FAST TRACK REFERRAL SUPPORTING TECHNICAL MEMORANDUM

ENGINEERING INFRASTRUCTURE SERVICING

Simplicity Living

Te Putahi Ladies Mile

Prepared For:

Simplicity Living Limited

Project No. 4163

Date: 8 April 2026

MCKENZIE & CO.

DOCUMENT CONTROL RECORD

Project: Simplicity Living – Te Putahi Ladies Mile

Project #: 4163

Client: Simplicity Living Limited

Location: 12 & 14 Lower Shotover Road, and 435 Frankton-Ladies Mile Highway, Queenstown

Revision: B

Revision	Date	Originator	Checker	Approver	Description
A	31 March 2026	LV	JK	RS	DRAFT
B	8 April 2026	LV	JK	RS	Fast Track Referral

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1.0 Executive Summary

McKenzie & Co has been engaged by Simplicity Living Limited (SLL) to provide an infrastructure servicing report in relation to the proposed development at 12 & 14 Lower Shotover Road, and 435 Frankton-Ladies Mile Highway, Queenstown (the Site). The proposal is for a master planned residential neighbourhood which combines higher-density living, community facilities, active-transport infrastructure and public open space.

This memorandum demonstrates that the Site can be sufficiently serviced and that stormwater effects can be appropriately managed, as follows:

- Earthworks can be readily achieved through a cut and fill operation and an Environmental Management Plan (EMP) to manage potential impacts of erosion and sediment generating activities.
- External roading and access to the Site can be provided from Lower Shotover Road and the internal roading network will include the East West Collector Road in accordance with the Structure Plan.
- Stormwater will be managed in accordance with the Structure Plan principles, and can be accommodated on Site, with only extreme rainfall events causing stormwater to leave the Site.
- Wastewater will be serviced via an internal gravity reticulation pipe network discharging to staged external trunk infrastructure within SH6, with external upgrades required to provide for full development flows to the wastewater treatment plant.
- Water supply can be achieved through various options, including an extension of an existing main along with internal pipework, through a phased delivery.
- The proposed water and wastewater solutions align with the QLDC long-term plan and where necessary a development agreement between SLL and QLDC will be created to enable the Applicant's capital to build the trunk infrastructure.
- There is capacity for utilities to service the Site.

2.0 Introduction

SLL is applying for its Ladies Mile development to be referred under the Fast-track Approvals Act 2024.

This Infrastructure Report has been prepared to support SLL's referral application by demonstrating the proposal is capable of being serviced. The Site, comprises Lot 3 DP 606744 (6.14ha), Section 9 SO 485598 (2.95ha) and Lot 2 DP 617529 (0.92ha) is approximately 10.01 hectares, and is proposed to accommodate a residential development comprising 1,064 units, supported by associated retail activity, parking, and infrastructure.

This report outlines the existing Site conditions and the proposed engineering solutions across key infrastructure disciplines, with a particular focus on the overall servicing approach and integration with the wider Te Pūtahi Ladies Mile Structure Plan[1].

The following documents have been relied on:

- Master plan, dated 13.03.2026
- Te Pūtahi Ladies Mile Plan Variation Three Waters Servicing Concept, September 2023
- Hazard mapping – Queenstown Lakes District Plan (QLDC) GIS, March 2026
- Utility records / BeforeUdig

3.0 Site Description

The subject Site is located within the Te Pūtahi Ladies Mile growth area, which is identified for significant urban expansion. While historically zoned for rural activities, the land is transitioning toward urban residential use as part of a broader strategic development framework.

The subject Site is shown in the following Figure 1.

