



Westwood Developments' proposed new building on 68 Main Street Greytown Resource Consent Application Comment

The Greytown Heritage Trust have provided comment on the Westwood Development's proposed new building at 68 Main Street, Greytown. In summary:

1. The Trust do not object to the demolition of this building as it has been significantly modified since the 1942 Wairarapa Earthquake, in doing so it lost most of its heritage character/value, and the building is earthquake prone.
2. We believe that this application should be **Publicly Notified**, as the activity will have adverse effects on the environment that are more than minor and there are special circumstances surrounding the project as the proposed building.
3. Historic heritage is required under section 6(f) of the Resource Management Act to be protected from inappropriate subdivision, use, and development – the proposal does not address this and does not consider the context it sits within.
4. We suggested that the applicant be requested to provide further information on several aspects.
5. The Trust does not object to an appropriately designed smaller sized two storied primarily retail building being constructed on the site.
6. The Trust strongly **opposes** Westwood's current application to build a three-storied primarily residential building on 68 Main Street due to its impact on the town's-built heritage on Main Street, the integrity of the Main Street Heritage Precinct and the risks to traffic and pedestrians due to the development. Our comments were based on the material received, which we would like to review again once additional material is received.
7. The Trust advised we would like to be considered an affected party to this application.

Our full 15-page submission can be made available on request.

27 May 2019

Westwood Developments' proposed new building on 68 Main Street Greytown, the Greytown Little Theatre site and its Resource Consent Application to the South Wairarapa District Council dated 20 September 2018

Greytown Heritage Trust's ("the Trust") comment on the heritage aspects of the above proposal:

1. **Greytown Little Theatre building 68 Main Street** – we do not object to the demolition of this building as it has been significantly modified since the 1942 Wairarapa Earthquake, in doing so it lost most of its heritage character/value, and the building is earthquake prone.
2. We note that the front façade in 1954 had a stepped parapet (Masterton Archives hold a number of photos which we do not have permission to reproduce), the photo below from Masterton Archives is from 1900. We note that both in 1900 and 1954 the building was the same scale as it is today, and fully symmetrical with a parapet and verandah. The windows and doors had a strong relationship with the symmetry and the verandah and other decoration.



3. The Trust strongly believes that this application should be **Publicly Notified**, as the activity will have adverse effects on the environment that are more than minor and there are special circumstances surrounding the project as the proposed building:
 - a. Is of huge community interest;
 - b. The original scheme, application presumably withdrawn, made the front page of the Wairarapa Times Age, garnering a huge amount of community interest;
 - c. Will fundamentally change the Greytown streetscape;
 - d. At three stories high, has one more storey than ANY other main street (and possibly) Greytown property;
 - e. Is incongruous, out of context and harmony with the surrounding buildings;
 - f. Fails to respect, maintain or enhance the character and amenity values of the heritage main street as it is of an inappropriate bulk, scale and density;
 - g. Is significantly out of character with the overarching Historic Heritage Precinct character;

- h. Fails to reference or respect the immediate context and nearby listed heritage properties;
- i. Fails to consider, avoid, remedy or mitigate the adverse effects of the building;
- j. Is predominantly to be used for residential purposes, and fails to meet the Commercial Zone objectives. Areas and percentages of the new building (excluding the carparking, lifts, lockups etc) demonstrate this:

Retail 1	83.4	sqm
<u>Retail 2</u>	<u>94.0</u>	
TOTAL	177.4	sqm Total Retail

Unit 1	131.0	sqm
Unit 2	137.0	
Unit 3	128.0	
Unit 4	136.0	
Unit 9	235.0	Presumably Unit 5
<u>Unit 10</u>	<u>239.0</u>	<u>Presumably Unit 6</u>
TOTAL	1,006.0	sqm Total Residential

TOTAL AREA 1,183.40 sqm.

The total % retail at 15%, % residential 85% (excluding the carparking, lifts, lockups etc).

