



Consultation Report Summary

Simplicity Living – Te Pūtahi Ladies Mile

April 2026

Prepared for Simplicity Living Limited



Contents

Quality control	2
1.0. Introduction	3
Queenstown Lakes District Council (QLDC)	4
Otago Regional Council (ORC)	9
2.0. Iwi/ hapū	10
3.0. New Zealand Transport Agency	11
4.0. Heritage New Zealand Pouhere Taonga (HNZPT)	13
5.0. Department of Conservation (DOC)	13
6.0. Ministry for the Environment (MfE)	13
Attachment A	14
Attachment B	15
Attachment C	16
Attachment D	17
Attachment E	18
Attachment F	19
Attachment G	20

Quality control

Document	Consultation Report Summary Simplicity Living – Te Pūtahi Ladies Mile
Ref	720422
Date	8 April 2026
Prepared by	s 9(2)(a) Principal Planner, The Property Group
Reviewed by	s 9(2)(a) Senior Associate, Russell McVeagh

1.0. Introduction

This Consultation Summary Report is provided in support of the Simplicity Living – Te Pūtahi Ladies Mile (the Application) submitted by Simplicity Living Limited (the Applicant, or SLL) to the Environmental Protection Authority (EPA) for the referral of the Simplicity Living – Te Pūtahi Ladies Mile (Project), at 12 Lower Shotover and 435 Frankton-Ladies Mile Highway, Queenstown, under the Fast-track Approvals Act 2024 (FTAA).

In accordance with section 11 of the FTAA, the Applicant has undertaken pre-application consultation and engagement with:

- Queenstown Lakes District Council (QLDC) and Otago Regional Council (ORC) as the relevant local authorities.

s 9(2)(a) [redacted] on behalf of the relevant iwi authorities, hapū and Treaty settlement entities for the seven Papatipu Rūnaka; and

- the Department of Conservation and Heritage New Zealand Pouhere Taonga as the relevant administering agencies.

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

Consultation with all parties began prior to amendments to section 11 FTAA (in relation to pre-lodgement consultation requirements) coming into force on 31 March 2026. In accordance with the transitional provisions in clause 10 of Schedule 1 of the FTAA, SLL has continued with pre-lodgement consultation as required by section 11 of the FTAA.

This Consultation Summary Report provides an overview and record of relevant consultation to date and outlines how the consultation has informed the development. For completeness it is noted that consultation about the Project originally began in the context of SLL progressing with the project through a standard RMA consenting process.

The Applicant will continue to work with stakeholders as the Project progresses.

2.0. Local and Territorial Authorities

Queenstown Lakes District Council (QLDC)

Project Control Group

Summary

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

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

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

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

Over this period, the PCG has achieved clear and measurable progress, including:

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

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

s 9(2)(a) s 9(2)(a) s 9(2)(a)
s 9(2)(a) s 9(2)(a)
s 9(2)(a) s 9(2)(a) s 9(2)(a)
s 9(2)(a) s 9(2)(a)
s 9(2)(a)

s 9(2)(a) s 9(2)(a) s 9(2)(a)
s 9(2)(a) s 9(2)(a)
s 9(2)(a) s 9(2)(a)

s 9(2)(a) s 9(2)(a) s 9(2)(a)
s 9(2)(a) s 9(2)(a) s 9(2)(a)
s 9(2)(a) s 9(2)(a)

s 9(2)(a) s 9(2)(a) s 9(2)(a)
s 9(2)(a) s 9(2)(a)

s 9(2) s 9(2)(a) s 9(2)(a)
() s 9(2)(a)

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

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

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

12 November 2025 - Site Visit

s 9(2)(a) (SLL Planner); QLDC Senior Planner s 9(2)(a); Consultant s 9(2)(a) QLDC Architect).

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

12 November 2025 – In person QLDC Pre-application

Attendees: Planning and Development General Manager s 9(2)(a); QLDC Senior Planner s 9(2)(a) Consultant Planners 9(2)(a) Principal Parks and Reserves Planners 9(2)(a) s 9(2)(a) Parks Planner s 9(2)(a)

SLL: Applicant s 9(2)(a)

s 9(2)(a) provided an overview of Simplicity Living’s broader development portfolio, outlining their typology-based design approach, long-term build-to-rent ownership model, and the corresponding preference for a unit-title subdivision structure. It was noted that this model enables Simplicity Living to retain ownership of internal services and common areas, with private management arrangements proposed for infrastructure located within the site.

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

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

16th January 2026 - In person Meeting

Attendees: QLDC Senior Planner s 9(2)(a) (SLL Planner) s 9(2)(a) (SLL Planner).

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

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

13th March 2026 – Additional Consultation Information Provided to Council

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

Property & Infrastructure

Summary

In addition to the PCG Group, SLL’s Infrastructure Consultant, McKenzie & Co, has maintained a consistent programme of weekly technical meetings with QLDC’s Property & Infrastructure team, led primarily by s 9(2)(a) (Infrastructure Development Engineering Manager). These meetings have enabled ongoing problem solving to work through servicing requirements, staging options, and design dependencies across wastewater, water supply and stormwater.

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

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

12 February 2026 – Tripartite Meeting

Attendees: NZTA s 9(2)(a), QLDC s 9(2)(a), ORC: s 9(2)(a), SLL: s 9(2)(a), Transport s 9(2)(a), Transport s 9(2)(a), s 9(2)(a) (Infrastructure).

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

19 March 2026 - Teams Meeting re Transport Matters

Attendees: s 9(2)(a) Transport Planner ORC), s 9(2)(a) Transport Planner ORC); s 9(2)(a) QLDC Senior Network Engineer (Transport), s 9(2)(a) SLL Planner); SLL Transport).

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

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)
s 9(2)(a)

s 9(2)(a)
s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a) s 9(2)(a) s 9(2)(a) s 9(2)(a)
s 9(2)(a) s 9(2)(a) s 9(2)(a) s 9(2)(a)

s 9(2)(a) s 9(2)(a) s 9(2)(a) s 9(2)(a)
s 9(2)(a) s 9(2)(a) s 9(2)(a) s 9(2)(a)

s 9(2)(a) s 9(2)(a) s 9(2)(a) s 9(2)(a)
s 9(2)(a) s 9(2)(a) s 9(2)(a) s 9(2)(a)

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

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

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

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

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

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

2.0. Iwi/ hapū

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

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

In addition to contacting the rūnaka directly, SLL also reached out to s 9(2)(a) who has confirmed that he is acting on behalf of the rūnaka for this matter. Brett has since provided a

s 9(2)(a) s 9(2)(a) s 9(2)(a)
s 9(2)(a) s 9(2)(a) s 9(2)(a) s 9(2)(a)

s 9(2)(a) s 9(2)(a)
s 9(2)(a) s 9(2)(a)
s 9(2)(a) s 9(2)(a) s 9(2)(a) s 9(2)(a)

s 9(2)(a) s 9(2)(a) s 9(2)(a) s 9(2)(a)
s 9(2)(a) s 9(2)(a) s 9(2)(a) s 9(2)(a)

earlier scheme accommodating around 700 residential units. Key challenges associated with delivering these upgrades were outlined, along with initial discussion on potential funding considerations. It was agreed that further engagement with QLDC and ORC will be needed, particularly around bus services, pedestrian connections, and how these elements integrate with the developing layout.

23 February 2026 - Teams Meeting

s 9(2)(a)

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

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

17 March 2026 – Teams Meeting

s 9(2)(a)

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

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

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

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

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

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

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

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

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

4.0. Heritage New Zealand Pouhere Taonga (HNZPT)

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

An email response was received from [s 9(2)(a)] requesting confirmation on whether consultation with Ngāi Tahu has been undertaken and requesting a copy of our Accidental Discovery Protocols (ADP) could be provided.

SLL advised [s 9(2)(a)] that consultation was ongoing with Ngāi Tahu, Te Ao Marama and Aukaha and our ADPs were provided along with SLL's Tikanga Management Protocols.

Conditions supporting the substantive application will be circulated to HNZPT for comment and feedback prior to lodgement.

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

5.0. Department of Conservation (DOC)

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

A phone call and email response was received on 25 March 2026 from [s 9(2)(a)] Senior Fast-Track Application Lead confirming receipt of the consultation documents. [s 9(2)(a)] notes DOC is providing high level comments. Further conversations will be needed as the Project progresses to confirm approvals that may be required.

Written comment has been received and attached at **Attachment F**.

