

7 April 2026

Simplicity Living

C/- The Property Group  
PO Box 349  
Queenstown, 9348

Attention: Jo Skuse

Dear Jo,

## Lower Shotover Road & Frankton-Ladies Mile Highway Integrated Multi-Unit Residential Development

### Transport

Bartlett Consulting has been engaged by Simplicity Living Limited (SLL) to assess the transport outcomes for a proposed integrated multi-unit residential development at Lower Shotover Road, Frankton-Ladies Mile Highway (SH6) (**Project**). The Project will include associated enabling works, activities and necessary infrastructure (including roading and three waters services, both internal and external to the site). Our review of transport matters includes:

- An outline of the site location and existing transport environment.
- An overview of the wider transport initiatives as relevant to the site.
- An overview of the Project and the transport infrastructure to be provided to support the Project.
- Consultation undertaken with key stakeholders in respect of the transport network.

### 1 The Site

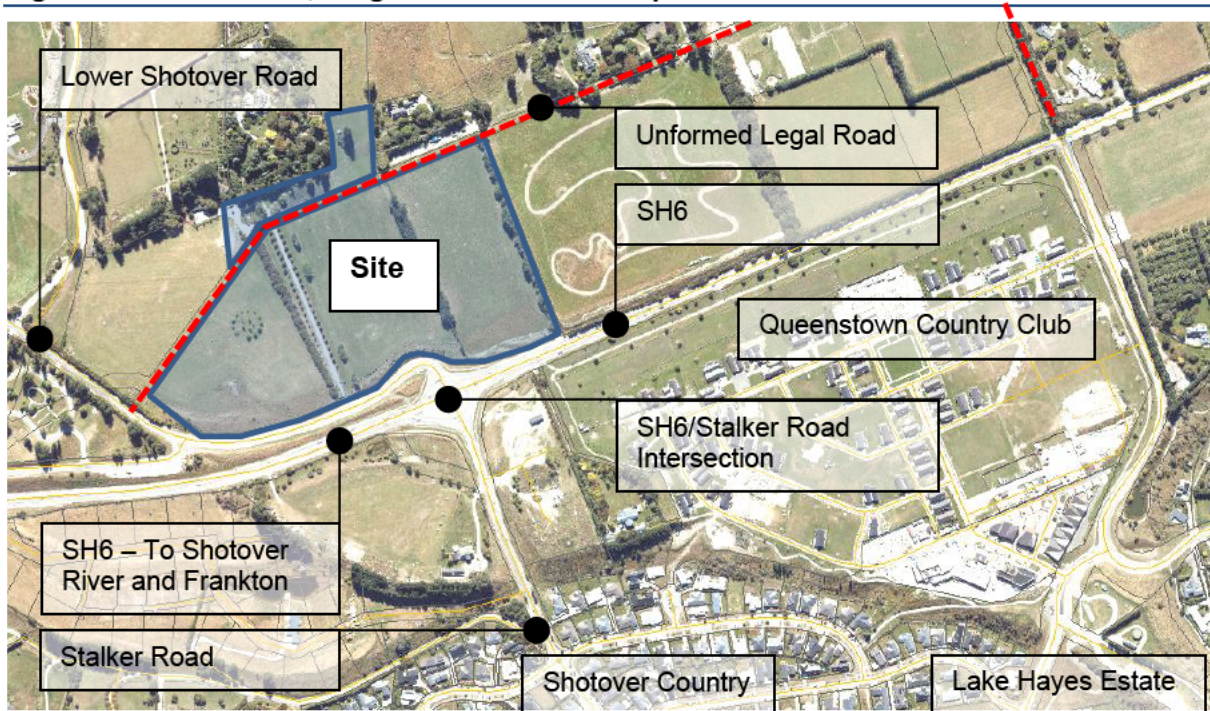
The **Site** subject to the Project comprises of three titles being 12 Lower Shotover Road (Lot 3 DP606744), 14 Lower Shotover Road (Lot 2 DP617529) and 435 Frankton-Ladies Mile Highway (Section 9 SO485598) (Site).