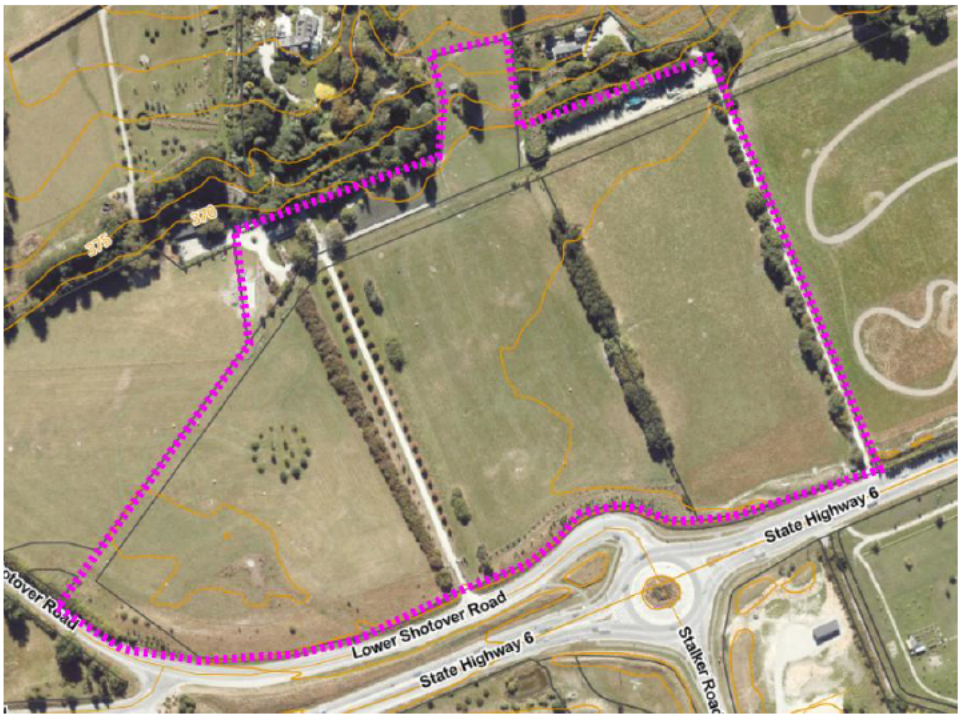

Figure 1: Site Location

[1] Ladies Mile Structure Plan, QLDC, 2024

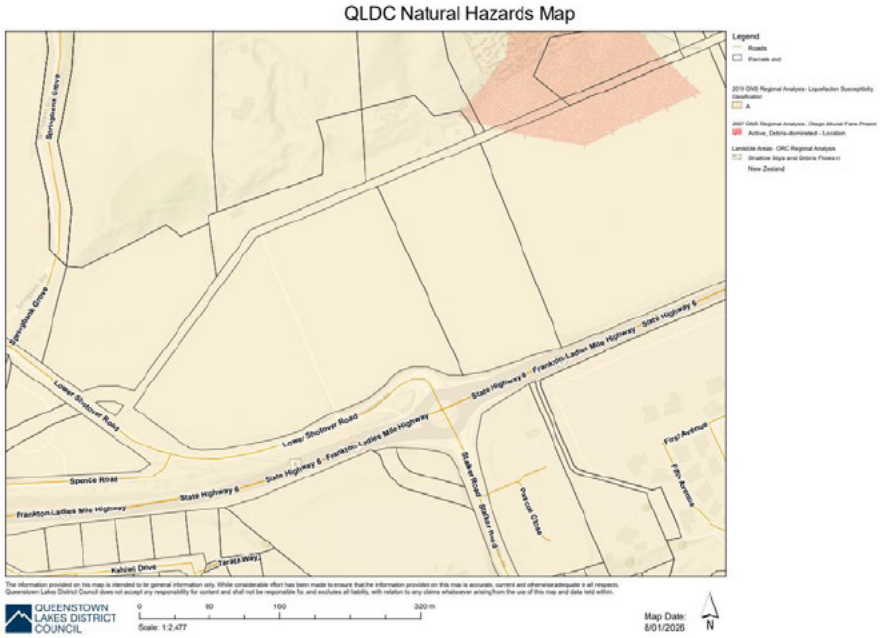

Figure 2: Natural Hazards Exposure Analysis Map

The Site is currently undeveloped and largely devoid of internal infrastructure.

The existing landform is gently undulating, with minimal earthworks being required to establish suitable building platforms and infrastructure corridors.

A review of available hazard mapping on the Otago Regional Council's Natural Hazards Exposure Analysis Map, as shown above in Figure 2, indicates that the Site is not subject to significant natural hazard risks. Liquefaction potential is considered low to negligible, there is no identified flood risk at a regional scale, and no mapped landslide or alluvial fan hazards are present. Seismic risk is consistent with the wider Queenstown basin and does not present any additional constraint to development.

Key Site characteristics are covered below in Table 1 - Key Site criteria

Item	Description
Legal description	Lot 3 DP 606744, Section 9 SO 485598 and Lot 2 DP 617529
Site area	10.01 ha
Location	12 & 14 Lower Shotover Road, and 435 Frankton-Ladies Mile Highway, Queenstown
Existing use	Undeveloped
Topography	Gently undulating

Item	Description
Catchment context	Western extent of TPLM precinct
Existing infrastructure	Limited / no adequate on-site reticulated services

4.0 Existing Infrastructure

The following section outlines existing infrastructure.

- State Highway 6 (SH6) and Lower Shotover Road are located along the southern boundary of the Site.
- There is currently no stormwater infrastructure on-site.
- There is existing wastewater infrastructure on the southern side of SH6 adjacent to the Site. Preliminary assessments indicate that some existing capacity may be available for initial flows; however, external staged upgrades are required to service full development of the Site.
- There is existing water supply infrastructure on the southern side of SH6 adjacent to the Site; however, this infrastructure does not have capacity to service the development. Capacity to service the Site is available in the network west of the Site, adjacent to the SH6 Shotover Bridge and Old School Road.
- The Site is currently not serviced by underground power or telecommunications. There is underground infrastructure servicing the residential units on the southern side of SH6.

5.0 Proposed Development

The proposed development comprises a comprehensively master-planned residential community supported by complementary retail and infrastructure components, as shown below in Figure 3.

The development consists of 1,064 residential units, comprising a mix of one-bed, two-bed, and three-bed units, and a retail component.

Figure 3: Proposed Development

The layout is structured around a collector road forming the primary access spine along the northern edge of the Site, from which a network of internal roads and accessways are accessed to the south. The roading network has been integrated with pedestrian and cycle connections, to promote connectivity both within the Site and to the wider Ladies Mile area.

Parking provision is incorporated through a combination of on-street parking and two dedicated parking buildings.

6.0 Earthworks

Earthworks comprising both cut and fill operations will be required across the Site to create suitable building platforms and infrastructure corridors. The proposed earthworks strategy has been developed to achieve a balanced cut-and-fill approach that minimises the requirement for off-site material import or export.

Earthworks will be required across the Site, with a footprint of approximately 90,500 square metres. Earthworks volumes indicate that cut volumes are in the order of 37,000 cubic metres, with fill volumes of approximately 47,500 cubic metres.

Minor retaining is anticipated to be required in localised areas to create stable building platforms and levelled areas suitable for development. However, the overall design seeks to follow natural land contours where practicable. The proposed approach reflects a pragmatic balance between development requirements and environmental outcomes.

7.0 Sediment & Erosion Control

Erosion and sediment control measures will be implemented throughout the construction phase in accordance with QLDC "Guidelines for Environmental Plans" and recognised best practice for land disturbance activities via the implementation of an Environmental Management Plan (EMP).

The proposed strategy adopts a staged and adaptive approach, whereby sediment-laden runoff is captured, treated, and managed on-site prior to discharge. This includes the use of sediment retention ponds, diversion bunds, and silt control measures to intercept and manage runoff generated during earthworks.

Clean water diversion systems will be installed to isolate upstream catchments from construction areas, thereby reducing the volume of contaminated runoff requiring treatment. In addition, stabilised access points, progressive surface stabilisation, and ongoing monitoring will be employed to maintain the effectiveness of the control measures.

The overall objective of the sediment control strategy is to minimise environmental effects during construction, particularly in relation to downstream water quality, and to ensure compliance with regulatory requirements.

8.0 Roading

The proposed internal roading network has been designed to provide a coherent and functional hierarchy that supports both internal circulation and integration with the wider transport network envisaged for the Ladies Mile area.

Central to the development is the formation of a collector road, which is identified in the Structure Plan, along the alignment of the existing unformed paper road. This route will be upgraded to a standard suitable for accommodating the anticipated traffic demands associated with the development. The collector road incorporates an 8.4m carriageway, pedestrian and cycle facilities, and integrated stormwater management features within a corridor of approximately 20.5 metres in width.

