

PROPOSED MIXED USE DEVELOPMENT
198 – 222 DOMINION ROAD &
113 – 117 VALLEY ROAD
MOUNT EDEN, AUCKLAND
SPECIAL CHARACTER ASSESSMENT
PREPARED FOR PRECINCT PROPERTIES



30 AUGUST 2024

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Proposed Mixed Used Development
198 -222 Dominion Road & 113 -1117 Valley Road, Auckland
Special Character Assessment
Prepared For Precinct Properties
30 August 2024

CONTROLLED DOCUMENT

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Cover image: Dominion Road and Valley Road intersection, Auckland (Plan.Heritage Ltd. 2024)

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EXECUTIVE SUMMARY

Precinct Properties (Precinct) is proposing the construction of a mixed-use development including retail, office space, and apartment blocks at 198-222 Dominion Road and 113-117 Valley Road, Mt Eden, Auckland. The development involves the demolition of two character supporting buildings at 214-220 Dominion Road and is adjacent to three character defining buildings south of the subject site, within the Special Character Areas Overlay - Business: Eden Valley. The subject site is also within 20m of the AUPOP Special Character Overlay – Residential: Isthmus A.

This Special Character Assessment sets out a detailed context and site analysis of the special character values for the proposed development area. An assessment of effects on special character has been carried for the development design prepared by Ashton Mitchell on behalf of Precinct. The report concludes that:

- The character supporting building at 214-216 Dominion Road makes a low contribution to the special character area, largely because the façade of the building has undergone significant alteration in recent years;
- The removal of the character supporting building at 214-216 Dominion Road has only a low adverse impact on character values of the Mt Eden Valley Business Character Area;
- the character supporting Universal Buildings makes a moderate contribution to the special character area, as although it has some compatible character qualities, it too has been noticeably altered over time, and only has limited reference to the early 20th century special character architectural values (the existing building largely dating from 1949);
- additionally, it is located at the periphery of the character area; where its removal will have a proportionally lesser impact than where it to be located more centrally;
- Overall, and taken together, the demolition of the two *character supporting* buildings within the subject site will have a permanent and minor adverse effect on the special character values of the Special Character Areas Overlay - Business: Eden Valley, primarily through the demolition of the 'Universal' Buildings.
- The effect is not greater than this, given the moderate level of contribution made by either buildings;
- Offsetting this adverse effect, the proposed replacement buildings appropriately recognise, and respond positively to, the special character values of the Special Character Areas Overlay - Business: Eden Valley;
- The proposed development will result in changes to the nearby wider setting of the Special Character Areas Overlay - Residential: Isthmus A;
- The massing and design of the proposed development also demonstrates a well-considered scale when viewed from nearby locations within the Special Character Areas Overlay - Business: Eden Valley or Special Character Areas Overlay - Residential: Isthmus A and will not result in any overall adverse effect on the special character values of Residential Isthmus A area that is within the visual catchment; and,
- Any potential temporary adverse effects arising from demolition and construction can be appropriately mitigated through control of development and monitoring of construction works.

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PROPOSAL AND PLANNING BACKGROUND

Introduction

Precinct Properties Wyndham Ltd (Precinct) is proposing the construction of a mixed-use development including retail, commercial space, and apartment blocks at 198-222 Dominion Road and 113-117 Valley Road, Mt Eden, Auckland (Figure 1). The site consists of several parcels, the legal descriptions are:

Pt Lot 4 DP 182 and Lot 5 DP182 (198-202 Dominion Rd / 17 Carrick Place);

Pt Lot 3 DP 1 and Lot 1 DP51797 (214-220 Dominion Rd);

Pt Lot 1 DP 31896 (214-222 Dominion Rd);

Pt Lots 1 & 2 DP 54203 (113 Valley Rd); and,

Pt Lot 3 DP 1 (115-117 Valley Rd),

The proposed new development will essentially comprise several retail and residential blocks, with 135 residential units, ground level retail units, basement carparking and communal courtyard gardens and landscaping. The total area of the site to be developed is 5173m². The main block will face Dominion Road (Dominion Building) and two proposed blocks will face toward Carrick Road and Valley Road (Carrick and Valley Buildings). The buildings will range from 3 to 5 stories, stepping down to address the Character defining buildings at the Junction of Dominion Road and Valley Road. they will be constructed in a contemporary architectural design that acknowledges and is sympathetic to the character of the surrounding area. Centrally the development includes communal gardens and courtyard spaces for the use of the residents.

The proposed works involve the demolition of all existing buildings/structures within the subject site (Figure 1), which is partially within the Auckland Unitary Plan – Operative in Part (AUPOP) Special Character Overlay – Business: Eden Valley. The development involves the demolition of two *character supporting* buildings at 214-220 Dominion Road and is adjacent to three *character defining* buildings south of the subject site. The site is associated with subdivision in the 1840s, and early commerce along Dominion and Valley Roads. The subject site is also within 20m of the AUPOP Special Character Overlay – Residential: Isthmus A, which overlays residential properties to the east along Valley Road, and northeast along Carrick Road.

Scope of Work

This Special Character Assessment has been prepared to inform the required assessment of environmental effects accompanying Precinct's resource consent application under the Resource Management Act 1991 (RMA) for the proposal. Recommendations are made in accordance with statutory requirements to avoid, remedy or mitigate any adverse effects of the proposal on the special character of the receiving environment.

The purpose of this Special Character Assessment is to identify and assess the effects of the proposal, in the context of the AUPOP Special Character Overlay – Business: Eden Valley, which

relates to the physical and visual qualities associated with the streetscape and character of the development site and the surrounding area. In addition, there is a visual interrelationship between the Special Character Overlay – Residential Isthmus A and the Special Character Overlay – Business: Eden Valley. Given the proximity of the overlay and the overall scale of the proposed development, the potential effects of the proposal on the streetscape and character setting which comprise the nearby Special Character – Residential Isthmus A overlay are also considered as part of this application.

Previous Assessments

A Character Assessment report was prepared for Panuku by Clough Associates Ltd. in August 2016 (Brown A & J Brown 2016). This assessed a previous proposed scheme and was assessed against the provisions of the Auckland Council District Plan: Operative Isthmus Section 1999 (the District Plan). The Proposed Auckland Unitary Plan was subsequently made operative in part on 15 November 2016. A revised scheme was then assessed (2017) and was granted consent in 2020 through Environment Court Decision (Decision No. [2020] NZEnvC 211):

Land use consent (section 9(1))- LUC60303721;

Land use consent (section 9(3)) - LUC60303721;).

The current environment and the subject site itself is largely unchanged since this consent was granted, though some apartment development has occurred further south along Dominion Road. This application therefore takes a starting point the site and context analysis undertaken for the previously consented Eke Panuku Development as described in:

Brown. J, 2017. Proposed Mixed Use Development; Dominion Road & Valley Road, Auckland. Special Character Assessment. Prepared for Eke Panuku.

The new proposal is however treated as a new application, and is assessed on its own merits under the criteria provided in Section D18 (Special Character Areas Overlay - residential and business) of the AUPOP.

A Separate Archaeological Assessment was also prepared for the previously granted scheme which provides a detailed site history, assesses the archaeological potential of the site and addresses archaeological requirements under the provisions of the Heritage New Zealand Pouhere Taonga Act 2014:

Brown A, and R Clough. 2016. Proposed Apartments, Dominion Road and Valley Road, Mt Eden, Auckland: Archaeological Assessment. Report prepared for Panuku.

An updated version of this report will also be provided separately (Brown 2024).



Region

Locale

Auckland Council
AUPOP Geomaps
(accessed February
2024). Subject site
outlined in red.

Figure 1. Site location and planning controls

Material Reviewed

The following material has been reviewed as part of this assessment:

- Auckland Council Cultural Heritage Inventory (CHI) viewer
- Auckland Council AUPOP Geomaps
- Heritage New Zealand Pouhere Taonga List
- Archival research and LINZ plans
- Auckland Council Property Files
- Papers Past and Wises Street directories
- Boffa Miskell, Matthews & Matthews Architects, R.A. Skidmore Urban Design and Salmond Reed Architects. 2004. 'Character & Heritage Study Eden Valley / Dominion Road'. Prepared for Auckland City Council (City Planning).
- Matthews & Matthews Architects Ltd in association with L. Truttman, P. McConnell and R.A. Skidmore and Associates. 2007. Dominion Road, Auckland Heritage Study. Prepared for Auckland City Council.
- Matthews & Matthews Architects Ltd, R.A. Skidmore Urban Design and L. Truttman. 2008. Balmoral Shopping Centre Character Heritage Study. Prepared for Auckland City Council.
- Salmond Reed Architects Ltd, 2012. Dominion Road Corridor Plan View Road to SH20 – Heritage Assessment. Prepared for Auckland Transport.
- Archaeological Assessment prepared by Clough Associates Ltd (Brown A & Clough R 2016) (and updated Plan.Heritage Assessment J Brown 2024)
- Character Assessment prepared by Clough Associates Ltd. (Brown A & Brown J 2016)
- Brown J 2017 Proposed Mixed Use Development, Dominion Road & Valley Road, Auckland. Special Character Assessment. Prepared for Eke Panuku
- Previous Urban Design Panel minutes and Auckland Council pre-application feedback for proposed scheme;
- Proposed plans and elevations by Asthon Mitchell Architects dated August 2024 for Resource Consent application
- Urban Design / Landscape / Visual Assessment prepared by Boffa Miskell dated August 2024

CONTEXT ANALYSIS

Historical Background

The historical background for the area is presented in detail in the updated archaeological assessment (Brown and Clough 2016; Updated Brown 2024). It is also based on several built heritage and character studies which have previously been carried out for Eden Valley / Dominion Road and surrounding areas. These include:

- Boffa Miskell, Matthews & Matthews Architects, R.A. Skidmore Urban Design and Salmond Reed Architects. 2004. 'Character & Heritage Study Eden Valley / Dominion Road'. Prepared for Auckland City Council (City Planning).
- Matthews & Matthews Architects Ltd in association with L. Truttman, P. McConnell and R.A. Skidmore and Associates. 2007. Dominion Road, Auckland Heritage Study. Prepared for Auckland City Council.
- Matthews & Matthews Architects Ltd, R.A. Skidmore Urban Design and L. Truttman. 2008. Balmoral Shopping Centre Character Heritage Study. Prepared for Auckland City Council.
- Salmond Reed Architects Ltd, 2012. Dominion Road Corridor Plan View Road to SH20 – Heritage Assessment. Prepared for Auckland Transport.

Dominion Road – General Location

Dominion Road runs north–south through Eden Valley (Figure 2) and forms the spine of a modified street grid. Maungawhau/Mt Eden is located to the east of Dominion Road. The surrounding neighbourhood was developed during the late 19th- and early 20th- centuries as a 'strip shopping centre', surrounded by predominantly single dwelling residential neighbourhoods. The core of this centre is focused on the intersection with Valley Road and Walters Road and to the south of the intersection as far as the intersection with King Edward Street. These intersections form east-west connections of the street grid (Figure 3). The subject site is located to the north of the Dominion Road-Valley Road intersection and comprises four lots within the northern periphery of the character area (Figure 4).

Dominion Road is a busy transport corridor and is one of the earliest roads to have been formed as the main arterial route extending across the isthmus. It was the main thoroughfare for all transport in the area. By the early 1900s the road was being developed as an important tram route. This tram route initially terminated at the corner of Valley Road, and later extended to Balmoral and on to Mt Albert Road. The early subdivision pattern of the commercial centre was typified by long east-west orientated sections with narrow frontages to Dominion Road. This is consistent with the layout and configuration of the subject site, with later infill development to the rear lots. The commercial character is defined by buildings fronting directly onto the Dominion Road boundary with service areas located to the rear. Narrow alleyways connecting these rear sites with Dominion Road are a noticeable character feature in determining the 'street rhythm' and providing views through to Maungawhau/Mt Eden.

1: 5000 CONTEXT PLAN

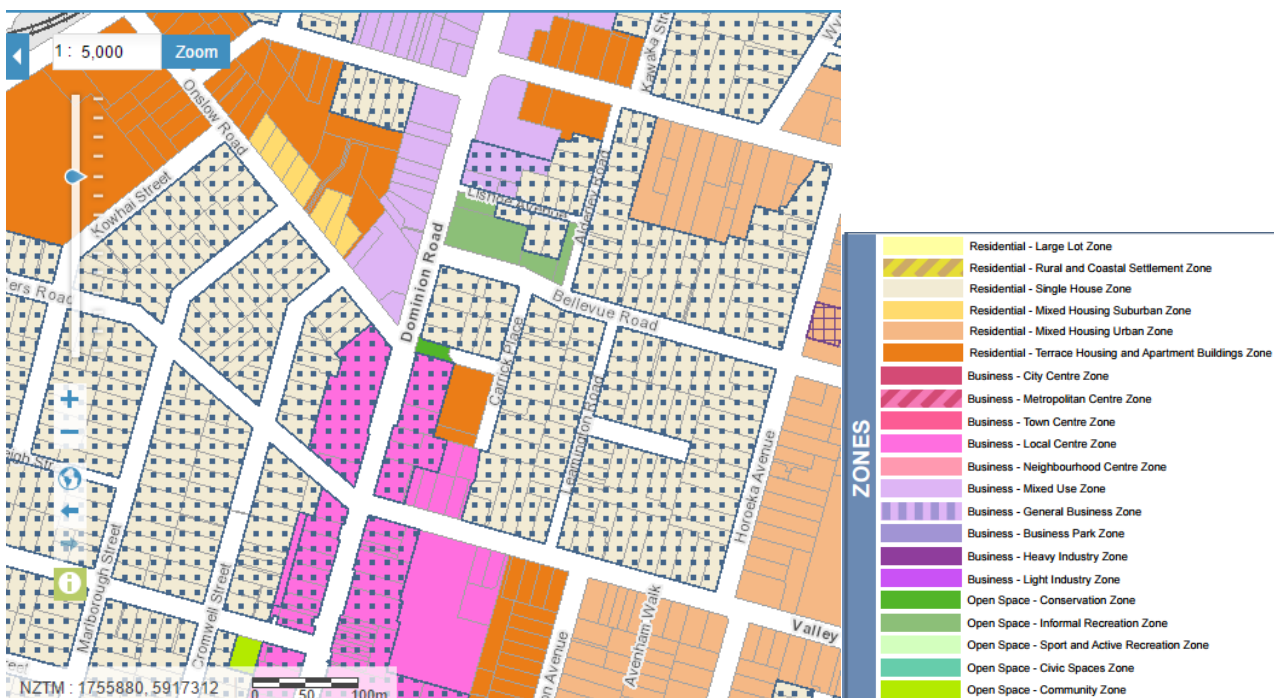
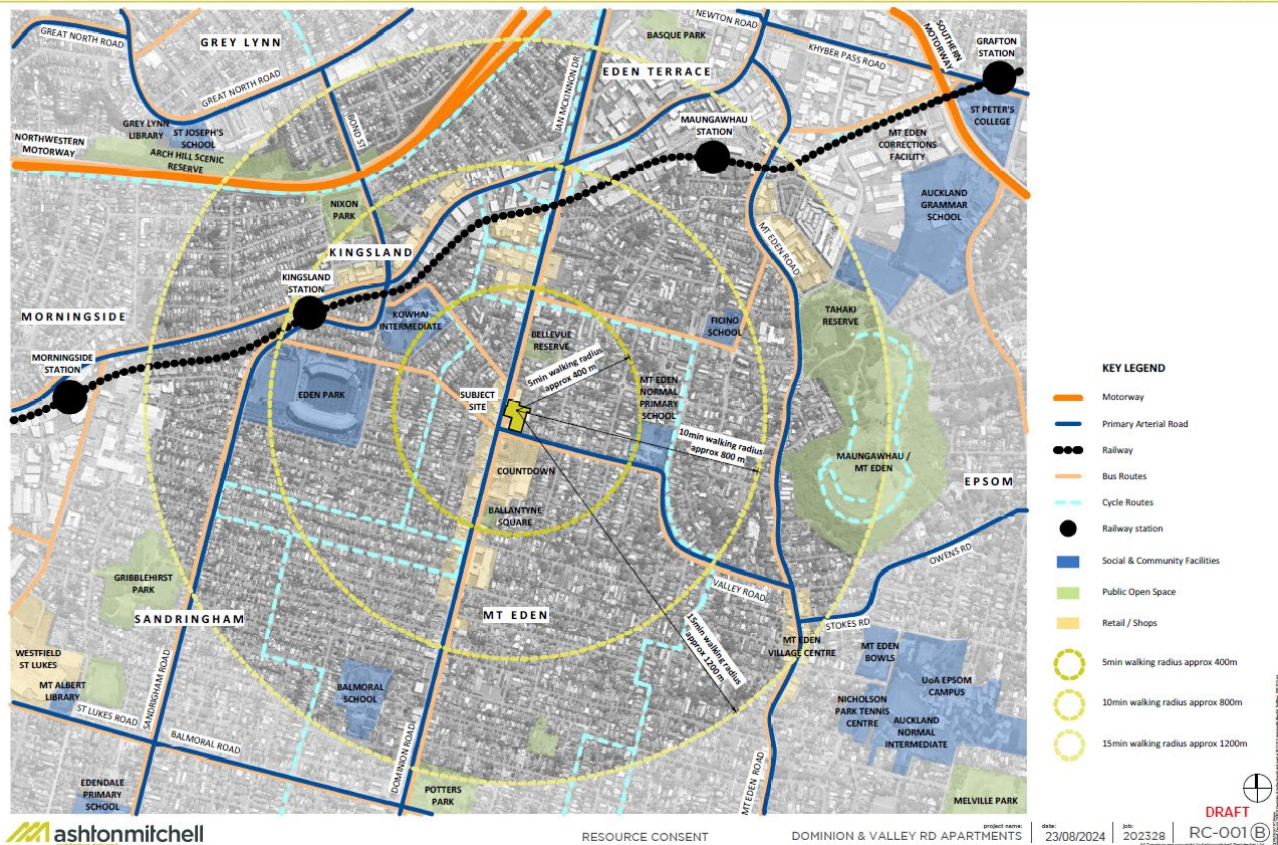




Figure 4. Subject site - built form within subject site Lots (Auckland Council AUPOP Geomaps)

Special Character Areas Overlay – Business: Eden Valley

The Special Character Areas Overlay – Business: Eden Valley is located on Dominion Road, between Onslow Road and Grange Road. The extent of the area is shown on the special character map (Figure 5). The area contains significant groupings of early 20th-century commercial buildings. This stretch of Dominion Road has a general north-south alignment. The underlying landform is relatively level within the Special Character Areas Overlay – Business: Eden Valley, rising gently to the northern end. To the east of Dominion Road, the landform rises towards Maungawhau-Mt Eden, with views to the mountain along Valley Road. The Special Character Areas Overlay – Business: Eden Valley is closely associated with the surrounding Special Character Areas Overlay – Residential: Isthmus A special character area, which covers early suburban development within the subdivision grids to the east and west.

A description of its built form, architectural qualities and streetscape components is taken from the special character values statement in the AUPOP Schedule 15 Special Character Areas Overlay – Business: Eden Valley (Appendix 1) and summarised below.