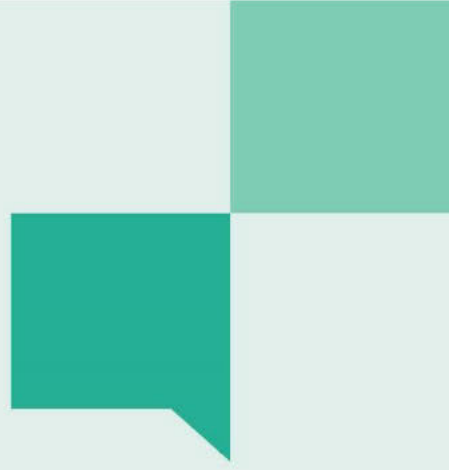
6.0. Ministry for the Environment (MfE)

MfE was contacted via email on 16 March 2026 and was provided with a Consultation Summary document and concept plans for the Project (**Attachment A**).

A response was received on 18 March 2026, advising that following the Fast-track Approvals Amendment Act 2025 last December, MfE is no longer a relevant administering agency for the RMA. The requirements for pre-lodgement consultation with MfE under section 11 have been removed.

Prior to these changes, MfE would usually provide a letter to prospective applicants alerting them to national direction that may be relevant to their application. The referral AEE has included assessment of relevant National Direction.

Evidence is provided at **Attachment G**.



Attachment A

FAST TRACK REFERRAL APPLICATION PROJECT SUMMARY

Simplicity Living – Te Pūtahi Ladies Mile

Simplicity Living Limited

12 Lower Shotover Road & 435 Frankton-Ladies Mile Highway

INTRODUCTION

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

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

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

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

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

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

SIMPLICITY LIVING LIMITED (SLL)

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

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

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

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

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

SITE AND BACKGROUND

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

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

Table 1

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

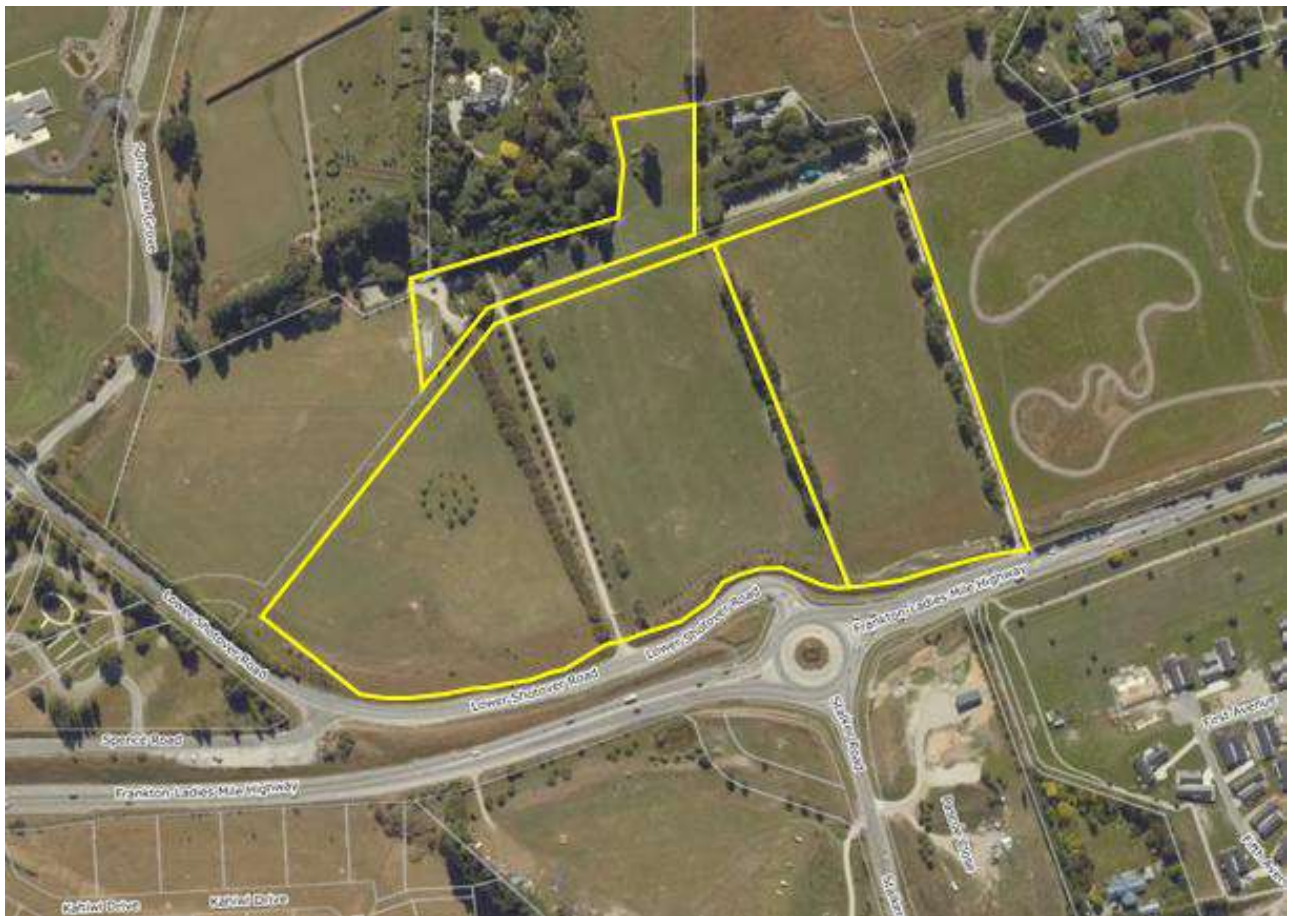


FIGURE 1: SITE OUTLINED IN YELLOW. SOURCE: GRIP MAPS.

PROJECT

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

Key components include:

Residential and Community Outcomes

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

Local Commercial Centre

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

Open Space and Landscape

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

Transport and Modal Shift

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

Infrastructure and Servicing

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

RELEVANT PLANNING MATTERS

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

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

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

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

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

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

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

Land use consent(s) to authorise:

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

Subdivision consent(s) to authorise:

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

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

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

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

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

FAST TRACK REFERRAL APPLICATION

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

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

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

NEXT STEPS

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

Contact details:

s 9(2)(a) [redacted] - Design & Consent Manager; Simplicity Living
s 9(2)(a) [redacted]

s 9(2)(a) [redacted] Senior Planner; The Property Group
s 9(2)(a) [redacted]


INFORMATION ENCLOSED:

[A] Indicative Development Plan


[B] Indicative Public Infrastructure Set

Prepared by:

s 9(2)(a)




s 9(2)(a)



Senior Planner

s 9(2)(a)