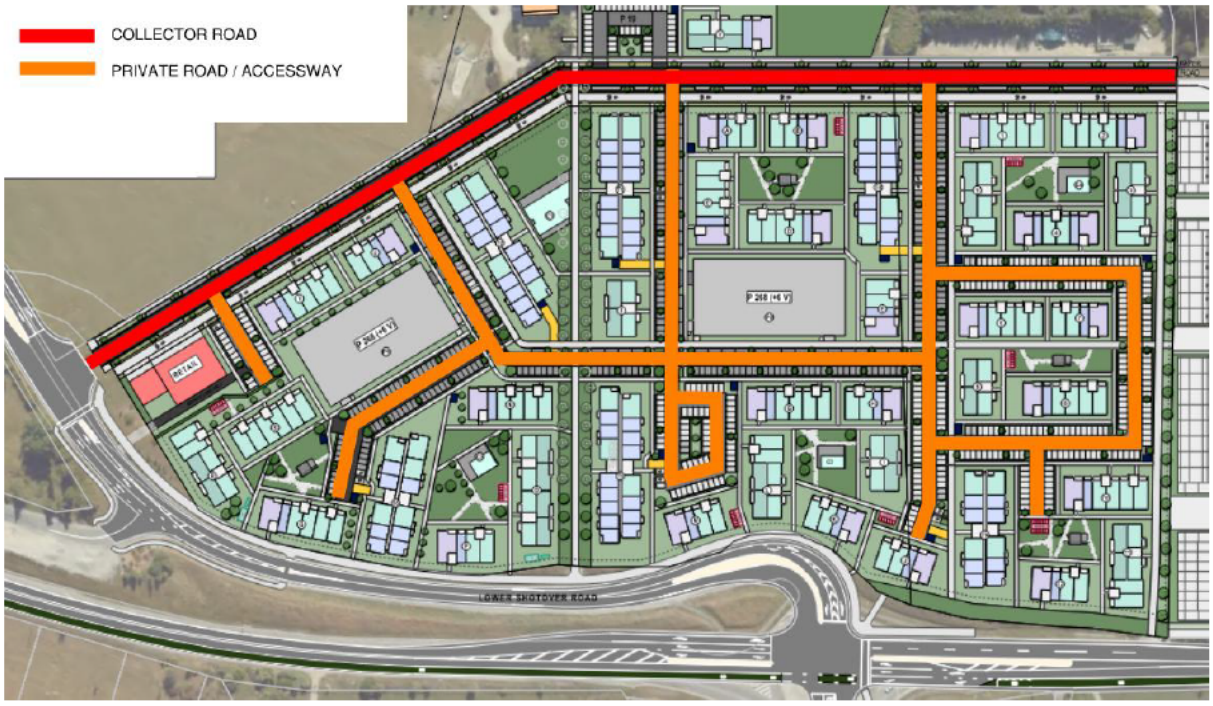

Figure 4: Proposed Roading

The internal roading network comprises a series of private roads and shared accessways (ranging from 14.6m to 20.5m) designed to provide access to residential units while maintaining a high level of amenity. These roads are configured to accommodate vehicle movements, on-street parking, pedestrian access, and landscaping within a cohesive streetscape.

The design has been undertaken in accordance with QLDC standards and seeks to promote safe, legible, and efficient movement for all users, including pedestrians and cyclists. Provision has also been made for connectivity through the Site via shared pathways, supporting connectivity within the wider neighbourhood.

Pavement construction is anticipated to comprise either flexible or rigid systems, with final selection to be confirmed during detailed design.

9.0 Stormwater

The Site currently drains to the Shotover River to the west. There is no formal piped network within the Site.

The proposed stormwater management strategy for the development has been developed in the context of the wider Ladies Mile Structure Plan and adopts an integrated catchment-based approach.

The Site is located at the western extent of the Ladies Mile precinct, within the Shotover River Catchment. The proposed stormwater treatment methodology and discharge locations are

in accordance with the wider stormwater management framework established for the Ladies Mile Structure Plan area.

The development has been designed to exceed minimum zoning requirements by providing approximately 40% permeable landscaped area, compared to the 25% required by the Queenstown Lakes District Plan, supporting groundwater recharge and reducing the impact of increased impervious surfaces.

The strategy recognises both the need to manage runoff generated within the development and to accommodate upstream flows from Slope Hill, which enter the Site as shown below in Figure 5.

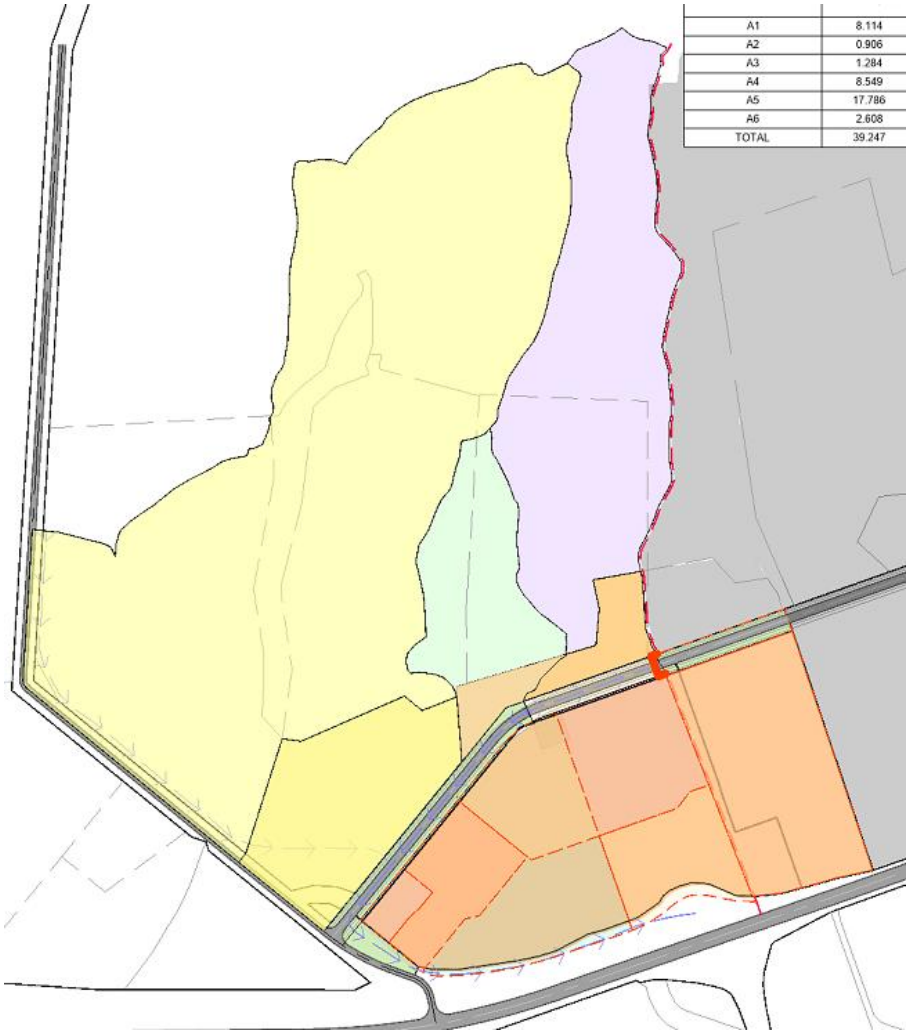

Figure 5: Stormwater Catchments

Stormwater runoff from the Slope Hill catchment and the proposed development will be intercepted, treated, and discharged to ground for storms up to the 1% AEP storm event, in accordance with the Ladies Mile Structure Plan.