The Site currently provides for pastoral farming with existing vehicle accesses from Lower Shotover Road and a single access from SH6. The Site is within the Te Pūtahi Ladies Mile (TPLM) Zone as medium density residential precinct at Sub-areas A & B within the Structure Plan.

## 2 Existing Transport Environment

The site and the transport network adjacent to the site is shown in **Figure 1** below.

**Figure 1 – Site Location, image from QLDC Webmaps**



### 2.1 Site Access

The Site is accessed from SH6 (Frankton-Ladies Mile Highway) and Lower Shotover Road. The existing accesses currently serve single residential dwellings on land to the north of the Site and areas of pastoral farming. The existing Site accesses are considered low volume accesses.

### 2.2 Road Network

The Site has frontages onto Lower Shotover Road and SH6.

SH6 is an arterial road and a regional state highway providing a major inland transport route through the Central Otago region. It is managed and maintained by NZTA and is also subject to Limited Access Road (LAR) controls under the Government Roding Powers Act (1989).

Traffic flow data for SH6 is collated by NZTA. **Table 1** below provides a summary of the latest traffic count data for SH6 adjacent to the Site.

**Table 1 – SH6 Traffic Count Data<sup>1</sup>, provided as Average Annual Daily Traffic (AADT)**

Location	2020	2021	2022	2023	2024
SH6 – Shotover-before Lower Shotover Rd, ID:00600991	15,068	15,826	16,682	18,294	19,284

<sup>1</sup> From NZTA open data, State Highway Traffic Monitoring – Annual.

This traffic counter location is adjacent to the Site and provides a good representation of the traffic passing the Site. The traffic count data shows a continued increase in traffic volumes on SH6 suggesting that the current (2026) traffic volume on SH6 will be approximately 21,000vpd.

At the Site, SH6 has an 80km/hr speed limit. Adjacent to the Site, SH6 is subject to congestion in the westbound direction (towards Frankton) for a period of up to 1 hour during the weekday am peak period. This is a result of the two westbound traffic lanes merging to a single traffic lane which occurs between the SH6/Stalker Road roundabout and the SH6 Shotover River bridge. This merge limits the am peak period westbound traffic flow over the Shotover River bridge to approximately 1,600 vehicles per hour (vph).

During the weekday pm peak period there is a similar issue (but in the opposite direction) that occurs to the west of the Shotover River bridge where the two eastbound traffic lanes merge to a single traffic lane between Frankton (SH6/Hawthorne Drive roundabout) and the SH6/Tucker Beach Road intersection (Quail Rise).

Lower Shotover Road is a local road providing access to the Dalefield area and is classified as an arterial road within the QLDC road network.<sup>2</sup> This road has an 80km/hr posted speed limit and has a current (2026) daily traffic flow of approximately 6,000vpd.<sup>3</sup> Detailed traffic information from QLDC suggests that the peak period traffic flow on Lower Shotover Road is 450vph during the weekday am peak period and 500vph during the weekday pm peak period.

### **2.3 Public Transport**

Local bus services within the QLDC area are operated by Orbus and the Otago Regional Council (ORC). There are two existing bus services that pass near the Site, these are:

- Route 5, Queenstown – Lake Hayes Estate. This route passes through the SH6/Stalker Road roundabout, with the nearest bus stop located approximately 600m to the south of the Site on Stalker Road within Shotover Country. This service operates on an hourly frequency between 6am and 10pm, increasing to a half hour frequency between 6am and 9am in the morning and in the afternoon between 3pm and 7pm.
- Route 2, Frankton – Arrowtown. This route passes along SH6 adjacent to the Site although there are no current bus stops on this route near the Site. This service operates an hourly frequency between 6am and 10pm, increasing to a half hour frequency between 6am and 9am in the morning and in the afternoon between 3pm and 7pm.

There is currently no bus priority for these bus services meaning that bus passengers experience the same level and nature of congestion as other vehicles. Accordingly, the level of bus patronage from Lake Hayes Estate/Shotover Country is generally low.