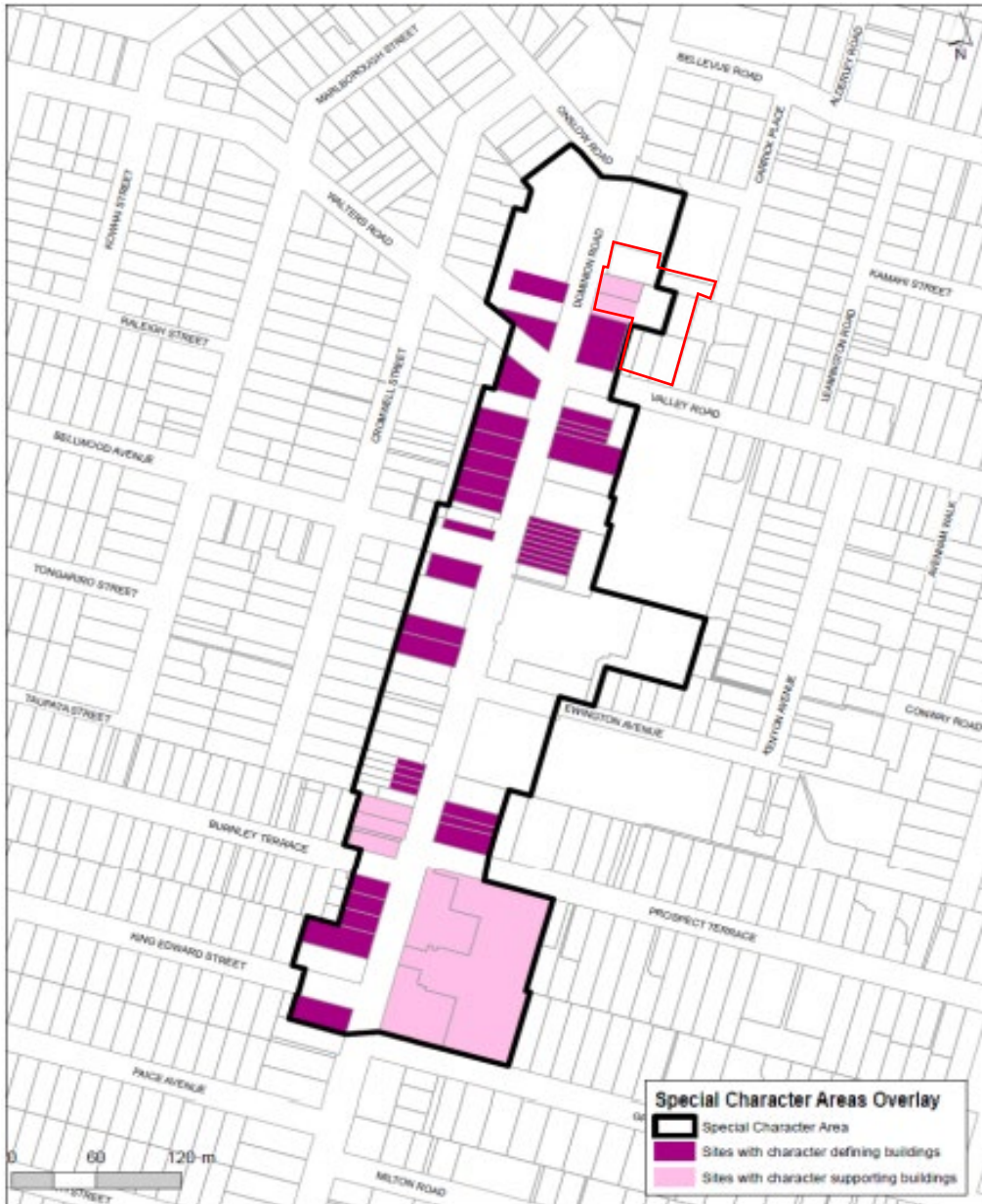


Figure 5. Special Character Areas Overlay - Business: Eden Valley, with subject site location shown in red outline (AUPOP Schedule 15)

Built Form

The special character buildings in the Special Character Areas Overlay – Business: Eden Valley are characterised primarily by one and two storeyed buildings. Commercial buildings in the area generally have parapet walls facing the street increasing their apparent scale and concealing roof forms. Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. There is a generally consistent streetscape rhythm marked by individual buildings and repetitive shopfronts on sections of approximately 15 to 20 metres wide. The buildings create a continuous fine-grained building line facing the footpath, which are covered by suspended verandahs. The division of some building facades into structural bays of around 5 to 6 metres reinforces the fine grained rhythm of the remaining early 20th century commercial building frontages. The defined street edge creates a strong sense of street enclosure, while street corners are defined by more substantial corner buildings, some featuring angled entrances. The continuous retail frontages contribute to the streetscape quality providing active building frontages with a mix of uses.

Architectural Qualities

Buildings dating from around 1910 are typically designed in Edwardian Classical or Italianate style, using classical composition, detailing and decorative elements. The facades of early commercial buildings are generally modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets. This modulation is a significant aspect lending a vertical proportion to two-storeyed buildings. Buildings dating from the 1920s in the area are typically designed in the Stripped Classical style popular during the inter-war period. The facades are generally modulated vertically and horizontally with simplified classical detailing such as pilasters, string courses, cornice lines and parapets concealing roof forms. Detailing is more restrained. Examples of other styles from a similar period in the Eden Valley area include Spanish Mission and Moderne styles.

Streetscape Character

The form of commercial development within the Special Character Areas Overlay – Business: Eden Valley is that of a traditional suburban retail strip located on a regional arterial route. The special character area has a high degree of visual coherence where groups of 1900s to 1920s main street buildings remain on both sides of Dominion Road, particularly in the area around and south of the intersection with Valley Road and Walters Road. The streetscape character varies where more substantial post-1960s development has occurred and later amalgamation of lots to form large sites has disrupted the original subdivision pattern, particularly in parts of the east side of Dominion Road. More recent development has been set back from the road boundary or has created breaks in the continuous street frontage.

Recent development

A reasonable degree of development has occurred in the character area after 1940, as indicated in the analysis by Boffa Miskell et al undertaken in 2004 (Figure 6).

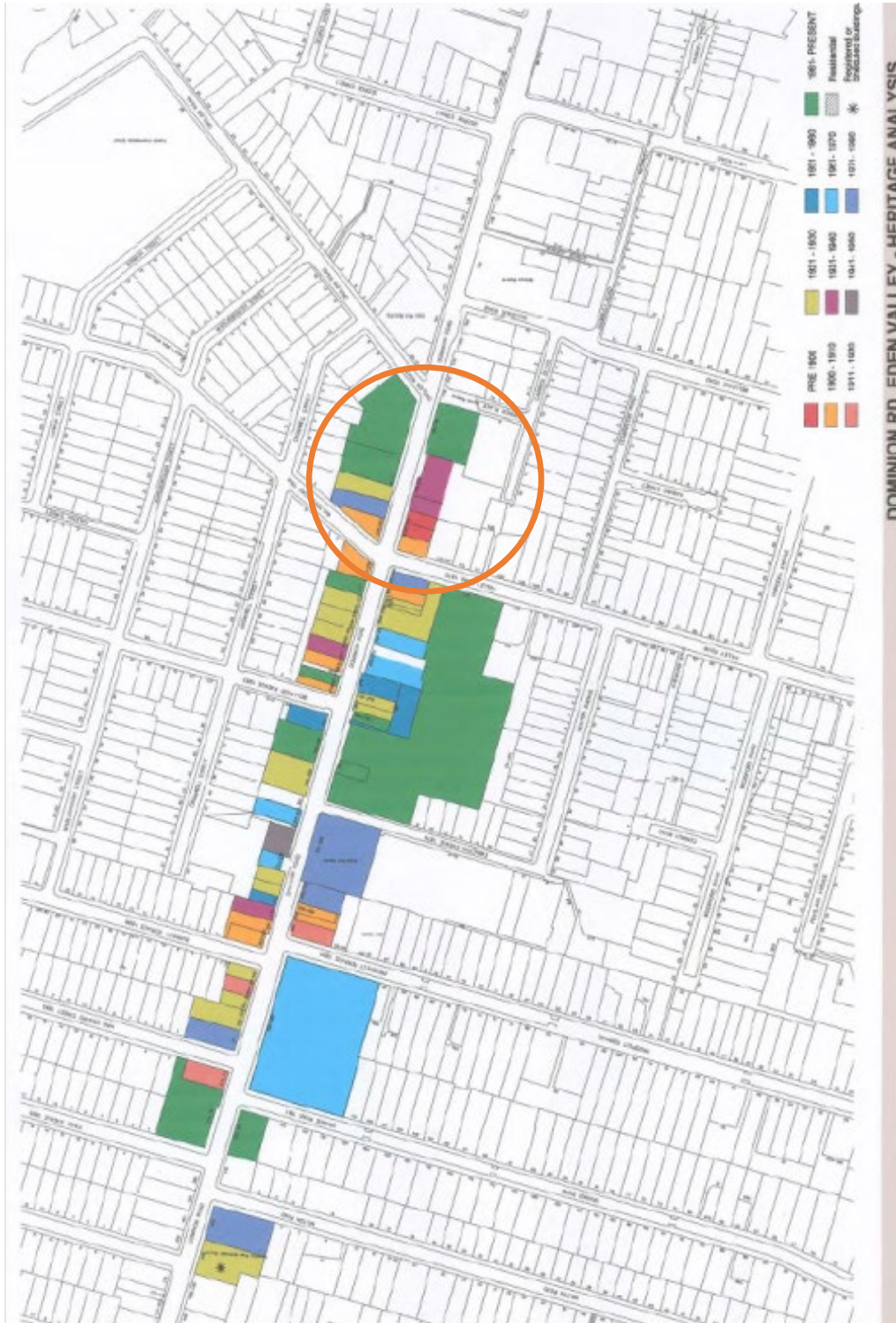


Figure 6. Heritage Analysis map for Eden Valley Business Character Area with assessed construction periods for buildings. Blue colours range from 1941-1990. Green colours post-date 1990. Project area circled (source: Boffa Miskell et al. 2004)

A desk-top analysis of existing street frontages onto Dominion Road within the character area was briefly undertaken to compare to the 2004 survey. This was based on historic research, aerial photos, site visits and Google Street view. For the purposes of the rapid assessment, 'street frontages' were defined as those that belonged to, or were articulated to represent, a discrete building frontage (e.g. 291-302 Dominion Road). They might include several tenancies.

Approximately 51% (18 from 35) of the 'street frontages' within the character area on the east side are of post-1940 date based on this method. On the west side of the character overlay, only 35% (15 from 42) appear to be of post-1940 date. Overall, 42% of frontages appear to be post-1940 in date. This is consistent with the analysis undertaken by Boffa Miskell et al in 2004, suggesting limited development has occurred from the 21st century.

The majority of these newer buildings exhibit characteristics that are also shared by pre-1940 character defining and supporting buildings. This includes parapet detailing, horizontal and vertical articulation, and development of no more than one or two storeys in height. More recent developments such as the Westpac Bank and Carrick Place development immediately north of the subject site (Figure 7), and 291-302 Dominion Road (Figure 8), deliberately replicate or reflect some of these 'character' elements. Both developments have at-grade car parks to the street frontage, which detract from the continuous 'street wall' in these areas.



Figure 7. Modern single-storey commercial development immediately north of the subject site adjacent to Carrick Place reflecting 'traditional' parapet forms



Figure 8. Valentines Shopping Centre development, showing deliberate articulation of the facade to mimic discrete street frontages. Windows, parapets and other details take their cue from the existing pre-1940 commercial character buildings (Plan.Heritage 2024)

Project Area

The project area covers the northernmost section of Special Character Areas Overlay – Business: Eden Valley, between the intersection of Carrick Place and Walters Road / Valley Road. The environment is predominantly urban in character along the main road. There is little vegetation on Dominion Road and Valley Road near the subject site. Street planting can be found in the surrounding residential areas, and public open space at Ballantyne Square further south in the character overlay. This emphasises the significance of the views towards Maungawhau/Mt Eden, which provide a strong environmental contrast and green 'backdrop' to the corner of Valley Road and Dominion Road, as well as the sense of a valley topography (Figure 9).



Figure 9. Maungawhau / Mt Eden provides a green backdrop to the urban nature of Dominion Road

Moving eastwards, the Valley Road frontage transitions abruptly from the urban commercial environment eastwards towards the suburban residential environment of Valley Road, the north side of which extends into the Special Character Areas Overlay – Residential: Isthmus A (Figure 10).

North of the subject site, the project area extends eastwards along Carrick Place, which has a suburban character. Figure 11 illustrates the inter-visibility of the subject site commercial character with neighbouring suburban streets.



Figure 10. At the interface of the Valley Road Special Character Areas Overlay – Residential: Isthmus A (villas and bungalows) along the north side of Valley Road within, (Top) looking N and (bottom) E (J Brown 2024)



Figure 11. Inter-visibility of commercial main street and suburban residential areas. Top – Carrick Place looking SW; Top Middle – Carrick Place looking S; Bottom Middle – Valley Road looking W; Bottom – Junction Dominion and Valley Road looking E (J Brown 2024)

Dominion Road Frontage

The streetscape within the project area can be illustrated by considering a section through the road and is defined by the height of the building frontages and verandahs, the pavements, and the carriageway width (Figure 12). At the location of the Valley Road intersection, and northwards up to the edge of the subject site, Dominion Road is straight, with consistent setbacks. Building heights in the character overlay are generally one or two storeys (Figure 13). This provides a consistent sense of limited enclosure to the street, and the horizon is a strong factor in defining the context. This enclosure ratio is strongest immediately south of the intersection of Dominion Road and Valley Road travelling south through the core of the character area (Figure 14). It breaks down at locations further south on the east side of Dominion Road, where two at-grade car parks serve more recent shopping centre developments, and at Ballantyne Square. This also occurs immediately north of the subject site adjacent to Carrick Place, and on the opposite west side of the street at the junction with Onslow Road.

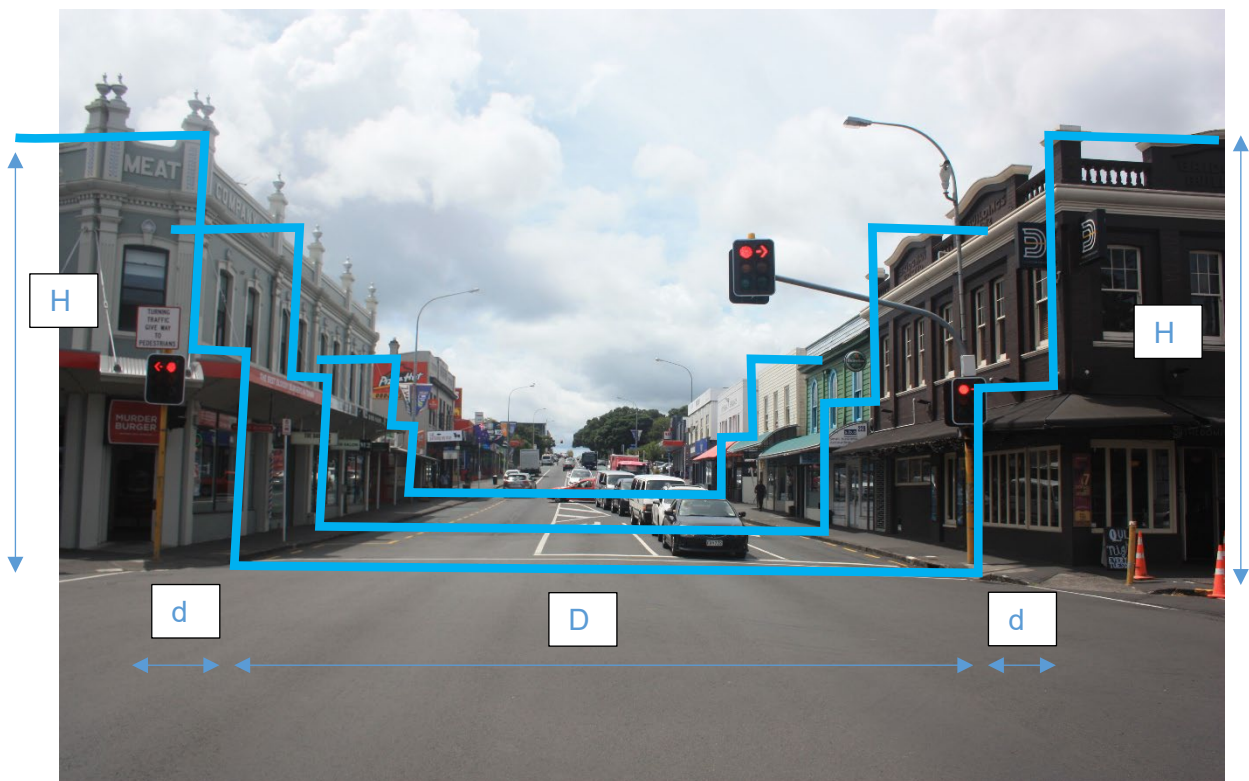


Figure 12. Looking North along Dominion Rd towards the subject site, showing existing street profile and consistent enclosure ratio (H: d-D-d) generated by character defining buildings (after Brown 2017)



Figure 13. Microsoft Image composite Editor Panorama looking SE along Dominion Rd towards the subject site, showing existing street profile and horizon line (After Brown 2017)



Figure 14. View looking SE along Dominion Road towards the core of the Special Character Area – Business: Eden Valley showing strong horizon line and consistent street enclosure ratio (After Brown 2017)

Character Analysis of Dominion Road Frontage

The architectural aesthetic and built form of the Dominion Road frontage within the project area is defined by traditional, two-storey commercial buildings of mass brick and plaster construction detailed in the Italianate or 'Free classical' style. These landmark Edwardian buildings are prominently situated at the intersection with Dominion Road and Walters Road, with adjacent late Victorian classically proportioned buildings in timber and plaster also providing significant character definition. These earlier buildings are 'supported' by later 1920s – 1930s buildings that, while still maintaining similar proportions, employ a wider range of materials and are generally less ornate, reflecting the prevailing 'Art Deco' style of the period. A summary analysis of the existing built character in the vicinity of the project area, including the part of the site that fronts onto Dominion Road, is provided below.

Typical elements of the character defining buildings include:

- vertical detailing emphasised by proportion and arrangement of windows, pilasters and shop doors arranged within traditional bays of 12-16 ft. width (3.5-4.5m);
- horizontal detailing emphasised through shopfront sills, verandahs, string courses and parapets; and
- use of elaborate decorative elements to create fine grain and texture.

Typical elements of character supporting buildings include:

- more subtle articulation of vertical elements; and
- greater horizontal emphasis on window groupings, but less elaborate definition of verandah, cornice and parapet lines.

Common elements of character defining and character supporting buildings include:

- a consistent height - generally around 8 - 9.5 m (30ft);
- continuous recessed shopfronts with multiple entries punctuated by rear access lanes;
- use of traditional materials (brick, plaster) for mass construction or timber frame construction; and
- limited palette of colours with traditional application of monochrome surfaces and contrasting joinery details.

