

15 December 2016

Mr John P Evans



Dear Mr Evans

**Official Information Request**

I refer to your request for information dated 21 November 2016 for information relating to LUC 2015-280, 115 Cumberland Street, Dunedin.

Your request has been considered under the Official Information and Meetings Act (1987) and a list of the information provided is as follows:

- 1) The letter of decision for LUC 2015-280 was emailed to you on Tuesday, 13 December 2016.
- 2) Memorandum from Policy Planner (Heritage)/Urban Design Team Leader.
- 3) Memorandum from Consents & Compliance Officer, Water and Waste Services.
- 4) Written approval from NZTA.
- 5) Memorandum from Transportation Planner/Engineer.
- 6) Email regarding Section 37 extension.
- 7) Email regarding colours for 123 Vogel Street/115 Cumberland Street.
- 8) Emails regarding signage 1 February 2016 and 4 May 2016.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz) or Freephone 0800 802 602.

If you wish to discuss this decision with us, please feel free to contact me.

Yours faithfully



Wendy Collard  
Governance Support Officer

# Memorandum

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**TO:** Amy Young, Planner

**FROM:** Glen Hazelton, Policy Planner (Heritage)/Urban Design Team Leader

**DATE:** 10 June 2015

**SUBJECT** LUC-2015-280

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Hi Amy

Thanks for the opportunity to comment on this consent. The consent application relates to the comprehensive re-use of the building at 123 Vogel Street (115 Cumberland Street). I have commented below on the exterior alterations to the building from the perspective of its location in a heritage precinct, but also provided some additional commentary related to the building's re-use, the activities proposed and its alignment with the Warehouse Precinct Revitalisation Plan and the 2GP. I have tried to restrict my comments to a townscape perspective, but

- (i) *The profile of the building or structure as viewed from public places.*  
The overall profile of the building will not change as a result of the alterations. There are no changes or additions that significantly affect the building's profile. The roofline is remaining in the original profile, though changes are being made to the materials.
- (ii) *The main determinants of the style and character of the building.*  
The building is a large scale former warehouse and store. It has a robust character and has been simplified from its earlier Victorian form, with the removal of some architectural detailing. The proposed are respectful of this earlier character. From a townscape perspective, the changes will not erode this original character.

The main external changes proposed assessed here are:

- installation of an additional row of windows on the second floor of the southern end of the building
- increasing the height of the second floor windows at the northern end of the building
- removal of 2 days of solid masonry and replacement with glass for a new entrance way
- replacement of a number of timber doors with glass doors (though the timber may be retained in situ/on site)
- installation of garage doors on the eastern façade of the southern end of the building

In terms of the installation of the additional row of windows, these do not undermine or erode the main determinants of the style and character of the building. They repeat the alignment of the windows below and the proposed finishing attempts to integrate them within existing architectural features. Their scale defers to the existing historic features.

In terms of the increase in size of the second floor windows, I note that four options are presented. From a precinct perspective I think that option one is my preference, given that it presents the least amount of change and introduces as few new elements to the window as possible. While from a heritage view, the extension may not be entirely consistent, the change will not be particularly

obvious from a precinct perspective – given they retain the alignment and most of the original fenestration, altering only the bottom extent. So long as they are well-finished I do not think there will be an impact on the style and character of the building from a precinct perspective. The justification for the change is clear in terms of increasing the re-use potential of the building.

Please correct me if option one is not the one that has been chosen.

In terms of the new entrance way, this is likely the most obvious change to the building from a precinct perspective, as it introduces a large area of new glazing in a building that does not currently have large amounts of glazing – this is a less consistent change with that of the warehouse/storehouse style or character of the building.

Despite this, I can see positive effects for the proposed change, not solely in terms of the functioning of the building. From a precinct perspective, the new glass entrance offers a glimpse inside the building and the opportunity to see further elements that define the character of the building internally. In effect, it turns an inwardly looking building out to the street. The positive effects of such a change can be seen on the neighbouring ADInstruments building where the glass entrance way allows views of the scale and expanse of the building and the robust timber beams and joists. The proposed change here will offer the same potential of allowing people a glimpse inside the building. The other positive effects of the glazed entrances are that they improve passive observation and safety on the street (important on a long façade with few existing entrances) and improve the building's interaction with the street, making it more inviting – particularly in a relatively dark area of the street (confined as it is by the large blank façade of the rear of Sammys). The increased glazing will give the building a better human scale and interface with the street, somewhere that is becoming a more people-focused area.