### **2.4 Walking and Cycling**

The nearest walking and cycling trails share the road on Lower Shotover Road with crossing facilities at the SH6/Stalker Road roundabout intersection. This also provides a pedestrian and cycle access to Spence Road which connects with the Queenstown Trails network including the Countryside and Twin Rivers Trails linking to Frankton and other areas within the Wakatipu region.

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<sup>2</sup> Refer QLDC Proposed District Plan, Chapter 29 Transport, 29.13 Schedule 29.1- Road Classification.

<sup>3</sup> From QLDC traffic count dated 12/04/2024 showing a daily traffic flow of 5,638vpd with peak period traffic flows of 448vph in the am and 495vph in the pm.

There are also pedestrian and cycle trails on the southern side of SH6, opposite the Site, which connects the residential areas of Shotover Country, Queenstown Country Club and Lake Hayes Estate.

### **3 Future Transport Network Improvements**

Relevant to the Site, there are a number of possible future changes to the transport network, including:

- SH6 Ladies Mile Network Optimisation which has funding through the QLDC Long Term Plan. It is understood that this is a number of SH6 transport improvements to accommodate the development of TPLM.
- Public transport improvements under the (ORC) Queenstown Public Transport Business Case.
- District Plan transport upgrades which are triggered by land use provisions within TPLM Zone.

QLDC and NZTA have indicated that full funding for these transport upgrades is not secured, and that any delivery would be 10+ years away. As a result, developers of the TPLM area are encouraged to construct the necessary infrastructure themselves should they wish to progress development within a reasonable timeframe.

#### **3.1 SH6 Ladies Mile Optimisation (NZTA)**

NZTA have planned intersection improvements to change the SH6 intersection with Howards Drive from the current priority controls to a signalised intersection. The project commenced in January 2026 with service relocations and intersection improvements commencing later this year (2026) with anticipated completion anticipated in March 2027. These works will also reduce the speed limit on SH6 to 60km/hr between Howards Drive and Frankton to facilitate the installation of signalised intersections at Howards Drive and at the 429 Frankton-Ladies Mile Highway (consented) access.

#### **3.2 Public Transport, Queenstown Public Transport Business Case**

There are a number of public transport improvement anticipated under the Queenstown Public Transport Business Case which, for TPLM this will include:

- Route 5, Queenstown – Lake Hayes Estate. Increased frequency, every 15 minutes throughout the day (to 7pm) with larger busses introduced between 2027-2030. In the longer term 2030-2033 this will increase services every 15 minutes to 10pm.
- Route 2, Frankton – Arrowtown. Increased frequency, every 30 minutes throughout the day (to 7pm) with larger busses introduced between 2027-2030. In the longer term 2030-2033 this will increase services every 15 minutes to 10pm.

These services are expected to pass through proposed bus stops at TPLM. The increased bus frequency and increased bus size will improve the overall transport between TPLM and Frankton/Queenstown.

#### **3.3 District Plan Transport Upgrades**

There are transport infrastructure improvements required through land use development triggers or thresholds within the TPLM Zone. These are detailed in Section 5.2 below.

## 4 Fast-Track Referral Proposal

It is proposed to develop the Site to include 1,064 apartments (residential units) within an integrated multi-unit residential development for long term residential rental (**Project**). This will include a mixture of apartment types including 1, 2 and 3 bedroom apartments. The Project will allow for a single car park space and single cycle parking space per residential unit for private use. Additional guest and accessible parking will also be provided.

The Project will include a commercial area for convenience retail (store, café, restaurant etc.) and communal areas for residents within the Site for shared social and work spaces.