Stormwater within the development will be collected via a piped network and directed to water quality treatment and soakage devices, which will provide storage, and quality treatment to a QLDC Land Development and Subdivision Code of Practice standard. The proposed devices utilise in-ground tanks capable of providing detention, retention, and soakage discharge to ground for storm events up to the 1% AEP events.

Runoff generated by storm events greater than the 1% AEP event, up to the 0.4% AEP event, will discharge toward the Shotover River via defined overland flow paths.

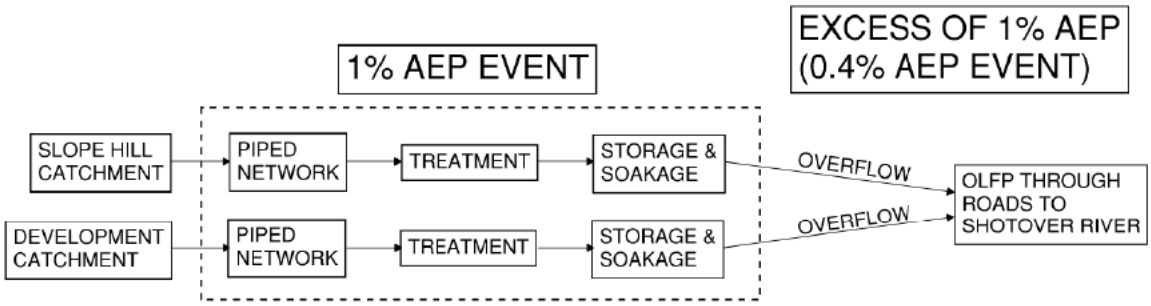

Figure 6: Stormwater Management Chain

The proposed stormwater management approach reflects contemporary stormwater management principles outlined by QLDC Land Development and Subdivision Code of Practice, mimicking natural hydrological processes and minimising off-site effects, including adverse effects on Lake Hayes water quality, and provides a resilient approach for extreme events that aligns with the Ladies Mile Structure Plan.

10.0 Wastewater

There is no piped wastewater network within the Site but there are options available as discussed below.

The proposal is addressed in two components -

1. Site reticulation providing service connections within the Site, discharging to a public connection on the proposed trunk wastewater pipe at the intersection of SH6 and Lower Shotover Road.
2. Trunk wastewater pipe from the Site's discharge connection point, to the wastewater treatment plant west of the Shotover River.

10.1 Site Reticulation

A reticulation network is proposed within the Site to provide wastewater connections for all residential units and commercial areas. This network will comprise a mixture of private and

public pipes within the Site. All pipes will be constructed by SLL, with the public pipes to be vested in QLDC. The network will discharge to the trunk wastewater infrastructure within SH6.

10.2 Trunk pipe

Discussions between SLL and QLDC are ongoing to confirm the scope and staging of the external wastewater upgrades required to service the Site.

Preliminary assessments indicate that the staged external upgrades are expected to comprise:

- Phase 1 - Use of available capacity within the existing 375mm diameter pipe on the south side of SH6 for initial flows, conveying flows to the wastewater treatment plant (WWTP).
- Phase 2 – Construction of a new trunk pipe from the intersection of Lower Shotover Road and SH6 to the Shotover Bridge, sized to accommodate full development flows.

These staged upgrades are intended to provide for full development flows to the WWTP, with the final scope and staging to be confirmed through ongoing discussions with QLDC.

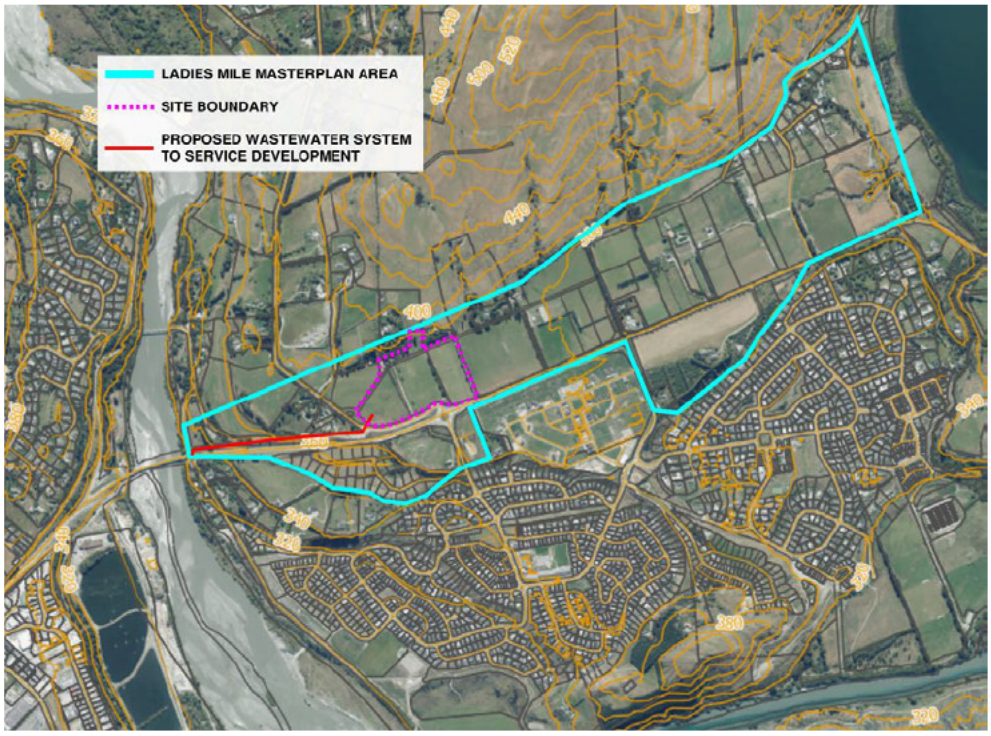

Figure 7: Proposed Wastewater trunk alignment

11.0 Potable Water

There is no piped water supply network within the Site but there are options available as discussed below.