In terms of the replacement of doors and windows, I have no issues with these changes. I have been assured that the timber doors will remain on site, either re-used in-situ, in close proximity, or within the building. These all use existing fenestration and do not have negative effects from a precinct perspective.

The installation of garage doors on the eastern façade. I cannot see what material these are made of. I expect they are aluminium roller doors. It would be great if they were timber, which is more consistent with the precinct. However, given these are located on the eastern edge of the precinct and not visible from within the precinct proper, I am less concerned than if they were on the Vogel Street façade.

(iii) *The scale of the original building and the extent to which any changes are visually dominant.*

The changes are not visually dominant. The most visual change to the building is that of the glazed entrance. While it is of large scale and highly visible, I would not assess it as being visually dominant, in a negative sense. The mass of the building viewed from within the precinct guards against this entry dominating the remainder of the façade. The other changes I do not assess as being visually dominant from the perspective of the precinct.

(iv) *The design and appearance of the building, including cladding materials, openings and colour.*

As discussed above, the changes retain much of the original design and appearance of the building. There is no change to cladding materials and most openings remain the same (with only the extension of the third floor windows and the new entrance being the exceptions to this).

The choice of an earthy colour is positive. This will contribute a warming effect over the relatively cold blue of the building at the moment and complement the adjacent brick work.

- (v) *The townscape and heritage significance of the buildings (and in the case of buildings and structures registered by the New Zealand Historic Places Trust, the reasons for the registration).*

The building is not scheduled. The townscape significance of the building will be enhanced by the alterations and additional use it enables.

- (vi) *The relationship of the building to the setting.*

The relationship of the building will change markedly for the positive. The new glass atrium space will increase interaction between those in the building and those outside, reaching to the street and inviting more use into the building. The building will also turn from predominantly facing the eastern direction and the one-way system, it will now shift its focus to Vogel Street and the heritage precinct proper.

- (vii) *The importance attributed to the heritage resource by the wider community.*

I believe most people will be highly supportive of the restoration of this building and the subsequent re-use it enables. Currently the building probably does not have a high regard amongst the community, given its heritage value is not as clear as many of the surrounding values and its use as a large format retail building overrides its remaining character. Having this character enhanced through these changes should be positively received by the public.

- (viii) *The values of any precinct in which the building or structure is or may be located. (Refer to Subsection 13.5 (Townscape Precincts) and Subsection 13.6 (Heritage Precincts), within this section.)*

The building is located within the Vogel Street Heritage Precinct. The proposed works appear mostly consistent with the precinct guidelines. The one value that may be contravened is "Signs are not suspended from facades but are rather painted on buildings, but do not dominate them", given the installation of a number of additional signs.

The signs are the one part of the application I am less comfortable about. They are not consistent with the character of the precinct, though I acknowledge that, in a historic sense, large signs have been in the past painted on buildings.

I assume that the vertical banner style signs have been chosen to avoid trying to place a large amount of signage for the additional tenants in the building across other architectural features. However, I have concerns about the impacts on the character of the building and the precinct – particularly along the Jetty Street and Vogel Street façades of the building where the greatest impacts on the architectural values of the building and on the precinct will occur.

My first suggestion would be to delete the two vertical banners on the Jetty Street façade. I would be more comfortable with two additional banners on the Cumberland Street façade to replace these, if necessary. Jetty Street is already highly constrained in terms of the clearance of the building from the bridge and I do not think the signs will really achieve anything positive on that façade other than introducing unnecessary clutter. In terms of the messaging of the signs, I am not convinced that they will be easily viewed for readers of the signs from vehicles anyway. Signs directed at pedestrians need not be so large. I am comfortable with the signs on the corners of the building, though restricting the bulk of these by having the letters cut, rather than a solid light box, would be positive.

On the Vogel Street of course, it would be preferable not to have the vertical banners whatsoever, to retain the architectural integrity of this impressive façade and the uninterrupted view of the expanse of the façade for pedestrians as they approach the building. Reducing the number of banners or the scale of the banners could also be an alternative option along this façade, though I would

prefer all other alternatives to be explored first. While I am comfortable with them on the Cumberland Street side where they relate to a more vehicle oriented view, Vogel Street has a more pedestrian scale and I do not see them as being consistent with the pedestrian focus. I feel the scale of these banners is more oriented towards being viewed from passing vehicles at relatively high speed, rather than a pedestrian or low speed environment. Here, smaller signs alongside the entrance could achieve the same intention of orienting pedestrians and visitors to the tenants in the building. The fact that the building has a name – the granary – should also help orient people to businesses they need to visit, without the need for such large signage along this façade.