The Project will include the following transportation works:

- Construction of a signalised intersection at SH6/Stalker Road, and Lower Shotover Road, including pedestrian (and cycle) crossings to allow for access to bus stops on the southern side of SH6 and a pedestrian (and cycle) link to Shotover Country.
- Construction of a SH6 westbound bus lane between the SH6/Stalker Road signalised intersection to the Shotover River bridge to allow for westbound bus services to Frankton and Queenstown.
- Construction of bus stops on SH6 and Stalker Road (with signalised crossings) to allow access to local bus services, Routes 2 & 5.
- Upgrade Lower Shotover Road to a Figure E23 road type.<sup>4</sup> This will include the construction of a signalised intersection with the east west collector road (Collector Type A<sup>5</sup>), and a separate pedestrian and cycle crossing to link the active travel route to Spence Road.
- Construction of a 4m shared path (active travel route) on the northern side of SH6 and Lower Shotover Road.
- Construction of part of the east-west collector within the Site. This is a portion of the Collector Type A<sup>6</sup> which connects between Lower Shotover Road and other sub-areas of TPLM to the east. This is to be formed as a Figure E23 road type<sup>7</sup> modified to include a footpath on the northern side and a 3m shared path (active travel route) on the southern side, against the residential activity. The east west collector will be vested with QLDC including paths and public roadside parking.
- Construction of Site accesses and internal road network. The Site accesses will be formed as vehicle crossings and the internal roads will be formed as Figure E22<sup>8</sup> road types with private (allocated) roadside parking. The internal road network will remain in private ownership.
- Construction of parking within the Site including at grade parking areas and car park buildings. Parking will be allocated at a rate of one space per residential unit. Additional visitor parking and accessible parking will be provided.
- Construction of cycle parking within communal areas so that there will be sufficient to allow for one covered long term cycle parking space per residential unit.
- Construction of footpaths and shared paths within the Site to provide for active travel modes within the Site with connections to external paths/routes.

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<sup>4</sup> Refer QLDC Land Development and Subdivision Code of Practice, Table 3.3: Road design Standards.

<sup>5</sup> Refer QLDC Proposed District Plan, Chapter 49, Te Pūtahi Ladies Mile Structure Plan.

<sup>6</sup> Refer QLDC Proposed District Plan, Chapter 49, Te Pūtahi Ladies Mile Structure Plan.

<sup>7</sup> Refer QLDC Land Development and Subdivision Code of Practice, Table 3.3: Road design Standards.

<sup>8</sup> Refer QLDC Land Development and Subdivision Code of Practice, Table 3.3: Road design Standards.

The proposed development will be formed in stages, the initial stage will include the external transport works, including signalised intersections, bus lane and bus stops. The proposed development will give effect to the TPLM Zone transport triggers (as set out below) and make a fair and reasonable contribution towards the construction of the QLDC District Plan required transport infrastructure.

## **5 Compliance with District Plan**

The Site is within the TPLM Special Zone. The QLDC Proposed District Plan (PDP) manages transport elements through the Transport Chapter (Chapter 29) and the TPLM Zone (Chapter 49).

### **5.1 Transport (Chapter 29)**

The Project has been assessed against the relevant transport requirements of the District Plan. Overall, the Project will generally comply with the expected standards for traffic generation, parking, access, and road design within the TPLM Zone. Any potential transport effects will be able to be appropriately managed through conditions.

The development qualifies as a high traffic generating activity due to the number of residential units. It will construct part of the east west collector road, upgrade Lower Shotover Road, and construct an internal road network and provides appropriate parking. All parking, both for vehicles and cycles, will meet minimum design dimensions, manoeuvring standards, and lighting expectations. The development will include long-term cycle parking provided at one space per residential unit with additional short-stay visitor cycle parking distributed across the Site. The Project will include bus stops on SH6 with pedestrian and cycle crossings over SH6 at signalised SH6/Stalker Road Intersection. Footpaths and shared paths provide active travel routes within the Site with connections to nearby retail, employment, education and leisure activities beyond the Site. The Project will include appropriate transport measures to manage vehicle traffic and include appropriate initiative to encourage public transport and active travel modes.

Roading and access will be designed in accordance with Council's Code of Practice, including the formation of the collector road as a public asset and internal roads as private accessways. Vehicle crossings on the collector road and internal network will be designed to accommodate anticipated traffic volumes and achieve appropriate safety requirements. There will be no direct vehicle access from SH6.