The proposed system will be delivered in two phases, being an interim solution and an ultimate solution that aligns with the QLDC long-term plan. Where necessary a development agreement will be created to enable the Applicant's capital to build this trunk infrastructure ahead of its scheduled delivery. This integrated approach enables the development to proceed while aligning with QLDC's long-term plan, helping to unlock other zoned land and enable further development.

11.1 Phase 1 – interim solution

Water will initially be supplied to the Site by connecting to the existing DN450 rising main near the Lower Shotover Bridge, with a new DN560 rising main, within in the road reserve, conveying flows up to the Site. There are a range of options being considered in terms of water storage to meet demand – one being that water will be stored in reservoirs which are already consented on the neighbouring land (consent reference RM230721 as varied by RM240476). This approach will allow development to proceed without waiting for full network build-out, while managing capital expenditure and aligning infrastructure delivery with demand.

11.2 Phase 2 – Ultimate Solution

The ultimate solution includes a dedicated DN560 rising main directly connecting the SCO Bore field and Water Treatment Plant to the Slope Hill Reservoir, removing reliance on interim connections and improving network capacity and reliability.

The reservoir will also be expanded to its full configuration of three 1,000 m^3 tanks, providing the critical storage volume of approximately 2,547 m^3 (24 hours of average demand), and ensuring compliance with QLDC design standards.

The DN450 falling ring main will form a complete reticulation loop across the development, providing redundancy, pressure consistency, and operational performance. Supporting infrastructure such as permanent power supply, backup generation, and easements necessary for the reservoir will be fully implemented.

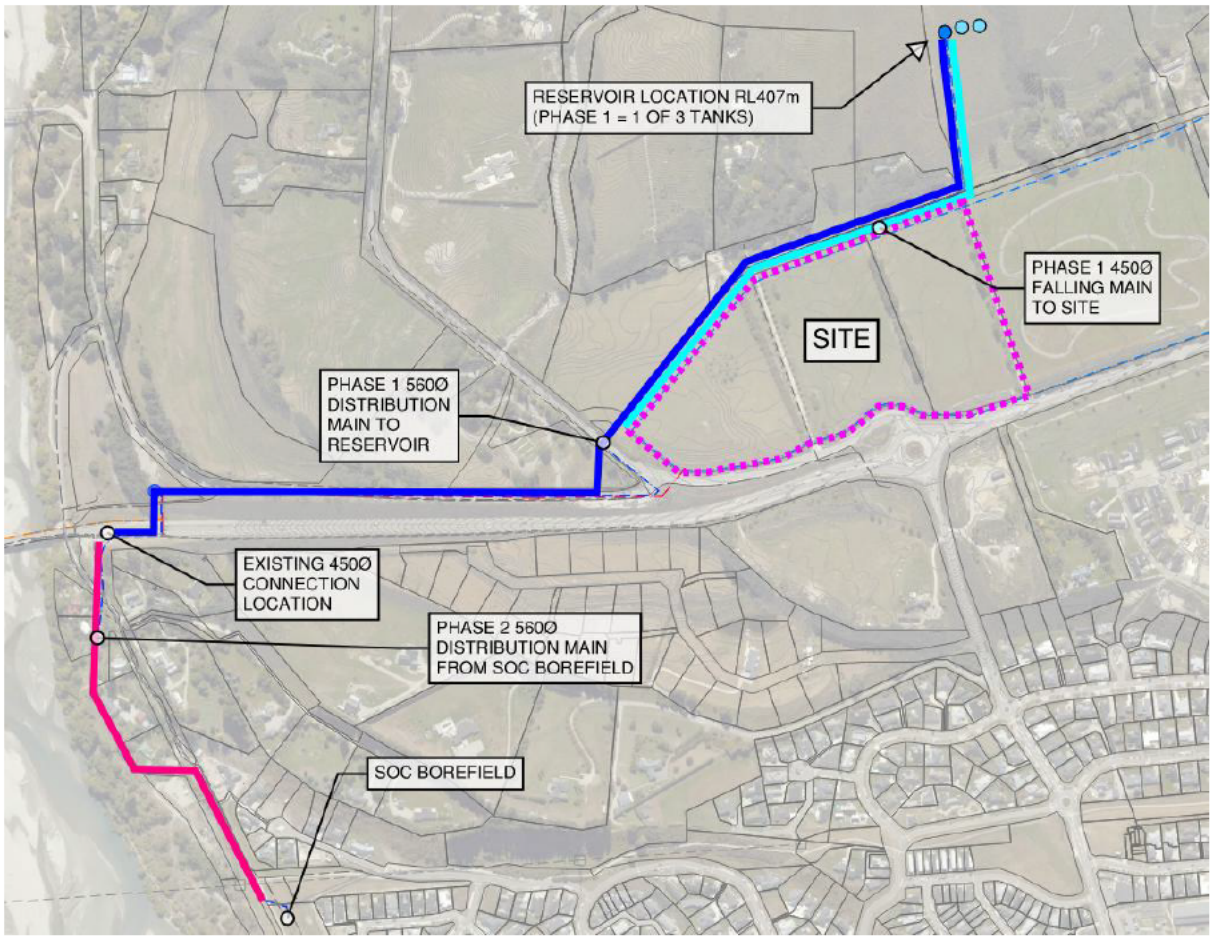

Figure 8: Proposed External Water Supply Staged Solution

11.3 Treatment plant and SCO Bore field capacity

Based on the information reviewed, there are no known strategic supply constraints to delivering the ultimate water supply solution, with QLDC recently constructing an additional five bores for the sole purpose of the Ladies Mile water scheme.

11.4 Summary

Overall, the ultimate system provides a scalable, efficient, and resilient long-term solution capable of accommodating projected growth, subject to detailed design and hydraulic modelling.

12.0 Utilities (Power & Telecommunications)

The Site is not currently serviced by sufficient electrical or telecommunications infrastructure, reflecting its undeveloped state. The proposed development will therefore require the extension of these services from the surrounding network. Confirmation of serviceability letters have been included in Appendix B.

Power and telecommunications will be provided via underground reticulation systems, consistent with modern urban development practices. The design and installation of these services will be undertaken in coordination with the relevant utility providers and integrated with the overall infrastructure layout.

The proposed approach ensures that all units will have access to reliable power and high-quality telecommunications services, including provision for fibre connectivity.