Overall I would encourage a reduction in the size and amount of the vertical banners if possible. I feel that to do such an amazing job of the restoration and re-use of the building, to install features like the entrance way with a high quality finish, and then to clutter the façade with signs will undermine the quality of the entire building and cheapen the look of the building. I'd encourage some more thought in this area.

- (ix) *The conservation principles contained within the ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value.*

The changes proposed here are likely of a more interventionist nature than the Charter would normally encourage. However, there has been an effort made to reduce the impact of the changes on the character of the building and the positive outcomes for the re-use of the building should be balanced against these conservation principles.

- (x) *Where items are located within the Harbourside Zone, the relevant assessment matters listed within 26.9 including the extent to which the proposal is consistent with the Harbourside Design Code in Appendix 26.2. [Inserted by Plan Change 7, 29/05/2012]*

NA

Overall, I am satisfied that the changes proposed do not negatively impact the heritage values of the building and the change in use will undoubtedly result in a positive outcome for the building's longevity. While the building has been in use it has been under-utilised for a number of years. This project will see that change, bringing larger numbers of people into the building and turning its attention to the revitalising Vogel Street Precinct. The changes mostly refocus the building toward Vogel Street entrance, which is positive for the heritage precinct.

In terms of the uses proposed and the alignment with other Council documents, the proposed uses are consistent with the 2gp activities proposed for the Warehouse Precinct, where offices will be permitted and commercial activities will be also permitted in heritage listed buildings only (the owner has already indicated their agreement to listing the building in the 2gp). Hence, these activities will be permitted in future and the focus on the re-use of the building is consistent with the intent of the 2GP.

The proposed works and activities are also consistent with the Warehouse Precinct Revitalisation Plan. This plan seeks to create a vibrant mixed use environment in the area. The mix of activities in the building will assist in bringing more people into the area, without the relocation of retail, which is always a more sensitive issue due to fears of erosion of the retail core. The works to redirect the main entrance of the building to the Vogel Street side, within the heart of the Warehouse Precinct is positive, demonstrating the owner's intent to align with the Warehouse Precinct Revitalisation Plan. This can also be evidenced in the changing of the building's address to 123 Vogel Street.

Overall, I believe this project will have a positive influence in both the existing Vogel Street Heritage Precinct and the Warehouse Precinct revitalisation more general, laying the foundation for the building's long term survival and increased, more economically viable use. It will facilitate the earthquake strengthening of the building, which would be unlikely to be achieved under the existing type of use. Given the building is on one of the few sites that

could potentially accommodate a LSR activity, allowing a range of alternative uses will reduce the risk of this significant heritage building being demolished and redeveloped. The owner has clearly tailored the project to complement the works being undertaken by the Council and other private sector investors in the area, encapsulated within the community-developed Warehouse Precinct Revitalisation Plan

If you have any further questions, please don't hesitate to contact me.

Best regards

Glen Hazelton

**Policy Planner (Heritage)/ Urban Design Team Leader**

**TO:** City Planning

**FROM:** Consents & Compliance Officer, Water and Waste Services

**DATE:** 10 July 2015

**115 CUMBERLAND STREET**

**SUBJECT:** **LUC-2015-280** **DUNEDIN**

**COMBINED DRAINAGE & WATER AND WASTE SERVICES COMMENTS**

### **Proposed Activity**

Landuse consent is sought from Council to renovate an existing building, creating separate commercial office tenancies and to retain a smaller retail space at 115 Cumberland St, Dunedin. The site is within the Large Scale Retail zone.

### **Existing Services**

A review of the Council's GIS records shows:

- A 150mm diameter water supply in Cumberland Street
- A 1500mm diameter wastewater pipe in Cumberland Street
- A 225mm stormwater pipe in Jetty Street

A review of the rates database shows a current water meter (0037589084) in front of Carpet Court against the building.

Council records show that the existing water connection does not have a boundary backflow prevention device installed.

### **Firefighting Requirements**

All aspects relating to the availability of water for firefighting should be in accordance with SNZ PAS 4509:2008, being the Fire Service Code of Practice for Fire Fighting Water Supplies.