The analysis of these buildings' contribution to the street elevation in the vicinity of the project area is shown in Figure 15. It is based on a horizontal and vertical grid defined by elevation details. The analysis demonstrates a fine and narrow vertical grain, punctuated by alleys to the rear lots. A strong horizontal emphasis is provided at first floor level and at parapet height. Height and massing is fairly consistent within the vicinity of the site, with more elaborate 'anchor' buildings at either end of the strip. Character defining buildings reflect an odd number of bays, and character supporting buildings or non-contributing buildings generally reflect an even number of bays.

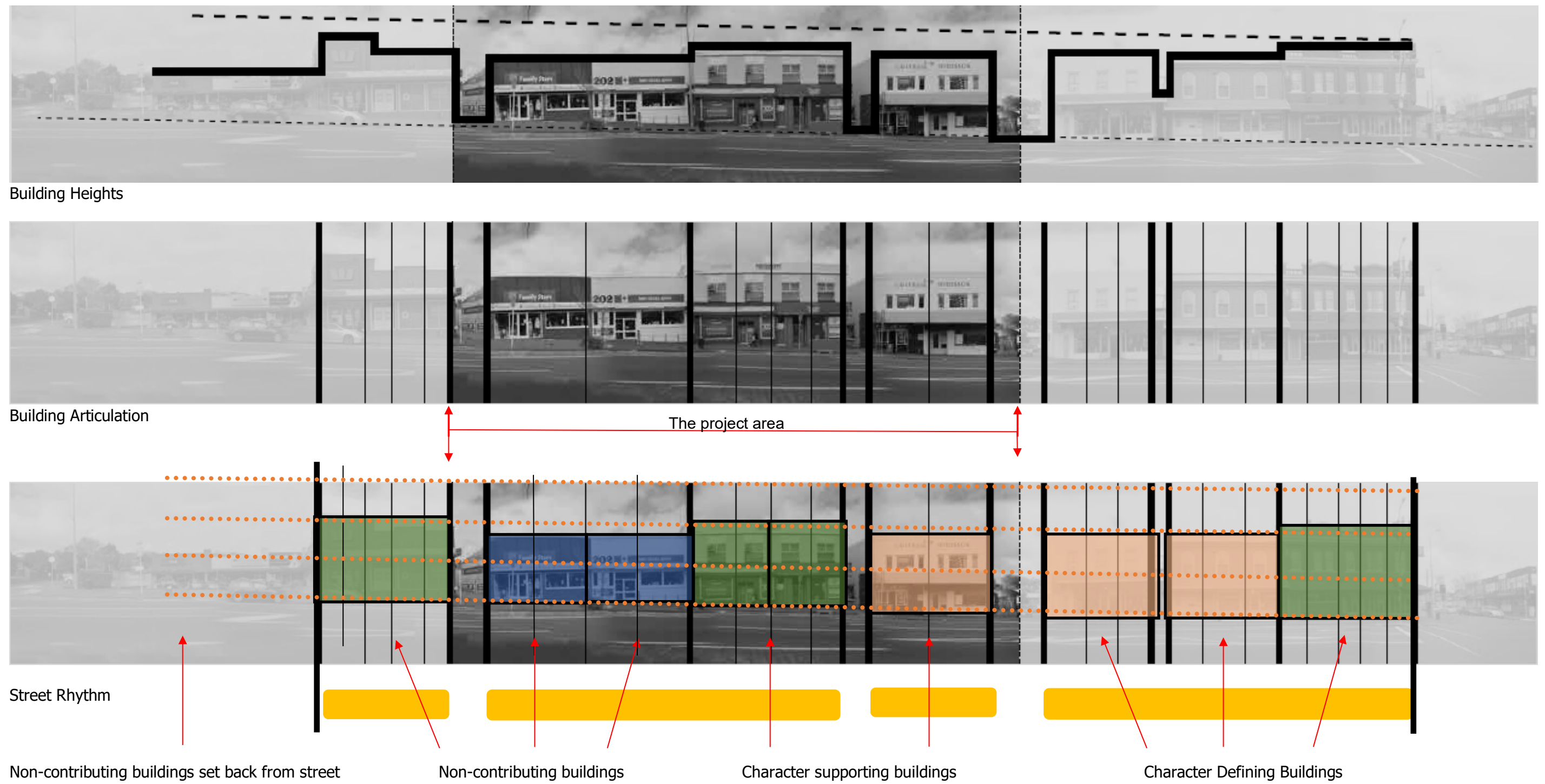


Figure 15. Analysis of building elevations within the Eden Valley Business Character Area in the vicinity of the project site. Buildings of equivalent scale are highlighted in similar colours, and the permeability of the street elevation is defined as a 'dot-dash' based on access to rear lots (after Brown 2017)

Valley Road Frontage

The Valley Road frontage interfaces with the commercial street environment at the junction with Dominion Road and Walters Road. This interface along Valley Road swiftly transitions from commercial to a residential suburban character (Figure 16; Figure 17; Figure 18).

The street enclosure is far less defined in comparison to Dominion Road. This is as a result of the wider spacing of low-rise single dwellings and substantial vegetation contributing to a more organic streetscape form. This is enhanced by the presence of Maungawhau / Mt Eden occupying the whole of the 'vanishing point' and dominating the horizon line (Figure 19).

Some limited additional development on nearby residential properties has occurred since the granting of the previous consent.



Figure 16. View of Maungawhau / Mt Eden looking E from Walters Rd (J Brown 2024)



Figure 17. View looking N towards Valley Rd and Dominion Rd intersection, showing south elevation of the Bridgman building, adjacent to the subject site (J Brown 2024)



Figure 18. View looking E along the Valley Road frontage towards the Special Character Areas Overlay – Residential: Isthmus A, recent development (since 2017) arrowed (J Brown 2024)

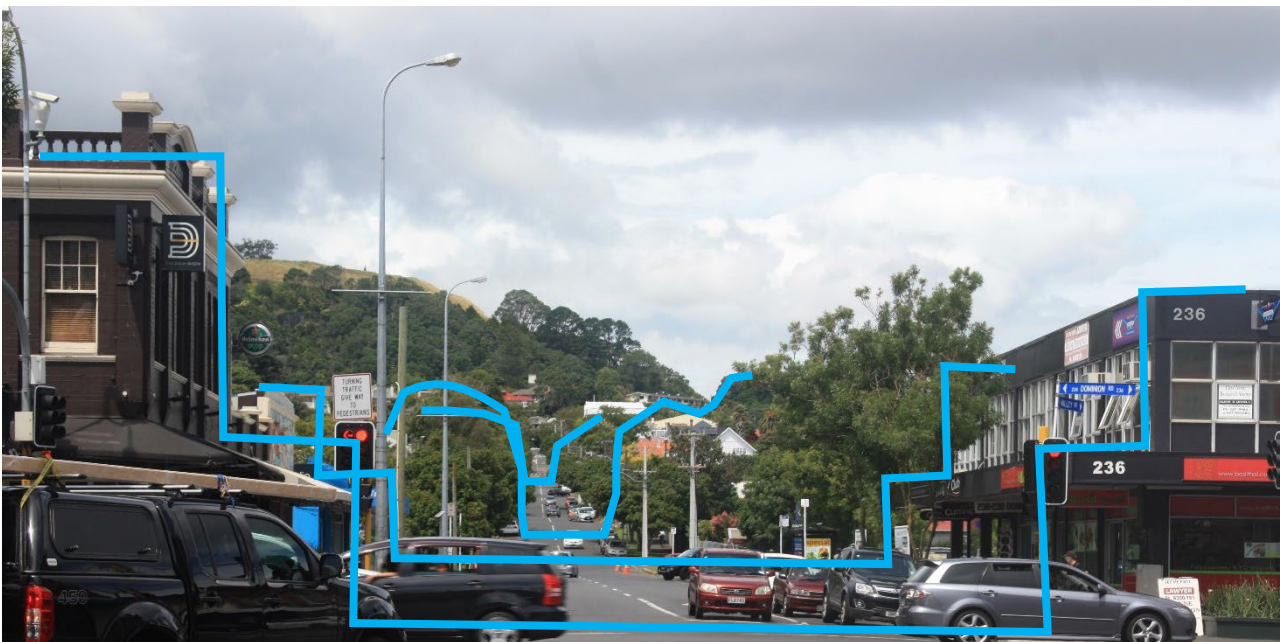


Figure 19. Valley Road Street profile (after Brown 2016)

Character analysis of Valley Road Frontage

Along Valley Road within the project area, the built form and architectural character is varied, both in terms of scale and architectural style (Figure 20). The Bridgman building at the intersection with Dominion Road is of two storeys, with the other commercial buildings only one storey in height. The eastern end of the project area (in line with Carrick Place) marks the beginning of the Special Character Areas Overlay – Residential: Isthmus A and is characterised by single height bungalow or villa dwellings, with timber weatherboard frames and triangular pitched or hipped roofs in corrugated iron or ceramic tile.

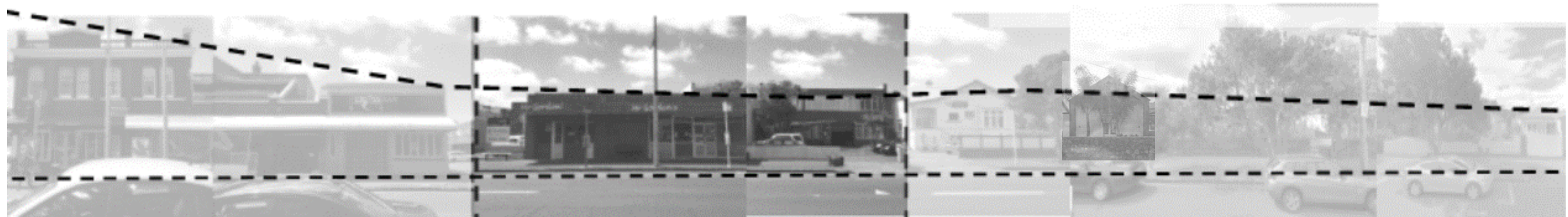
Typical elements of the character defining commercial buildings are the same as those relating to the Dominion Road frontage and are described above.

Typical elements of non-contributing commercial buildings include:

- vertical detailing emphasised by proportion and arrangement of windows, pilasters and shop doors arranged within traditional bays of 12-16 ft. width (3.5-4.5m);
- horizontal detailing emphasised through shopfront sills, verandahs, string courses and parapets; and
- use of elaborate decorative elements to create fine grain and texture.

Typical elements of character area residential buildings include:

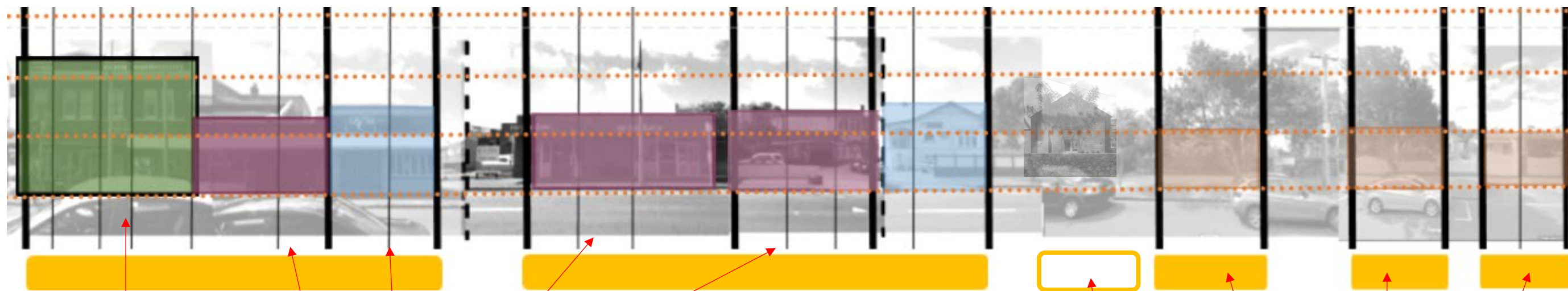
- fine joinery details to porches, windows, doors;
- use of traditional materials (weatherboard, corrugated iron, ceramic tile) timber frame construction; and
- limited palette of colours with traditional application of monochrome surfaces and contrasting joinery details.



Building Height



Building Articulation



Street Rhythm

Character Defining Building

non-contributing commercial buildings

character area residential buildings (additional development since 2017 orange outline)

Figure 20. Architectural analysis of Valley Road Frontage (After Brown 2017)

Boundaries of the site

The northern limit of the subject site borders onto modern commercial development along the Dominion Road frontage (Figure 21), and along the northeast with modern townhouse development towards Carrick Place (Figure 22). These northern and eastern boundaries have no extensive street frontages, although one lot extends eastwards toward the terminus of Carrick Place at the rear of the neighbouring Valley Road properties (Figure 23).

The interface with the rear of the site is light industrial or commercial in character, with the rear lots being hard landscaped and providing yard access to the surrounding buildings. The environment is generally low in amenity values, although there are some glimpses through the access ways to Maungawhau / Mt Eden in the distance which provide some relief from the strongly urban grain.



Figure 21. Modern development north of the project area on the east side of Dominion Road (looking S towards subject site from junction with Carrick Place), built c. 2000s (Brown 2024)



Figure 22. View towards Carrick Place from junction of Carrick Place showing 20th-century Pensioner housing development (Brown 2024)



Figure 23. Looking west from Carrick Place cul-de-sac towards east elevation of commercial building on the rear Lot of 198 Dominion Road, fronting onto Carrick Place (Brown 2024)

SITE ANALYSIS: HISTORIC HERITAGE AND SPECIAL CHARACTER

Historic heritage

There are no Historic Heritage Places scheduled in the AUPOP or on the Heritage New Zealand List within the subject site, or nearby (Figure 24; Figure 25).

A separate archaeological assessment has been carried out for the project (Brown and Clough 2016) and the possible pre-1900 shops adjacent the subject site at 224 and 228 Dominion Road have been recorded as an archaeological site (Table 1).

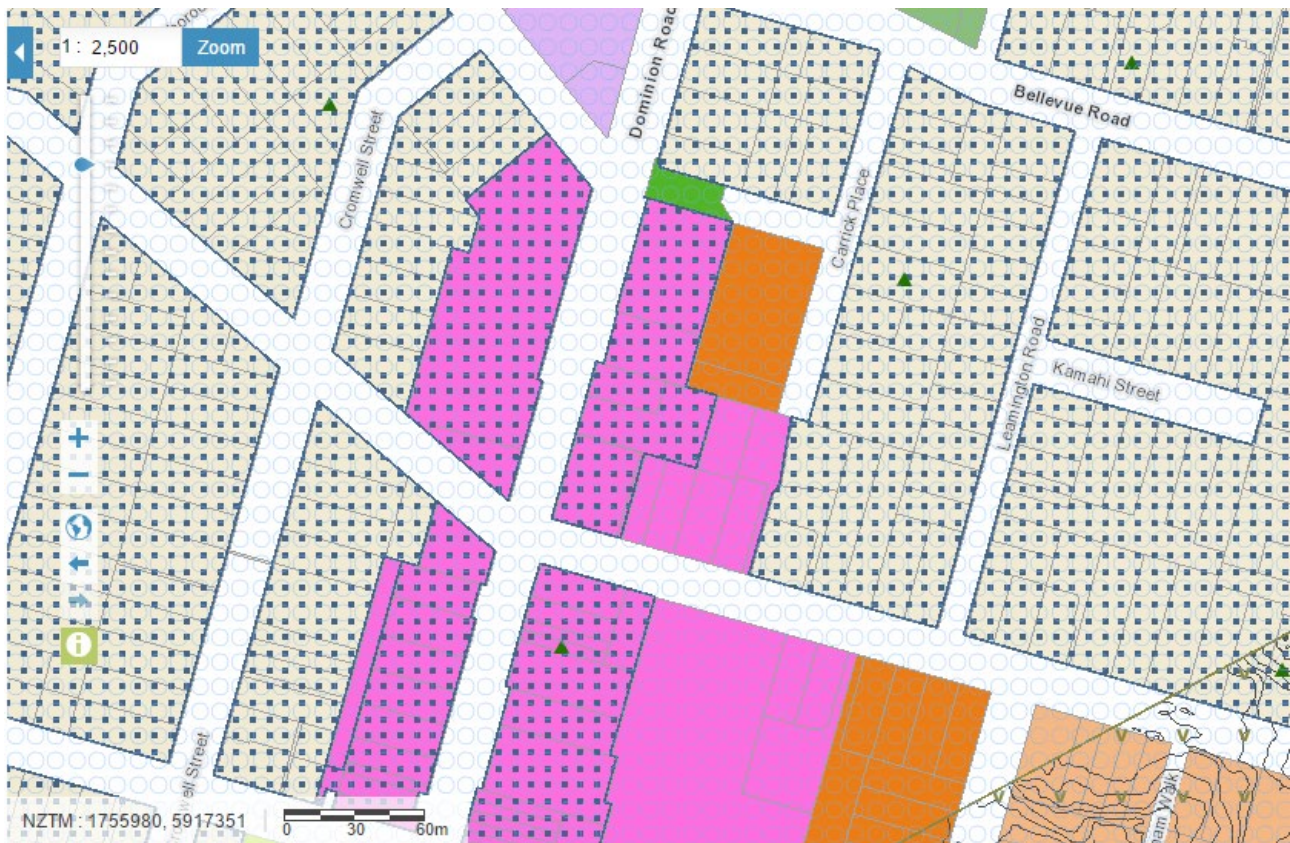
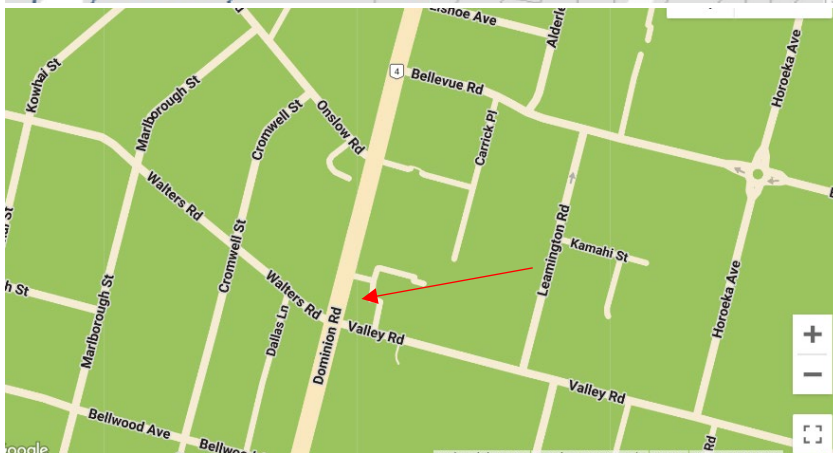


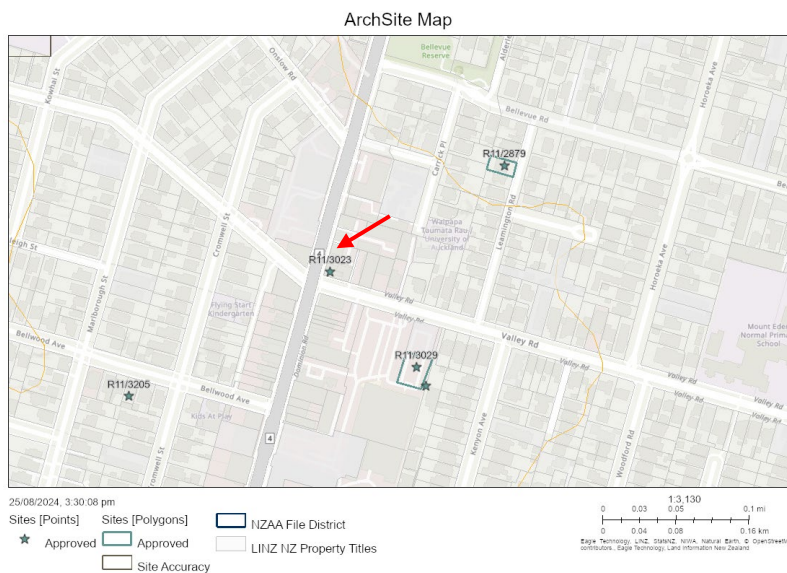
Figure 24. AUPOP Management Layers, showing no historic heritage overlays within the subject site or nearby (Auckland Council Geomaps 2024)



Auckland Council GIS Viewer (2017) Cultural Heritage Inventory sites within 50m (yellow dots) with subject site outlined in red



Heritage New Zealand List Search (2024). Subject property arrowed.



