Ref: 3092
11 November 2026

Simplicity Living
Te Pūtahi/Ladies Mile Development
Architect's Additional Statement

1. Introduction

1.1. This additional statement outlines architectural changes to Simplicity Living Limited's ("SLL") Fast-Track Application for a comprehensive residential development referred to as the Te Pūtahi Ladies Mile development located at 12 Lower Shotover Road Queenstown and adjoining/nearby land ("Project").

1.2. This statement is to be read in conjunction with the revised 'Architectural Drawing Set' prepared by Brewer Davidson dated 19 October 2026. Referenced drawings are contained in this Drawing Set. Revision A is added to the drawings that have changed. It is also to be read in conjunction with my statement submitted as part of the substantive application for the Project dated 25 July 2026. My experience and qualifications are set out in this earlier statement.

1.3. Overall, the architectural changes do not materially impact the extent of non-compliance with the District Plan urban design standards as I set out below.

2. Parking Garage Height

2.1. The design of the two Parking Garages P1 and P2 has changed after a constructability and parking/storage review. The key changes are summarised below:

2.2. The long sloping floors in the original design have changed to half floors in a split level arrangement for easier construction. Storage units have been added at the ends of the garages close to the lifts with drop off areas for vehicles.

2.3. The original design had three levels at one end and four levels at the opposite end. To maintain parking numbers (with the new storage lockers) an extra floor has been added so the revised design has four levels above ground on one side and five levels on the other side. There is a half basement on the lower side housing storage lockers. Drawing SK54 Revision A shows this split level design in section and the infringement above the permitted thirteen metre height plane.

2.4. The storage lockers and stairs create enclosed ends to the garages. Patterns designed with a Ngāi Tahu appointed artist will be applied to the external walls and stair glazing. Vertical louvres enclose the parking areas allowing airflow and will also be designed with the Ngāi Tahu artist.

2.5. Parking garage P1 has increased in height by 1.3 metres. The height in the original submission was RL16.5 metres and has changed to RL17.8 metres in the revised submission. Parking garage P2 has increased in height by 1.4 metres. The height in the original submission was RL16.6 metres and has changed to RL18.0 metres in the revised submission. These maximum heights are measured to the lift machine rooms as shown on Drawing SK51 Revision A Elevations S-07 and S-09a

2.6. The top floors are now proposed to have a roof with solar panels. These roofs do not increase the maximum height infringement as they are lower than the lift/stair cores, but they do increase the area of infringing roof as shown on Drawing SK11 Revision A. However, a roof that screens views of cars from the higher apartment buildings is preferred and is a good location for solar panels.

2.7. Section 17 on Drawing SK54 Revision A shows parking garage P2 relative to the Lower Shotover Road boundary. Buildings 15, 24 and 25 screen direct views of the parking garage. Figure 1 shows the view between Buildings 26 and 27 looking toward parking garage P2.



Figure 1: View of parking garage P2 from Lower Shotover Road footpath.

2.8. Section S-04a on Drawing SK49 Revision A shows parking garage P2 relative to the proposed northern Collector Road. Buildings 21 and 22 screen direct views of the parking garage, so the largest view of the P2 garage will be looking south down Road 02. Figure 2 shows this view and how the infringing height of the garage is absorbed by the complying foreground walkup apartments.



Figure 2: View of parking garage P2 looking south along Road 02

2.9. Section S-07 on Drawing SK51 Revision A shows parking garage P1 relative to the Lower Shotover Road boundary. Buildings 36 and 37 screen direct views of the parking garage, so the largest view of the P1 garage will be

between buildings. Sim 04 on Drawing SK26 Revision A shows the view between Buildings 34 & 35 with the garage between in the middle distance. The carpark is visible but recedes behind the front buildings.

2.10. Figure 03 shows the view of parking garage P1 looking south from the northern Collector Road along Road 01. Buildings 38 and 39 screen direct views. The parking garage is visible along Road 01 but is largely screened by the foreground complying height apartments.



Figure 3: View of parking garage P1 looking south along Road 01 from the northern collector road.

2.11. Figure 03 shows the view looking south down Road 01 from the proposed northern collector road. Parking garage P1 is on the right is partially obscured by Building 39.

2.12. Drawing SK11 is updated to show the increased height of the parking garages and shows they remain secondary to the mid-rise buildings

2.13. The parking garages have been altered in all visual simulations and renders.. The garage's central location, position of screening boundary reduces their impact from surrounding public areas. The statement in my original evidence remains accurate that visual effects from the parking garages is offset by the amenity benefits of removing expanses of at-grade parking from the development.

2.14. Ms. Rachel de Lambert assesses the visual effects in her additional statement and concludes that the amendments do not change the previously assessed low levels of landscape and visual effects.

3. Parking Garage Building Separation Infringement

3.1. Both of the parking garages are located on corners of internal private roads. The four level section of the garages is positioned on the private road boundary to reduce their height overlooking over the 'public' space. The five level section is then placed on the 'rear' face looking toward walkup apartment buildings. Rule 49.5.32 'Building separation within sites', requires an 8 metre gap for a five level building. Drawing SK70 Revision A shows the separation from garage P1 to Buildings 38 and 39 is 6.1 metres. Drawing SK71 Revision A shows the separation from garage P2 to Buildings 22 and 23 is 6.7 metres.

3.2. The garages are to the south of the apartment buildings so do not cast shadows on to the apartment buildings. Living areas and their balconies face away from the parking garages so the outlook from living spaces is not dominated by the garages. Residential amenity effects on the apartments is reduced by the apartment room layouts. Architectural treatment of the parking garage and landscaping will mitigate visual effects on the exterior space between the buildings.

4. Outdoor Living Spaces Infringement

4.1. More of the three bedroom apartments have been altered to increase the living room area and reduce the outdoor living space to suit larger groups in shared accommodation. These changes are in Buildings 1, 6, 9, 14, 18, 21, 23, 24, 35, 38, 39 and 40. The assessment of this infringement remains as discussed in paragraph 7.2.4 and 7.2.5 in my original evidence.

4.2. That is, the rule is written with freehold houses and adequate private yards/balconies in mind. The Build-to Rent development has shared

communal external spaces and pavilions for residents. Private yards are reduced so gardeners can maintain more landscaped areas around buildings. Where balconies are removed a balustrade allows ranchsliders to be safely opened to allow opening of the living area to the outside.

4.3. Drawings SK85 Revision A and SK86 Revision A show all the infringing outdoor spaces.

5. Height of Walkup Apartments

5.1. The roof pitch and height has been increased where the 13 metre height limit allows from 15 degrees to 20 degrees. This provides variation in building appearance across the project. This change is to Buildings 1, 4, 7, 8, 9, 14, 21, 23, 24, 31, 32 and 35. The following drawings have been updated with this change; SK14, SK15, SK18, SK19, SK22, SK23, SK26, SK27, SK30, SK31, SK34, SK35, SK38, SK39, SK42, SK43, SK45-SK55, SK58-SK65 and SK72-SK81.

6. Building 8 Design

6.1. The design of Building 8 has changed to better address an important corner in the masterplan. A different building form is used to cap the long view down Road 01 with a symmetrical elevation and simpler corner massing. Refer to Elevation S-02B Drawing SK48.

7. Alterations to Original Evidence

7.1. Paragraph 5.5.9 describes the original design carpark and is replaced by this statement.

7.2. Paragraph 7.1.7 Building Separation is replaced by Section 4 of this statement.

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