There is a Fire Hydrant (WFH02739 & WFH02741) 6 metres and 36 metres from the development entrance. Based on SNZ PAS 4509:2008 a W3 (25l/s) zone requires a Fire Hydrant within 135 m and a second within 270 m. These Fire Hydrants requirements are compliant for the development.

### **Private Drainage**

Any private drainage matters will be dealt with at the time of building consent.

### **Advice Notes**

#### **Code of Subdivision**

- Parts 4, 5 and 6 (Stormwater Drainage, Wastewater and Water Supply) of the Dunedin Code of Subdivision and Development 2010 must be complied with.

#### **Fire-fighting Requirements**

- All aspects relating to the availability of the water for fire-fighting should be in accordance with SNZ PAS 4509:2008, being the Fire Service Code of Practice for Fire Fighting Water Supplies, unless otherwise approved by the New Zealand Fire Service.

- **Backflow Requirements**

Council records show that the existing water connection does not have a boundary backflow prevention device installed. It is noted that every non-residential water connection requires a boundary backflow prevention device, located just inside the property boundary, immediately downstream of the water meter. A boundary backflow prevention device will be required to be installed on this water connection as part of any building consent associated with the alterations.

#### **Private Drainage Matters**

## Wendy Collard

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**From:** James Coutts <James.Coutts@nzta.govt.nz>  
**Sent:** Thursday, 13 August 2015 04:14 p.m.  
**To:** Campbell Thomson  
**Subject:** FW: 115 Cumberland Street  
**Attachments:** img-717113448-0001.pdf

Hi Campbell

Our written approval as discussed just now with Kirsten.

Cheers  
James

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**From:** James Coutts  
**Sent:** Friday, 17 July 2015 10:41 a.m.  
**To:** Allan Cubitt  
**Subject:** 115 Cumberland Street

Thanks Allan

Written approval attached. Hard copy is also in today's post.

Regards,

---

James Coutts / Planning Advisor

Planning and Investment

DDI 64 3 955 2930

E [james.coutts@nzta.govt.nz](mailto:james.coutts@nzta.govt.nz) / W [nzta.govt.nz](http://nzta.govt.nz)



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Find the latest transport news, information, and advice on our website:  
[www.nzta.govt.nz](http://www.nzta.govt.nz)

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17 July 2015

ATOM Holdings Limited  
c/- Cubitt Consulting Limited  
11 Bedford Street  
St Clair  
**DUNEDIN 9012**

**Attention:** Allan Cubitt

Dear Allan

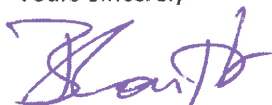
**ATOM Holdings – Proposed Redevelopment**

Thank you for forwarding details of the above-mentioned proposal for our consideration and comment. We understand you wish to gain consent for the establishment of retail and office space at 115 Cumberland Street, Dunedin. Our primary concern is to ensure that State Highway 1 in the vicinity of the proposal operates in an integrated, safe and sustainable manner.

Further to confirmation that our signage requirements will be promoted as part of the application, we are satisfied that the proposal is unlikely to have an adverse effect on the safety and functionality of the state highway adjacent to the subject site. Accordingly, please find attached our written approval for your further action.

Please do not hesitate to contact me if you have any queries regarding the above information.

Yours sincerely



**James Coutts**  
Planning Advisor

cc NM – Otago  
MWH, PO Box 4, Dunedin

## Affected Person(s) Consent Form

50 The Octagon, PO Box 5045, Moray Place, Dunedin 9058. Ph 477 4000

[www.dunedin.govt.nz](http://www.dunedin.govt.nz)

**IMPORTANT:** Please read the back of this form to ensure you are aware of your rights.

Please be aware that these details are available to the public.

**To: Resource Consents Team, City Planning, Dunedin City Council, PO Box 5045, Moray Place, Dunedin 9058**

I/We (full names): NZ Transport Agency

being the: ☐ Owner ☐ Occupier ☒ Owner and Occupier

of the property situated at (address and/or legal description of your property):

State Highway 1

have read and understand the information on the reverse side of this page and consent to the proposal by (name of applicant(s)):

ATOM Holdings

to (description of proposed activity):

establish office space and retail

on the following property (address of application site):

115 Cumberland Street, Dunedin

☒ I/we have read and understand the application.

☒ I/we have signed and dated the application and plans as attached.

Where there are multiple owners or occupiers on a site, each party needs to individually sign the application documents and this form: or  
Tick the declaration box below:

☒ I am authorised to give written approval on behalf of all owners and/or occupiers (delete one) of this site.

