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Simplicity Living Te Pūtahi/Ladies Mile Development Urban Design Statement

1. Introduction/Experience

- 1.1. My full name is Kevin John Brewer. I am a director of Brewer Davidson Architects. I am the urban design and architecture consultant for the Te Pūtahi/Ladies Mile development for Simplicity Living.
- 1.2. I graduated in 1985 with a Bachelor of Architecture with honours from the University of Auckland. I am a Fellow of the Te Kāhui Whaihanga/New Zealand Institute of Architects. I was a New Zealand Institute of Architects appointee to Auckland Council's Urban Design Panel, and a member of Manukau City's Urban Design Panel.

2. Masterplan Outline

- 2.1. The proposal is for a Build To Rent (**BTR**) development which will be the first comprehensively designed rental community in Queenstown. Drawing UD02 shows the masterplan which includes;
 - 2.1.1. 1064 rental apartments in a mix of three level walkup apartments and five to seven level apartment buildings,
 - 2.1.2. A neighbourhood retail area at the corner of Lower Shotover Road and the proposed east-west collector road (Road C1),

- 2.1.3. Open Space to be vested to QLDC on the north side of Road C1 which includes a level active open space along the street frontage and activities on the bush planted slope above,
- 2.1.4. Retention of the existing 'barn' on the north side of Road C1 to house a leasing office and café,
- 2.1.5. Two parking garages with 618 carpark, 88 motorbike parks and 872 bicycle parks. The garages substantially reduce the number of at-grade parks and allow more landscaped area across the Masterplan.
- 2.1.6. Shared paths on State Highway 6 (**SH6**), the east-west collector road (Road C1) and a central mid-block path aligned with the neighbouring land to the east.

2.2. Masterplan Features

- 2.2.1. Drawing UD03 shows how the Masterplan is set out from the existing driveway to maintain the maple trees as a feature. Some trees will be replanted to create a triangular village green as a central open space for the community. A resident's pavilion will be placed in the village green space. The village green is opposite the lawn in front of the retained barn so the landscaped spaces will connect visually across Road C1.
- 2.2.2. The taller apartment buildings are placed along this central space to provide outlook and convenient open space for the larger buildings.
- 2.2.3. Drawing UD04 shows the 'street' and parking garage locations. No roads will be vested but the circulation is designed as 'streets' with narrow carriageways, indented parking, street trees and pedestrian/cycle paths. The 'streets' are important to create a townscape as opposed to a housing estate with large parking areas.
- 2.2.4. The parking garages are large buildings and will require careful design to mitigate their bulk, but they allow a large reduction in at-grade parking

numbers and the creation of 'streets' and landscaped courtyards in the housing blocks.

- 2.2.5. Drawing UD05 illustrates how the 'street' network creates housing blocks and enclosed courtyards. The apartment buildings are placed along the public and private street edges to define street spaces, provide active street frontages and allow internal landscaped courtyards. Clearly defined blocks create separate communities within the overall development, and the internal courtyards contain pavilions or BBQ pergolas to encourage community interaction at the individual block scale.
- 2.2.6. New Zealand Transport Agency (**NZTA**) and Queenstown Lakes District Council (**QLDC**) have decided that the Lower Shotover Road/SH6 intersection will remain at the current location. Retaining the north-south collector road drawn in the Structure Plan will result in a five-leg intersection which has been rejected by NZTA. The removal of this collector road removes any possible kerbside parking which is essential for commercial viability of the neighbourhood shopping in the Structure Plan location (Refer Drawing UD02). Therefore, the retail area is proposed at the corner of Lower Shotover Road and the east-west collector road (Road C1). This location is accessible by walking or cycling for the residents of the Simplicity development and provides customer parking at a busy intersection.
- 2.2.7. The Structure Plan proposes an open space at the corner of the collector roads although the legend asterisk indicates that there is flexibility in the final location. A corner is a logical place for a neighbourhood park to provide accessibility and passive surveillance. But if the north-south collector road is not constructed, then a park in this location will have only one street frontage and three private boundaries. With no street frontages there is a risk of solid boundary fencing for privacy and poor surveillance along the three private boundaries.
- 2.2.8. The site on the opposite side of the east-west collector road is proposed as a park location. This also has only a single street frontage, but the site

extends up the hill and will have a bush covered slope as a backdrop. The land immediately beside Road C1 is relatively flat and can provide a level active open space with good surveillance and accessibility. The bush clad slope behind will provide an attractive backdrop which can accommodate walks and activities such as flying foxes and slides. This will be developed in consultation with QLDC.