13.0 Conclusion

The proposed development is considered capable of being serviced, subject to detailed design, regulatory approvals, and the delivery of the identified external water supply and wastewater infrastructure upgrades.

While the Site currently lacks sufficient infrastructure capacity, particularly in relation to wastewater and water supply, the proposed servicing solutions are aligned with the wider Ladies Mile Structure Plan and provide a clear and staged pathway for servicing the development. The integration of on-site infrastructure with external regional upgrades will enable the development to be delivered in a coordinated and sustainable manner.

The proposed earthworks, roading, drainage, and utility systems have been designed to operate cohesively, with consideration given to environmental effects, constructability, and long-term performance.

Accordingly, subject to detailed design, regulatory approvals, and coordination with external infrastructure providers, the proposed development is considered feasible from an infrastructure servicing perspective.

Appendix A – Engineering Plans

LEGEND:

SITE BOUNDARY

MCKENZIE & CO.

CLIENT: SIMPLICITY LIVING

PROJECT: SIMPLICTY LIVING
TE PUTAHI LADIES MILE

TITLE: LAYOUT PLAN

PURPOSE OF ISSUE: FAST TRACK REFERRAL

SCALE: 1:2m @ A3
DO NOT SCALE

DRAWING NO: 4163-200

REV: A

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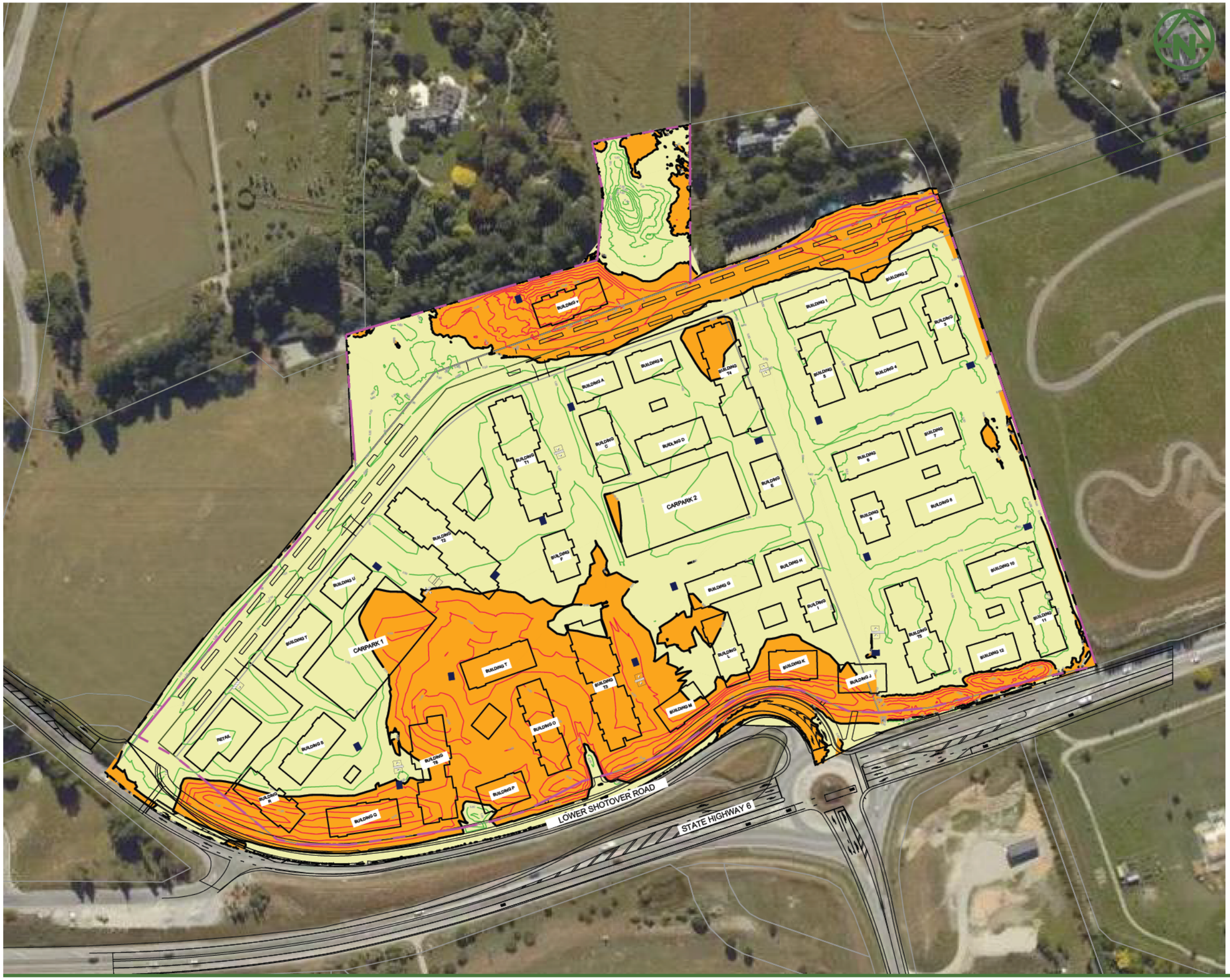

NOTES:

1. REFER TO STANDARD NOTES PLAN FOR CUT/FILL EARTHWORKS NOTES ON DRAWING 001.
2. EXTENT OF BULK EARTHWORKS: 90500m²
3. VOLUME OF EARTHWORKS IS SOLID MEASURE VALUES:
   CUT: 36,930m³
   FILL: 47,170m³
4. THE CUT/FILL VOLUMES ARE MEASURED FROM EXISTING SURFACE TO FINISHED GROUND SURFACE LEVELS AND DOES NOT INCLUDE THE REMOVAL OF UNSUITABLE MATERIAL OFF SITE.
5. THE CUT/FILL VOLUMES DOES NOT INCLUDE THE EXCAVATION OF THE BUILDING PLATFORMS AND TRENCH/SOAKAGE GALLERY EXCAVATIONS.

LEGEND:

SITE BOUNDARY

PROPOSED FILL (MAJOR CONTOUR) — 0.10

PROPOSED CUT (MAJOR CONTOUR) — -0.10

CUT/FILL (ZERO CONTOUR)

EXTENT OF WORKS

CUT AREA

FILL AREA

BUIDLING OUTLINE

MCKENZIE & CO.