The underlying zoning for this property is Commercial and not residential. This proposal is not compatible with the historic attributes and qualities of the Historic Heritage Precinct;

- k. Detracts from Greytown being a destination of historic interest and aesthetic appeal due to the proposals bulk, scale and design;
- l. Will result in increased traffic and vehicles crossing the footpath;
- m. Is of such a nature, size and scale that the Trust must strongly disagree with the conclusion of paragraph 5.1 of the application which says, "*it is considered the size of the building would not be sufficiently "special" to warrant public notification under Step 4*" (of section 95A ((9) of the Resource Management Act 1991);

- n. Is not a hotel or hostel. It is not for short term accommodation rental complex. It is a very large scale residential proposal where multi apartments are to be built and presumably sold into private ownership. The proposed building is not a commercial development - it is viewed objectively a residential one. Therefore, it cannot be argued that the proposal meets all the development standards for the commercial zone;
 - o. As it is proposed, three stories and the 85% residential use, constitute special circumstances and do warrant the application being publicly notified.
4. Historic heritage is required under section 6(f) of the Resource Management Act to be protected from inappropriate subdivision, use, and development. The proposal is inappropriate and does not protect the historic heritage of the precinct and wider area.
5. The applicant should be requested to provide further information:
- a. Clarification of inconsistencies at the driveway (e.g. two-way traffic at the ROW; clarification of the south driveway width the driveway at the street is 3.025m, this would appear to narrow at the walls at the boundary to 2.654. These are inconsistent with the 4.760 dimension (the building appears parallel to the boundary);
 - b. Further analysis of site traffic safety – particularly at the junction with SH 2 and the footpath, this should include comment from Transit and comment on the proximity of the pedestrian crossing;
 - c. Comment on how the common wall between Wakefield Antiques and the site is dealt with (this is not shown on the drawings);
 - d. Additional drawings requested:
 - i. Roof plan, to also indicate stormwater disposal, showing all roof penetrations, arials and plant and the like (we have concerns these may impact the already too narrow driveway);
 - ii. Sections through the building, which are extended to show the outlines of adjoining properties/street, at each change in plane. These need to indicate the actual ground levels (the site is not totally flat as indicated), and floor to floor and floor to ceiling heights;
 - iii. Axonometric/3D drawing to show how the parapet works at the front of the building, it appears that the upper portion is not at street face;
 - iv. The photo referred to in the last paragraph on page 6 of the Tomlinson & Carruthers report is missing;
 - v. Elevations which show adjoining properties building outlines for each elevation and the slope of the street. Elevations neglect to show the Wakefield Antiques structures which runs to their boundary.



- vi. Elevations with trim, weatherboards, posts, etc all shown at the correct size;
- vii. Details on the suite of aluminium joinery to be used;
- viii. Diagrams showing how the loading bay works and how cars manoeuvre in the parking area (particularly parks 6, 7 and 13);
- e. The Kernohan report appears to only fully assess the view from in front of the building, the buildings bulk is such that all faces should be addressed (they are all likely to be able to be seen from Main Street). 3D images, which show the surrounding properties/buildings would be useful.
- f. Sunlight and shading effects. There are residential backyards both to the north and south, as well as shading to the footpath, street and across the road.



- g. Analysis of how the driveway works for the servicing (e.g. gas bottles, deliveries, maintenance, etc) of the building (concerns around width, height, items such as downpipes). How the loading bay is accessed; how the two-way ROW works safely (including pedestrians use the ROW to get to the Store on Lot 2 DP 52787);
- h. Assessment of the foundations required, and risks associated with these, particularly at the Wakefield Antiques boundary and any vibration.
- i. Assessment of how the building will be built and maintained (with it being built on the boundary with Lot 1 DP 81599).
- j. Indication of how the proposal maintains the Right of Way for Lot 2 DP 52787, with regard to the first-floor balcony protrusions;
- k. An Archaeological Authority;
- l. Describe what is being proposed regarding a plaque for the building as proposed in the Architecture Diagnostics report;