Overall, the transport layout has been designed to align with the intended transport network for the TPLM area and to ensure safe, efficient access for all travel modes.

### **5.2 TPLM Zone (Chapter 49)**

The Site is within Sub-areas A & B of the TPLM Structure Plan.

The rule framework requires that specific transport upgrades are to be completed before residents can occupy new homes. Many of these works are dependent on NZTA and QLDC funding cycles, procurement processes, and construction timeframes. These dependencies introduce a level of uncertainty which is largely outside the control of any individual developer. The trigger-based approach within the Zone provisions do not readily respond to the immediate housing pressures facing Queenstown.

In order to expedite the delivery of housing at the Site, SIL is proposing to construct a large proportion of the remaining transport upgrades (as outlined below) which can be reasonably delivered at this stage. This means that NZTA, QLDC and/or other developers will be responsible for completing the remaining works. The Project will give effect to the TPLM Zone,

and make a fair and reasonable contribution towards the construction of required transport infrastructure. This will support improved transport efficiency and modal choice, with improved public transport and active travel.

The specific transport infrastructure improvements required through land use development triggers for the Site (sub areas A, B & K2) are:

- Signalisation of the SH6/Stalker Road intersection including at-grade pedestrian and cycle crossings across both roads;
- Bus stops on SH6 at the SH6/Stalker Road intersection (one on each side of SH6), and
- Active travel link to SH6 bus stops at SH6/Stalker Road intersection.

These transport improvements are included within the Project.

In addition, further transport infrastructure improvements are required to accommodate future development across all medium and high-density residential precincts (Sub-areas A, B, C, E & K2) including the following bus lanes:

- SH6 westbound between Howards Drive and the Shotover River bridge. This bus lane was planned by NZTA as part of the Queenstown Upgrade Package and is included as a provision of the zone. The Project will include the portion between SH6/Stalker Road intersection and Shotover River bridge.
- SH6 Frankton which includes a westbound bus lane between Hardware Lane to SH6A (Frankton Road) and SH6 eastbound bus lane from SH6A to Hawthorne Drive. It is understood that NZTA will be undertaking this work as part of a future Queenstown Upgrade Package.
- Stalker Road, a northbound bus priority lane to SH6.

These transport elements are to improve bus journey times and reliability. The implementation of these elements is to enable a greater shift to public transport for future residents of TPLM and the existing residential communities of Shotover Country and Lake Hayes Estate. These transport infrastructure improvements are to enable residential density greater than 40 dwellings/hectare within all of the medium and high density precincts of TPLM Zone.

## **6 Transport Effects**

### **6.1 Off Site Transport Effects**

The greatest transport effect of a development is additional traffic in the surrounding transport network. When the TPLM Zone was developed the planning framework intentionally did not attempt to resolve these traffic impacts. Instead, the Zone was designed to provide genuine travel choice, with rules that prioritise the delivery of active transport connections and bus infrastructure rather than seeking to remove congestion from the adjacent local roads and state highway network.

The Zone expects that developments will actively encourage modal shift, getting people out of cars entirely for daily trips. The Structure Plan and associated rules deliberately support a self-contained neighbourhood, with local services, open spaces, and community facilities that reduce the need for residents to travel across the Shotover Bridge. The planning framework aims to create a community with high-quality walking, cycling, and public transport options to reduce dependency and minimise use of private vehicles.

### **6.1.1 State Highway**

The Project will provide the following transport infrastructure to manage potential traffic impacts on SH6:

- Construction of a signalised intersection at SH6/Stalker Road to allow for safer at grade pedestrian crossings at the intersection and to efficiently manage queuing within the local roads and state highway networks.
- Construction of a SH6 westbound bus lane between Stalker Road and the Shotover River bridge to improve public transport reliable and journey times.
- Construction of bus stops at the SH6/Stalker Road intersection to improve public transport accessibility to existing bus routes which pass the Site.