REV	DESCRIPTION	DRN BY	CHK BY	APP BY	DATE
A	FAST TRACK REFERRAL	BS	BH	RS	31/03/26

CLIENT: SIMPLICITY LIVING

PROJECT: SIMPLICTY LIVING
TE PUTAHI LADIES MILE

TITLE: EARTHWORKS
CUT AND FILL PLAN
OVERALL

PURPOSE OF ISSUE: FAST TRACK REFERRAL

SCALE: 1:2000
DO NOT SCALE

DRAWING NO: 4163-210

REV: A

LEGEND:

- SITE BOUNDARY
- PROPOSED STORMWATER — SW
- PROPOSED STORMWATER MANHOLE
- PROPOSED STORMWATER CATCHPIT
- PROPOSED STORMWATER SOAKAGE
- BUILDING OUTLINE

MCKENZIE & CO.

REV	DESCRIPTION	DRN BY	CHK BY	APP BY	DATE
A	FAST TRACK REFERRAL				

CLIENT: SIMPLICITY LIVING

PROJECT: SIMPLICTY LIVING
TE PUTAHI LADIES MILE

TITLE: STORMWATER LAYOUT PLAN OVERALL

PURPOSE OF ISSUE: FAST TRACK REFERRAL

SCALE: 1:2000
DO NOT SCALE

DRAWING NO: 4163-400

REV: A

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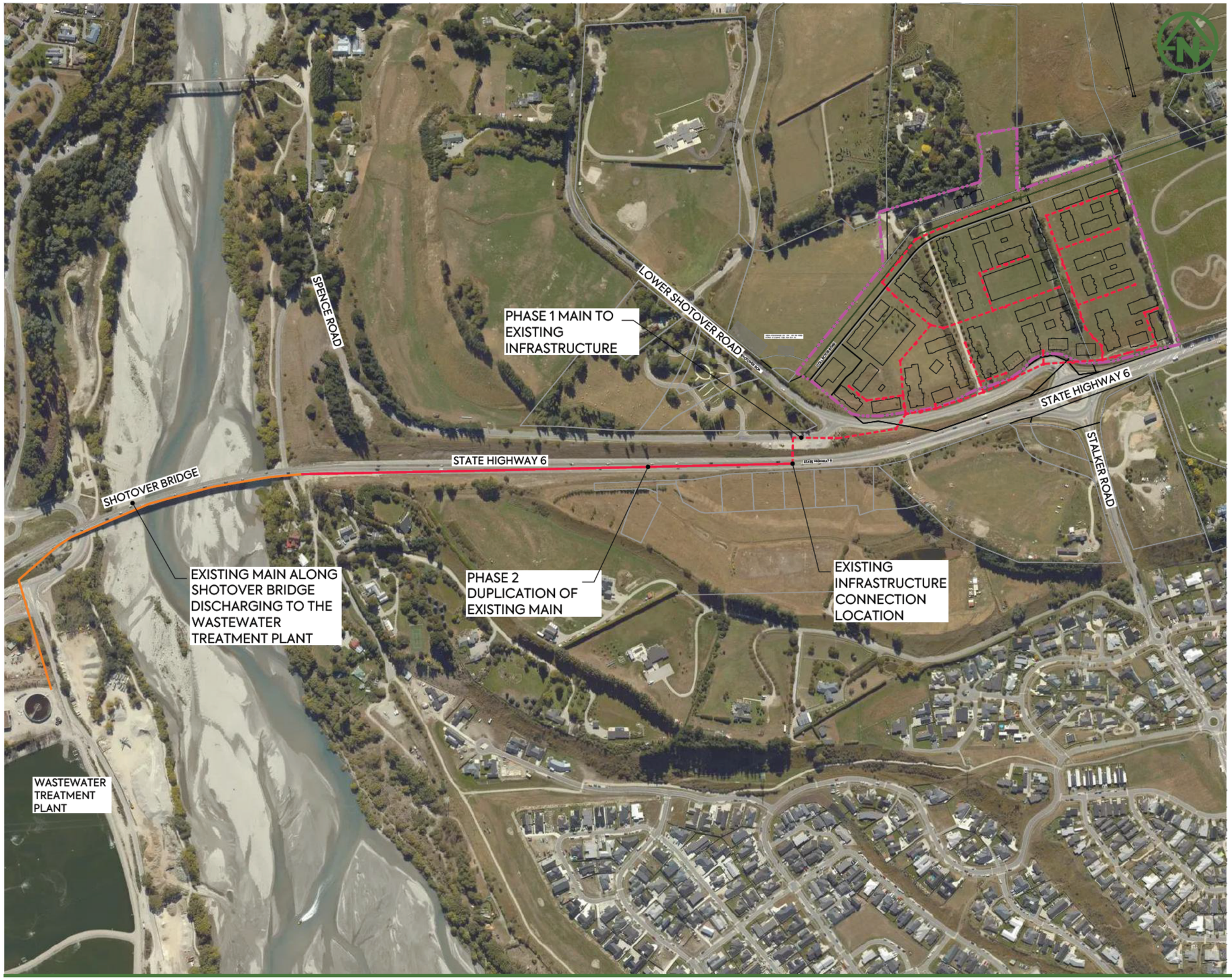

LEGEND:

- SITE BOUNDARY
- PROPOSED PHASE 1 WASTEWATER
- PROPOSED PHASE 2 WASTEWATER
- EXISTING WASTEWATER
- BUILDING OUTLINE

MCKENZIE & CO.