Signed: [Signature]

Date: 17-7-15

Telephone: 03 9513009

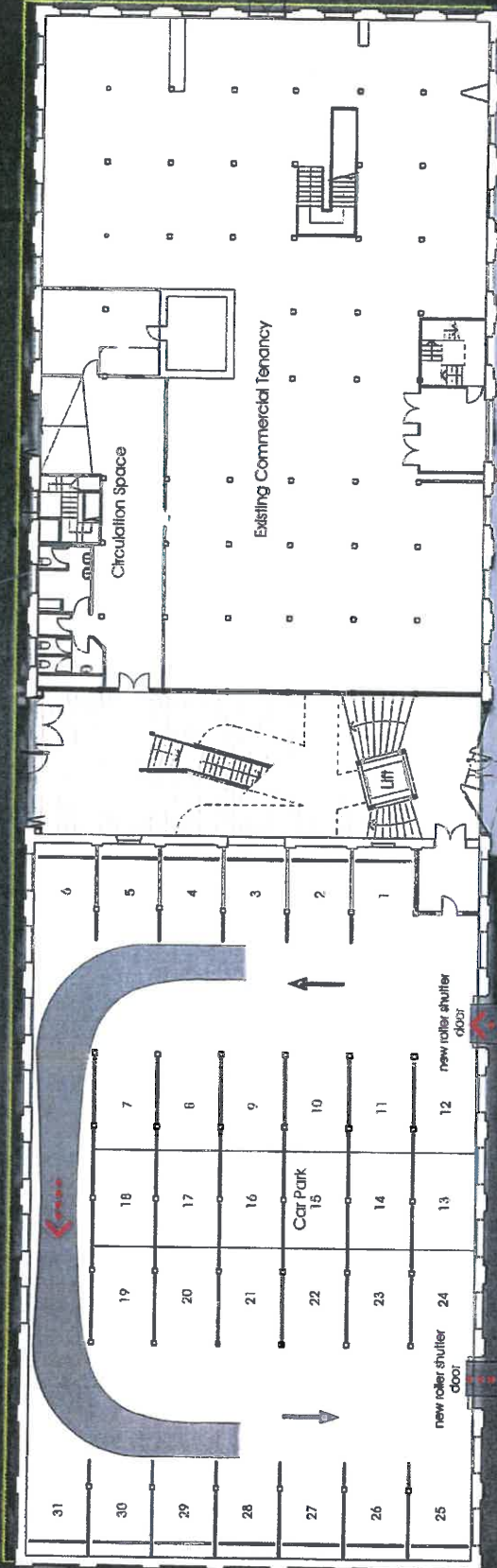
If you have any queries regarding the Resource Consent process and the role and rights of adversely affected person(s), please contact us before you complete and sign this form and the associated plans.

Resource Consents Team  
City Planning Department  
Dunedin City Council  
Telephone: 477 4000  
Facsimile: 474 3451  
PO Box 5045, Moray Place, Dunedin 9058  
[www.dunedin.govt.nz](http://www.dunedin.govt.nz)

Vogel Street

Vogel St

Vogel Street



New vehicle crossing to first floor carpark

Cumberland St

Unity St

Approved  
 Tony MacColl  
 Senior Planning Advisor  
 Southern Region - Dunedin  
 NZ Transport Agency

17.7.15

Proposed Ground Floor Plan - Showing Vehicle Entry off Cumberland Street  
 1:250

**MacLiffe Stevens**  
 Registered Architects

The Gateway of 123 Vogel Street Dunedin for ADL Properties

Concept Design | 12/05/2015 | 12 Public Trust Building, 442 Moray Place

## Wendy Collard

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**From:** Grant Fisher  
**Sent:** Thursday, 13 August 2015 04:48 p.m.  
**To:** Campbell Thomson  
**Subject:** FW: LUC-2015-280 - 115 Cumberland Street, Dunedin  
**Attachments:** LUC-2015-280 - 115 Cumberland Street, Dunedin.doc

FYI

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**From:** Grant Fisher  
**Sent:** Thursday, 30 July 2015 4:25 p.m.  
**To:** Amy Young  
**Subject:** LUC-2015-280 - 115 Cumberland Street, Dunedin

**LUC-2015-280 - 115 Cumberland Street, Dunedin**

Hi Amy,

Please find attached my comments for 115 Cumberland Street, Dunedin. Let me know if you need anything further.

Cheers,

Grant.