NZAA Archsite database Search, with subject site arrowed (2024)

Figure 25. Places of historic heritage interest in the vicinity of the subject site

Table 1. Historic heritage places recorded within the vicinity of the subject site (Brown and Clough 2016)

NZAA Site No.	CHI Site No.	Site Type	NZTM Easting	NZTM Northing	Status
R11/3023	-	Early shops, 224 and 228 Dominion Road (c.1885-1912)	1756078	5917463	Character Defining building, Eden Valley Business Character area
R11/2879	20137	Villa	1756270	5917580	The house was recorded as structurally unsound and in fair condition
-	-	Eden Valley (Dominion Road) Character overlay			Special Character Area – Business
-	19388	Auckland Meat Co. building (1916), corner Walter Road & Dominion Rd (219-225 Dominion Rd)	1756046	5917471	Character Defining Building, Eden Valley Business Character area
-	-	Bridgman Store (1912), corner Dominion Rd and Valley Road (234 Dominion Rd)	1756078	5917461	Character Defining Building, Eden Valley Business Character area
-	-	Former Garage, (1928), 214-216 Dominion Rd	1756095	5917518	Character Supporting building, Eden Valley Business Character area
-	-	Universal Building (1930-1940); 218-220 Dominion Rd	1756088	5917503	Character Supporting building, Eden Valley Business Character area
-	-	198-202 Dominion Rd (c.1923 and later)	1756100	5917532	Eden Valley Business Character area
-	-	Owens Buildings (c.1924) 211-215 Dominion Road	1756059	5917513	Character Defining Building, Eden Valley Business Character area

Character Buildings

There are two *character supporting* buildings in the subject site, at 214-216 Dominion Rd and 218-220 Dominion Rd, which were identified through the character studies (Boffa Miskell et al 2004; Matthews & Matthews et al 2007).

The project site surrounds three *character-defining* buildings, which contribute significantly to the landmark cluster of Edwardian commercial *character defining* buildings at the intersection of Dominion, Valley and Walters Roads (Figure 26). An additional *character defining* building is located opposite the site at numbers 211-215 Dominion Road (Owens Buildings).

Some of the key buildings that established the character of the Mt Eden Valley Shopping Centre at the junction of Dominion, Valley and Walters Roads are discussed below, including summary descriptions by Matthews & Matthews Architects in Boffa Miskell et al. (2004). Buildings are described as though moving from south to north on the west side of the street, and then again on the east (subject site) side.



Figure 26. Commercial character defining buildings at the intersection of Dominion and Valley Roads. 1 - Auckland Meat Company; 2 - Worota Building; 3 - Bridgman Building (After Brown 2017)

Worota Building (227-231 Dominion Road) – Character defining building

Diagonal from the subject site the prominent brick building on the Walters Road corner is known as the Worota Building and dates from 1907 (Figure 27). The building originally had a broad verandah supported on cast-iron posts with decorative fretwork and mouldings. It retains its unpainted brickwork with horizontal bands in plaster. The pediments to the parapet and cornice are also in plaster, with raised plaster lettering. An early photograph shows that the building was occupied by Eden Furnishing House, A. Moncur Bootmaker and H J Ashby's London Bakery. During the 1950s the building was occupied by the Farmers Trading Co. In October 2003 the building was extensively refurbished with removal of interior framing, and all interior detail, roof framing, roof, and lean-to structures at rear. New shopfronts were also added at this time (Boffa Miskell et al. 2004).



Figure 27. Worota Building 227-231 Dominion Road (Brown 2024)

Auckland Meat Co. Building (219-225 Dominion Road) – Character defining building

Opposite the subject site this building was the first of the substantial buildings to be built at the Dominion Road and Walters Road intersection (Figure 28). A permit was issued to the Auckland Meat Company in July 1907 for 4 new shops. The builder was Mr Trevathan. No architect's name was recorded. Designed in an Italianate style the building has an elaborate parapet with piers capped with urns. Each bay on the façade has paired windows. Originally the building was unpainted brick with plastered pilasters, stringcourses, and cornice. It had a broad veranda (altered) with a deep stepped fascia, supported on posts (Boffa Miskell et al. 2004). Since 2004 the painting and signage once applied to the building (that detracted from its significance) has been addressed.



Figure 28. Auckland Meat Co. Building 219-225 Dominion Road (2024)

Owens Buildings (211-215 Dominion Road) – Character defining building

Opposite the subject site this stripped classical building with Art Deco influences was built c.1924 for the original owner Mrs C. Owens, to designs by Rough & Hooper (Architects). It is fairly contemporary with the building at 214-216 Dominion Road, and the single level shop front at 119 Valley Road adjacent to the Bridgman building (Figure 29). These buildings showed the typical change of style from the more elaborate Edwardian features of the earlier buildings, towards a more 'moderne' style represented by the Universal Building at 218-220 Dominion Road.



Figure 29. Owens Buildings 211-215 Dominion Road (Brown 2024)

Bridgman Building (234 Dominion Road) – Character defining building

Adjacent to the subject site in the corner with Valley Road the Bridgman Building was built in 1912 for J. W. Bridgman, by Craig Bros builders, and was valued at 2,400 pounds (Figure 30). The design is very similar to the Worota Building diagonally opposite, and both buildings are likely to have been designed by the same architect. This corner formed the hub of the Eden Valley Shopping Centre around the turn of the 20th century with shops including butcheries, a fruit and vegetable shop and a bakery. Though now painted the building was originally natural finish red brick with plastered bands. The two-storeyed building is divided into bays with pilasters. Above the cornice the parapet incorporates open balustrade sections flanking curved pediments. Original timber window joinery remains at the upper storey, with 6 over 1 light sash windows. Shop fronts have been replaced with bifolding windows. One original door remains to Dominion Road (Boffa Miskell et al. 2004).



Figure 30. Bridgman Building 234 Dominion Road (Brown 2024)

Early shops at 224 and 228 Dominion Road – Character defining building

Adjacent to the subject site there are two early shops located south of the alleyway, in the southwest corner of the block, which are *character-defining* buildings in the Eden Valley Character overlay (Figure 31). They are reported to be pre-1900 (Boffa Miskell et al. 2004), both comprising a two-storeyed timber structure, with timber weatherboard cladding. The shopfronts have been modified; however some original features survive in the upper facades such as windows and string courses at the base of parapets. The subject site is situated at the earliest part of Dominion Road where early businesses were located. According to the 2004 Character Study, these shops were probably constructed around the turn of the 20th century, when the tramlines were laid down Dominion Road (*ibid.*). They were evidently in existence by 1912, based on historic photography. Further detail on this building is provided in the Archaeological Assessment (Brown A and R Clough 2016, Plan.Heritage update 2024).



Figure 31. Early shops at 224 and 228 Dominion Road (Brown 2024)

The Subject Site

198-202 and 214-222 Dominion Road (Figure 32) are located in the Special Character Areas Overlay - Business: Eden Valley. . The central lot (LOT 2 DP 54203 PT LOT 1 DP 31896 PT LOT 3 ALLOT 8 SEC 10 AK SUB) contains two *character supporting* buildings fronting onto Dominion Road. The topography of the site slopes down moderately to the east from Dominion Road and then flattens out towards the rear of the Dominion Road lots and those fronting Valley Road. Each of the existing buildings that make up the proposed development site are discussed in turn below.



Figure 32. Street elevation of Dominion Road showing buildings to be affected by the proposed Ashton Mitchell 2024 development. Top – Dominion Road Frontage. Bottom – Valley Road Frontage.

218-220 Dominion Road (the Universal Buildings) – character supporting building

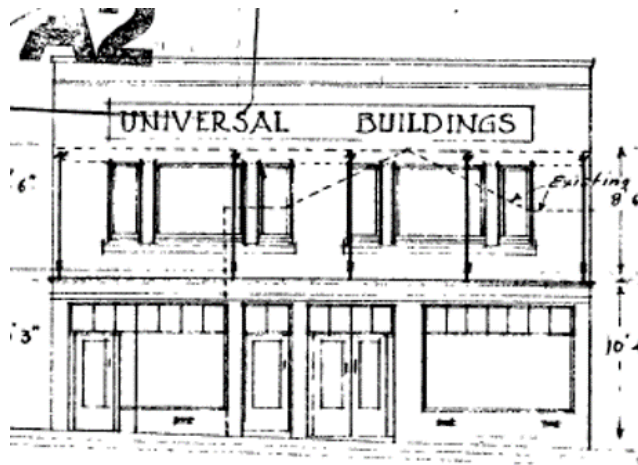
The southern building at 218-220 Dominion Road is the 'Universal Buildings'. It was originally built in 1932 as a single-storey garage for Mr Bridgman, owner of the 'Bridgman' building. It was extensively remodelled in 1949 to its current 'Moderne' style, as a shop and flats above. The design was by the Architect A.C. Jeffries (Brown and Clough 2016; Appendix 3). While the building retains some degree of integrity from the 1949 remodelling, there have been further subsequent changes to the shopfront and verandah canopy, and the first floor windows appear to be replaced with modern casements (Figure 33). There are two other linear factory buildings at the rear of this lot, constructed in the 1960s. The entire area is covered in hard surfaces and buildings.

There is an alleyway north and south of the Universal Buildings. The southern alleyway is shared with the *character defining* pre-1900 buildings to the south (Figure 34). These represent the historic access to the rear lots. They also provide views towards Maungawhau / Mt Eden in the east, which creates some rhythm and variation in the street elevation.

2024



1949



1932



Figure 33. Evolution of the 'Universal Buildings' at 218-220 Dominion Road. Originally constructed as a one-storey garage and offices, it was remodelled and extended in 1949. Ground floor shopfronts, verandah canopy and first floor windows have been further altered since 1949.



Figure 34. Alleyway between Universal Buildings and character defining buildings to south, arrowed (Brown 2024)

214-216 Dominion Road – character supporting building

The shop at 214-216 Dominion Road was constructed in 1928 to an Arts and Crafts style design by an unknown architect (Brown and Clough 2016), but a new façade has been added since c.1962, and the original details, including a tiled roof, concealed or replaced (Figure 35). It now appears as a mid-late 20th-century commercial building, with minimal detailing, although the scale and proportions of the original building are retained. Currently the building is vacant.

2024



1920s



Figure 35. 214-216 Dominion Road. Originally constructed in the 1920s and extensively remodelled in the second half of the 20th-century

198-202 Dominion Road – non-character buildings

Within the subject site, the northernmost lot fronting onto Dominion Road (adjacent to the Westpac Bank) contains shops which are not identified as *character defining* or *character supporting* buildings. These buildings were developed from the latter half of the 20th century and the 2000s (Figure 36). Although they are not seen as character supporting or defining, they do not compete with the prevailing character of the street.



Figure 36. 198-202 Dominion Road

Other non-character buildings

Within the subject site the infill development to the rear of the lots within the character overlay are non-character buildings and are all post-1944 in date (Figure 37).

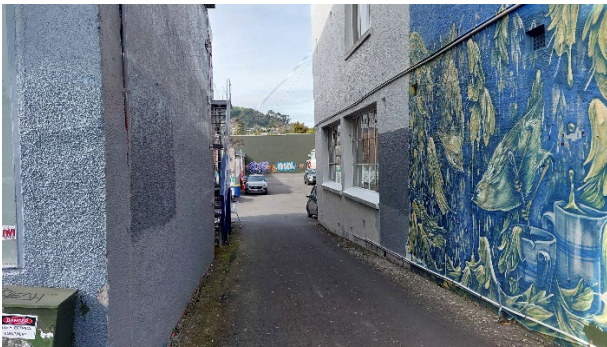


Figure 37. Commercial buildings not defined as *character defining* or *character supporting* to rear lots (Top left: after Brown 2017; top right, middle and bottom rows – Brown 2024)

Special Character Values

Special Character Areas Overlay – Business: Eden Valley

The Dominion Road frontage of the subject site is within the Special Character Areas Overlay – Business: Eden Valley. A full statement of special character values is provided in Appendix 1. The summary statement of values is provided below (AUPOP Chapter L – Schedule 15.1.6.4):

The Special Character Areas Overlay – Business: Eden Valley collectively reflects an important aspect, or is representative of, a significant period and pattern of community development within the region or locality.

The Special Character Areas Overlay – Business: Eden Valley is of significance as an example of a suburban commercial area that developed in the early decades of the 20th-century in conjunction with expansion of the surrounding residential area and development of the tram line along Dominion Road.

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape and streetscape qualities.

The Special Character Areas Overlay – Business: Eden Valley is significant for its physical and visual qualities because it retains a high concentration of early 20th century commercial buildings, particularly dating from the early 1900s and 1920s. The area includes a range of buildings types in a mix of architectural styles consistent with the evolving architectural tastes of the period. The area's built form and urban patterns provide evidence of its development and associations.

The following definitions are provided for *character defining* and *character supporting* buildings that contribute to the special Character Areas Overlay (AUPOP Section D18.3.9):

- a) character defining – makes a considerable contribution to the character of the area because of historical, physical and visual qualities; and
- b) character supporting – makes a moderate contribution to the character of the area. The building should contribute to the appearance, quality, and identity of the area and should be consistent with the values of character-defining places.

Special Character Areas Overlay – Residential: Isthmus A

The Valley Road frontage of the subject site is in close proximity to the Special Character Areas Overlay – Residential: Isthmus A, approximately 20m away from the overlay on the northern side of Valley Road. The special character values of the Residential: Isthmus A zone (AUPOP 15.1.7.2) are provided in Appendix 1.

The special character values include the pattern of subdivision, street form, and architectural styles that developed in the earliest residential suburbs of Auckland from the 1860s to the beginning of the 20th century (Figure 10). While these early suburbs are frequently referred to as 'villa suburbs', architectural styles are not limited to this typology. Domestic building types included early cottages and farmsteads, two-storey townhouses, transitional and developed bungalow styles, and some early 20th-century styles such as 'English cottage' bungalows, 'Spanish Mission' Style, American Gothic or Queen Anne, Arts & Crafts, and early 'Moderne' influences.

THE PROPOSAL

The proposed development within the subject site is shown in more detail in Appendix 2 and is described in the AEE prepared by Barkers (August 2024)

Evolution of Design

The evolution of the proposal is documented by Ashton Mitchell and Barkers as part of this application and includes minutes from two pre-application meetings with the Auckland Urban Design Panel, as well as several meetings with Auckland council including specialist feedback from Rebecca Fox of the Auckland Council Heritage Unit. Minutes from these meetings are included in the application material.

Design Approach

The broader design approach is set out fully in the Design Statement prepared by Ashton Mitchell as part of the application material (Ashton Mitchell 2024). The Design Statement recognises 8 key drivers for development, based on the context analysis and architectural brief. The character of the site is discussed under 7. 'Heritage':

7. Heritage

a. As per the Auckland Unitary Plan, development must respect and enhance the existing character of Dominion Road. This includes acknowledging the importance of the three character defining heritage buildings on the corners of Dominion and Valley Roads

Response

a. The existing character of Dominion Road is acknowledged in the design, visually referencing the form, scale and material palette from the surrounding context.

The Dominion Road form steps down to meet the scale of the Valley Road/Dominion Road corner frontage. The use of brick has been sampled from the Wotara Building, and banding in the facade helps to create a horizontal emphasis.

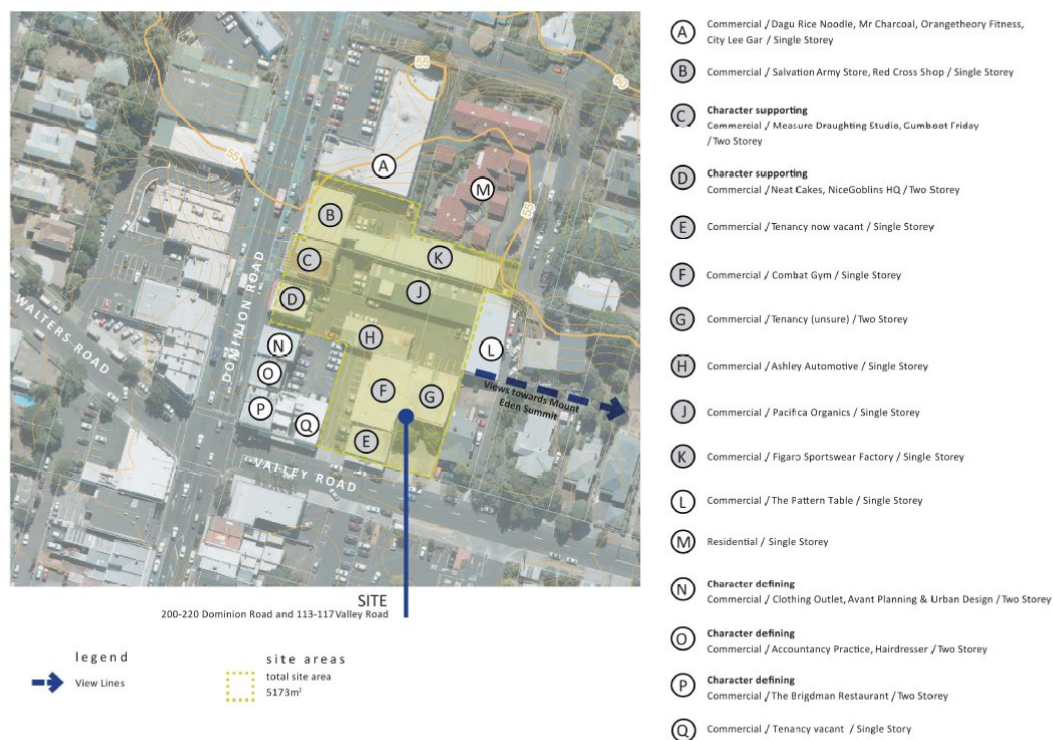
The design draws on the use of framed openings from the three character defining heritage buildings. It also uses the window proportion of the adjacent 19th Century building to inform the frame sizes.