LEGEND

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

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



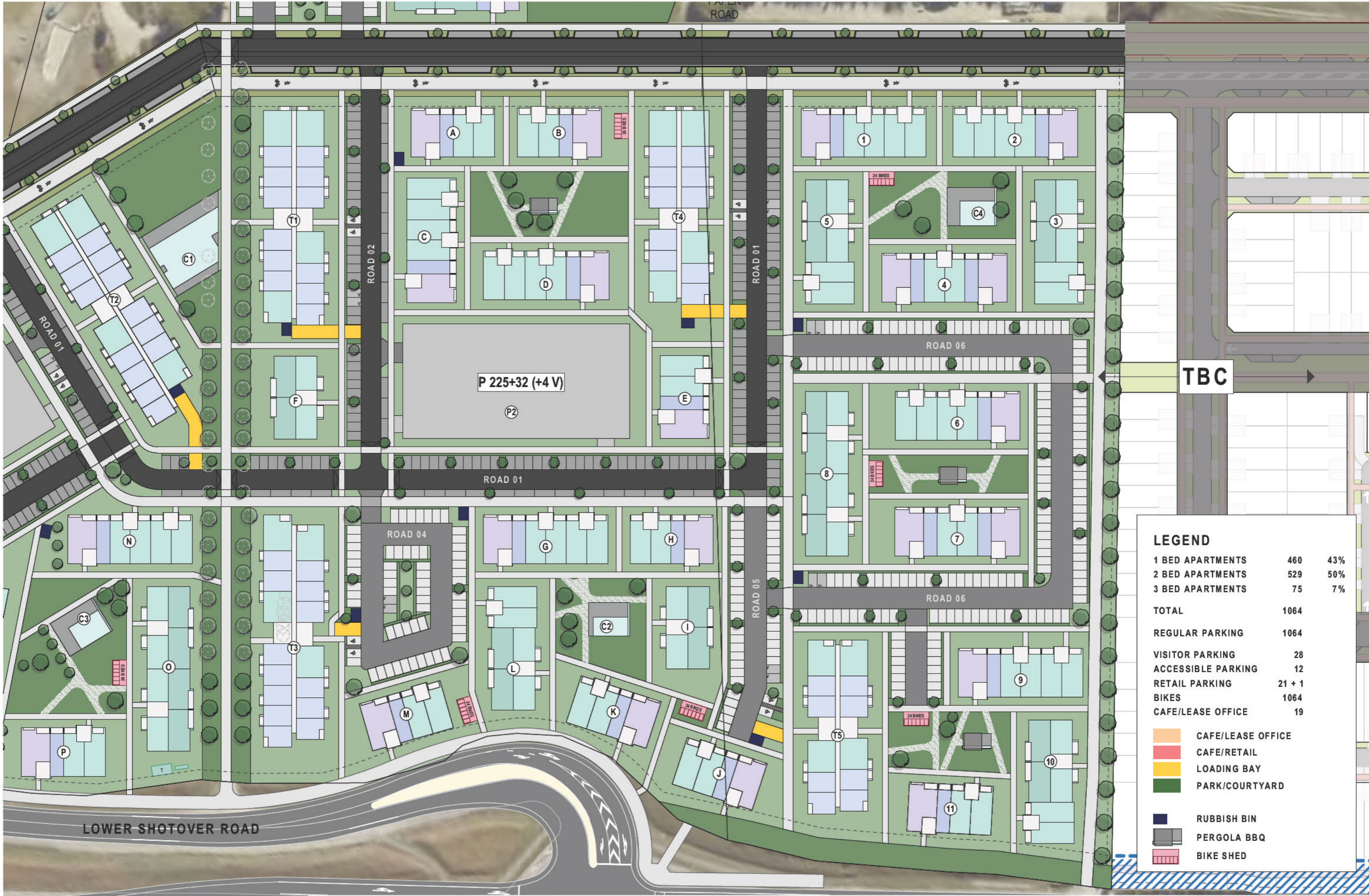
LEGEND

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

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

- RUBBISH BIN
- PERGOLA BBQ
- BIKE SHED

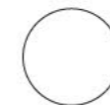


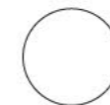


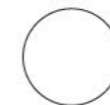
TBC

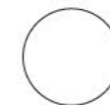
LEGEND		
1 BED APARTMENTS	460	43%
2 BED APARTMENTS	529	50%
3 BED APARTMENTS	75	7%
TOTAL	1064	
REGULAR PARKING	1064	
VISITOR PARKING	28	
ACCESSIBLE PARKING	12	
RETAIL PARKING	21 + 1	
BIKES	1064	
CAFE/LEASE OFFICE	19	
CAFE/LEASE OFFICE		
CAFE/RETAIL		
LOADING BAY		
PARK/COURTYARD		
RUBBISH BIN		
PERGOLA BBQ		
BIKE SHED		

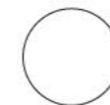
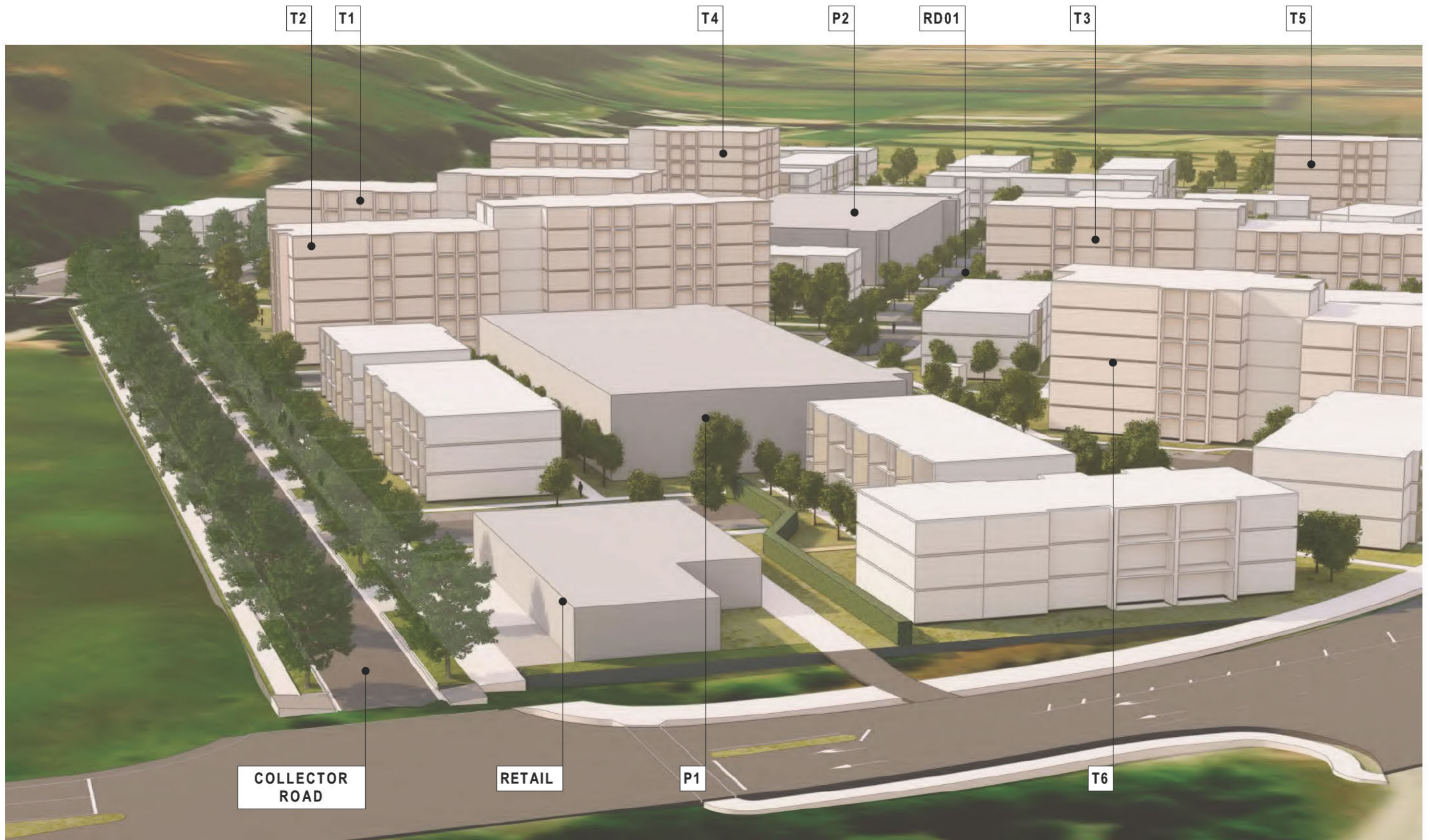


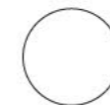


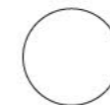


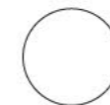


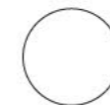


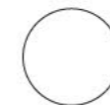


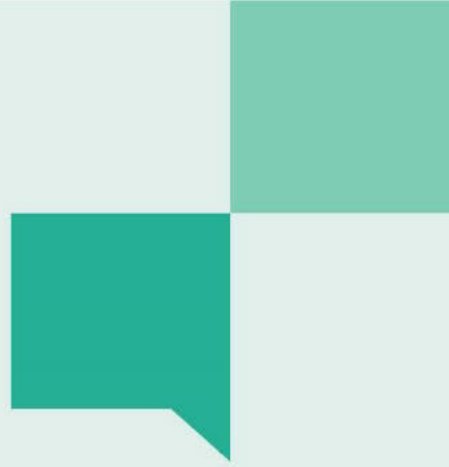












Attachment B

Ladies Mile QLDC–Developer PCG Meeting Minutes

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

Attendees:

s 9(2)(a)

Minutes

Agenda Item / Topic		Noted
1	Collaboration Agreement	<ul style="list-style-type: none"> • Document to be finalised and circulated for execution. • Noted desire to move to formal binding agreements as soon as practicable, ideally earlier than programme dates in the Collaboration Agreement. • Parties generally accepting of the Collaboration Agreement. • Simplicity to provide a strawman roadmap for discussion at the next PCG.
2	Update on design workstream progress <i>Water & Wastewater</i>	<ul style="list-style-type: none"> • QLDC advised it was reviewing KMP’s PCG agenda response of 4 March. • Noted that Simplicity and Clarke Group had agreed Simplicity would deliver both waters as this is more efficient. Clarke Group still intending to deliver the reservoir and upstream components as per indicative plan provided. • All parties acknowledged concern regarding delivery risk and interdependencies. • QLDC advised it would be looking to have separate DAs with each developer, with appropriate step-in rights in the event of default. • Shotover Bridge capacity close to being confirmed – meeting with all parties scheduled for Tuesday 10th to finalise. • Design capacity based on 4600 DUEs (including Spencer Park). • QLDC to confirm reservoir capacity is sufficient.