These transport improvements are being developed in consultation with NZTA which includes the development of a traffic model to inform the required signalised intersection arrangement and extent of modal shift required to support and manage the effects of the Project.

The proposed bus infrastructure (bus lane and bus stops) within SH6 will provide travel choice and improve access to public transport. Further, the Project will improve the pedestrian and cycle connection with signalised crossings over the SH6 and Lower Shotover Road. These improvements provide significant improvements to the pedestrian and cycle environment for existing residential communities and the future community at TPLM. The Project will therefore provide future residents with travel choice for journeys to Frankton/Queenstown and reduce reliance on the private car. The proposed bus infrastructure will also improve these travel alternatives for the existing residents at Lake Hayes Estate and Shotover Country.

The development of these proposed transport improvements on SH6 are being developed with NZTA and includes traffic modelling in consultation with NZTA to assess potential effects.

The proposed development will not remove traffic congestion from the adjacent road network. However, the proposed transport infrastructure will provide the ability to efficiently manage congestion within the local roads and state highway network.

The Project will promote effective traffic management within the adjacent road network with a focus on improving overall transport through the promotion of public and active transport networks in line with the direction set by the Zone provisions.

### **6.1.2 Public Transport Network**

The Project will provide bus stops at the SH6/Stalker Road intersection with which will improve accessibility to local bus services. This will include the provision of the SH6 westbound bus lane between the SH6/Stalker Road intersection to Shotover River bridge providing travel time and reliability improvements during the am peak period.

### **6.1.3 Local Road Network**

There is currently congestion on Stalker Road in the am peak period and Lower Shotover Road in the pm peak period. The proposed development will provide signalised intersections which provide the ability to manage congestion whilst maintain pedestrian and cyclist safety within the local road environment. This will include a new signalised intersection on Lower Shotover Road at the east west collector road (Collector Type A). These works will also include a speed limit reduction to 60km/hr (similar to SH6), or potentially 40km/hr to be consistent with other urban environments. The design of Lower Shotover Road improvements and intersections (with east west collector and Spence Road) are being developed in consultation with QLDC.

#### **6.1.4 Pedestrian and Cycle Network**

The Project will improve the pedestrian and cycle connection with signalised crossings over the SH6 and Lower Shotover Road. These improvements provide significant improvements to the pedestrian and cycle environment for existing residential communities and the future community at TPLM.

Overall, the Project allows the future community to consider active travel modes to access nearby residential, retail, employment education and leisure activities within Shotover Country or Frankton.

### **6.2 Onsite Transport Effects**

The Project will include part of the east west collector road (Collector Type A) and the onsite transport network.

#### **6.2.1 East West Collector**

The east west collector forms part of the Collector Type A identified in the Structure Plan. This road will provide a link between Lower Shotover Road and the different residential, commercial, leisure and school activities within the TPLM Zone. This will be formed as a Figure E23 road type extending between the eastern and western site boundaries. The road will have a legal width of 22m which will include 10m which is existing legal road reserve (unformed) to the north of the Site. The footpath on the southern side (against residential units) has been widened to 3.0m as shared path (active travel route) in consultation with QLDC and to provide an east west active travel route to meet the structure plan requirements.

This road will provide pedestrian access to adjacent housing and allows for public parallel parking. This road, and intersection with Lower Shotover Road, will be designed to accommodate a future bus routes allowing space for on-road bus stops and associated bus stop infrastructure (shelter, bus boarders and bus build outs). These design elements will be developed with ORC and QLDC.

This road will be vested and is being developed in consultation with QLDC to comply with their standards and guidelines.

#### **6.2.2 Internal Local Roads**

The Project will include private local roads, these will be formed as Figure E22 road types with footpaths each side. These roads will remain in private ownership and will include pedestrian access to adjacent apartment buildings and resident parking.

