative north / south pedestrian spine that originates close to the Stalker Road Intersection. This is a strong contextual response to the Site, which aligns with the existing treelined avenue of the Pedestrian Promenade and has the proposed St Joseph's School as a destination at the northern end.

An access easement follows the eastern boundary of the Site at the interface with the Clarke Group's proposed 429 Ladies Mile Development. This provides opportunities for active travel modes to link between SH6 and the E/W Collector Road and local access to residences on either side. Two publicly accessible, mid-site links are also available for those travelling between adjacent neighbourhoods. These are directly aligned with a local street and a non-trafficked, green corridor that links through the Site, accessing both a Local Park and small Local Centre.

By retaining the existing alignment of Lower Shotover Road, and efficiencies and integration gained by consolidating landholdings with Areas A and B of the TPLM Structure Plan, the Project will likely provide at least the same level of service anticipated.

5.5 Safe and efficient transport network

Policy 27.3.26.5 states:

Provide for a safe and efficient transport network that:

- c. integrates key roads north of State Highway 6 with existing and planned intersections serving development south of State Highway 6, and provides safe pedestrian and cycleway crossings of State Highway 6, to encourage connectivity between the south and north sides of State Highway 6;*
- d. ensures that the standard and layout of internal road connections account for long-term traffic demand without the need for subsequent retrofitting or upgrade; and*
- e. prioritises the safe and efficient movement of walking, cycling, and public transport routes over private vehicular use*

There is a built-up interface with SH6, beyond the Building Restriction Area, that will contribute to the edge friction as part of managing the reduced speed environment. The proposed landscape design creates a high amenity edge and a pleasant environment adjacent to the busy SH6, thereby reducing perceived travel distances.

The retention of Lower Shotover Road in its current alignment will have an additional active travel crossing provided, close to the entrance point of the main Pedestrian Promenade along the existing treelined avenue. This provides direct and safe continuity of the main active travel route along SH6 where it diverts to Spence Road, across the historic Shotover River bridge and onto Te Kirikiri Frankton. As noted above, the active travel route also continues along Lower Shotover Road towards the Local Centre activities, proposed St Joseph's School and the upper terrace of Spence Park / Western Extension of TPLM Structure Plan. A signalised intersection provides safe crossing points where the E/W Collector Road connects in.

As noted above, pedestrian and cycle access is prioritised over vehicle movement with numerous entry points around the Site's public interfaces. Two connections are aligned along the internal eastern boundary with the neighbouring 429 Ladies Mile development, reducing the need to cross streets between residential neighbourhoods and potentially through to the Commercial Precinct.

A highly permeable network of publicly accessible footpaths will allow people to flow through the Site conveniently and safely (Figure 14). There are two north / south routes across the Site that help reinforce a hierarchy of routes within the masterplan with one along the Pedestrian Promenade that follows the existing treelined avenue and the other on the eastern boundary with 429 Ladies Mile. While many are non-trafficked routes, some are aligned with internal access streets. The benefit of aggregating the landholdings and comprehensively managing the Site is that a controlled speed environment can be established with only one through route for vehicles. It is understood no access management, such as fences and gates, will be provided. However, the perimeter block structure is likely to create some sense of territorial reinforcement within more communal spaces to address CPTED issues that may arise from too much permeability.

The development includes provision for both vehicle and bicycle parking, integrated throughout the Site to support alternative transport modes and reduce reliance on private vehicles. Two four-storey carparking structures are proposed to be embedded within the development, away from the immediate interface with the proposed frequent public transport and active travel routes along SH6 and the E/W Collector Road. This favours public transport and active travel modes over the convenience of private vehicle access.

5.6 Manage Staging of Development

Policy 27.3.26.6 states:

Manage subdivisions (including in terms of staging and restrictions on subsequent development) so as to support and complement the specific transport infrastructural works required for Sub Areas A — K in Rules 49.5.10, 49.5.39, 49.5.59 and 49.5.65 (and as referenced in Rule 15.4.18).

It is understood this policy will be covered by the Transport experts and addressed further through the AEE.

6.0 Conclusion

Overall, the Project demonstrates strong urban design merit when assessed against the strategic intent of the NPS-UD, QLSP and TPLM Zone policy framework, specifically Chapter 27 – Subdivision and Development. Most of the TPLM Structure Plan components, such as the Local Centre activities and Local Park, are proposed to be relocated adjacent to the public interfaces of the Site with several publicly accessible linkages through the Site. While it departs in some respects from the precise layout shown in the TPLM Structure Plan, those changes are a consequence of consolidated landholdings, coordinated masterplanning and a comprehensive Build to Rent model that enables a more efficient and integrated development and management response. As such, the Project achieves the TPLM Zone's objectives and delivers equal or better urban design outcomes than through strict adherence to the TPLM Structure Plan layout.

The Project also provides a substantial supply of medium-density housing in a highly accessible location, supported by Local Centre activities, a legible network of publicly accessible open spaces, a permeable active travel framework and a built form arrangement that supports amenity, passive surveillance and neighbourhood identity. Importantly, the Project retains the key strategic outcomes sought for the TPLM C, including integration with surrounding development; support for walking, cycling and public transport; and the delivery of a distinctive urban form capable of contributing positively to this rapidly evolving place.