	<i>Transport</i>	<ul style="list-style-type: none"> Clarke Group updated parties on engagement with NZTA regarding the requirement to upgrade the Howards Drive intersection from a roundabout to a signalised intersection at a cost of \$3.9M. Concerns were raised about lack of detail, confirmation, and senior engagement from NZTA. This transport component is material to Clarke Group's ability to proceed with land acquisition and development, including the reservoir parcel. Parties continuing to coordinate the collector road network. Simplicity confirmed it will be acquiring the Stalker property.
	<i>Parks & Reserves</i>	<ul style="list-style-type: none"> QLDC advised Parks & Reserves would be providing input into the consent process as it progresses.
3	Review and update of Action Items	<ul style="list-style-type: none"> See updated action table below.
4	Development progress and programme updates	<ul style="list-style-type: none"> Simplicity will shortly provide typology breakdowns. Clarke Group has provided typologies for 429 (per its consent application). Master planning for 489 is ongoing, including commercial areas and typologies, and is likely to include more vertical built form. Work on 439 is continuing. The funding term sheet for purchase and development is currently under review.
5	Any other matters	<ul style="list-style-type: none"> Clarke Group queried QLDC consenting and certification resourcing in light of the anticipated pipeline of work. QLDC noted that independent certification would be required for Ladies Mile. Wider resourcing issues are outside PCG scope but will be raised with relevant managers. QLDC noted that s 9(2)(a) will be in contact with each developer for process feedback. PCG meeting structure was discussed. It was agreed that every alternate PCG meeting will be a longer major PCG with in person attendance where possible. The alternate meetings will be shorter minor PCGs held online only. Simplicity will apply for Resource Consent and Building Consent on 27th March 2026.

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

QLDC–Developer (Ladies Mile) Meeting Notes

Date: Tuesday 9 December 2025 (MS Teams)

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

s 9(2)(a)

Meeting Record

Agenda Item / Topic	Discussion Summary	Agreed Actions / Responsibilities
Project structure and need for formal framework	<ul style="list-style-type: none">• QLDC emphasised the need for formalised arrangements to avoid siloed workstreams, ensure transparency, and allow acceleration opportunities given long LTP funding timeframes.• QLDC reiterated that constraints include funding limitations, planning responsibilities, and public accountability; risk must be allocated to the party best placed to manage it.• Simplicity outlined the work progressed to date and aligned approach and collaboration with Clarke Group, and desire to work together to achieve the best value and outcomes in a transparent and open book basis.• Agreement that a collaboration (umbrella) agreement will sit above individual Development Agreements, guiding	<ul style="list-style-type: none">• QLDC to frame the collaboration agreement (umbrella agreement).• QLDC to consider whether one DA will cover all Clarke Group parcels or whether multiple agreements are required (to be refined through discussions).

	communication/engagement, programme sequencing, technical development and commercial workstreams.	
Communication and engagement protocols	<ul style="list-style-type: none"> • General consensus on the need for clear, structured engagement with defined conduits, agendas, and meeting cadence. • Purpose: maintain momentum, transparency, and avoid inconsistencies across WS/WW, transport, planning, and funding workstreams. • NZTA engagement is essential; developers already have individual contact, but coordinated joint engagement is preferred. • Simplicity’s traffic modeller is progressing modelling to support a joint late-January meeting. 	<ul style="list-style-type: none"> • QLDC to circulate engagement protocol for feedback. • Joint meeting (ORC / QLDC / NZTA / developers) targeted for late January, led by Simplicity’s traffic modeller.
Roles and responsibilities	<ul style="list-style-type: none"> • QLDC outlined its streamlined core team (s 9(2)(a) [redacted] , s 9(2)(a) [redacted] s SME for WS/WW). • Parties acknowledged that the regulatory consenting process relating to specific developer sites is separate to these discussions • Developers requested clarity on responsibilities across design development, procurement, consenting, and commercial negotiations. 	<ul style="list-style-type: none"> • QLDC to confirm lead roles and responsibilities in the engagement protocol.
WS/WW design development and approvals	<ul style="list-style-type: none"> • Simplicity raised the desire to engage early with contractors (particularly Fulton Hogan for wastewater) rather than waiting for formal tender processes; want a procurement model enabling early contractor involvement (ECI) and alternative contracting. • Simplicity noted a preference to avoid works occurring close to the State Highway if possible. • QLDC acknowledged this but flagged that procurement obligations must be considered, including whether an 	<ul style="list-style-type: none"> • QLDC to clarify position on Shotover Bridge pipe requirements (WW confirmed; water supply still to be confirmed). • QLDC to consider procurement pathways (tender vs direct appointment with independent QS validation).

	<p>independent QS can be used to validate value-for-money in lieu of tendering.</p> <ul style="list-style-type: none"> • Clarke Group raised need for clarity on Council’s commitment to WS infrastructure across Shotover Bridge, and whether the water main is also required. • All parties emphasised the importance of getting DUEs correct, given “one shot” to size the network appropriately. • Interim servicing requirements and overall staging were discussed; WSP’s work aligns with emerging developer concepts. 	<ul style="list-style-type: none"> • Simplicity to circulate their graphic illustrating proposed WS/WW servicing concept for alignment.
<p>Funding options and financial mechanisms</p>	<ul style="list-style-type: none"> • Discussion on developer funding models, council funding constraints, and the need to explore accelerated options. <p>Issues raised:</p> <ul style="list-style-type: none"> ○ DC offsets for east–west collector road (not desired by developers but included in Structure Plan). ○ DC offsets for stormwater management on parcel 429 (Clarke Group). ○ Future liabilities, cost of funding, impacts of upsizing, and holding costs. <ul style="list-style-type: none"> • QLDC acknowledged these need to be worked through in upcoming commercial streams. 	<ul style="list-style-type: none"> • QLDC to consider DC offset considerations for collector road. • QLDC to review Clarke Group DC offset request for parcel 429 stormwater function. • Developers to outline their proposed funding approaches to inform commercial analysis.
<p>Development Agreement structure and delivery terms</p>	<ul style="list-style-type: none"> • Developers asked when a detailed term sheet will be provided. • QLDC confirmed the framework/umbrella agreement will guide the preparation of individual or combined DAs. • Need for visibility of NZTA requirements, MoE interests, Woolworths interests, and other adjacent landowner impacts. • Approach to Clarke Group parcels (single DA or multiple) to be confirmed. 	<ul style="list-style-type: none"> • QLDC to develop outline term sheet structure following umbrella agreement. • QLDC to coordinate cross-party information (transport, schools, commercial landowners).

<p>Programme and timeframes</p>	<ul style="list-style-type: none"> • Simplicity confirmed intention to lodge RC early March 2026 for approx. 700 homes. • Clarke Group lodged its RC amendment (increase to 450) just before Christmas. • Simplicity’s traffic modeller is progressing modelling to enable an all-parties meeting at end of January. • Developers requested clarity on how to progress detailed WS/WW work with contractors now, given time pressure and value implications. • Stalker Land raised as a dependency for completing the collector road; options require clarification. 	<ul style="list-style-type: none"> • QLDC to clarify options regarding Stalker Land. • Simplicity to provide sample PCG report format before Christmas.
---------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Action Summary

[A1] QLDC to circulate the meeting minutes.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

QLDC–Developer (Ladies Mile) Meeting Notes

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

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

s 9(2)(a)

Meeting Record

Agenda Item / Topic	Discussion Summary
Draft Collaboration Agreement	<ul style="list-style-type: none">• The draft Collaboration Agreement was discussed as the framework for coordinated work between parties ahead of Developer Agreements.• The Agreement is intended to be non-binding and to coordinate design, programme, funding, and engagement workstreams prior to any binding Development Agreement.
Process for resolving impasses / escalation pathway	<ul style="list-style-type: none">• Simplicity raised concerns about how roadblocks or impasses would be resolved during the collaboration process.• QLDC advised that issues unable to be resolved at PCG level will escalate internally to QLDC General Managers.
Developer feedback on milestones, staging, and densities	<ul style="list-style-type: none">• Developers noted they will provide comments on key dates, milestones, and programme elements.• Simplicity noted they are seeking density assumptions from Clarke Group to support planning and modelling alignment.
Water and wastewater design programme	<ul style="list-style-type: none">• Developers are aiming to reach agreed WS/WW designs by April 2026, with QLDC review and approval targeted for May 2026.

