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Memorandum

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Attention:	Mitchell Holyoake
Company:	Simplicity Living
Date:	10 November 2026
From:	Rachel de Lambert
Message Ref:	Simplicity Te Pūtahi Ladies Mile Medium Density Residential Development – Design Changes, Landscape Memo
Project No:	BM260197

Introduction

I prepared the Landscape Effects Assessment (LEA) (dated 15 July 2026) in respect of Simplicity Living's Te Pūtahi Ladies Mile Medium Density Residential Development Fast-track Approvals Act 2024 (FTAA) resource consent application (the Project). I have been provided with an updated architectural drawing set (Brewer Davidson Rev A dated 19/10/2026) for the Project and requested by the applicant to provide a further Memo (herein) in respect of potential landscape, including visual, effects of the altered Project proposal.

Proposed Changes

In summary the changes relevant to potential landscape and visual effects comprise:

- The design of the two proposed multilevel parking buildings has updated with an additional partial level (lengthways) added to each parking building (SK10). The revised parking buildings result in a total number of 52 additional car parks. The car parking building façades and internal layouts have been revised (refer in particular to SK49-SK54. SK51 shows the long elevation of both parking buildings including the maximum extent to which either is above the 13m height standard, being 4.8m (Parking Building P1) and 5.0m (Parking Building P2).

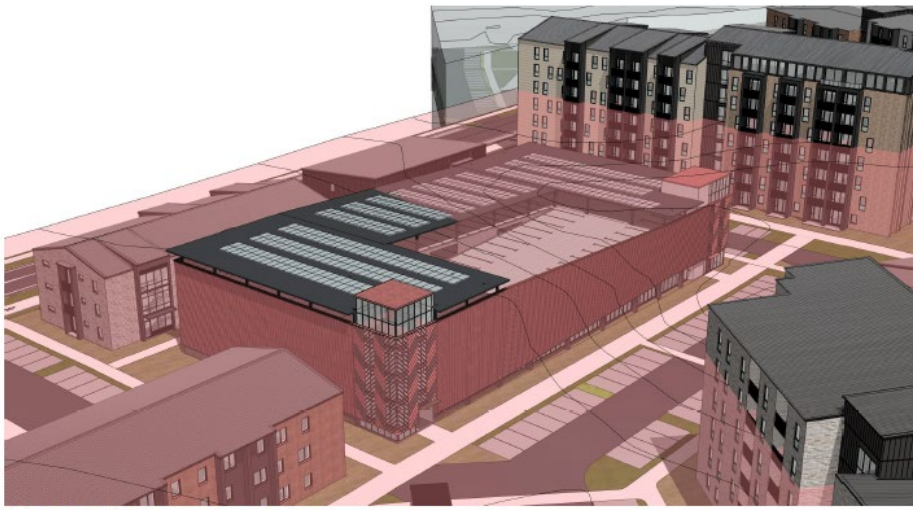
- The layout of Buildings 19 and 29 with the deletion of one of the original two, three-bed apartment typologies (refer layouts on SK84 as lodged and amended RevA). The three-bed apartment layout with balcony has been deleted in preference for the option with greater internal space, this results in minor façade changes and a reduction in the total apartment numbers from 1085 to 1083.

- The roof pitch of some of the 3-storey walk up buildings (buildings 1, 4, 7, 8, 9, 14, 21, 23, 24, 31, 32 and 35) have increased slightly from 15 degrees to 20 degrees whilst remaining within the 13m height plane. This provides increased variation in building appearance across the project.

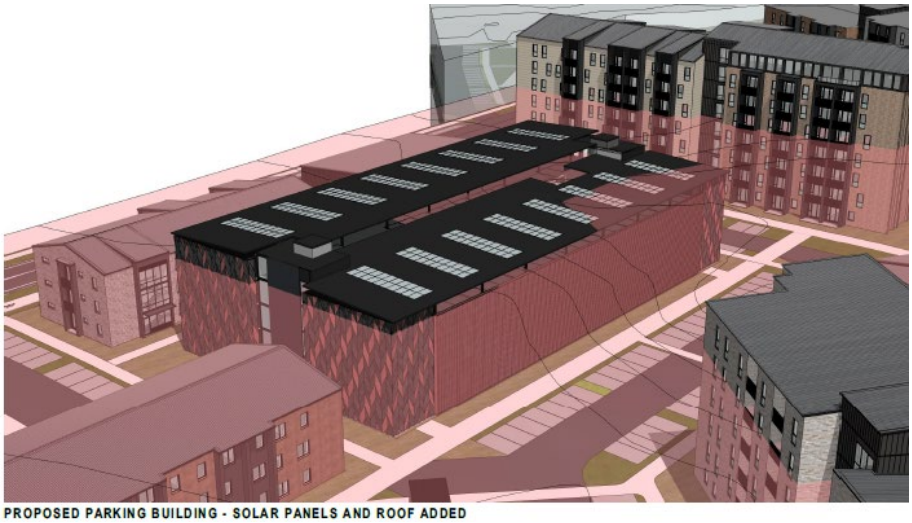
Commentary

Parking Buildings:

Changes to the parking building are illustrated in the comparison 3d views Figure 1 below and elevation, Figure 2.



PARKING BUILDING – FAST TRACK SUBMISSION DESIGN (FOUR LEVELS)



PROPOSED PARKING BUILDING - SOLAR PANELS AND ROOF ADDED

Figure 1: Comparison views FTAA lodged parking building top and as now proposed below.