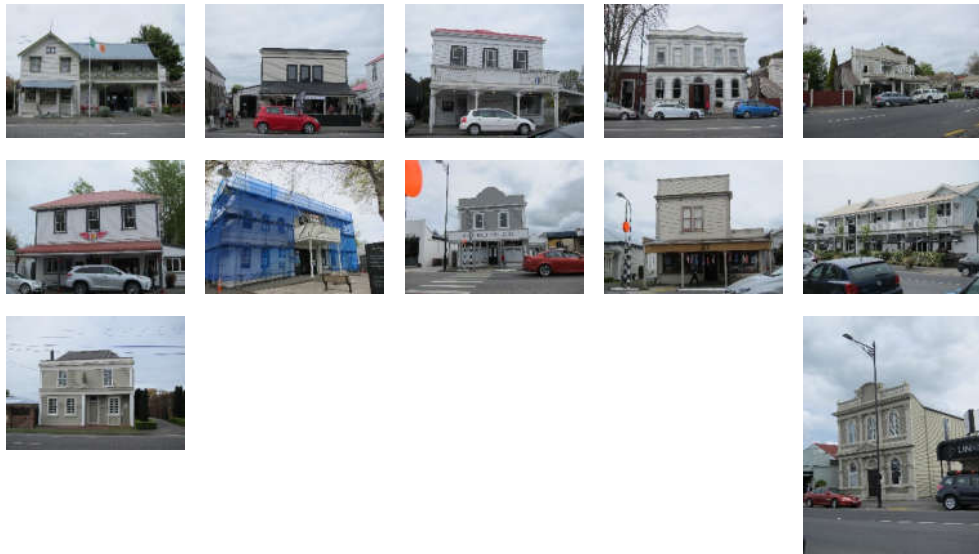
- m. Provide evidence of consultation with Tangata Whenua.
6. The Trust does not object to an appropriately designed smaller sized two storied primarily retail building being constructed on the site.
7. The Trust strongly **opposes** Westwood's current application to build a three-storied primarily residential building on 68 Main Street due to its impact on the town's built heritage on Main Street, the integrity of the Main Street Heritage Precinct and the risks to traffic and pedestrians due to the development. Our comments are based on the material received, which we would like to review again once additional material is received. Our objections primarily arise from:
- a. the proposal is 85% residential, where the underlying zoning for this property is Commercial, this is not compatible with the historic attributes and qualities of the Historic Heritage Precinct and will fundamentally change the Greytown streetscape. Existing Main Street buildings with residential above are limited to one dwelling unit;
 - b. at 85% residential the proposal does not meet the criteria for the Commercial zone;
 - c. at three stories high, the proposed building a storey higher than ANY other main street (and possibly) Greytown property and possibly the tallest building in Greytown – it would certainly be the bulkiest;
 - d. the proposal is out of context and harmony with the surrounding buildings;
 - e. the proposal fails to respect, maintain or enhance the character and amenity values of the heritage main street as it is of an inappropriate bulk, scale and density;
 - f. the proposed development is totally out of character with the overarching Historic Heritage Precinct character
 - g. the front elevation treatment is inconsistent with two storey buildings in Greytown:
 - i. with the base of the building being primarily glass the upper levels appear top heavy; Greytown buildings have a consistency between upper and lower levels;
 - ii. verandah posts do not relate to the window articulation either at ground level or upper levels; Greytown buildings generally have doors centred on verandah posts and a rhythm created with these elements and the windows;
 - iii. the entry to the apartments is recessed what appears to be over 4m from the front elevation; this is inconsistent with main entries to other Greytown buildings and provides a place for loitering and rubbish to collect;

- iv. all windows under verandahs do not retain the tall thin design with architraves and do not relate to lower levels; this does not align with the Design Guide;
- v. the tall thin windows with architraves at the south end of the upper levels appear shorter than the windows under the verandahs and do not relate to the lower levels of the building; this is out of character with Greytown buildings;
- vi. there is a large void above the tall thin windows at the south end of the upper levels, Greytown buildings typically have a moulding at this location;
- vii. the first floor verandahs appear to be over the front boundary (refer plans), the treatment around the verandah is not in keeping with Greytown;
- viii. the balustrade, fretwork and verandah posts do not appear to have any design harmony with the character with Greytown verandahs;
- ix. there is no treatment to the base of the verandah posts (typically they would have a skirt);
- x. there are no corner boards or treatment at the base of the south driveway;
- xi. given the number of traffic movements anticipated a gate would be expected to slow vehicles down;
- xii. the design of the signage and framing to it is not indicated;
- xiii. the James Hardie Stria 300mm cladding does not appear to come in a 300mm module, the James Hardie website notes that it is 405mm wide. It is not clear how the cladding module relates to the floor heights and the window modules (which is traditionally done), the lines on the elevations appear to be at 200mm as do the window architraves (which are noted as 80mm). The Stria is not an appropriate cladding, the James Hardie website notes that it "offers the appeal of solid masonry". There are no masonry double storey buildings in Greytown;
- xiv. balustrade materials are not noted. Sizes of the fretwork, balustrade etc should be shown;
- xv. fails to show the full Wakefield Antiques Elevation (the setback portion and boundary wall are not shown which appears to be a shared wall);