	<ul style="list-style-type: none"> • Simplicity emphasised the importance of cost and staging review to maximise efficiency and cost-effectiveness.
Funding modelling and DC considerations	<ul style="list-style-type: none"> • Simplicity has completed modelling showing that elements of infrastructure investment may be repaid or addressed via a DC-based model. • Developers are seeking recognition of cost-of-money / cost-of-capital considerations. • Clarke Group emphasised equity and fairness, noting developers will deliver significant infrastructure and wish this recognised in future agreements.
Shotover Bridge – engineering weight capacity	<ul style="list-style-type: none"> • Engineering advice on the bridge’s weight capacity for infrastructure installation is expected within three weeks.
Statutory timeframes	<ul style="list-style-type: none"> • All parties acknowledged the need for clarity on statutory timeframes across design review, funding (LTP), procurement, and regulatory processes to ensure a realistic and compliant programme.
General WS/WW, transport, and planning engagement	<ul style="list-style-type: none"> • The importance of maintaining coordinated communication across QLDC teams and with external agencies (such as NZTA, ORC, MoE, and design consultants) was discussed, to ensure aligned messaging and avoid parallel or inconsistent workstreams.

Action Summary

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

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

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

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

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

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

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

s 9(2)(a)

Subject: PA250068 - Simplicity Living
Location: Microsoft Teams Meeting

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

Recurrence: (none)

Meeting Status: Meeting organizer

Organizer: s 9(2)(a)

s 9(2)(a)

Agenda

Introductions

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

Present preliminary concept block plans – a few options pending feedback

Discuss approach for conferencing with urban designers

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

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 421 477 602 032

Passcode: mw7uB2eJ

For organizers: [Meeting options](#)

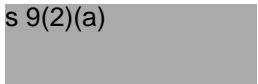
s 9(2)(a)



s 9(2)(a)



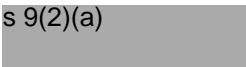
s 9(2)(a)



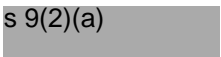
s 9(2)(a)



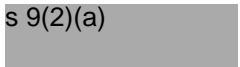
s 9(2)(a)



s 9(2)(a)



s 9(2)(a)



Discussion:

1. STRUCTURE PLAN-RELATED MATTERS

1.1. New intersection location with SH6

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

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

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

1.3. Stormwater Swale

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

'solutions must include attenuation and treatment and avoid discharges (other than overland flow in extreme weather events) to Waiwhakaata Lake Hayes and avoid adverse effects of discharges to Kimiākau/Shotover River or the Kowarau River.'

- B. The applicant is not providing the Collector Road A stormwater swale and instead opting for on-site soakage. The applicant noted that:

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

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

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



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

1.5. Local shops

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



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

1.6. Open Space (*) relocation

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

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

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

2. DENSITY, FORM, AND HEIGHT (NET)

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

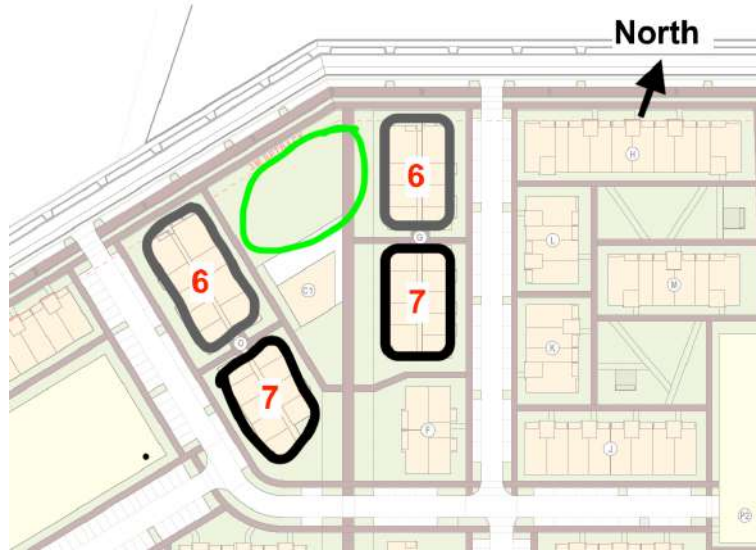
2.2. Proposed increased height

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



2.3. Hight adjacent to the main open space

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



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

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

2.5. Building frontages

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



3. YARDS

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

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

4. CONNECTIVITY

4.1. Connections to adjoining sites.

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

4.2. Public access across the site

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

4.3. Cycling and micro mobility network

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

5. CHARACTER AND VARIETY

- 5.1. Given the size of this development, it is assumed there will be several differing neighbourhoods with legible characters. This can be confirmed at the RC site design level through differentiation of landscape design, building colour/ materials, building form.
- 5.2. I support the applicant's intention of working with mana whenua artists.

6. SUNLIGHT ACCESS

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

7. RELATIONSHIP WITH NEIGHBOURS (NO ACTIONS REQUIRED)

- 7.1. Recession plane drawings are shown to have no infringements.
- 7.2. Northernmost land holding
- A. The land is now owned by the applicant. They are likely to keep the existing barn (possibly convert it to a community centre) and are considering 3-level walk ups.
 - B. The steeper area of land is potentially not to be built on and are also considering an open space.

8. PARKING

- 8.1. I support the centralised car parking building strategy.
- 8.2. **(Action Applicant)** - More information required about the quantity and distribution of visitor parking.
- 8.3. Note, the extent of on-street parking shown on Collector Road A and the private internal roads are subject to Council's review of the landscape amenity outcomes to take place when the next level of design information is provided.

9. SUSTAINABILITY

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

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

9.2. Water sensitive urban design

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

9.3. Community facilities

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

9.4. Existing Trees

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

END

s 9(2)(a)

From:
Sent:
To:
Cc:
Subject:

s 9(2)(a)

s 9(2)(a)

Follow Up Flag: Follow up
Flag Status: Flagged

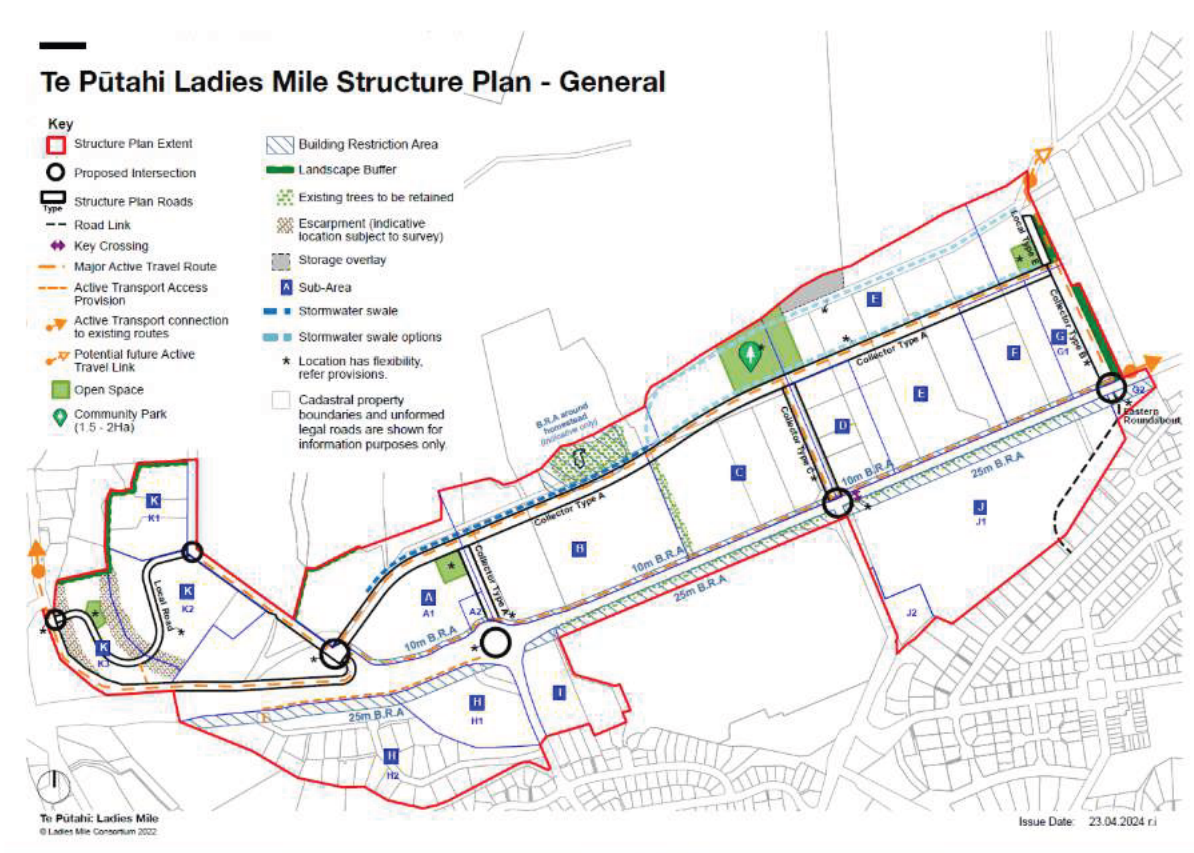
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi s 9(2)(a)

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

Te Pūtahi Ladies Mile Structure Plan Reserve Land Requirements:

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



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

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

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


Table 1. Reserve Land Development Contributions

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


Reserve Improvements

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


s 9(2)(a)

A small rectangular grey box redacting the text.

s 9(2)(a)

A horizontal rectangular grey box redacting the text.

s 9(2)(a)

A large rectangular grey box redacting the majority of the page content.