#### **6.2.3 Active Travel Paths**

Active travel paths are required as part of residential land use. To meet the minimum requirements of the TPLM Zone this development will include:

- An active travel route provided within the east west collector as a 3.0m minimum width shared path. This will replace one of the required footpaths, and
- An active travel route is provided adjacent to SH6 and Lower Shotover Road as a 4m minimum width shared path. This will include a crossing over Lower Shotover Road to Spence Road to meet with the Queenstown trails network.

Within the Site it is anticipated that cyclists will also share the road space and that pedestrians will have separate footpaths.

## 7 Consultation with NZTA, QLDC & ORC

During the development of this Project there have been consultation meetings regarding the proposed transport network. To date this have included:

- NZTA – Discussions with NZTA have focused on the delivery of required transport infrastructure within the adjacent SH6. This has included the signalised intersection at the SH6/Stalker Road intersection, Bus Lanes and Bus Stops on SH6. This includes the development of a transport model to inform intersection and public transport changes.
- ORC – Discussions on the future bus networks, anticipated improvements programmes to bus frequencies and sizes which will serve TPLM and the coordination of additional bus lanes and bus stops within their future public transport network.
- QLDC – Discussions regarding the delivery of the new and upgraded roads within the local road network required to service the TPLM Zone, this discussion has focused on road types, standards and safety (QLDC Property & Infrastructure). There have also been separate discussion regarding the future alternative transport networks including the location of footpaths, shared paths, active travel routes and connections to public transport infrastructure (QLDC Transport Strategy & Infrastructure Planning).

In addition, there has also been consultation with Southern Infrastructure regarding an alternative transport network which may extend to TPLM in the future. This consultation has defined the transport elements of the Project especially the provision of transport infrastructure outside of the Site.

## 8 Conclusions

Based on the analysis described in this report, the Project will enable activities that can operate safely and efficiently from a transportation perspective. In summary:

- The Project will include 1,064 apartments (residential units) within an integrated multi-unit residential development for long term residential rental at the Site (12 Lower Shotover Road and others). The Site is within the medium density residential precinct and sub-areas A & B of the Te Pūtahi Ladies Mile (TPLM) Zone.
- The proposed development will include:
  - Construction of a private road network, car parking and cycle parking within the Site.
  - Construction of part of the east west collector road (Collector Type A) within the site. This will be form in line with the Structure Plan providing a transport route between Lower Shotover Road and other residential communities within TPLM to the east.
- To expedite the delivery of housing at the Site, the Applicant, is proposing to construct transport upgrades which as can reasonably be delivered at this stage. This includes a signalised intersection at SH6/Stalker Road with bus stops and a bus lane on SH6. The Project will give effect to the TPLM Zone and make a fair and reasonable contribution towards the construction of required transport infrastructure. There are other transport infrastructure upgrades which will require input from NZTA, QLDC and/or other developers.
- The Project will not remove peak period congestion from the adjacent road network. The transport improvements are to efficiently manage congestion using signalised intersections whilst providing improved public transport accessibility and reliability. The development will support improved overall transport efficiency with improved public transport reliability and active travel connectivity provide modal choice in line with the QLDC District Plan with a focus on reducing dependency on the private vehicle for daily travel.

Overall, I consider that any transport effects can be appropriately managed to a point that is acceptable.

A comprehensive Integrated Transport Assessment will support the Substantive Application. It will outline the transport implications of the Project, and any necessary mitigation to address potential adverse effects on the transport network.

Should you require any further information please contact me.

Yours sincerely,



**Jason Bartlett**  
CEng MICE, MEngNZ  
Transport Engineer

## Peer Review Statement – Don McKenzie

On the basis of my professional transportation experience covering over 30 years and involving preparation and leadership of transportation assessments for a wide variety and scale of land-use activities including within the Queenstown District, I concur with the findings made above with respect to the proposed referral Application being made by Simplicity Living. The assessments made above are consistent with the general scale and nature of transport effects expected from the Application.



**Don McKenzie**

BE(Civil)(Hons), CPEng (NZ), IntPE, FEngNZ, FITE  
Director – Don McKenzie Consulting Ltd