# Memorandum

**TO:** Amy Young, Planner

**FROM:** Grant Fisher, Transportation

**DATE:** 30 July 2015

**SUBJECT:** **LUC-2015-280**  
**115 CUMBERLAND STREET, DUNEDIN**

I have visited the site and considered the application to renovate the existing building at **115 Cumberland Street, Dunedin**. The site is zoned **Large Scale Retail**, and has frontage to Cumberland Street (a **National Road**), and Vogel Street (a **Local Road**).

**Application:** Consent is sought to renovate the existing building within the site. The proposed renovations include creation of separate commercial office tenancies, two parking areas within the building, and retention of a smaller retail space.

**Access:** The proposed redevelopment includes three vehicle accesses, being a separate entry and exit from Cumberland Street, and a combined entry and exit onto the small section of formed legal road immediately to the south of the site. It is noted that the vehicle entry and exit from Cumberland Street will be via existing vehicle crossings, which the NZTA have provided their affected party approval in regard to.

Submitted plans for the new vehicle access at the southern end of the building, accessing the first floor parking area, show that the existing adjacent angle parks will not need to be removed. This aspect was also confirmed with the applicant at an on-site pre-application meeting.

The submitted plans show that this access will have a formed width in the order of 3m. While this will not allow two-way traffic flow, in this instance it is considered to be acceptable given the small number of car parks accessed in this location, and anticipated low use of the access due to typical commercial office demand. The vehicle access is required to meet all other requirements for vehicle accesses included in the recommended conditions of consent, below.

**Parking:** The applicant will provide a total of 42 parking spaces within the site, plus a dedicated area in the first floor parking area for bicycle parking. While the overall floor area of commercial/retail space within the building is significant, the overall area dedicated within the building for parking will also be significant.

During site inspections it was observed that there was an abundance of available kerbside parking available near the site, which is consistent with data contained in the DCC Dunedin Parking Study 2012. Transportation is also mindful that the site is located in close proximity to transportation infrastructure such as the South Dunedin Cycle Network (which links with the overall Strategic Cycle Network), strategic pedestrian network, and central city bus services.

Given the above, and that the proposal is for adaptive re-use of an existing building of which significant space will be provided for parking (including bicycle parking), Transportation considers the parking arrangements with respect to the development

to be acceptable. Overall, we view parking-related adverse effects, such as they impact on the surrounding transportation network, to be minor for this particular development.

The parking layout proposed generally appears to meet the dimension criteria contained within Section 20 of the District Plan. The first floor parking area, however, appears to be quite tight in terms of aisle width, though no dimension for this width is provided. Transportation considers this to be acceptable given that we anticipate most users to be regular commuters who will be familiar with the parking arrangements, and that the parking area will not produce a high turnover of vehicle movements based on the proposed activities within the site.

All proposed parking, access, and manoeuvring areas shall be formed, hard surfaced and adequately drained for their entirety, and parking spaces permanently marked in accordance with the application plans.

**Generated Traffic:** Transportation considers the effect of traffic generated by the proposed activities within the building to be no more than minor. It is noted that the NZTA are also considered to be satisfied with this aspect, given that they have provided their written approval.

**Conclusion:** Overall, Transportation is satisfied that the proposal will have minor adverse effect on the transportation network, subject to the following:

**Conditions:**

- (i) All proposed parking, access, and manoeuvring areas shall be formed, hard surfaced and adequately drained for their entirety, and parking spaces permanently marked in accordance with the application plans.

**Advice notes:**

- (i) All vehicle accesses, from the carriageway to the property boundary, are required to be constructed in accordance with the Dunedin City Council Vehicle Entrance Specification (available from Transportation).



Grant Fisher  
Planner/Engineer  
Transportation

## Wendy Collard

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**From:** John Sule  
**Sent:** Friday, 14 August 2015 02:03 p.m.  
**To:** Campbell Thomson  
**Subject:** RE: Request for Section 37 Extension

I accept it is appropriate to process this consent. The matter is complex and requires investigation and close scrutiny.

The time extension is approved.