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

Fast Track Approvals Act 2024 – Consultation Document

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

Date: 13.03.2026

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

Consultation Queries and background:

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

	<p>For this specific query, we are seeking QLDC’s view on whether the proposed height (up to 24m) and the higher-density built form are consistent with the intended outcomes of the TPLM Zone, the Structure Plan, and the urban design direction for Ladies Mile, independent of transport and servicing considerations.</p>
4	<p>Parks</p> <p>Building on the park location discussed with Council previously, we welcome any further feedback on the vested public open space. The park is proposed to be larger than shown on the Structure Plan (approximately 4,000m²) and will include a mix of flat and undulating areas to accommodate a range of activities such as play, informal sport, dog walking and an elevated viewing point.</p> <p>We also welcome any suggestions Council may have regarding design considerations or interface treatments that would help ensure the relocated park delivers strong community outcomes. While the overall density of the development exceeds 40 units per hectare, the increased height enables more generous green spaces within the site, which are intended to serve residents and enhance the overall amenity of the neighbourhood.</p>
5	<p>Transport</p> <p>We would appreciate QLDC’s feedback on our internal transport and modal-shift strategy. We are seeking Council’s views on whether the internal movement network and supporting initiatives appropriately give effect to the transport and urban-form outcomes anticipated for the TPLM Zone. In particular, we welcome feedback on:</p> <ul style="list-style-type: none"> • the provision of work-from-home spaces within community buildings as a means of reducing peak-hour travel demand • the 1:1 bike-parking ratio • the use of centralised car-parking buildings to reduce internal vehicle circulation and support weekday mode shift • the network of integrated walking and cycling connections through the site and to surrounding sites • bus stops to support future public transport services • any additional design considerations Council would expect to see to strengthen internal modal-shift outcomes. <p>Further:</p> <p>Do you envisage bus stop locations on the east west collector road?</p> <p>Where do you envisage bus stops and pedestrian connections on the state highway?</p> <p>Clarify whether a Travel Plan is required for residential developments and what these entail?</p> <p>Preference for Stalker Road bus lane as opposed to Howards Lane bus lane.</p>
6	<p>RM Engineering</p> <p>From an internal servicing perspective, does Council have any specific concerns regarding our proposed private three-waters and roading networks (water, wastewater, stormwater, internal roads), noting that all infrastructure will remain privately owned and maintained under a unit-title structure?</p>

--	--

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

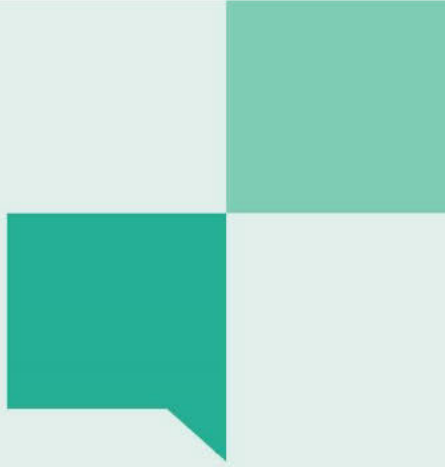
1	Ongoing support for providing much needed housing stock for the rental market and not Airbnb
2	

Provided by:

s 9(2)(a)

Contact Details:

s 9(2)(a)



Attachment C

File: RM26.145

Date: 27 March 2026

s 9(2)(a)

The Property Group

s 9(2)(a)

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

Dear s 9(2)(a)

Pre-Application Meeting Follow up

s 9(2)(a)

Thank you for attending a pre-application meeting with myself s 9(2)(a) Consents Planner and s 9(2)(a), Transport Planner via Teams on Tuesday 24th of March 2026.

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

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

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

Transport:

- s 9(2)(a) attended the first part of the meeting on behalf of the Transport team.
- The Transport Team have previously met with the applicant and QLDC to discuss this project.
- ORC is responsible for the provision of Public Transport (PT) in the Queenstown area.
- It was acknowledged that there are some issues with installing potential bus lanes.

Consents Team Comments

Residential earthworks

- There are rules under the Regional Plan Water for Otago (RPW) that apply to earthworks for residential development.
-

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

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

Contaminated sites

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

Discharge of Stormwater

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

Air Discharges

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

Wetlands

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

Conditions of Consent

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

Conclusion

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

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

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

Next Steps

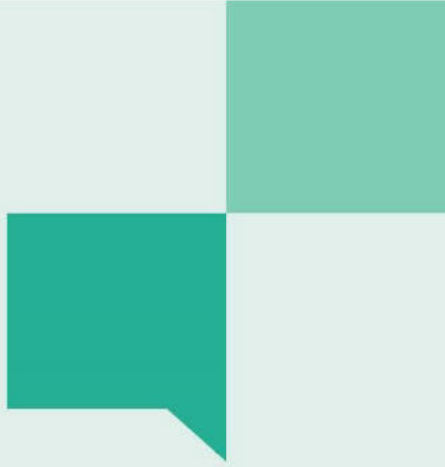
If you believe any of this information is not relevant to your proposal, have any queries or require clarification on the information provided please contact me on s 9(2)(a) or by emailing me as 9(2)(a)

Yours sincerely

s 9(2)(a)

s 9(2)(a)

Team Leader Consents



Attachment D

s 9(2)(a)

From: s 9(2)(a)
Sent: Friday, 20 March 2026 17:09
To: s 9(2)(a)
Subject: Fast Track Referral Application - Simplicity Living – Te Pūtahi Ladies Mile
Attachments: Consultation Summary Document 13_03_26.pdf; [A] Indicative Development Plans.pdf; Tikanga Management System - Simplicity Living, March 2023.pdf

Kia ora,

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

We have been in contact with s 9(2)(a) and received a Process Agreement which we are reviewing with a view to sign, however, I want to ensure we are reaching out to all the appropriate Rūnaka and including all who should be part of the kōrero.

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

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

We look forward to hearing from you,

Ngā mihi nui
s 9(2)(a)

Senior Planner



Mobile s 9(2)(a)
Recep s 9(2)(a)
s 9(2)(a)

Proud supporters of [KidsCan Charitable Trust](#)
All of our emails and attachments are subject to [terms and conditions](#).

s 9(2)(a)

From:

s 9(2)(a)

Sent:

s 9(2)(a)

To:

s 9(2)(a)

Subject:

Attachments:

Consultation Summary Document 13_03_26.pdf; [A] Indicative Development Plans.pdf; Tikanga Management System - Simplicity Living, March 2023.pdf

Kia ora,

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

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

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

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

We look forward to hearing from you,

Ngā mihi nui,

s 9(2)(a)

Senior Planner



Building a stronger
New Zealand, together.

Mobile s 9(2)(a)
Receipt [redacted]

s 9(2)(a)

propertygroup.co.nz

Proud supporters of [KidsCan Charitable Trust](#)
All of our emails and attachments are subject to [terms and conditions](#).

s 9(2)(a)

From: s 9(2)(a)
Sent: , 18 March 2026 11:13 am
To: s 9(2)(a)
Subject: Fast Track Referral Application - Simplicity Living – Te Pūtahi Ladies Mile
Attachments: Consultation Summary Document 13_03_26.pdf; [A] Indicative Development Plans.pdf

Kia ora,

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

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

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

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

We look forward to hearing from you,

Noā mihi nui

s 9(2)(a)

Senior Planner



Building a stronger
New Zealand, together.

s 9(2)(a)

propertygroup.co.nz

Proud supporters of [KidsCan Charitable Trust](#)
All of our emails and attachments are subject to [terms and conditions](#).

s 9(2)(a)

From: s 9(2)(a)
Sent: Tuesday, 17 March 2026 5:00 pm
To: s 9(2)(a)
Cc:
Subject: Fast Track Referral Application - Simplicity Living – Te Pūtahi Ladies Mile
Attachments: Consultation Summary Document 13_03_26.pdf; [A] Indicative Development Plans.pdf

Kia ora s 9(2)(a)

I believe you have had previous discussions with s 9(2)(a) from Simplicity Living on the Simplicity Living project at 12 Lower Shotover Road, Ladies Miles. We are now looking to progress through the Fast-track Approvals Act 2024 process.

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

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

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

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

I look forward to hearing from you.

Ngā mihi,
s 9(2)(a)
Senior Planner



Building a stronger
New Zealand, together.

s 9(2)(a)

[propertygroup.co.nz](https://www.propertygroup.co.nz)

Proud supporters of [KidsCan Charitable Trust](#)
All of our emails and attachments are subject to [terms and conditions](#).