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xvi. two storey commercial buildings on Main St are shown below:



- h. Elevation B is inconsistent with any building in the commercial zone in Greytown:
- i. the three storey precast concrete panels are totally at odds with the Design Guide and anything else in Greytown, as shown they totally lack any articulation. Due to the bulk of the building these will be visible from Main St and are not acceptable;
 - ii. James Hardie Stria – refer comments earlier;
 - iii. windows on this elevation lack architraves as for the front elevation giving an inconsistent look; Greytown buildings continue architraves across all elevations – particularly where these are visible;
 - iv. there are no corner boards or treatment building edges which is typical in Greytown buildings;
 - v. the horizontal windows (even some with the vertical mullions) are out of keeping with the rest of the building and with the Design Guide. There appears to be no reason why these could not be vertical windows of the proportion of other vertical windows (with architraves) on the Front Elevation;
 - vi. the first floor verandahs appear to be over the front boundary (refer plans), the treatment around the verandah is not in keeping with Greytown heritage;
 - vii. the verandah lacks any end treatment which is inconsistent with other verandahs;

- viii. typically, retailers ask for signage at verandah ends otherwise the retail spaces are not visible to those on the footpath (or travelling north south); if this is anticipated then it should be added to the application;
 - ix. the parapets appear to be from precast concrete – this would be an unusual treatment and is inconsistent with the front elevation;
 - x. the first-floor protrusion at the rear of the building appears to be intruding into the ROW.
- i. Elevation C is inconsistent with any building in the commercial zone in Greytown and does not appear to adhere to the Design Guidelines:
- i. the windows lack consistency with the front of the building and the proportions are square and squat or horizontal. They lack architraves;
 - ii. James Hardie Stria – refer comments earlier;
 - iii. there are no corner boards or treatment building edges, at the drive through or around the garage door which is typical in Greytown buildings;
 - iv. the first-floor protrusion at the side of the building appears to be intruding into the ROW;
 - v. balustrade materials are not noted. Sizes of the fretwork, balustrade etc should be shown;
 - vi. the treatment around First Floor verandah which is very squat and horizontal is not in keeping with Greytown heritage;
 - vii. the presumably glass balustrade at the First Floor verandah is out of keeping with Greytown Heritage (and the Front Elevation)
 - viii. the three levels do not appear to relate to each other; Greytown buildings have a harmony between upper and lower levels as well as axes of symmetry and balance.
- j. Elevation D will be visible and is not in character with other Greytown buildings.
- i. it is not clear that the parapet relates to the front elevation – it would be useful to have an isometric drawing to explain how this works (and or a roof plan);
 - ii. the windows lack consistency with the front of the building and the proportions are square and squat or horizontal. They lack architraves. These will be visible and should be consistent with other window proportions in Greytown;
 - iii. the treatment around the verandah at Main Street is not in keeping with Greytown heritage and appears to sit over the building boundary;
 - iv. James Hardie Stria – refer comments earlier;

- v. the retail windows at street level are not of proportions seen in Greytown (they should be tall and narrow);
- vi. balustrade materials are not noted. Sizes of the fretwork, balustrade etc should be shown;
- vii. the verandah lacks any end treatment which is inconsistent with other verandahs;
- viii. typically, retailers ask for signage at verandah ends otherwise the building is not visible to those on the footpath (or travelling north south); if this is anticipated then it should be added to the application;
- ix. the elevation lacks any cohesion from bottom to top.
- k. the loading bay does not appear meet the requirements for both width and height; it is not clear whether trucks can manoeuvre into this space (given the ROW is two way);
- l. there does not appear to be adequate visibility at either the two-way ROW or the exit from the site to SH 2. This is even more concerning with the proximity of the pedestrian crossing to the exit from the site. This is particularly worrying, particularly for pedestrians using Lot 2 DP 52787;
- m. passing on ROW; coming from the south on Main St vehicles are unable to be seen; it is unlikely that a vehicle which has come down the ROW would reverse back up, meaning vehicles would be forced to back onto SH2. This is not the same as the analogy given in the Barclay Traffic Planning report as one-way bridges have abundant signage and good visibility. Refer to photos below – the massive increase in vehicle numbers is a major concern.