Regards

John Sule  
Senior Planner, City Planning  
**Dunedin City Council**

50 The Octagon, Dunedin; P O Box 5045, Moray Place Dunedin 9058, New Zealand  
Telephone: 03 477 4000; Facsimile 03 474 3451  
Email: [john.sule@dcc.govt.nz](mailto:john.sule@dcc.govt.nz); [www.dunedin.govt.nz](http://www.dunedin.govt.nz)



Please consider the environment before printing this e-mail

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**From:** Campbell Thomson  
**Sent:** Friday, 14 August 2015 1:44 p.m.  
**To:** John Sule  
**Subject:** Request for Section 37 Extension

To: Senior Planner Notified:

From: Senior Planner Non Notified

Request for Time Extension for **LUC-2015-280**

Having taken into account:

- the interests of any person who may be adversely affected by the time extension;
- the interests of the community in achieving an adequate assessment of effects of the proposal, and
- the Council's duty under Section 21 to avoid reasonable delay

I recommend that an extension of the time limit for processing a resource consent is implemented, pursuant to Sections 37 and 37A(4)(b)(i) of the Resource Management Act 1991.

The proposal involves complex issues concerning development of commercial activity on a site where this activity is not provided for as a permitted activity, and processing of the application has been disrupted twice by changes in the handling officer for the application arising from illness and workload issues affecting the staff involved and wider team.

The applicant's representative was unable to be contacted by phone to discuss the matter and is understood to be away from Dunedin for two weeks. However, special circumstances are considered to apply in this case.

Regards,

Campbell



## Wendy Collard

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**From:** Alan Cubitt <allan@cubittconsulting.co.nz>  
**Sent:** Saturday, 15 August 2015 07:25 a.m.  
**To:** Campbell Thomson  
**Subject:** Re: LUC-2015-280 - 115 Cumberland St - Section 37 Extension

Hi Campbell

Thanks for your email. Yes if you can just send it direct to Atom holdings. Thank you

Sent from my iPhone

On 13/08/2015, at 9:33 pm, Campbell Thomson <[Campbell.Thomson@dcc.govt.nz](mailto:Campbell.Thomson@dcc.govt.nz)> wrote:

Allan

I have been writing a report on the application for 115 Cumberland Street and expect to have it completed this coming Monday. The biggest issue has been grappling with precedent concerns about the proposed activities. Processing has been delayed due to a number of issues with staff availability mainly as a result of this flu bug. I originally allocated this application to Amy, and then re-allocated to Darryl who is working from home at present, and now it has come back to me. I contacted NZTA and they supplied me a copy of the approval which I presume you emailed to either Amy or Darryl at some point.

FYI - I tried to contact you on your landline and cellphone without success to discuss this matter and the precedent issues. I have been informed in relation to another job that you are away for two weeks. If you will accessing your emails could you confirm if you want the decision to be sent direct to your client.

Cheers

Campbell

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**From:** John Sule  
**Sent:** Friday, 14 August 2015 2:03 p.m.  
**To:** Campbell Thomson  
**Subject:** RE: Request for Section 37 Extension

I accept it is appropriate to process this consent. The matter is complex and requires investigation and close scrutiny.

The time extension is approved.

Regards

John Sule  
Senior Planner, City Planning  
**Dunedin City Council**



Please consider the environment before printing this e-mail

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**Sent:** Friday, 14 August 2015 1:44 p.m.  
**To:** John Sule  
**Subject:** Request for Section 37 Extension

To: Senior Planner Notified:

From: Senior Planner Non Notified

Request for Time Extension for **LUC-2015-280**

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Regards,

Campbell

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If this message is not intended for you please delete it and notify us immediately; you are warned that any further use, dissemination, distribution or reproduction of this material by you is prohibited.

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## Wendy Collard

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**From:** Glen Hazelton  
**Sent:** Tuesday, 10 November 2015 09:37 a.m.  
**To:** Alan Worthington  
**Cc:** Campbell Thomson; Peter Christos  
**Subject:** colours for 123 Vogel Street/115 Cumberland Street

Hi Alan and Campbell

I believe that there was a condition on the consent for approval of the colours.

I have received the colours proposed here:

Exterior 'Columns' + Interior Ceiling, Columns and Roof Structure

Wattyl to Match:

Resene Nocturnal

RGB: 47 49 49

Exterior Main Colour

Wattyl to Match:

Resene Half Fuscous Grey

RGB: 73 70 72

Exterior Trim Colour

Wattyl to Match:

Resene Double Black White

RGB: 228 226 218

An image is provided here, too. Please ignore the additional windows – I'm still working on discouraging them from applying for a variation for these!