Additional design statements for landscaping and assessment of landscape and urban design are provided separately by Boffa Miskell as part of this application.

Design Response to Special Character

The subject site proposed development is organised spatially into three main buildings, in response to the existing site conditions and the relationship with neighbouring sites (Figure 38). Key design elements in relation to special character are discussed below.

SURROUNDING BUILDING ANALYSIS



ashtonmitchell

RESOURCE CONSENT

DOMINION & VALLEY RD APARTMENTS

23/08/2024

202328

RC-005

DRAFT

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Figure 38. Current site organisation (Ashton Mitchell 2024)

Architectural Function and Design

The proposed new development is of mixed commercial and residential use, comprising three separate buildings. The Dominion Building, Carrick Building, and Valley Building are named according to the road they address. The Dominion Building is further broken down into four blocks as it addresses the street. Two north of the primary entrance, and two to the south. These decrease in scale and height as they move towards the character buildings at the Junction of Dominion and Valley Roads.

The development is designed in a contemporary architectural style but referencing mid-20th century Art Deco and Moderne forms, through a combination of materials, detailing to parapets, balcony forms, and modulation of joinery. Shared design elements and materials across the separate buildings provide an overall master design, with individual elements providing variation. This achieves a coherent design response to the Business character area within which part of the site is located, and avoids overwhelming of adjacent residential Character overlays when viewing

The existing alleyway between 220 and 224 Dominion Road will be narrower as the development will be built up to as far as the property boundary. Car parking will be provided primarily at basement

level, with a small number of car parks adjoining Carrick Place at ground level, helping to interface with the lower height residential character buildings along this street. The internal courtyard grounds will be landscaped to provide both for a high amenity community garden use for the occupants of the development, and also to provide a softer screening of the development to the east and north boundaries.

Height

Mixed retail and residential units facing Dominion Road are gradually stepped up from 2-5 storeys. The proposed residential apartment buildings concentrated to the rear lots and partially fronting Valley Road and Carrick Place are also stepped back, from 3-5 storeys.

The Dominion Building North Block rises to five storeys, while the South Block rises to four storeys. The upper storeys of both the north and south blocks are set back substantially from the main building line of the street, and the fourth storey of S Block is also set back from the southern site boundary to accommodate a change in scale towards the character defining buildings heading towards the crossroads. The Carrick and Valley Buildings are similarly set back from the Valley Road frontage, so that the building line to the street frontage is three storeys.

This arrangement demonstrates careful consideration of the overall site massing to ensure the complex does not appear overly tall in comparison to neighbouring Character supporting and defining buildings along Dominion Road, or opposite, when viewed from the street. The sense of enclosure established by the historical development is retained, as the setback floors are not readily experienced from the public realm.

Scale

The scale of the development is similarly addressed in the first instance through the careful control and setting back of building location and mass, so that where buildings front onto Dominion Road and Valley Road, they are limited to an acceptable height to avoid significant dominance of neighbouring buildings along the Main building line. The transitional height of the Dominion Building façade reflects the two-storey scale and mass of the current Universal Building, while the brick cladding material treatment reflects the original brick construction of the original early 20th century garage. This combination of massing and fine graining of cladding materials allows Building B to sympathetically step down towards character-defining buildings to the south.

A similar scaling approach is also adopted for the Valley Road frontage so that there is a compatible height and mass relationship between the commercial character defining Bridgman Building on the corner and the new frontage. This is reinforced through the definition of commercial shopfront on the ground floor, with residential elements above clearly modulated as such.

The material choice and architectural detailing fronting Valley Road also supports the finer grain of the Business Character along the Valley Road frontage. This building line is carried through to meet with and scale down towards the suburban residential houses to the east of the site, in the Special Character area overlay – Residential Isthmus A.

Street Frontage Modulation

In response to the character and landscape/ urban design analysis, the modulation of the building frontages to Dominion Road emphasises three vertical blocks of units through the primary massing, and horizontal aspects of the street wall that relate to shop front sills, string courses, parapets and the existing horizon line of *character-defining and supporting* buildings to the south of the site. The south block has a fourth, smaller sub-element expressed as a two-level structure to complete the step-down of scale towards the junction with Valley Road. The organisation of the building facades on the Dominion Road frontage also retains a sense of the original subdivision lots through varied spacing of bays, and this is further emphasised by strong vertical elements created through shadow recesses. The façade treatments on Dominion Road emphasise the 'hole-in-wall' rhythm of traditional commercial buildings within the special character overlay, with balconies recessed behind the main wall plane.

Materials

The use of brick facades and concrete renders material on the three buildings provides a connection to the traditional building elements from the commercial context (Figure 38). 'New' materials are introduced with reference to the historic context primarily through colour tone (e.g. Concrete, aluminium joinery) or form and grain of unit (e.g. brick cladding). This allows for more contemporary organisation of materials without clashing with the colour tone or the fine-grain of nearby Character buildings.

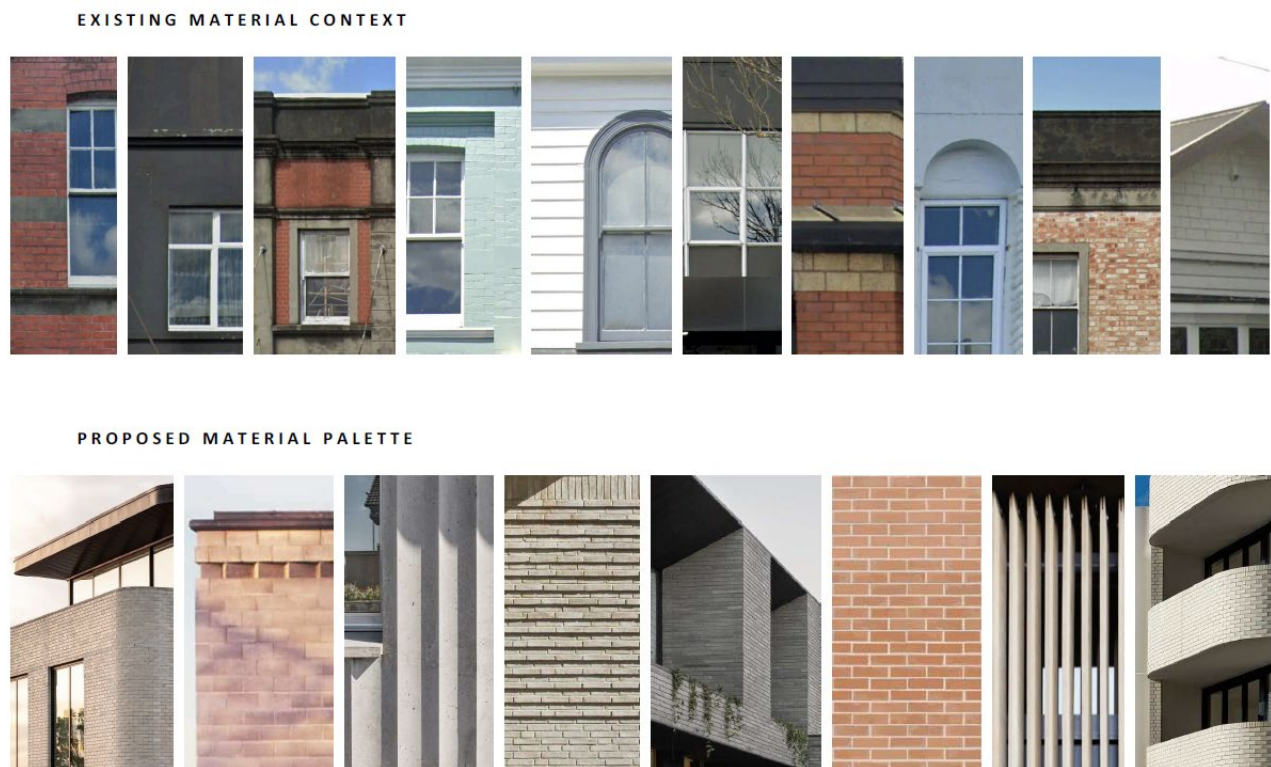


Figure 39. Materials palette references (Asthon Mitchell Architects)

Views

As noted above, an urban design / Landscape / visual assessment has been prepared by Boffa Miskell to demonstrate how the proposal will relate to the existing environment. This includes several key sight lines towards the development from the surrounding area. For clarity these should be viewed as presented in the Boffa Miskell report, and reduced-scale versions are included here for reference.



EXISTING VIEW
Outside 172 Dominion Road looking South



Proposed View - New Consent

Figure 40. Visual Simulation - viewpoint 1: Dominion Road looking S



EXISTING VIEW
View from Cnr of Walters & Dominion Road looking North-East



Proposed View - New Consent

Figure 41. Visual Simulation - viewpoint 2: Dominion Road Junction



EXISTING VIEW
View from opposite 105 Valley Road looking North-West



Proposed View - New Consent

Figure 42. Visual Simulation - viewpoint 3: Valley Road looking W



EXISTING VIEW
View from outside 77 Carrick Road looking South-West



Proposed View - New Consent

Figure 43. Visual Simulation - viewpoint 4: Junction Carrick Place looking SW

*Existing View**Proposed View - New Consent***Figure 44. Looking NE from the Junction of Bellwood Ave and Dominion Road**

ASSESSMENT OF EFFECTS

Methodology for Assessment

This report reviews and assesses the nature and duration of effects arising from the proposal in relation to general character assessment principles and the provisions of the AUPOP. The assessment presents all the relevant objectives and policies of the AUPOP. The assessment of effects follows established good practice for the assessment of environmental effects (AEE).

The methodology employed to assess the effects of the proposal on the setting of the special character overlays is derived from international good practice. In particular, the following publications by Historic England: 'Seeing History in the View' (Historic England 2015a) and 'The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning. 3' (Historic England 2015b).

A conclusion as to the overall nature (adverse or positive), extent (less than minor, minor or more than minor) and permanence (temporary or permanent) of effects are provided. Where appropriate, conditions for enhancing positive effects, or avoiding, remedying or mitigating adverse effects, are recommended. Effects are assessed with regard to direct effects (such as physical effects and effects to setting), and indirect effects (such as economic effects, effects to associated but non-contiguous places, or cumulative changes that may arise from the proposal).

Physical Effects

The proposal will result in the demolition of all the existing buildings within the subject site, including six buildings which fall wholly or partially within the Special Character Areas Overlay – Business: Eden Valley. The physical effects relate to demolition and construction impacts.

Physical effects arising from demolition

The demolition of all buildings within the subject site will result in an obvious and substantial change to the existing urban street block and the existing environment, which is primarily low-density commercial and light-industrial activity, with some residential use. This will be replaced with a high-density mixed use commercial and residential environment. While this change will be noticeable to current generations, it will be rapidly assimilated into the planned future environment. This is because the block retains the urban characteristics of the existing site, including retention of commercial and residential use.

There will be demolition of six buildings which fall wholly or partially within the Special Character Areas Overlay – Business: Eden Valley. Four buildings (198-202, 198-212, 216b and 222 Dominion Road) are not identified as *character defining* or *character supporting* buildings. Only one of the four buildings, no. 198-202, fronts onto Dominion Road and is readily visible. It provides little contribution to the special character values of the Special Character Areas Overlay – Business: Eden Valley, except in its general contribution to the enclosure, scale and rhythm of the 'street wall'. Although the remaining three buildings are relevant in terms of their scale, they make no appreciable contribution to the business character overlay values. This is primarily because all four buildings

post-date the period of architectural interest of the 1910s and 1920s which defines the architectural and aesthetic qualities of the Eden Valley Business Character overlay. There are, therefore, no significant adverse physical effects arising from the demolition of [198-202, 198-212, 216b and 222 Dominion Road].

Two buildings to be demolished are within the Special Character Areas Overlay – Business: Eden Valley and are identified as *character supporting* buildings (no's 214-216 and 218-220 – Universal Buildings).

The *character supporting* building at no. 214-216 Dominion Road has been extensively altered in the past, and no longer retains the aesthetic and traditional materiality of the original 1920s building design. It lacks integrity and has little contribution to the special character values of the Special Character Areas Overlay – Business: Eden Valley, except in its general contribution to the enclosure, scale and rhythm of the 'street wall' which is a feature of the traditional commercial shopping strip along Dominion Road. In my professional opinion, the demolition of this building will have a negligible adverse effect on the Character values of the overlay.

The *character supporting* building at no. 218-220 Dominion Road - the 'Universal Buildings' - is also highly modified from its original 1930s form. Originally this building was a single-level garage, with a high parapet and verandah. Part of the original building is recognisable in the southern elevation, in the ground floor plan form and in the arrangement of the shop front door and window to the southern bay. They now represent a late 1940s expression of the International or 'Moderne' style. This 1949 façade has also undergone subsequent modification to the ground floor shop fronts and first floor windows.

The Universal Buildings 'support' the qualities of the Special Character Areas Overlay – Business: Eden Valley in terms of their scale, aesthetic and materiality. However, the building is not strongly representative of the late Victorian and Edwardian commercial buildings that define the special character values of the overlay, such as the Bridgman, Worota and Auckland Meat Company buildings in the vicinity of the subject site. The building lacks the degree of integrity apparent in its neighbours of similar architectural style such as the Rough and Hooper building opposite the subject site at 115-119 Dominion Road. There are also better examples of this type of architectural style within the overlay, further south of the intersection with Valley Road and Walters Road. In my view, The Universal buildings provides no more than a moderate contribution to the overall character of the Business Character overlay, and its demolition will therefore have a minor adverse effect on the special character values of the overlay, notwithstanding the high impact.

Additionally, the buildings outside of the Special Character Areas Overlay – Business: Eden Valley located at 113-117 Valley Road will also be demolished. These buildings front onto Valley Road and are located between the Special Character Areas Overlay – Business: Eden Valley, and the Special Character Areas Overlay – Residential: Isthmus A. They are not *character defining* and *character supporting* buildings. Therefore, the loss of these buildings will have no adverse physical effect to places within either the Special Character Areas Overlay – Business: Eden Valley, or the nearby Special Character Areas Overlay – Residential: Isthmus A.

Physical effects arising from construction

The proposed development has the potential to generate temporary adverse effects from construction. These include additional congestion from construction traffic, noise and dust nuisances, which can affect the experience of the Special Character Areas Overlay – Business: Eden Valley and to a greater extent the quieter environment of the Special Character Areas – Residential: Isthmus A. These effects can be appropriately managed or mitigated through a construction and traffic management plan.

There is the potential for construction activities on site to cause accidental damage to nearby *character defining* buildings. This can be avoided through appropriate hoarding of the site and provision for handling of construction materials, plant and machinery.

Indirect effects from construction activities which have potential to adversely affect the values of the Special Character Areas Overlay – Business: Eden Valley include the effects of vibration from rock breaking and construction on neighbouring character defining buildings, particularly those of masonry construction, such as the Bridgman Building. These potential effects could be appropriately managed through analysis of vibration effects and establishment of monitoring and response protocols.

Effects on Setting

The demolition of the buildings within the subject site will change the setting of adjacent and nearby buildings within the Special Character Areas Overlay – Business: Eden Valley. Computer-generated visual simulations prepared by the Applicant demonstrate that there will be an obvious change to the setting of the nearby *character-defining* buildings within the overlay, and to the broader setting of the Isthmus: Residential – A overlay along Valley Road and up towards Carrick Place. These visual simulations are discussed according to the order in which they are presented in the Boffa Miskell urban design / landscape / visual assessment (August 2024).

Dominion Road Corridor

The proposed development will be clearly discernible at the northern edge of the Special Character Areas Overlay – Business: Eden Valley (Figure 40). Because the development is located at the northern end of the Overlay extent, it will not obscure the existing and more significant views towards the *character defining* buildings at the intersection with Valley Road and Walters Road. The bulk of the proposed development draws some attention, but the continuous 'street wall' and building line counteract this by maintaining a strong vanishing point towards the key intersection so that buildings within the Special Character Areas Overlay – Business: Eden Valley remain the focus of the view, as one moves southwards.

The Site and Context analysis of the section of Dominion Road that falls within the overlay demonstrates that the greater concentration of character defining buildings lies to the south of the subject site, centred on the road between the Walters Road/Valley Road and Ewington Avenue intersections, and this is clearly expressed in the planning maps for the overlay (Figure 5). As one moves past the development to the south, the existing viewing experience of the core is unaffected, and the Edwardian commercial nature of the street is readily appreciated.

The near views when level with the development will be generally enhanced as a result of the

improvement in the physical qualities of the new street frontage when compared to the existing buildings at the northern edge of the site which do not contribute strongly to the character of the overlay. The simulation demonstrates that there will be negligible (i.e. less than minor) adverse effects to the setting of the *character defining* buildings within the Special Character Areas Overlay – Business: Eden Valley from this location.

There will be no adverse effects to the qualities that define the Special Character Areas Overlay – Residential Isthmus A along Valley Road or Carrick Place, which is not readily appreciated in this location.

Dominion Road intersection with Valley Road and Walters Road

The visual simulations demonstrate an obvious change to the setting of the key commercial buildings (Bridgman Building, Early shops, Auckland Meat Co. building) that contribute to the Special Character Areas Overlay – Business: Eden Valley. However, the proposed development maintains a clear building line and well-ordered modulation to the Dominion Road frontage which successfully conceals the greater bulk of the development behind. The result being that that from this perspective, the overall scale of the development is broken sufficiently to avoid dominating the key *character defining* buildings on the corner sites. The commercial nature of the intersection is retained and emphasised with continued use of commercial/retail at ground floor on both the Dominion Road and Valley Road frontages.

The materiality and scale of the brick façade elements to both frontages provides a common transition from the character-defining buildings and also results in a visual connection to the new buildings on both Dominion and Valley Roads, without appearing monotonous. The architectural detail and massing avoids the risk of the development 'bookending' and therefore overwhelming the character-defining buildings. There is no impediment to appreciation of the full street elevations to these character buildings arising from the design approach.

As a result of this design approach, the key *character defining* buildings at the intersection (the Bridgman building, early commercial buildings and the Auckland Meat co. Building) retain the focus of the view.

The proposed development will generate only a low adverse effect on the qualities of the Special Character Areas Overlay – Business: Eden Valley when viewed from this location. As one moves closer to the development the angle of perspective substantially changes so that only the 'street wall' is visible and the potential dominating effect of the overall bulk is substantially reduced. The near views when level with the development will be enhanced as a result of the improvement in the physical qualities of the new street frontage when compared to the existing buildings at the northern edge of the site which do not contribute strongly.

Valley Road

The setting of the *character defining* buildings from these directions is most focused on near views towards the intersection with Valley Road and Walters Road. The key views here are the viewpoint from the intersection with Walters Road, already discussed, and the near view from partway along Valley Road towards Dominion Road, roughly adjacent to 107 Valley Road. The subject site and intersection is the focus of the view looking east to west from the Special Character Areas Overlay – Residential: Isthmus A.