From a strategic urban design perspective, the Project is acceptable and consistent overall with the intent of the relevant statutory provisions and will make a positive contribution to a well-functioning urban environment.

Appendix 1: CV



TIM CHURCH

KAIHOAHOA TŪĀPAPA | URBAN DESIGNER, PARTNER

TOHU MĀTAURANGA | EDUCATION

Master of Urban Design, University
of Sydney, 2004

Bachelor of Landscape
Architecture (Hons), Lincoln
University, 1995

NGĀ PUKENGA O MUA | EXPERIENCE

26 Years

TŪHONO MĀTANGA | AFFILIATIONS

Registered Urban Designer |
National Council Member, Urban
Designers Institute Aotearoa

Member, Urban Design Forum
Aotearoa

Convenor / Member, Christchurch
Urban Design Panel

Independent Urban Design
Certifier, Christchurch City Council

Member, Remarkables Park
Design Review Board

Registered Landscape Architect,
New Zealand Institute of
Landscape Architects

Iwi: Ngāi Tahu
Runanga: Waihopāi, Ōtakou

MAHINGA O MUA | BACKGROUND

2006 to present

Partner | Urban Designer,
Boffa Miskell Ltd,
Christchurch/Queenstown

2001 - 2005

Associate | Urban Designer,
Levitt Bernstein Associates,
London

1999 - 2000

Landscape Architect,
DEM Design (Landscape), Sydney

NOHOANGA KA TIKI | SUITABILITY FOR THE ROLE

I have worked extensively across the United Kingdom, Australia and New Zealand | Aotearoa, in both private and public sectors.

Spatial planning and master planning are my strengths. I relish the combination of technical leadership to achieve effective land use, built form and transport integration, alongside the soft skills of workshop facilitation and engagement processes, to manage long-term change. I have been project lead for spatial plans in Kaikoura, Mackenzie, Central Otago and Southland districts; Te Tapuae | Southern Corridor Structure Plan; Te Kirikiri | Frankton Masterplan; and the Milford Opportunities Project (Stage 2) Masterplan, an international award-winning tourism-based project.

The challenges of creating places for people within large, complex projects also motivate me, the Canterbury earthquake rebuild offered unique opportunities collaborate within design teams on local, contextually based projects at an international scale. I have had urban design lead and / or assessment roles for several Blueprint anchor projects, including Parakiore (Metro Sports Facility), Te Kaha (Canterbury Multi Use Facility) and Christchurch Cathedral Reinstatement.

I have a strong urban policy and project assessment background, including council and Environment Court hearing experience. This covers advice on business, mixed use and residential plan changes for CCC, CODC, QLDC and ICC alongside regular peer review roles on their behalf. Award-winning design guidance projects that I have led cover medium density residential, crime prevention, landscape design and urban laneway themes.

PUKENGA HANGARAU | TECHNICAL SKILLS

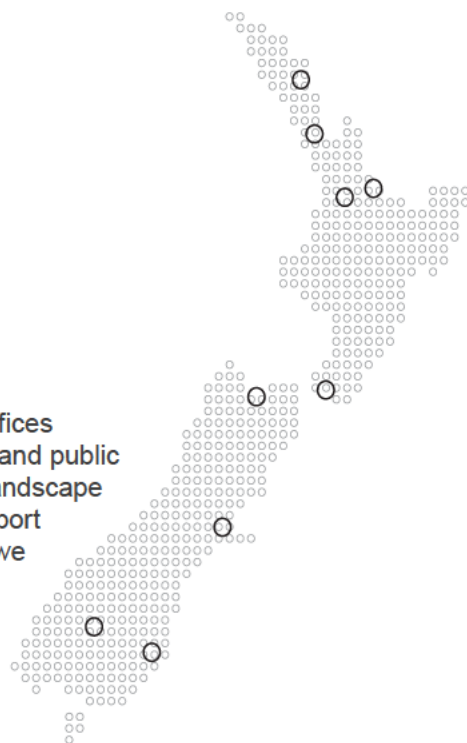
- Urban Design strategy, policy and guidance
- Large-scale Spatial Planning, Structure Planning and Masterplanning
- Transport and Infrastructure Business Case support
- Urban amenity and character studies
- Capacity and yield studies
- Site-based Urban Design
- Technical expert assessments and peer reviews
- CPTED safety audits
- Māori cultural design awareness
- Workshop facilitation
- Partner and stakeholder engagement / public consultation

TŪMAHI WHEAKO | PROFESSIONAL EXPERIENCE

Key Project Experience	Completed
Spatial Planner, Queenstown Lakes Blue Green Network, QLDC	2023 – 2025
Urban Design Lead, Te Tapuae Southern Corridor Structure Plan, QLDC	2021 - 2025
Project Lead, New Civic Administration Building Location Assessment, QLDC	2024 - 2025
Project Lead, Kaikoura Spatial Plan, Kaikoura District Council	2022 - 2024
Urban Design Lead, Te Pūtahi Ladies Mile Masterplanning, Clarke Group	2025 - 2026

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