PROCESS AGREEMENT

Date:

HOA KAWENATA | PARTIES

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

(“**Ka Rūnaka parties**”)

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

HOROPAKI | BACKGROUND

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

NGĀ WHAKAAETANGA A NGĀ HOA KAWENATA PĒNEI:

THE PARTIES AGREE as follows:

1. NGĀ WHAKAMĀRAMATANGA | DEFINITIONS AND CONSTRUCTION

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

Agreement means this agreement as amended from time to time;

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

2. NGĀ TIKANGA | PROTOCOLS

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

(a) **Mana to Mana**

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

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

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

Therefore, Simplicity Living agrees to provide reasonable funds to:

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

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

(c) **Communication**

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

3. WĀ | TERM

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

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

4. RIGHTS RESERVED

4.1 All parties acknowledge:

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

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

TIKANGA/ CULTURAL MANAGEMENT PLAN

31 March 2023

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

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

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

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

1. Pre-Purchase Due Diligence Phase

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

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

2. Purchase/Development Agreement Signed

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

3. Design & Consent Phase

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


4. Construction

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

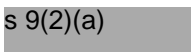
5. Whakatuwhera/ Final Blessing.

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

s 9(2)(a)



s 9(2)(a)



Managing Director, Simplicity Living

Appendix 1. Best Practice Construction Methods

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

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

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

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

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

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

Construction Briefing Meeting Agenda

Location: On the site being built upon.

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

Format: Duration 1 hour followed by kai and refreshments.

Welcome and introductions

Historical context of the site and area.

Design response created for the development into the future.

Best Practice Building and Accidental Discovery Protocols.

Health & Safety, Mates in Construction

Closing remarks.

Appendix 2. Accidental Discovery Protocols

These accidental discovery protocols set out below will be followed.

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

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

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

Cease works and secure the area.

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

Inform the relevant authorities and parties immediately.

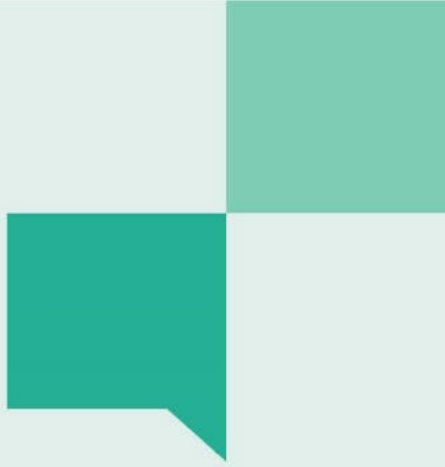
- The New Zealand Police (105) if the discovery is human remains or koiwi;
- The Auckland Council in all cases (09-3010101);
- Heritage New Zealand Pouhere Taonga (09-3079920) if the discovery is an archaeological site, Maori cultural artifact, human remains or koiwi; and
- Te ahi-kā-roa/ Mana Whenua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

Wait for and enable inspection of the site.

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

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

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



Attachment E

s 9(2)(a)

From:

s 9(2)(a)

Sent:

rch 2026 17:03

To:

s 9(2)(a)

Cc:

Subject:

RE: Fast Track Referral Application - Simplicity Living – Te Pūtahi Ladies Mile

Attachments:

Tikanga Management System - Simplicity Living, March 2023.pdf

Hi s 9(2)(a)

Pl [redacted] other Tikanga Management Protocol attached.

s 9(2)(a)

Senior Planner



Building a stronger
New Zealand, together.

s 9(2)(a)

propertygroup.co.nz

Proud supporters of [KidsCan Charitable Trust](#)

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

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)



The
Property
Group

Building a stronger
New Zealand, together.

s 9(2)(a)

propertygroup.co.nz

Proud supporters of [KidsCan Charitable Trust](#)
All of our emails and attachments are subject to [terms and conditions](#).

s 9(2)(a)

Sent: Thursday, 19 March 2026 3:53 pm

s 9(2)(a)

Subject: Re: Fast Track Referral Application - Simplicity Living – Te Pūtahi Ladies Mile

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

Kia ora s 9(2)

Thank you for your email.

s 9(2)(a)

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

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

Kā mihi nui,

s 9(2)(a)

| Archaeologist / Poutairangahia | Pouhere Taonga Heritage New Zealand | Otago/Southland Regional Office

s 9(2)(a)

s 9(2)(a)

Tukutuku: www.heritage.org.nz

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

This communication may be a privileged communication. If you are not the intended recipient, then you are not authorised to retain, copy or distribute it.

s 9(2)(a)

s 9(2)(a)

s 9(2)(a)

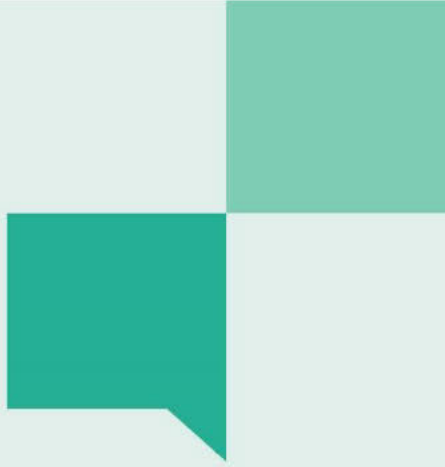
s 9(2)(a)

s 9(2)(a)

Proud supporters of [KidsCan Charitable Trust](#)

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

	<i>Accidental Discovery</i>
1.	Prior to commencing excavation work, the Consent Holder shall ensure that all persons involved in, or supervising, works on-site are familiar with the Accidental Discovery Protocol.
2.	The Accidental Discovery Protocol shall be clearly displayed and accessible on site at all times during work under this consent.
3.	In the event of any discovery of material suspected to be evidence of pre-1900 human activity, taonga/treasured artefacts or human remains/kōiwi in a 'place', the following applies; <ul style="list-style-type: none"> (a) Work must cease immediately at that place and within 20 metres around the site. (b) All machinery must be shut down, the area must be secured, and the Heritage New Zealand Pouhere Taonga Regional Archaeologist and the Consent Authority must be notified. (c) The Site Manager shall secure the affected area and immediately notify the Heritage New Zealand Pouhere Taonga ("HNZPT") Archaeologist, Queenstown District Council and Otago Regional Council. HNZPT will advise if further assessment by a suitably qualified archaeologist and/or an archaeological authority application is required from the Consent Holder.
4.	If the material is of Maori origin, in addition to the requirements in the condition above, the Site Manager shall immediately notify Aukaha and Te Ao Marama and ensure site access to enable appropriate cultural procedures and tikanga to be undertaken, subject to meeting statutory requirements (Heritage New Zealand Pouhere Taonga Act 2014, Protected Objects Act 1975). In this instance, Aukaha and Te Ao Marama and the HNZPT Archaeologist will jointly advise if further assessment by a suitably qualified archaeologist and/or an archaeological authority is required from the Consent Holder.
5.	If human remains (kōiwi) are uncovered, in addition to the conditions above, the Site Manager shall immediately advise the NZ Police. The affected area must be treated with the utmost discretion and respect. Remains are not to be moved until such time as Aukaha and Te Ao Marama, HNZPT and NZ Police have responded and agreed that they can be moved.
6.	Any works within an affected area shall not resume until Aukaha, and Te Ao Marama and HNZPT (and NZ Police in the case of human remains (kōiwi)) authorise work to continue.



Attachment F

s 9(2)(a)

From: s 9(2)(a)
Sent: Wednesday, 25 March 2026 13:25
To: s 9(2)(a)
Subject: Te Pūtahi Ladies Mile FTAA

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

Kia ora s 9(2)(a)

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

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

Ngā mihi

s 9(2)(a)

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



Department of Conservation
Te Papa Atawhai

Caution - This message and accompanying data may contain information that is confidential or subject

s 9(2)(a)