The visualisation demonstrates that the *character defining* Worota and Auckland Meat Co. buildings at the intersection with Dominion Road will not be obscured by the proposed development and there is no loss of appreciation of their full elevations to the street. The rear elevation of the Bridgman building will be partially obscured by the development, and the existing horizon where it transitions towards the Special Character Areas Overlay – Residential: Isthmus A will be changed. However, the full primary street elevation of the Bridgman building on both Valley and Dominion Roads will remain visible in the view, and the changes to the horizon line will generally be at least partially obscured by mature street tree planting as one moves towards the viewing location from Valley Road. The additional bulk and mass of the building draws the eye away from the focus of the view which is the intersection. This effect is, however, counteracted by the strong horizontal articulation of the three-storey building element fronting onto Valley Road.

When viewed from this location the proposal will have a low adverse effect on the setting of the *character defining* buildings within the Special Character Areas Overlay – Business: Eden Valley. As one moves past the viewpoint towards the intersection, this adverse effect is substantially diminished, because the view naturally orientates towards the existing landmark intersection.

The near views opposite the site will be enhanced overall, as a result of the improvement in the physical qualities of the new Valley Road street frontage when compared to the existing buildings that will be replaced and which do not contribute to the qualities of the Special Character Areas Overlay – Business: Eden Valley.

Carrick Place

The photo simulation demonstrates an obvious change to the subject site when viewed from this location. However, there is no appreciation of the values of the Special Character Areas Overlay – Business: Eden Valley from this location so the adverse effects of the proposal will be negligible (i.e. less than minor) from this location. The residential buildings which contribute to the Special Character Areas Overlay – Residential: Isthmus A do not form the focus of the view, and the development is sufficiently distant that it appears to hold a similar horizon line to existing mature trees. As a result, the residential character of the Isthmus A in this location is largely unaffected.

Overall effects to setting

The proposed development site is located at the northern periphery of the Eden Valley Special Character Area, where Dominion Road transitions from modern/infill development to the more traditional town centre. On Valley Road, the subject site is also positioned at the interface between the historical commercial strip and the predominantly Edwardian suburban hinterland immediately behind. The historical context is in itself varied.

The analysis of the photographic simulations illustrates that the proposed development maintains the traditional street wall along the Dominion Road Corridor, with some very minor expression of additional bulk and mass set back from the main street frontage. This is not so evident from near views, but is most visible from the middle distance. From far views the bulk and mass is also concealed by surrounding development and is assimilated into the broader Dominion Road urban environment. The experience of the bulk and mass along Dominion Road immediately opposite and adjacent to the site is not appreciated in the near views due to the angle of view and existing sense of enclosure, and the experience of the street wall is enhanced due to the improved architectural quality.

Views to and from Valley Road towards the intersection with Dominion Road demonstrate that the bulk of the development is set well back from the traditional street frontage. The control of the massing to Valley Road is well considered so that it does not result in any significant dominance of the interrelationship between commercial and residential character. The definition of the separated building blocks to Carrick Place and Valley Road, combined with the proposed green planting along the eastern and northern boundary of the site further helps to reduce and mitigate the potential adverse effects of the overall mass and bulk when considering the broader setting of the Residential Character Overlay – Isthmus A.

The key view from the intersection with Walters Road and Dominion Road demonstrates that the *character defining* buildings and their contributing qualities still remain the focus of this view, although the additional height of the rear blocks has some effect on the silhouette of the traditional street wall further northwards. As one moves from west to east the visual experience of this height substantially diminishes. The quality of the traditional commercial street wall is maintained and enhanced to the northern boundary of the site.

In conclusion, the overall adverse effects of the proposal on the streetscape and character values of the Special Character Overlay – Business: Eden Valley will be minor. The adverse effects of the proposal on the streetscape and character values of the Special Character Areas Overlay – Residential: Isthmus A will be negligible (i.e. less than minor).

Indirect Effects

Effects arising from operation

The indirect effects of the development are likely to be beneficial with regard to greater patronage of businesses within the Special Character Areas Overlay - Business: Eden Valley which occupy other character supporting and character defining buildings. There will be an increased opportunity for new and existing residents to interact with, identify with, and appreciate the special character values of the Special Character Areas Overlay – Business: Eden Valley. The overall indirect effects of the proposal will therefore likely be of a highly beneficial and regenerative nature.

AUCKLAND COUNCIL UNITARY PLAN OPERATIVE IN PART (AUPOP) OBJECTIVES AND POLICIES

Activity Status

The subject site contains two *character-supporting* buildings within the Special Character Overlay – Business: Dominion Road (Eden Valley). Demolition of a *character supporting* building is a Restricted Discretionary Activity (Table D18.4.2 – A18) under the AUPOP (Table 2). The construction of new buildings within the overlay is also a Restricted Discretionary Activity (Table D18.4.2 – A20). However, the overall application is a discretionary activity. While the RD assessment criteria provide useful guidance to the effects assessment, I have not restricted my assessment on this basis, and I have considered all potential effects on special character arising from the proposal.

Table 2. AUPOP Activity Table D18.4.2 - Special Character Areas Overlay – Business

Activity		Activity status
Development		
Special Character Areas Overlay – Business with identified character defining buildings		
(A12)	New buildings	RD
Special Character Areas Overlay – Business with identified character supporting buildings		
(A14)	External redecoration and repair of a character supporting building	P
(A15)	Alterations to the rear of a character supporting building, except on corner sites where the works use a similar design and materials to the existing building	P
(A16)	Additions to a character supporting building	RD
(A17)	Alterations to a character supporting building not otherwise provided for above	RD
(A18)	Total or substantial demolition of a character supporting building (exceeding 30 per cent or more, by area, of wall elevations and roof area)	RD
(A19)	Any demolition of the front façade of a character supporting building	RD
(A20)	New buildings	RD
(A21)	Alterations and additions to buildings not identified as character supporting buildings	RD

The proposal is assessed against the relevant objectives and policies of the AUPOP Special Character Overlay below. The RPS objectives and policies provide a high-level consideration of Character Areas from a regional perspective, including the need to identify such areas based on a range of factors. In this instance the character area has already been identified, and the relevant RPS objectives and policies with regard to development in the overlay are included below. The objectives and policies of the Special Character Areas Overlay additionally reflect the intent of the RPS objectives and policies.

RPS B5.3. Special character B5.3.1. Objectives

(2) The character and amenity values of identified special character areas are maintained and enhanced

B5.3.2. Policies

(4) Maintain and enhance the character and amenity values of identified special character areas by all of the following:

- (a) requiring new buildings and additions and modifications to existing buildings to maintain and enhance the special character of the area;
- (b) restricting the demolition of buildings and destruction of features that define, add to or support the special character of the area;
- (c) maintaining and enhancing the relationship between the built form, streetscape, vegetation, landscape and open space that define, add to or support the character of the area; and
- (d) avoiding, remedying or mitigating the cumulative effect of the loss or degradation of identified special character values.

Comment

The proposal will achieve this objective through well-considered design, particularly to the Dominion Road and Valley Frontages, which will result in improved amenity and uplift of the surrounding character areas. The regenerative nature of the development will also likely generate use opportunities for businesses operating from other character buildings in the area (a regenerative effect). The contribution of the Defining buildings is maintained, and the adverse effects from demolition are appropriately mitigated through the new design.

D18.2. Objectives

(1) The special character values of the area, as identified in the special character area statement are maintained and enhanced.

Comment

The special character statements are included as Appendix 1 to this report and summarised above. Assessment of the proposal has demonstrated that the special character values of the Special Character Areas Overlay – Business: Eden Valley are maintained, and that there are no significant adverse effects arising because of the appropriate design and mitigation of potential dominance through careful site massing and spatial arrangement of buildings.

(2) The physical attributes that define, contribute to, or support the special character of the area are retained, including:

- a) built form, design and architectural values of buildings and their contexts;
- b) streetscape qualities and cohesiveness, including historical form of subdivision and patterns of streets and roads; and
- c) the relationship of built form to landscape qualities and/or natural features including topography, vegetation, trees, and open spaces.

Comment

Demolition of two *character supporting* buildings will not retain physical attributes which support the special character of the Special Characters Overlay – Business: Eden Valley. The core historic focus of the character area will, however, be maintained further south. It is noted that the character supporting buildings were originally constructed in the 1920s and 1930s and both have been modified subsequently. They therefore lack the higher integrity of the late Victorian and Edwardian commercial buildings identified in the character area statement of values as defining the character values of the area.

Loss of these *character supporting* buildings is mitigated by the proposal which seeks to incorporate 'character supporting' elements into the design of all new buildings on the site, holistically, to enhance the existing amenity of the area, as well as provide a distinctive architectural style in its own right. The cohesive qualities of the commercial street wall, retail elements and subdivision patterns are reflected in the proposed development.

(3) The adverse effects of subdivision, use and development on the identified special character values of the area are avoided, remedied or mitigated.

Comment

While there is potential for adverse effects to arise, these have been avoided or mitigated through iterative design so that significant adverse effects are avoided.

D18.3. Policies: Special Character Areas Overlay - Residential

(1) Require all development and redevelopment to have regard and respond positively to the identified special character values and context of the area as identified in the special character area statement.

Comment

The development does not physically affect any sites within the residential overlay and responds positively to the setting of the overlay, through control of bulk and location and deliberate material choice.

(2) Maintain and enhance the built form, design and architectural values of the buildings and the area, as identified in the special character area statement, so that new buildings, alterations and additions to existing buildings, infrastructure and subdivision (where applicable):

- a) maintain the continuity or coherence of the identified special character values of the area;
- b) maintain the streetscape qualities and cohesiveness;
- c) respond positively to the design, scale, height, setback and massing of existing development, any distinctive pattern of subdivision, intensity of development, its relationship to the street, streetscape cohesiveness and is of a compatible form which contributes to the identified special character values of the area;
- d) maintain the relationship of built form to open space and landscape context;
- e) maintain the setting of the special character area, where these features, such as mature trees and landform, contribute to the special character values of the area;
- f) enable the removal of additions and features that detract from the special character of the building or identified special character of the wider area;
- g) minimise the loss of built fabric and encourage maintenance and repair;
- h) require new materials to be compatible with the age, detailing, finishes and colour; and
- i) recover or reveal special character values of buildings and features.

Comment

There will be no loss of any domestic buildings within the subject site or mature trees or other features that contribute to the special character values of the Special Character Areas Overlay – Residential: Isthmus A.

(3) Discourage the removal or substantial demolition of buildings that contribute to the continuity or coherence of the special character area as identified in the special character area statement.

Comment

As above.

D18.3. Policies: Special Character Areas Overlay - Business

(8) Require all development and redevelopment to have regard and respond positively to the identified special character values and context of the area as identified in the special character area statement.

Comment

The proposed design has demonstrated substantial consideration and acknowledgment of the architectural and spatial qualities of the overlay. The building setbacks, continuous street wall and modulation of the facades to Dominion Road is a deliberate reflection of this analysis. The proposed design introduces a modern architectural aesthetic which nether-the-less responds well to the existing street rhythm and historic subdivision pattern. The materials employed to the Dominion Road frontage demonstrably reflect those in use elsewhere in the overlay, with a focus on fine-grained brick and 'art deco' or 'moderne' influences.

(9) Identify individual buildings that contribute to the identified special character according to the following descriptions:

- a) character defining – makes a considerable contribution to the character of the area because of historical, physical and visual qualities; and
- b) character supporting – makes a moderate contribution to the character of the area. The building should contribute to the appearance, quality, and identity of the area and should be consistent with the values of character defining places.

Comment

Character defining and *Character supporting* buildings are identified. Additional research into these buildings has demonstrated the nature of their development and alteration over time.

(10) Require any application for demolition or removal of a character defining and character supporting building in a Special Character Area- Business to, on its own or cumulatively as a result of other demolition, demonstrate that the loss of the building:

- a) would not erode the identified special character values of the area; and
- b) would not disrupt the cohesiveness of the streetscape and wider special character area, including links with scheduled historic heritage places.

Comment

While there is a minor adverse effect arising from the loss of character supporting buildings, significant adverse effects are avoided or mitigated through a carefully considered design response. The wider cohesiveness and special character values of the area are not significantly affected and there is no erosion of the identified values as defined in the Special Character Areas Overlay – Business: Eden Valley Character Statement.

(11) Discourage the removal or substantial demolition of buildings that contribute to the continuity or coherence of the special character area as identified in the special character area statement.

Comment

Two *character supporting* buildings identified on the planning map for the overlay will be demolished as a result of this proposal. One of these, 214-216 has been determined through detailed analysis to have only a negligible contribution to the character values of the overlay. The Universal Buildings at 218-220 Dominion Road have a moderate contribution. The architectural qualities, form, rhythm and scale of the 'street wall' along Dominion Road has been specifically designed to mitigate this loss and to reduce any adverse effects arising from the removal of the Universal Buildings, so the overall objective of the overlay is achieved.

(12) Require new buildings, alterations or additions to existing buildings, or infrastructure, which are within the overlay but are not character defining or character supporting buildings, to maintain the integrity of the context of the area by providing quality design, materials, colour and decoration which respects and enhances the built form and streetscape of the area.

Comment

The proposed new buildings are designed to respond positively to the special character values identified in the Special Character Statement, while not seeking to imitate traditional forms. New buildings employ materials in a manner that is sympathetic to the existing materiality of the special character areas. The relationship of built form to historical subdivision patterns, setbacks to the street, open space and landscape context is maintained through appropriate modulation and arrangement of bulk within the site. Buildings within the subject site that are not *character defining* or *character supporting* are replaced with a new form of development that responds to the existing context, intruding architectural and material elements that will enhance the qualitative experience of this part of the site.

(14) Encourage the ongoing use and maintenance of buildings in special character areas.

Comment

All buildings within the site will be demolished as result of this proposal. However, there is potential for economic 'uplift' to other buildings within the adjacent character areas arising from the new development and increased patronage to businesses operating from *character defining* buildings adjacent to the subject site, which is very likely to encourage their ongoing maintenance and reuse as a result of the regenerative effect of the development of the wider area.

D18.6. Standards

D18.6.2. Standards for buildings in the Special Character Areas Overlay – Business

All activities listed in Table D18.4.2 Activity table - Special Character Areas Overlay - Business must comply with the standards for the zone in which they are located, unless otherwise specified.

D18.8.1. Matters of discretion

With regard to the subject site, the following Special Character Overlay clauses regarding matters of discretion are noted:

D18.8.1.2. Special Character Business Areas

(1) For all restricted discretionary activities:

- (a) the effects of the activity on the streetscape and special character context as outlined in the special character area statement;
- (b) the integrity of the building in its current state, having regard to its architectural form and style and the authenticity of its component parts as well as its contribution to the streetscape character;
- (c) the building's relationship to other adjacent buildings, and if it contributes to a group in such a way that its demolition, alteration or addition would result in the loss of a character value attributable to the group; and
- (d) the condition of the building, and the practicality and cost of any necessary rehabilitation, and the ability to achieve reasonable amenity for occupants and reasonable compliance with any requirement of the Building Act 2004.

(2) for an infringement of the any of the standards on the zone in which the building is located :

- a) the effects of the infringement of the standard on the streetscape and special character context as outlined in the special character area statement.

Note 1

Where more than one standard is infringed, the effects of all infringements on the streetscape and special character context as outlined in the special character area statement will be considered together.

Comment

A detailed cost assessment of rehabilitation of the *character supporting* buildings has not been provided for this assessment. However, several feasibility options were previously explored for the retention of the Universal Buildings as part of the previously consented scheme (See Appendix 3 for reference). These options demonstrated that it would be problematic to retain the Universal Buildings both in terms of economic cost, and in terms of achieving the amenity and yield of the site required by the project brief. These same principles apply to the current development, and I have discussed this further in relation to the following assessment criteria.

D18.8.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities

D18.8.2.2. Special Character Areas Overlay - Business

(1) For the total or substantial demolition (exceeding 30 per cent or more, by area, of wall elevations and roof area) of a character defining building or a character supporting building; or for the total or substantial demolition (exceeding 30 per cent or more, by area, of wall elevations and roof area) of a building in the Special Character Areas Overlay – Business with no identified character defining or character supporting buildings; or for any demolition of the front façade of a character supporting building:

(a) policies D18.3(8) to (14) as relevant, and in addition, all of the following:

- i. whether the proposal significantly adversely affects the built special character of the area, including the contribution the individual building makes to the context, character or cohesiveness of the streetscape;
- ii. the contribution the building makes to adjoining or nearby scheduled buildings and other character defining or supporting buildings or to the wider character area where there are no identified character supporting or character defining buildings,
- iii. either through the context and the relationship of the building or through the building's mass, height or rhythm of façades;
- iv. whether the existing building forms part of a cohesive group of buildings in terms of similarity of age, scale, proportion or design and the extent to which the building's demolition or partial demolition would detract from the contribution that group makes to streetscape, the special character and context of the area;
- v. whether the building is beyond rehabilitation to a state which would display its special qualities, architectural qualities or special characteristics of the streetscape and the surrounding area; and
- vi. whether the costs of restoration and repair are significantly greater in comparison to the costs of a new building of similar size and quality

Comment

The relevant policies (a) are discussed above. In response to sub points i to vi:

- i. The loss of the Universal buildings is assessed as a minor, but not significant, adverse effect on the surrounding character of the area. The loss of 214-216 Dominion Road and other non-character defining buildings will have a negligible (i.e. less than minor) adverse effect on the character of the surrounding environment.
- ii. The Universal Buildings make a moderate contribution, and 214-216 Dominion Road in its current form makes little contribution. This is because of the buildings' alterations over time, their limited reference to the special character architectural values. The remaining buildings which are not identified as *character supporting* or *character defining* buildings make little contribution;
- iii. Contribution is made primarily through the relative scale of the buildings, their height and mass and street rhythm; this contribution is largely respected in the design, scale, modulation and materiality of the 'Dominion Road Street wall' component of the proposal.
- iv. The buildings are part of a group heading towards the junction with Walters and Valley Road, but their contribution to that group is little to moderate. Their demolition does not therefore significantly detract from the core contribution of the group, located immediately south of the subject site and opposite, or to the streetscape and wider context further south of the junction;
- v. No.214-216 has been extensively modified. Its original design is known, but the cost of returning it to its original state is not quantified. The Universal Buildings have been substantively altered from their original 1932 single-level form, and subsequently more lightly altered from their 1949 form. A return to the single-level garage form is unlikely to be practical. A return to the 1949 form is possible, but would also need to consider seismic upgrading and substantial additional costs for retrofit if it were to be made 'fit for purpose' with regard to the proposed development.
- vi. The costs of restoration and repair are not quantified. As demonstrated in the previously consented scheme, several options for retention were explored. As well as the additional cost of introducing extra cores to the development, there are constraints to retrofitting the Universal Buildings so that they work as part of the new development. If retained separately from the development, its retention would substantially impact on the total yield of the development in terms of apartment space, GFA and availability of basement parking. Based on the information provided for the previous scheme it is likely that retention of the structure would therefore be significantly more expensive than the construction of the equivalent space within the new development.