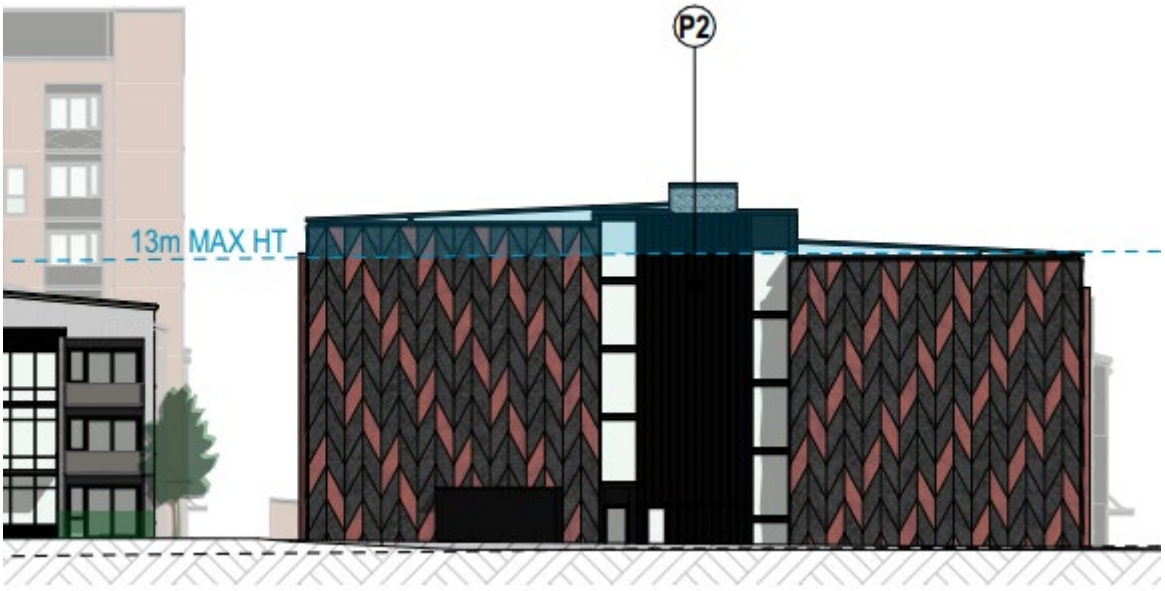


Figure 2: Elevation showing the now proposed split level of the parking building (refer SK49).

The maximum height to the top of the lift overrun in the lodged proposal was 16.5 for Parking Building 1, 3.5m above the 13m height control and 16.6 for Parking Building 2, 3.6m above the 13m height control, noting that the highest component of the parking buildings is their lift overrun with the main roof set below. As now proposed, the lift overrun on Parking Building P1 is 4.8m and on Parking Building P2 5.0m above the 13m height control with the main roof set below the lift overrun but a full level above the 13m, height control.

The two parking buildings are set into the Site with the series of three-storey walk-up, and five, six, seven and eight-storey apartment buildings defining the perimetre adjacent to public roads, cycleways and pedestrian paths. The parking buildings have very limited visibility from the adjacent area as illustrated in the series of visual simulations prepared by Brewer Davidson. The viewpoint (Sim 04) looking north across SH6 towards the site enabled a view between buildings to the Parking Building 1, comparison views of the as lodged vs now proposed view have been prepared by Brewer Davidson, refer Figure 3 below.





Figure 3: Visual simulation, Sim 04 (Brewer Davidson SK26) looking across SH6 east to the Project the top image being the lodged FTAA application and the bottom as now proposed.

The extent of apparent change in respect to the heights of the parking buildings, their roofline and lift overrun is very limited and does not change the skyline backdrop or general visual composition of the development.

In respect of people in elevated locations overlooking the Site and Project the additional height does not alter the general building composition with the parking buildings framed by buildings of greater and lesser height. The split level breaks the mass of these two large footprint buildings whilst the roof top solar arrays break up the scale of the roof and prevent the visual appearance of cars on an upper rooftop level.

The change in height to the two parking buildings does not result in any change to the previously assessed nature of landscape or visual effects associated with the Project or the scale of effects generated which in my opinion remain **low** to **very low**.

Changes to Building Façades

The slight changes to the façades of Buildings 19 and 29 resulting from internal reconfiguration of the three-bedroom apartments, refer Figure 4 below for comparison elevational views of Building 29, are not material to the nature and scale or the overall development and do not result in changes to the assessed landscape and visual effects of the Project.



Figure 4: Comparison elevational views of building 29 (Brewer Davidson SK49).

Changes to Roof Pitch

The slight increase to the roof pitch of twelve of the 3-storey walk up buildings (buildings 1, 4, 7, 8, 9, 14, 21, 23, 24, 31, 32 and 35), from 15 degrees to 20 degrees, whilst remaining within the 13m height control will introduce greater variation in building appearance across the project. This change will have a small beneficial effect giving greater built form diversity and interest to the predominantly 3-storey development. The steeper roof pith is consistent with building forms in the wider locality and will sit comfortably as part of the overall development.

Conclusion

In conclusion, the proposed changes do not, in my opinion, result in any adverse change to the assessed low levels of landscape and visual effects of the Project.

The greater variation in roof pitch to the 3-storey walk up buildings will enhance the massing and composition of the development contributing a small positive change to the overall urban from of the development.

Boffa Miskell

Rachel de Lambert