- 2.2.9. The cross sections for the east-west collector road and SH6 have been revised in conjunction with NZTA and QLDC. Shared cycling/walking paths are included along the north and south boundaries of the site that connect the overall Structure Plan Area to the cycle route over the Shotover River. A mid-block shared path is aligned with the neighbouring site to the east and connects through the Simplicity site.

2.3. Architectural Features

- 2.3.1. The apartment towers infringe the 13-metre height limit by one to three levels or approximately three to nine metres. This is proposed to provide height variation with the three level walkup apartments and a more interesting overall appearance. Varying roof forms and cladding materials are used throughout the development. Street level views in the attached drawings illustrate this variety of height, building form and materials especially when viewed from SH6 (Drawings UD 11 and UD12) and the east-west collector road (Drawing UD10).
- 2.3.2. Detailed photomontages will compare existing views and the visual effects of the over-height buildings. There are no viewshafts over the Simplicity site but the view looking north from Stalker Road was discussed in detail at the Structure Plan hearing. Drawing UD12 is included to show the effect on this view. The proposed buildings including T4 in the middle distance are below the top section of Slope Hill and well below Coronet Peak in the distance.

2.3.3. Drawing UD09 shows the Village Green and pavilion looking from the east-west collector road. This six to seven level apartment buildings are grouped around this central open space.

3. Urban Design Outcomes

- 3.1. The proposed site is within the Te Pūhahi/Ladies Mile Structure Plan so is part of an envisaged urban area. Section 49.1 Zone Purpose states;
“North of State Highway 6 development will change the existing character of the area significantly. It will create an at least medium-density residential neighbourhood with an emphasis on affordable, (at higher densities than suburban) housing choices. It will have a very built, urban character.”
- 3.2. The Simplicity Living development is based on three level walkup and mid-rise apartment building typologies. These are medium density housing typologies that differ from low density detached or terrace housing and, high density tall apartment buildings.
- 3.3. The proposal is for the first Build to Rent (**BTR**) development in Queenstown that will provide choice and affordable living. Circulation routes are not vested but they are designed as streets with street trees, pedestrian table crossings and front yard ‘complying’ setbacks. The two parking garages reduce at-grade parking numbers to allow more landscaped areas. Perimeter blocks of walkups and apartment buildings create street edges and enclose landscaped courtyards across the site. This individualises the housing into neighbourhood ‘blocks’ with their own outdoor room courtyard. Refer to Drawing UD05.
- 3.4. A central ‘village green’ and large communal pavilion (Building C1) is provided in the centre north of the site. Three smaller pavilions Buildings (C2, CV3 and C4) are placed in courtyards to provide meeting places for different parts of the site. All the remaining courtyards have a barbecue outdoor pergola covered structure for individual blocks. The pavilions have a lounge area and co-working areas for residents to meet and work or play outside their apartment. They are planned with sunny terraces, barbecues and lawn areas for outdoor relaxation.

- 3.5. The urban design intention is to create 'townscape' and avoid the negative connotations of housing estates. Streets are provided rather than large at-grade carparks and landscaped courtyard areas are 'owned' by the housing blocks. The maple tree promenade and central village green will be the central open space. Urban Design amenity for residents and visitors will be high quality.
- 3.6. The proposed development complies with all yards and height to boundary controls. Height is the only infringement that has any urban design effect on views, but it is proposed to avoid a flat roofscape of three level buildings. The taller (six and seven level) towers (T1, T2 and T4) are deliberately located on the northern boundary to minimise adverse effects on views from SH6 to Slope Hill. Drawing UD12 shows the view from Stalker Drive. The brown brick building in the middle distance is the seven level section of Tower 4. This is below the roofs of the three level walkups beside SH6 which are two to three metres below the 13-metre height limit.
- 3.7. These northern towers will impact on views from the proposed east-west collector road, but this is a new road with a smaller viewing catchment (Refer Drawing UD09).
- 3.8. Towers 3, 5 and 6 beside SH6 are five levels high with a six-level section further into the site. The five level sections will be approximately 15-17 metres high which is only 2 to 4 metres above the 13-metre height limit. Tower 5 is the third building from the right shown in Drawing UD11. Tower 6 is the tallest building in the distance. This view shows how the five level buildings are not markedly increasing the perceived height but do contribute to a varied streetscape looking from SH6. These issues will be analysed with scaled photomontages and visual effects assessments from Boffa Miskell and Brewer Davidson.

Kevin Brewer
B.Arch (Hons) FNZIA