CONCLUSIONS

This Special Character Assessment has undertaken a detailed context analysis of the subject site and of the development proposal prepared by Isthmus on behalf of Panuku. The report concludes that:

- demolition of two *character supporting* buildings generates low adverse (minor) effects on the special character values of the Special Character Areas Overlay - Business: Eden Valley, primarily through the demolition of the 'Universal' Buildings. The demolition of 214-216 Dominion Road will have negligible adverse effects;
- the Universal Building's contribution to the special character area is moderate, as it has been substantially altered over time, has limited reference to the early 20th century special character architectural values (the existing building largely dating from 1949), and it is located at the periphery of the character area;
- several options to explore the retention and re-use of the Universal Buildings demonstrate this is not feasible in relation to the development proposal;
- replacement buildings appropriately recognise and respond positively to the special character values of the Special Character Areas Overlay - Business: Eden Valley, and the Special Character Areas Overlay - Residential: Isthmus A;
- the proposed development will not result in any overall adverse effect on the special character values of the Special Character Areas Overlay - Business: Eden Valley or Special Character Areas Overlay - Residential: Isthmus A that is more than minor; and,
- potential adverse effects arising from demolition and construction can be appropriately mitigated through control of development and monitoring of construction works.

Recommendations

It is recommended that adverse effects may be further avoided, remedied or mitigated through the following:

- Having regard to the special character values of the Special Character Areas Overlay – Business: Eden Valley in the development of any construction and traffic management plan, so that neighbouring *character defining* buildings are appropriately screened from nuisance, and protected from accidental damage that may occur during construction activities
- Establishment of vibration monitoring protocols to ensure adverse effects to neighbouring *character defining* buildings are avoided, remedied or mitigated.
- Acknowledgment of the recommendations of the Archaeological Assessment prepared by Clough Associates (Brown A & R Clough 2016, updated 2024).

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APPENDIX 1: AUPOP SPECIAL CHARACTER AREAS OVERLAY – SPECIAL CHARACTER STATEMENTS OF SIGNIFICANCE

15.1.6.4 Special Character Areas Overlay – Business: Eden Valley

Description:

The Special Character Areas Overlay – Business: Eden Valley is located on Dominion Road, between Onslow Road and Grange Road. The extent of the area is shown on the special character map above. The area contains significant groupings of early 20th century commercial buildings. Dominion Road has a general north-south alignment. The underlying landform is relatively level within the Special Character Areas Overlay – Business: Eden Valley, rising gently to the northern end. To the east of Dominion Road the landform rises towards Maungawhau-Mt Eden, with views to the mountain along Valley Road. The Special Character Areas Overlay – Business: Eden Valley is closely associated with the surrounding Special Character Areas Overlay – Residential: Isthmus A special character area.

15.1.6.4.2. Summary of special character values

Historical:

The Special Character Areas Overlay – Business: Eden Valley collectively reflects an important aspect, or is representative of, a significant period and pattern of community development within the region or locality.

The Special Character Areas Overlay – Business: Eden Valley is of significance as an example of a suburban commercial area that developed in the early decades of the 20th century in conjunction with expansion of the surrounding residential area and development of the tram line along Dominion Road.

The Eden Valley business area was established around the early 1900s at the intersection of Dominion Road with Walters Road and Valley Road. Early commercial development is associated with the adjacent late 19th and early 20th century subdivisions and the 'tram suburb' development pattern that occurred close to Dominion Road.

Dominion Road is one of the earliest roads to have been formed as the main arterial route extending across the isthmus. It was the main thoroughfare for all transport in the area. The provision of public transport and in particular the electric tram service which commenced in the early 1900s and extended to the Mt Albert intersection by 1930 has had a direct effect on commercial and residential development along Dominion Road. Dominion Road is still a main thoroughfare and important public transport route today.

Two-storeyed Edwardian style buildings were built on three corners of the intersection of Dominion Road and Valley Road around the time that the tram line was extended down Dominion Road to Herbert Road (north of Balmoral Road) in 1908. These included the 1907 Auckland Meat Company Building on the north corner of Walters Road, the 1909 Worota Building on the south corner of Walters Road and the similar 1912 Bridgman Building on the north corner of Valley Road.

Numerous blocks of one and two storeyed masonry shops were built in Eden Valley in the 1920s, as the local residential population expanded. Eden Valley demonstrates the progressive development of a suburban centre from establishment in the late 19th century through to a peak of development in the 1920s. Around this time the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape and streetscape qualities.

The Special Character Areas Overlay – Business: Eden Valley is significant for its physical and visual qualities because it retains a high concentration of early 20th century commercial buildings, particularly dating from the early 1900s and 1920s. The area includes a range of buildings types in a mix of architectural styles

consistent with the evolving architectural tastes of the period. The area's built form and urban patterns provide evidence of its development and associations.

15.1.6.4.3. Description of physical and visual qualities

Built Form

Period of development

The Special Character Areas Overlay – Business: Eden Valley demonstrates in its built fabric a significant period of development that occurred in the area from the early 1900s through to the 1920s, directly associated with the arrival of the electric trams on Dominion Road. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to the Special Character Areas Overlay – Residential: Isthmus A special character area.

Scale of development

The special character buildings in the Special Character Areas Overlay – Business: Eden Valley are typically two storeyed, with some single level buildings. Commercial buildings in the area generally have parapet walls facing the street increasing their apparent scale. Street corners are defined by more substantial corner buildings, some featuring angled entrances.

Form and relationship to the street

Generally all the special character buildings are constructed to the front boundary line and occupy the full width of the site facing the street. The buildings create a continuous fine-grained building line facing the footpath, which is generally covered by suspended verandahs. Most buildings are constructed with parapet walls to the road concealing roof forms. Development after around 1960 has been set back from the road boundary, and differs from the patterns established during the key period of development.

Major features and buildings

Character defining and supporting buildings which make an important contribution to the area are shown on the map above. Some of these include:

- Worota Building, Bridgman Building and former Auckland Meat Company building on corner of the intersection of Dominion Road with Valley Road and Walters Road; and
- Examples of 1910s to 1920s commercial main street buildings.

Density / Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. The division of some building facades into structural bays of around 5 to 6 metres further reinforces the fine grained rhythm of the remaining early 20th century commercial building frontages. Buildings built up to the street edge create a strong sense of street enclosure. More recent development has been set back from the road boundary or has created breaks in the continuous street frontage, for example where car parking in the Eden Quarter Development extends to the east side of Dominion Road.

Types

Eden Valley is characterised by predominantly commercial buildings. Generally built in the 1900s through to the 1920s they were typically designed as mixed-use buildings, with ground floor shops and dwellings at the upper level. A former church, a villa with shop attached and the Koala flats on the west side of Dominion Road near the intersection with Burnley Terrace are examples of residential and community building types located among the commercial buildings of Dominion Road.

Visual coherence

The special character area has a high degree of visual coherence where groups of 1900s to 1920s mainstreet buildings remain on both sides of Dominion Road, particularly in the area around and south of the intersection with Valley Road and Walters Road. In other parts of the area clusters of buildings built at a similar time retain a sense of visual coherence, with development interspersed or opposite that may have occurred more recently.

15.1.6.4.4. Architectural values

Styles

Buildings in the Special Character Areas Overlay – Business : Eden Valley demonstrate a range of Edwardian and early 20th century architectural styles typically found in traditional commercial areas. Buildings dating

from around 1910 are typically designed in Edwardian Classical or Italianate style, using classical composition, detailing and decorative elements. Buildings dating from the 1920s in the area are typically designed in Stripped Classical style popular during the inter-war period. The facades are generally modulated vertically and horizontally with simplified classical detailing such as pilasters, string courses, cornice lines and parapets concealing roof forms. Detailing is more restrained. Examples of other styles from a similar period in the Eden Valley area include Spanish Mission and Moderne styles.

Materials and Construction – Built Fabric

The existing early commercial buildings are generally of brick or plastered brick construction, with some constructed using timber. Some retain shop fronts featuring decorative lead-light top lights. The facades of early commercial buildings are generally modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms. This modulation is a significant aspect lending a vertical proportion to two-storied buildings. Plaster decoration and detailing is evident on the more substantial buildings. Window joinery is typically timber framed and windows are generally set within a solid facade. On less ornate buildings the architectural detailing is plainer, in either rendered brick or timber.

15.1.6.4.5. Urban Structure

Subdivision

Residential subdivisions to either side of Dominion Road in the Eden Valley area occurred around the late 1870s and 1880s, with secondary roads formed during this period. View Road was formed in 1879, as was Ewington Avenue, Grange Road in 1881, Bellwood Ave in 1883, King Edward Street and Elizabeth Street in 1885, and Burnley Terrace in 1886. Onslow Road and Walters Road were formed as part of a subdivision dating from 1898. This subdivision period and pattern is generally evident in the relatively narrow lot widths and fine-grained urban character present. The later amalgamation of lots to form large sites has disrupted the original subdivision pattern, particularly in parts of the east side of Dominion Road.

Road pattern

Dominion Road runs in a straight line for approximately 7 kilometres from New North Road to Mt Roskill and is one of the earliest roads to have been formed in the Mt Eden district. The street layout is generally orthogonal with the residential streets arranged perpendicular to Dominion Road located at varied block lengths. Walters Road and Onslow Road meet Dominion Road at an angle creating corner sites of varied shape. Dominion Road and other streets in the area are 20 metres wide. Ewington Avenue is narrower, at around 15 metres wide. Dominion Road has a dual carriageway with bus lanes and car parking on either side. Footpaths are relatively narrow with basalt edging.

Streetscape

The form of commercial development within the Special Character Areas Overlay – Business: Eden Valley is that of a traditional suburban retail strip located on a regional arterial route. The continuous retail frontages contribute to the streetscape quality providing active building frontages with a mix of uses. A strong sense of enclosure is created where continuous building frontages are located along the street boundary and verandahs are provided over the footpath. There is a generally consistent streetscape rhythm marked by individual buildings and repetitive shopfronts on sections of approximately 15 to 20 metres wide. The streetscape character varies where more substantial post-1960s development has occurred.

Vegetation and landscape characteristics

There is no distinctive vegetation pattern within the centre. Large specimen trees in Ballantyne Square, on the corner of Ewington Avenue and Dominion Road, provide a visual contrast to the surrounding built environment.

Special Character Areas Overlay – Residential Isthmus A

15.1.7.2.2. Special Summary of special character values**Historical:**

The area collectively reflects an important aspect, or is representative of, a significant period and pattern of community development within the region or locality. Special Character Areas Overlay – Residential: Isthmus A is of significance because it includes substantial areas of the earliest European settlement and development that occurred in and around Auckland city in the late 19th and early 20th centuries. This special character area (which comprises a series of geographic areas) illustrates the mid to late 19th and early 20th century residential pattern of development that took place, predominantly in the inner-city suburbs, the 'tram suburbs' and around other town centres as Auckland expanded beyond its initial settlement. The area is also significant as it formed part of the most populated late 19th and early 20th century urban areas in the country. The area retains large groups of Victorian and Edwardian houses together with groupings and individual commercial buildings from this period of development. Special Character Areas Overlay – Residential: Isthmus A reflects the changes in the pattern of residential subdivisions and development, and the predominant residential types and styles used from the 1860s to 1940s.

The oldest higher density suburbs are examples of the earliest residential development that occurred in Auckland. These are significant as the 'walking suburbs' where proximity to the city centre enabled access independent of public transport. This includes parts of St Mary's Bay, Ponsonby, Freemans Bay, Arch Hill, Eden Terrace, Parnell, Grafton and residential subdivisions dating from the around the 1860s. Typically these areas retain evidence of early development in the small lot sizes, often narrow road widths and closely spaced housing. There are also examples of this type of development in Onehunga where housing is located close to the town centre.

Substantial population growth in Auckland and the provision of cheap public transport with the introduction of electric trams resulted in a wave of residential development in the late 19th and early 20th centuries. Rural land located close to the city centre was developed as a result of improvements in roading and the provision of public transport including the opening of the electric tram network. The late Victorian and Edwardian 'tram suburbs' represent changes in residential development, with typically larger homes located on more generous sections facing wider streets. Suburbs dating from the 1880s to 1910s in Grey Lynn, parts of Herne Bay, Kingsland, Mt Eden, Balmoral, Sandringham, Mt St John, Epsom, Avondale, Ellerslie, and Ōtāhuhu are examples of this residential development pattern. The areas are concentrated near early main roads and public transport routes, within walking distance of the local commercial centres that provided the everyday services, supplies and entertainment needed by residents. These areas are significant in demonstrating Auckland's early residential subdivisions, streetscapes, housing types and styles

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape and streetscape qualities. Special Character Areas Overlay – Residential: Isthmus A is of significance for its physical and visual qualities as it encompasses a substantial grouping of mid to late 19th and early 20th century houses, together with associated urban patterns of development, that collectively reflect important trends in New Zealand's residential architectural design and the development of urban and suburban residential areas in the Auckland region. The area represents Auckland's first suburbs and is notable for retaining an exceptionally large collection of Victorian, Edwardian and early 20th century houses, including cottages, villas, transitional villas and bungalows, as well as other styles of the period. While there are exceptions, the houses are generally single and two storeyed timber-framed detached dwellings on individual sites.

The age and style of housing is very consistent in some areas, while others show greater variation, as development occurred progressively. Residential sections in the 'walking suburbs' were often formed as part of a series of small subdivisions, sometimes over a number of decades. In addition, larger allotments initially formed for housing in the 19th century were further subdivided into smaller residential lots over time. The housing styles in these areas is often more mixed or varied than in the late Victorian and Edwardian suburbs, demonstrating a development pattern over an extended period. There is often a greater variety of housing styles including examples of early residential types such as workers cottages and modest Victorian villas, as well as later Edwardian villas, bungalows, with smaller numbers of Arts and Crafts and Moderne styled houses.

The 'tram suburbs' within the area were developed with larger section sizes, more generous and regular road layouts. Houses were typically larger and the Victorian and Edwardian Villa is the dominate style followed later by the Californian Bungalow. Greatest consistency of architectural style and house type occurs in these subdivisions where most of the housing was built within relatively short time periods. The surviving stock of houses in the area demonstrates changing requirements and design ideas in domestic architecture in the change from the earliest simple worker cottages to the Victorian-Edwardian villa and the Californian bungalow. The houses demonstrate the use and application of, and changes to, building materials, methods and craft skills from the 1860s to 1940s. The special character is also evident in the pattern of subdivisions and lot sizes, density of housing, setbacks and front gardens, fences, walls and hedges. In the earliest subdivisions streets are narrow and there are typically no grass berms. Areas subdivided later were typically of a wider standard street width, allowing for grass berms and street trees.

15.1.7.2.3. Description of physical and visual qualities

Built Form

Period of development

Special Character Areas Overlay – Residential: Isthmus A demonstrates in its physical and visual qualities a significant period of development that occurred from the 1860s to 1940. The period covers the first residential subdivision within the Auckland region and construction during the mid to late Victorian period through the onset of World War II. The built fabric comprises the houses, street layouts and urban form.

Scale of development

Houses in the area built between the 1860s and 1940 are predominantly detached one and two storey houses. There is a degree of variation in scale and size of houses from the modest workers cottages from the 1860s and 1870s located on relatively small lots in the earliest suburbs, through to the larger Victorian/Edwardian villas and later Californian Bungalows.

Form and relationship to the street

Throughout the area property frontages are generally open to the street and the house forms clearly evident. The architectural form and character of the houses, with gabled and hipped roofs, bay windows and verandahs, make a strong contribution to the streetscape. In the earliest subdivisions where small lot sizes are evident houses are located close to the road boundary, sometimes with setbacks from only 1 metre to 3 metres. Some houses are built to the street boundary. In subdivisions from the 1880s onwards lot sizes were typically larger which allowed for more generous front gardens, with set-backs ranging from around 4m to 10m. The generally regular positioning of houses on their lots, whether small or large, contributes to a typically consistent pattern of residential forms along streets within various parts of the area. Verandahs and porches are typically evident, providing transitional spaces between the public and private realm.

Front yards are often landscaped with a range of planting and hard landscape features including low fencing. Some of the fencing types include picket fences with a range of gate and posts types, clipped hedges of various heights, low drystone walls and stones set in mortar, plastered brick walls which often match plastered brick or exposed brick houses. In the earliest subdivisions with very small lots, off street car parking or garages in front yards are generally not evident. In areas where lot sizes are moderate or larger, some properties have garages or carports constructed within the front or side yards.

Density / Pattern of development

The area contains a significant number of separate subdivisions, dating from 1860s through to the early decades of the 20th century. Consequently there is variation in the pattern of subdivision, lot sizes, lot widths, house setbacks and spacing between houses. Areas of early subdivision (1860s - 1870s) generally reflect a higher density with houses closely spaced and located close to the road boundary on small lots. Areas subdivided from the 1880s onwards include a range of moderate to larger lot sizes. Houses continued to be generally located towards the front boundary, and typically occupy much of the width of their sites. Lot widths are typically narrower in the earliest areas to be subdivided, ranging from 10 to 12 metres. In much of the area lot widths are around 12 to 15 metres wide, although some variation exists. Throughout the area, there is generally a clear and well-articulated rhythm to the positioning of houses within subdivisions, whether they are smaller early houses on small lots or larger villas and bungalows on moderate to larger lots.

Types

Special Character Areas Overlay – Residential: Isthmus A is strongly defined by the survival of its residential housing stock which includes Victorian cottages and villas, Edwardian villas, transitional villas, and bungalows.

Visual coherence

Throughout the Special Character Areas Overlay – Residential : Isthmus A there is a generally a high degree of visual coherence due to the general consistency, within particular geographic areas, of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the special character.

15.1.7.2.4. Architectural values

Styles

Within the Special Character Areas Overlay – Residential Isthmus A the age and style of housing is very consistent in some areas, while others show greater variation. Greatest consistency occurs where subdivisions were created and built on in relatively short periods of time. Examples include the Avenues to the south of Jervois Road, Herne Bay and King Edward Street and Burnley Terrace in Sandringham, which were filled with villas by the end of the Edwardian era. Other areas, where development has occurred over a longer period of time, reflect changing tastes in style and there is a greater variety. Grey Lynn, one of the single largest subdivisions, took a number of years to be developed and consequently housing styles vary from Victorian and Edwardian Villas, through to Californian Bungalows.

The earliest areas to be subdivided and built retain examples of one and two storey cottages as well as Victorian and Edwardian villas. Victorian cottages and villas, of one and two storeys, represent the early period of residential development evident in parts of the area, and are evident in parts of parts of St Mary's Bay, Ponsonby, Freemans Bay, Arch Hill, Eden Terrace, Parnell, Grafton and Onehunga. Examples of flat-fronted and bay villas from the Victorian and Edwardian period are generally evident throughout the area, including modest as well as larger and more elaborately detailed examples. They are typically single storey; however, two storey villas are also evident in some areas.

Typical of the villa type, roofs are gabled and hipped and most commonly clad in corrugated steel. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and utilize a variety of decorative detail, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house sometimes returning down the side elevations. They featured sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain a significant feature of many rooflines in the Special Character Areas Overlay – Residential Isthmus A.

From around 1910 transitional villas demonstrate a shift in design approach, moving towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form. The development of the bungalow type around the turn of the 20th century in New Zealand was influenced by developments overseas, as a housing type that embodied principles of the Arts and Crafts movement. By the end of the First World War, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s.