<p>DOC Commentary on Fast-track approvals and permissions identified:</p> <p>Note DOC's role in relation to specific</p>	<p>Concessions</p> <p><u>Potentially impacted Public Conservation Lands (PCL)</u></p> <p>Marginal Strip (Kawarau River) – Crown Land Block III Shotover SD, being a s24(3) Fixed Marginal Strip</p> <p>DOC understands that the asset will be vested in QLDC on completion of the works. An easement (Right to convey water) will likely be appropriate for the water pipe. A term of up to 30 years can be approved (60 years in exceptional circumstances).</p> <p><u>Existing authorisations</u></p> <p>Infrastructure works are proposed in a parcel affected by potential FTAA project - Queenstown Cable Car, which is seeking referral and currently awaiting Minister's decision.</p>
<p>Treaty partners:</p>	<p>We encourage the applicant to engage directly with relevant Māori groups as required by section 29 of the Act.</p>
<p>Treaty Settlement implications/considerations:</p>	<p>DOC is aware of the following Treaty settlement obligations that may be relevant to this site:</p> <ul style="list-style-type: none"> • DOC notes species known or likely to be present on the project area include Taonga Species listed in a schedule to the Ngāi Tahu Claims Settlement Act 1998 and that the Act requires DOC work together with Te Rūnanga to discuss the approach to resource management issues. • DOC encourages the applicant to consult with Te Rūnanga on any areas of cultural and historic significance. • DOC notes that there is a statutory acknowledgement over Whakatipu-wai-maori (Lake Wakatipu). The Project area does not intersect with or directly interact with Lake Wakatipu, however, parts of the project are near Lake Wakatipu.
<p>DOC Statutory Planning Document considerations in relation to site (e.g. CGP/CMS/CMP):</p>	<p>The following provisions of the applicable statutory documents are likely to be relevant to this application:</p> <p>Conservation General Policy 2005</p> <p>4 Conservation of natural resources</p> <p>Policies</p> <p>4.1 Terrestrial and freshwater species, habitats and ecosystems</p> <p>4.1(c) Restoration of habitats and ecosystems should use locally sourced indigenous species except where the presence of introduced species is required for the preservation of indigenous species or is consistent with the purpose for which the land is held.</p> <p>11 Activities requiring specific authorisation (not covered elsewhere)</p> <p>Policies</p>

- 11.1(a) Any application for a concession or other authorisation will comply with, or be consistent with, the objectives of the relevant Act, the statutory purposes for which the place is held, and any conservation management strategy or plan.
- 11.1(c) The Department and all concession and other authorisation holders should monitor the effects of authorised activities on natural resources, historical and cultural heritage, and the benefit and enjoyment of the public, including public access, to inform future management decisions.
- 11.1(d) Concession and other authorisation holders will be responsible for the safe conduct of their operations, including the safety of staff, clients, contractors, and the public, and compliance with relevant safety standards and legal obligations.

11.3 Utilities

Policies

- 11.3 (a) Utilities may be provided for on public conservation lands and waters where they cannot be reasonably located outside public conservation lands and waters, or if specifically provided for as a purpose for which the place is held.
- 11.3(b) When new utilities are installed or existing utilities are maintained or extended, they should be of a scale, design and colour that relates to, and is integrated with, the landscape and seascape.
- 11.3(d) Utilities should, wherever possible, be located in, or added to, an existing structure or facility and use existing access options.
- 11.3 (e) Utilities that are redundant should be removed from public conservation lands and waters and the site restored as far as practicable to a natural state to minimise effect on the landscape.

Glossary

Utilities Includes but not limited to structures and infrastructure for...roads...

Otago Conservation Management Strategy 2016

1.5.1 Natural heritage

Objectives

- 1.5.1.1 The diversity of New Zealand's natural heritage is maintained and restored, with priority given to:
- a) conserving a full range of New Zealand's ecosystems to a healthy functioning state, with an emphasis on the priority ecosystem units in Appendix 4;

- b) supporting the work of others to maintain and restore ecosystem types selected from Appendix 2;
- c) conserving threatened species to ensure persistence, with an emphasis on those species listed in Appendix 5;
- d) maintaining or restoring populations of nationally iconic species that occur locally, with an emphasis on those species listed in Appendix 7; and
- e) conserving significant geological features, landforms and landscapes, including those listed in Appendix 9, where they are on public conservation lands waters

- 1.5.1.4 Advocate for the protection of priority heritage, such as: priority ecosystem units and threatened species; and significant geological features, landforms and landscapes at risk of permanent degradation selected from Appendix 9.
- 1.5.1.6 Work with landowners, Minister of Primary Industries, Fish and Game Councils, local government and other agencies, and advocate for the:
- a) protection of freshwater fisheries, fish habitat and fish passage;
 - b) preservation of threatened indigenous freshwater species; and
 - c) maintenance and improvement of habitat connectivity and water quality from the headwaters of waterways to the coast.
- 1.5.1.14 Work with businesses and others to foster greater engagement and support for conservation and the management of natural resources through the application of best conservation and environmental management practices.

Conservation gains from more business partnerships

Objectives

- 1.5.5.3 Seek opportunities to work with businesses that are looking for ways to demonstrate their commitment to and engagement with conservation.

2.3 Western Lakes and Mountains/Ngā Puna Wai Karikari a Rākaihautū Place

Outcome

The mountains, lakes and rivers are cherished natural wonders that draw international and domestic visitors and provide an outstanding backdrop to and locations for a wide range of outdoor adventures and activities while supporting distinctive indigenous ecosystems and species. ...

Further local extinctions have not occurred and populations of threatened and at-risk species are improving within their natural range, and are becoming more common sights. ...

3 Specific policy requirements for Otago

3.1 General

Policies

- 3.1.9 Process authorisations in accordance with the relevant legislation, this CMS and the provisions of the Conservation General Policy 2005 and the General Policy for National Parks 2005.
- 3.1.10 Monitor authorised activities and their effects, including cumulative effects, on a regular and ongoing basis.
- 3.1.11 Should not grant authorisations that are inconsistent with the objectives, outcomes and policies in Part One, the outcomes and policies for Places in Part Two-Places, or the policies in Part Three.

3.10 Structures and utilities

Policies

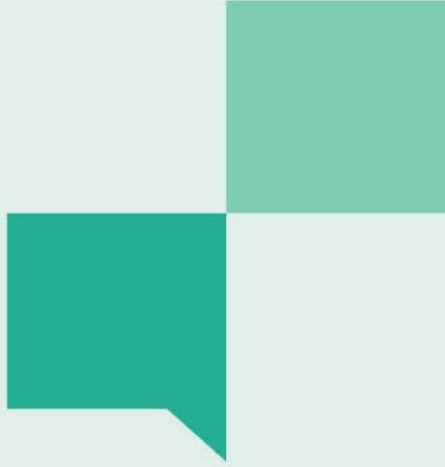
- 3.10.1 Should apply the following criteria when considering applications to erect or retain structures or utilities or for the adaptive reuse of existing structures on public conservation lands and waters:
- a) the purposes for which the lands and waters concerned are held;
 - b) the outcomes and policies for the Places where activity is proposed to occur;
 - c) whether the structure could reasonably be located outside public conservation lands and waters;
 - d) whether the structure could reasonably be located in another location where fewer adverse effects would result from the activity;
 - e) whether the structure adversely affects conservation, including recreational values;
 - f) whether the structure is readily available for public use;
 - g) whether the structure is consistent with the visitor management zone on Map 3 and as described in Appendix 12;
 - h) whether the activity promotes or enhances the retention of a historic structure;
 - i) whether the activity is an adaptive reuse of an existing structure;

Appendix 2 Ecosystem and habitat types within Otago

Includes: regenerating scrub.

Appendix 5 Threatened and at-risk indigenous flora and fauna present in Otago

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



Attachment G

s 9(2)(a)

From: s 9(2)(a)
Sent: Wednesday, 18 March 2026 15:14
To: s 9(2)(a)
Cc:
Subject: Re: Fast Track Referral Application - Simplicity Living – Te Pūtahi Ladies Mile

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

Kia ora,

Following the Fast-track Approvals Amendment Act 2025 last December, MfE is no longer a relevant administering agency for the RMA. The requirements for pre-lodgement consultation with us under section 11 have been removed.

Prior to these changes, we would usually provide a letter to prospective applicants alerting them to national direction that may be relevant to their application. There's information you may find useful on the new national direction and changes to existing national direction which recently came into effect here: [RMA National Direction updated | Ministry for the Environment](#)

Please let us know if there's anything else we can assist with.

Ngā mihi nui,

Systems Operations
Ministry for the Environment | Manatū Mō Te Taiao



s 9(2)(a)

s 9(2)(a)

Cc: s 9(2)(a)

Subject: Fast Track Referral Application - Simplicity Living – Te Pūtahi Ladies Mile

MFE CYBER SECURITY WARNING

This email originated from outside our organisation. Please take extra care when clicking on any links or opening any attachments.

Good afternoon,

On behalf of Simplicity Living Limited, please find attached a project summary document for the purposes of engagement on the **Simplicity Living – Te Pūtahi Ladies Mile** project, along with supporting attachments.

The project summary provides a high-level overview of the site, project details, and relevant planning and consenting requirements, with sufficient information to enable feedback that will help inform the proposal as it progresses. It is noted that further information will become available as technical reports are prepared and, if accepted, as the project proceeds under referred status pursuant to the Fast-track Approvals Act 2024.

We look forward to hearing from you,

s 9(2)(a)

Senior Planner



s 9(2)(a)

propertygroup.co.nz

Proud supporters of [KidsCan Charitable Trust](#)

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