REV	DESCRIPTION	DRN BY	CHK BY	APP BY	DATE
A	FAST TRACK REFERRAL				

CLIENT: SIMPLICITY LIVING

PROJECT: SIMPLICTY LIVING
TE PUTAHI LADIES MILE

TITLE: WASTEWATER
PLAN
OVERALL

PURPOSE OF ISSUE: FAST TRACK REFERRAL

SCALE: 1:5000
DO NOT SCALE

DRAWING NO: 4163-500

REV: A

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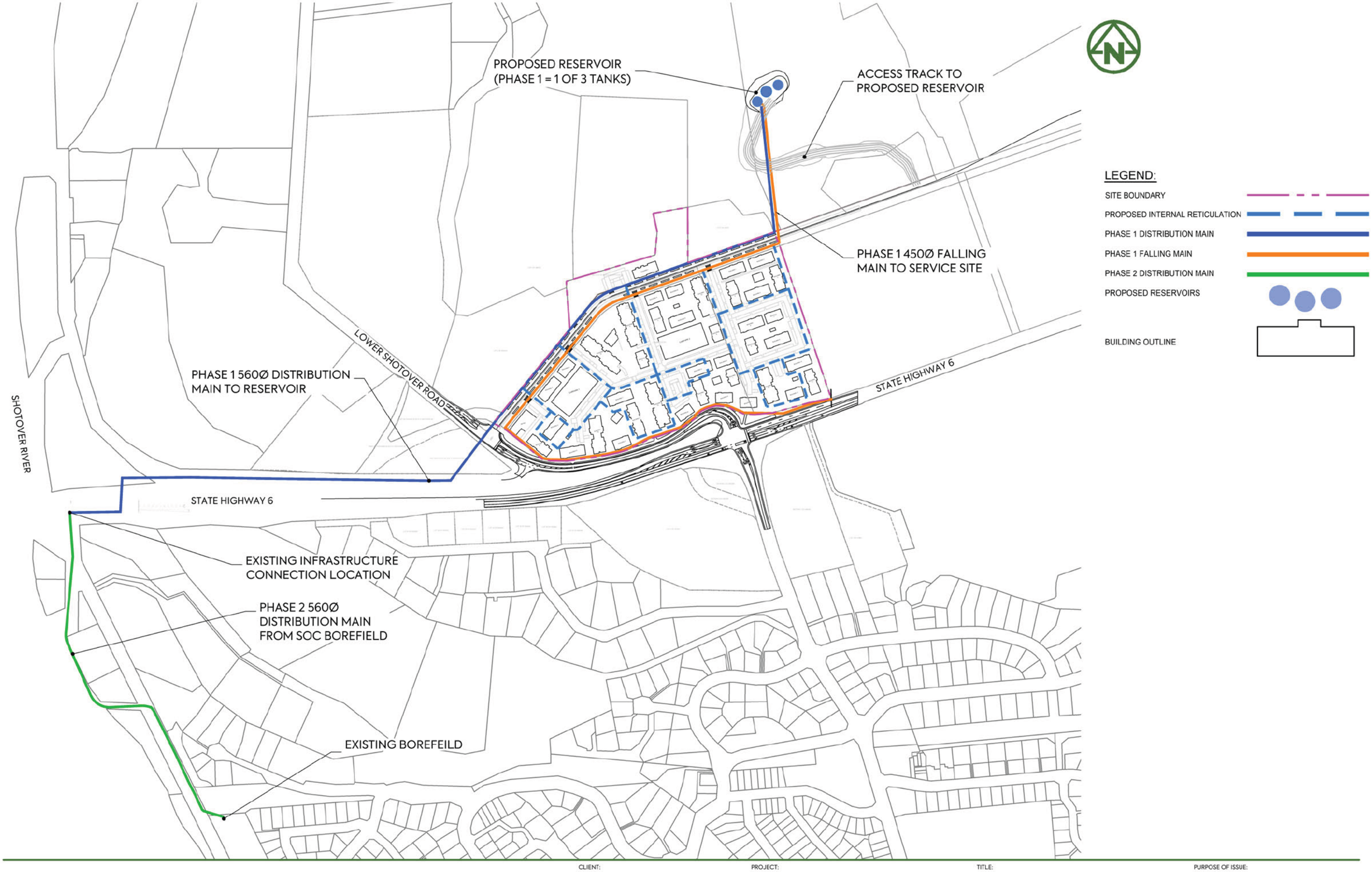

MCKENZIE & CO.

REV	DESCRIPTION	DRN BY	CHK BY	APP BY	DATE
A	FAST TRACK REFFERAL	BS	BH	RS	31/03/26

CLIENT: SIMPLICITY LIVING

PROJECT: SIMPLICTY LIVING
TE PUTAHI LADIES MILE

TITLE: WATERMAIN
LAYOUT PLAN
OVERALL

PURPOSE OF ISSUE: FAST TRACK REFERRAL

SCALE: 1:5000
DO NOT SCALE

DRAWING NO: 4163-600

REV: A

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Appendix B – Utilities Confirmation of Supply Letters

CHORUS

Chorus NZ Ltd
4 Graham Street
Auckland CBD
Auckland

Mitchell Holyoake
Simplicity Living
Level 11, 5-7 Byron Avenue
Takapuna, Auckland, 0622

18/08/2025

Hi Mitchell,

Thank you for providing an indication of your development plans in the Queenstown area. I can confirm that we have infrastructure in the general land area that you are proposing to develop at 12 Lower Shotover Road, Queenstown. Chorus will be able to extend our network to provide connection availability. However, please note that this undertaking would of course be subject to Chorus understanding the final total property connections that we would be providing, roll-out of property releases/dates and what investment may or may not be required from yourselves and Chorus to deliver the infrastructure to and throughout the site in as seamless and practical way as possible.

The cost can only be finalised at the time that you are ready to proceed.

Chorus is happy to work with you on this project as the network infrastructure provider of choice. What this ultimately means is that the end customers (business and homeowners) will have their choice of any retail service providers to take their end use services from once we work with you to provide the physical infrastructure.

Please reapply with a detailed site plan once you are ready to proceed.

Kind Regards,

Merita Tagaloa
Group Account Manager
Chorus NZ Ltd

AURORA ENERGY LIMITED
PO Box 5140, Dunedin 9058
PH 0800 22 00 05
WEB www.auroraenergy.co.nz

12/03/2026

Mitchell Holyoake
Design & Consent Manager
Simplicity Living

Sent via email only: s 9(2)(a)

Dear Mitchell,

ELECTRICITY SUPPLY AVAILABILITY FOR PROPOSED SIMPLICITY LIVING DEVELOPMENT QUEENSTOWN. 12 LOWER SHOTOVER ROAD, LOT 3 DP 606744. 435 FRANKTON - LADIES MILE HIGHWAY, SEC 9 SO 485598.

Thank you for your inquiry outlining the above proposed development.

Aurora can confirm that we are working with Simplicity Living Consultants to coordinate location and size of infrastructure to supply this development.

Subject to technical, legal and commercial requirements, Aurora Energy can make a Point of Supply[1] (PoS) available for this development.

Disclaimer

This letter confirms that a PoS **can** be made available. This letter **does not** imply that a PoS is available now, or that Aurora Energy will make a PoS available at its cost.

Next Steps

To arrange an electricity connection to the Aurora Energy network, a connection application will be required. General and technical requirements for electricity connections are contained in Aurora Energy's Network Connection Standard. Connection application forms and the Network Connection Standard are available from www.auroraenergy.co.nz.

Yours sincerely

Evan Dickson
CUSTOMER SOLUTIONS MANAGER

[1] Point of Supply is defined in section 2(3) of the Electricity Act 1993.