Californian bungalows proliferated in Auckland after First World War, and are evident in parts of the area. Influenced by popular American housing trends of the time, the typical New Zealand "Californian Bungalow" features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan. By the 1930s, other styles such as Art Deco, Moderne and English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the special character area.

Materials and Construction - Built Fabric

Timber is the predominant material used for houses throughout the area, with most houses clad in weatherboards and decorated with timber detailing. Roof material is predominantly corrugated steel, but

examples of clay and concrete tile are also evident. There are also examples of Victorian and Edwardian villas, as well as houses in other styles from the early 20th century, constructed of brick or plastered brick.

15.1.7.2.5. Urban structure

Subdivision

The subdivision of residential lots occurred progressively over an extended period of time. There is a noticeable distinction between the patterns of the earliest subdivisions (1860s - 1880s) and ones developed after this date. All areas are subdivisions of the larger sections first surveyed in the 1840s. These larger sections were formed off the principal roads, which ran along main access routes formed in the 1840s, often following ridge lines. Examples of this are Great North, Parnell, Richmond, Ponsonby, and Jervois Roads. The residential subdivisions were generally formed by subdividing parts or all of these larger blocks of land. The earliest subdivisions tended to include smaller sections, on narrower streets, sometimes with less regular road patterns. The early subdivisions also tended to cover smaller areas of land. Later subdivisions tended to include larger sections, with wider streets, laid out on a more regular pattern, where the topography and existing road patterns permitted. Generally all road widths after 1880s were standardised. Lot sizes vary considerably throughout the area.

The earliest subdivisions, closest to the city, tend to have the smallest lot sizes, with some sections less than 300 square metres. A medium section size tended to be 300 to 450 square metres. In some of the later more generous subdivisions (such as Grey Lynn, subdivided as the Surrey Hills Estate from 1883 to 1886) section sizes were between 450 and 600 square metres. There are also examples of larger lot sizes, which tended to be formed on more valuable land where large houses were built, as evident for example on the slopes of Herne Bay, where sections sizes were originally 3000 to 4000 square metres. These were subsequently subdivided into smaller, but still generous, sites of up to 1800 square metres. In larger subdivisions the most efficient means of subdivision was to create sections with a ratio of three times the length to width, which allowed consistent section widths on all street frontages and led to regular street patterns. Within parts of the area some further subdivision of the original residential lots has occurred, where the original lot size (greater than 700 - 800 square metres) has permitted. Generally the subdivided section is at the rear with driveways formed from the road in the side yards, maintaining the ability to perceive the original subdivision pattern along the street. The pattern of subdivision and sequence has been determined by a number of factors including proximity to the central city area, the development of public transport and other services including reticulated water supply and sewer disposal. There is a clear correlation between the development of the spreading suburbs and the expansion of tram services. As the tram service reached further across the isthmus, residential development followed.

Road pattern

Throughout the area the road pattern is generally based on an orthogonal layout determined by the alignment of main roads, shape of the early large allotments and topography of a particular area. Secondary roads are commonly set out perpendicular to main roads, sometimes with interconnecting cross streets. Variations in the width of early city roads led to government intervention to achieve consistency. The 1875 Act to regulate the Plans of Towns set out requirements for the minimum width of roads, which as far as possible were to be laid off in straight lines and perpendicular to each other. Subdivision plans had to be prepared by an approved engineer or surveyor. Generally all road widths after 1880s were standardised to 100 links or 20.12 metres wide, with a carriage-way formed within. Some main roads are wider. In earlier subdivisions the road widths were typically 75 links (approximately 15 metres) and in some cases only 50 links (approximately 10 metres). In residential areas formed by early subdivisions between the 1860s and 1880s road widths are narrow, which typically allowed only for narrow footpaths, and no grass berms. Later suburbs laid out with standardised road widths incorporate grass berms and street trees.

Streetscape

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. There is variation throughout areas within the area. The earliest subdivisions with narrow streets did not allow for grass berms or street trees and hence the character is more urban, with houses often located close to the road boundary. Wider streets permitted grass berms to be formed. These vary in width depending on the carriageway and whether roadside car parking is provided. Some streets have no kerbside parking and generous berms, often in areas where there is little localised traffic. Busy roads with kerbside parking tend to have narrow grass berms or in some situations no grass berms. Where grass berms are evident, street trees may also be present and some roads within the

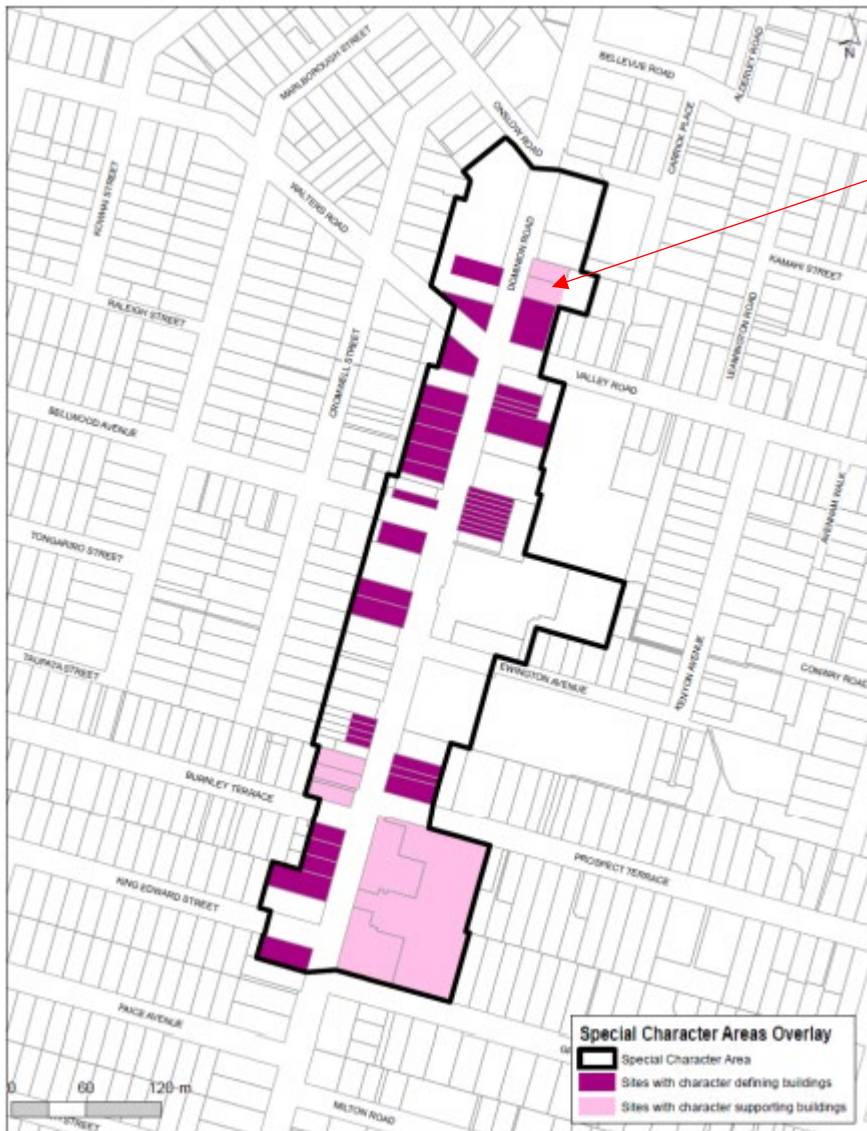
area includes avenues of mature street trees. Areas that were developed as a part of larger subdivision demonstrate consistency in terms of lot size, setback, spacing and rhythm of housing as well as the age and styles of housing, collectively contributing to an established streetscape character. Predominantly front yards, whether modest or larger, are separated from the street with low fences, walls or planting, allowing good visibility of the houses from the street. However, there are also some examples of higher fencing and or more dense planting. Properties on main roads often tend to have a higher degree of separation between the public and private realm.

Vegetation and landscape characteristics

Throughout the Special Character Areas Overlay – Residential: Isthmus A there is variety in terms of vegetation and landscape characteristics. The earliest subdivisions did not allow for grassed berms or street trees and houses were often set close to the road boundary with very small front gardens. Moderate and larger lot sizes provide for front yards in a range of depths, which often incorporate trees and shrubs. Grassed berms and street trees in many streets throughout the Special Character Areas Overlay – Residential: Isthmus A contribute to an impression of reasonably well-vegetated parts of the area.

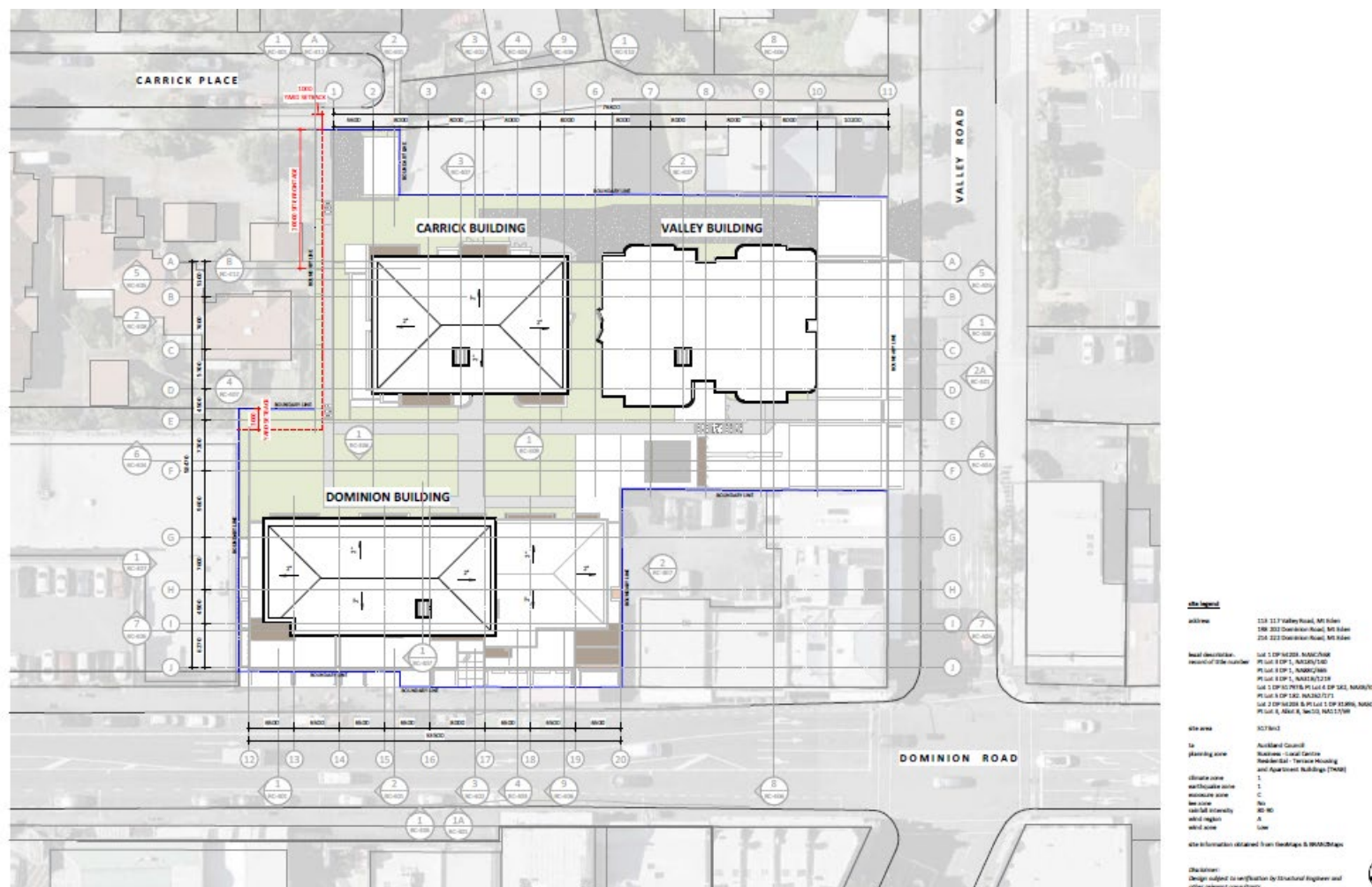
15.1.6.4. Special Character Areas Overlay – Business: Eden Valley

15.1.6.4.1. Extent of area Special Character Area Map (site location arrowed)



APPENDIX 2: ARCHITECTS PLANS AND ELEVATIONS

A full set is provided separately with the application.. Renders are included her for reference.



Plan Form



View from Dominion Road footpath looking towards western elevation

Dominion Road Frontage





View from Dominion Road / Valley Road intersection

Dominion Road / Valley Road Frontage



View from top of Dominion Road

Dominion Road Frontage



View of Valley Building entrance and storefronts

Valley Road Frontage



Valley Road Frontage



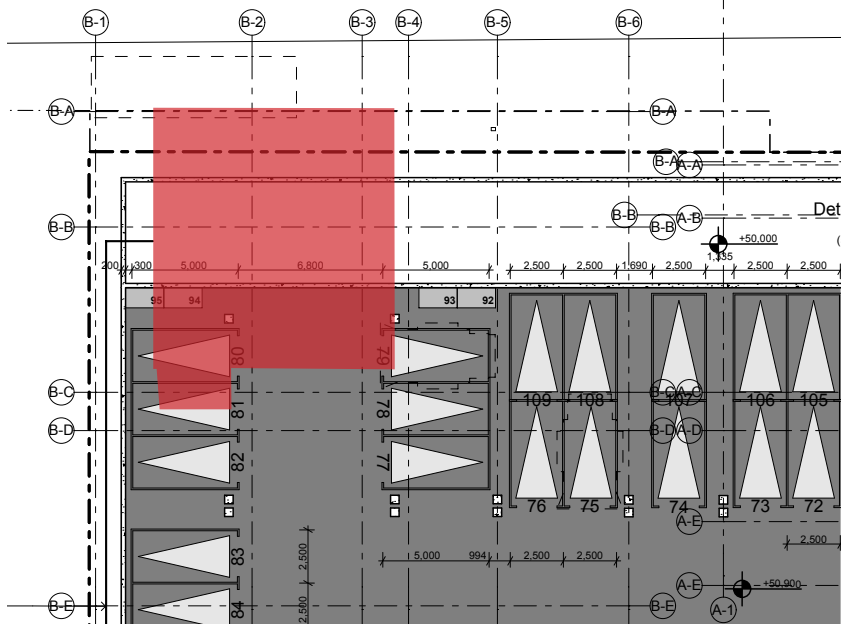
View from Carrick Place to Carrick Building

Carrick Road Frontage



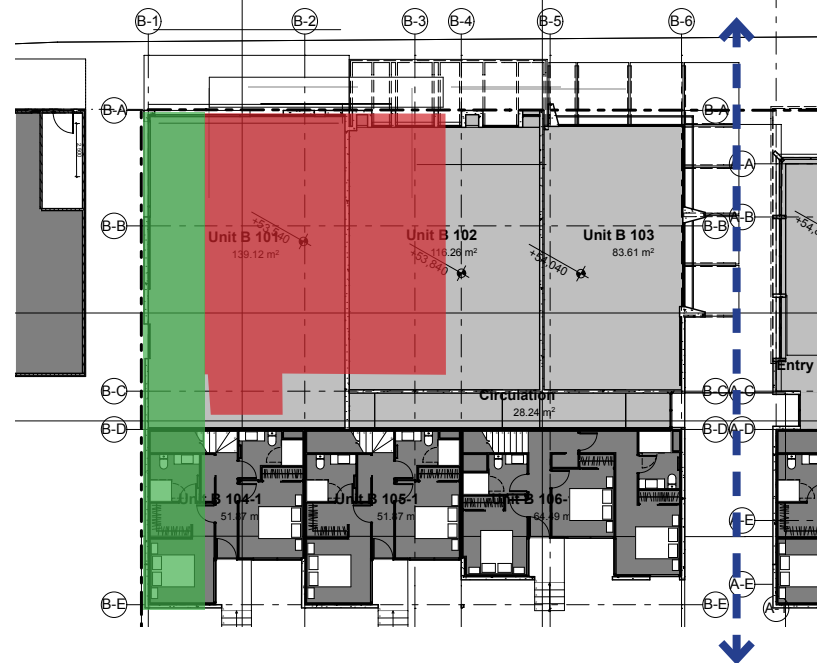
Birdseye view of Dominion Road and Valley Road Intersection

APPENDIX 3 FEASIBILITY STUDIES FOR REUSE of UNIVERSAL BUILDINGS (Isthmus 2017 Consent)



Basement Floor Plan

Foot print of universal building (in red) over current proposal.



Ground Floor Plan

Foot print of universal building (in red) over current proposal.
Green illustrates existing offset from boundary,



First Floor Plan

Foot print of universal building (in red) over current proposal.

ANALYSIS SUMMARY

We have undertaken a study of how we could re-use of the Universal Building.

Universal Building Re-use

The building itself could yield a single retail space and a single apartment on the first floor. However when compared to the rest of the proposal, the quality of both these spaces would be of a lower quality, namely:

- compromised outdoor space for the apartment,
- compromised ceiling heights for both retail and residential spaces to fit in under the current roof form.
- the likelihood that the existing windows would not be in an appropriate location to suit the functioning of the apartment, particularly in relation to floor levels
- this building will also require either a separate core and more complex solution to the existing circulation strategy.

Universal Building Location

In addition to the use of the building, a ancillary effect is the buildings location. It is currently sited about 3.5m off the site's southern boundary. This portion of land (shown in green on the above drawings) is effectively undevelopable due to the building location. The only effective way to use this land would be as a link into the site. The design has already established the primary connection point into the site. This

second entry point would undermine the effectiveness of our centrally located connection on our Dominion Rd boundary. (shown as a dashed blue line above)

The central entry is framed and activated on both sides with marker buildings and retail spaces, that utilise the energy of the street, to draw it deeper into the site. This central entry point also links logically into the internal site circulation strategy. The effect of a second southern entry dissipates the energy and focus of the primary connection. It is also minimally effective as single sided and south orientated.

Yield Loss and Renovation Costs

The combined effect of utilising the existing building form and losing the build-able area on southern side of universal building equates to a loss of 1 retail unit and 3-4 apartments, from the total development. There is also a premium to the project to renovate and upgrade an existing building and meet the required seismic standards.

Parking and Detention Tank

Keeping the Universal Building will also have a detrimental effect on our basement parking provisions and also on the storage capacity of the flood detention tanks that are required to sit under Universal Building site. (see the above Basement Floor Plan) We need to maintain the capacity of the detention tank, so that means we will lose 4 more

parks in addition to the 3 currently illustrated as being compromised by the footprint of the universal building.

Conclusion

For all the reasons above the design team decided that retaining the Universal Building as part of our development plan, was problematic on a number of fronts. Our preference is to remove the existing building and replace with a new building.

We acknowledge there are some minor streetscape effects, as eluded to in reports by Plan.Heritage and Clough and Associates. However these reports also note that proposed new building is of good design quality and similar street presence, enabling ,the new building to more than mitigate the loss of the Universal Building



Typical Section

Foot print of universal building (in red) over current proposal.