- n. vehicles loading and unloading (residences; deliveries to retail) on SH 2 is not acceptable. The verandah posts are shown right at the edge of the footpath and taking into consideration road camber, damage is likely to be done to the building. With large vehicles on the road the access/exit from the site is even more obscured;
- o. the exit width, when the dimensions of the walls on the south boundary are included, appears to be $5.42 - 2.766 = 2.654$, given there are tall walls

either side and the number of units served, this appears to be far too narrow (we would have expected a minimum of 3.7m + 300 + 300 for the walls either side i.e. 4.3m wide);

- p. the traffic generated (as reported in the Barclay Traffic Planning report) is a substantial increase in the number of vehicles crossing the footpath and presents a hazard particularly to pedestrians. In addition to the injury crashes for Main St, the pedestrian crossing is notorious, locally, for vehicles not stopping, and nose to tail incidents. The proximity of the exit and the increased traffic count present an unacceptable risk to the community;
- q. visibility for vehicles crossing the footpath (and for pedestrians using the footpath) is a major concern. With the building going right to the footpath and the massive increase in the number of vehicles using the driveway the risks for accidents have not been mitigated in anyway. The poor visibility from the exit of pedestrians and traffic on SH 2 is illustrated in the photo below. Note that the existing driveway (from where this is taken) is considerably wider – in reality the red car entering the image is unlikely to be seen.



- r. it is not clear how falls across the site are dealt with – the site is shown as flat and it is not;
- s. there is no roof plan and roof materials and colours are not shown;
- t. the proposal fails to reference or respect the immediate context and nearby listed heritage items which have Historical, Cultural/Spiritual, Architectural/Artistic, Group/Setting, Landmark, Archaeological, and Technological/Craftmanship values:
 - i. Hs042 Methodist Church, Car Main Street & Jellicoe Street;
 - ii. Hs055 Old Gallagher; 55 Main Street;
 - iii. Hs100 Former Pharmacy (Wakefield Antiques – adjoining building), 72 Main St;
 - iv. Hs052 Bank of NZ, (Emporos), 75 Main Street (BNZ Historic Place Category 2);
 - v. Hs137 Greytown Butcher, 67 Main Street;

- vi. Hs054 Permanent Investment Building Society (Saunders shoes), 80 Main St;
 - vii. Ts003 Tilia x europaea (2) - 75 Main Street;
- u. in addition to these buildings noted the Trust have heritage signs on the following buildings in close proximity (where the proposed building will be visible from): (refer to comments in f. above)
- i. Sacred Heart Catholic Church, 60 Main St;
 - ii. St. Andrew's Church, Cnr Main Street & Jellicoe Street;
 - iii. Greytown Butcher, 67 Main Street;
 - iv. The Former Forester's Hall, 79 Main Street;
 - v. Former St Andrew's Church Fordell, 75 Main Street;
 - vi. Former Borough Council Chambers, 110 Main Street;
 - vii. Gallagher House, 56 Main Street;
 - viii. Kouka Cottage, 113 Main Street;
 - ix. Bank of NZ, (Emporos), 75 Main Street;
 - x. Former Masonic Lodge, 115-117 Main St;
 - xi. Greytown's First School House, 59 Main Street;
 - xii. The Greytown Hotel; 33 Man Street;
 - xiii. Turkey Red, Former British Volunteer Hotel, 53 Main Street;
 - xiv. Beard Building, 126 Main Street;
- v. the proposal fails to avoid, remedy or mitigate the adverse effects of the building;
- w. detracts from Greytown being a destination of historic interest and aesthetic appeal, this will have an impact on ALL retailers/businesses within the Historic Heritage Precinct and will impact on businesses (such as home stays, pubs, accommodation) which are within the Residential Character area and those outside the Historic Heritage Precinct as it fundamentally changes the character of Greytown as a heritage destination.
- x. the bulk/size of the building and its height – totally out of scale, context and proportion to all other buildings in Greytown's Heritage Precinct. If consent is granted it would set a destructive precedent by way of encouraging inappropriate future applications by adversely impacting on our built Main Street heritage landscape – visually and “culturally.” This has already been started with the new building component of the Hub Development (by the same developer) which had a non-notified Resource Consent. We (and others) consider that we were not consulted in a proper manner and strongly objected to that proposal.

- y. will result in shading and loss of sunlight to the street and surrounding properties.
- z. Westwood's application is primarily a large scale residential development not a retail one. 68 Main Street is sited in the retail centre/cluster of Main Street. There are a few apartments only in the vicinity, these are single apartments located on the top stories of two storied retail buildings.
- aa. The designer, Daniel Casas, is not an architect as described in the Tomlinson and Carruthers Surveyors application document. It is illegal to call him one. We note Daniel Casas is a Licensed Building Practitioner (LBP) ²¹. From the Casas Design website, this building appears to outside of the type of buildings they are experienced in designing.
- bb. We note that in David Kernohan's letter dated 13 September 2018 that in his original assessment he had misunderstood that the application needed to be considered as Discretionary (he had thought it was permitted) – this has clearly put him in an awkward position with regard to his original letter.
- cc. The Trust have carefully considered David Kernohan's comment on the streetscape effects of "*his proposed apartment building development*" [we note Kernohan describes this as an apartment building development].
 - i. The Trust notes Kernohan's statement on page 1 of his comment "*There appears to be no relevant rules in the District Plan about the bulk of buildings or placement of roof lines or daylighting planes. I am a little surprised by this as the proposed building is bulky.*" Kernohan also notes on page 2 that "*Decoration is minimal. It is arguably a polite addition to the street.*" This is hardly a ringing endorsement of the design quality of the proposal, especially its towering façade over Main Street. Elevations other than the street elevation are not addressed.
 - ii. Where we most strongly but respectfully disagree with David Kernohan is his conclusion at the bottom of his page 3 "*Crucially, in my opinion, the form and scale of the proposed building and its constituent parts pay respect to the streetscape of the historic heritage precinct.*"
 - iii. The Trust disagrees with Kernohan's comment that '*good effort has been made to articulate the façade and reduce the scale of the building and align it more with the scale of the adjoining buildings*'. The proposed building DOES NOT sit sympathetically with the site's general curtilage and fails to relate to the other buildings in the precinct.
 - iv. The Trust strongly disagrees with Kernohan's comment that '*it recognises its older neighbours by articulating its facades to the form, scale and detail of its neighbours and the use of materials and colours that are familiar*'.

¹ Daniel Casas, LBP BP107212, first registered 17 Jun 2011

- v. The Trust strongly disagrees that *'the building as proposed attempts to be of a scale and detail in tune with the architectural rhythms of the street and is sympathetic to the streets sense of place'*. The proposal is not at a scale or reflecting detail of the architectural rhythms of the street – it certainly is NOT sympathetic to the street's sense of place. It is difficult to find any rhythm with this building.
- vi. The Trust would like to be considered an affected party to this application.

8. Wellington Regional Policy Statements

- a. The proposal does not address the foundation system of the proposal, this may be at odds with Policy 15: Minimising the effects of earthworks and vegetation disturbance.
- b. It is the Trust's view that Objective 15 (and Policies 22 and 46) Historic heritage is identified and protected from inappropriate modification, use and development, of the Wellington Regional Council Regional Policy Statement for the Wellington Region is not met.

9. The proposal fails to meet several objectives of the Wairarapa Combined District Plan:

- a. Objective GAV1 – General Amenity Values. It fails to maintain or enhance the general amenity values of Greytown.
- b. Objective HH1 – Historic Heritage Values. The proposal fails to identify, avoid, or mitigate adverse effects on the holistic heritage, heritage buildings and fabric of Greytown.
- c. Objective Com1 – Character and Amenity Values. The proposal destroys that which is fundamental to Greytown's character by inserting a building which is bulky, of an inappropriate scale and uses inappropriate materials.
- d. Objective Com3 – Interzone Management. The bulk and height of the development are such that there are visual adverse effects on the adjoining residential zone.
- e. Objective Com6 – South Wairarapa Town Centres. The proposal detracts from and fails to maintain the special characteristics and historic heritage values of the Greytown Town Centre. The longer term impact, of an intervention of this nature, will be on the permanent loss of the special qualities that bring people to Greytown and the subsequent impact on surrounding businesses.

Greytown Heritage Trust

October 2018