I'm happy with the colours proposed. The only precinct guideline with specific reference in the Vogel Street Heritage Precinct is the following:

*Colour schemes are moderately subdued and generally in keeping with the historic character of the precinct: unpainted red brick, off-white or cream colours. Darker colours can be used to good effect but are subdued, such as deep green or grey as opposed to bright colours like red or yellow.*

I am happy that the colours proposed do meet this criteria. They are subdued and, while dark, are predominantly grey as the guideline suggests. The building is already painted in a dark blue, and the dark grey is not a huge departure from this. I think this will ensure the building has a recessive palate and reflects the colours of the adjacent bluestone and other large stone/plaster warehouses like the NZ Loan and Mercantile building. It is also a nice contrast to the red brick opposite (rear of Sammys), the ochre of the Donald Reid Store, and cream tones of the Donald Reid Building at 43 Jetty Street.

Regards  
Glen

## Wendy Collard

---

**From:** Glen Hazelton  
**Sent:** Monday, 1 February 2016 11:51 a.m.  
**To:** Campbell Thomson  
**Subject:** FW: Signage  
**Attachments:** GCA-building signage-mockup-opt5.pdf

Hi Campbell – can you make sure this aligns with what you consented on 123 Vogel Street (115 Cumberland Street)?

Cheers  
g

---

**From:** chris barnes [<mailto:a.d.l@xtra.co.nz>]  
**Sent:** Monday, 1 February 2016 10:37 a.m.  
**To:** Glen Hazelton  
**Subject:** Fwd: Signage

Hi

GCA signage attached. Pretty sure this is exactly what is consented but thought I'd pass it on for you to check...

Chris

Begin forwarded message:

**From:** Matt Gorman <[Matt.Gorman@gallawaycookallan.co.nz](mailto:Matt.Gorman@gallawaycookallan.co.nz)>  
**Subject:** Signage  
**Date:** 1 February 2016 10:30:32 am NZDT  
**To:** "chris barnes ([a.d.l@xtra.co.nz](mailto:a.d.l@xtra.co.nz))" <[a.d.l@xtra.co.nz](mailto:a.d.l@xtra.co.nz)>, "[craig@mcauliffestevens.co.nz](mailto:craig@mcauliffestevens.co.nz)" <[craig@mcauliffestevens.co.nz](mailto:craig@mcauliffestevens.co.nz)>

Hi Chris, Craig,

See attached, this is what we will go with. It is not LED but we would anticipate using a few downlighters to give it visibility in the dark.

Can this be flicked to whoever needs to see it at the DCC?

Regards

Matt

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Emails sent to [@gcalegal.co.nz](mailto:@gcalegal.co.nz) will be redirected.





## Wendy Collard

---

**From:** Alan Worthington  
**Sent:** Wednesday, 4 May 2016 03:03 p.m.  
**To:** Kirstyn Lindsay  
**Subject:** RE: Building signage - revamped simulations 123 Vogel Street

Hello

Yes, approval given since it has been stated the urban designer has assessed it as okay.

Please register in ECM.

Alan Worthington  
Resource Consent Manager

---

**From:** Kirstyn Lindsay  
**Sent:** Wednesday, 4 May 2016 11:01 a.m.  
**To:** Alan Worthington  
**Subject:** RE: Building signage - revamped simulations 123 Vogel Street

Do you provide your approval to this signage?

Kirstyn Lindsay  
Senior Planner – Monitoring and Enforcement  
City Planning  
**Dunedin City Council**

50 The Octagon, Dunedin 9016;  
P O Box 5045,  
Moray Place  
Dunedin 9058  
New Zealand  
Telephone: 03 474 3564; Fax: 03 474 3451  
Email: [kirstyn.lindsay@dcc.govt.nz](mailto:kirstyn.lindsay@dcc.govt.nz); [www.dunedin.govt.nz](http://www.dunedin.govt.nz).

 Please consider the environment before printing this e-mail

---

**From:** Alan Worthington  
**Sent:** Wednesday, 4 May 2016 10:59 a.m.  
**To:** Kirstyn Lindsay  
**Subject:** FW: Building signage - revamped simulations 123 Vogel Street

Fyi since you look after monitoring.

---

**From:** Campbell Thomson  
**Sent:** Wednesday, 4 May 2016 10:49 a.m.  
**To:** Alan Worthington  
**Subject:** RE: Building signage - revamped simulations 123 Vogel Street

I have registered the emails in ECM

The location and scale of the signage is consistent with the drawings and computer images on page 19 of the consent decision. I have discussed the location of the signs, along with the detail of the sign colour and wording with Glen this morning. He specifically assessed the signage in his comments on the application. Glen confirmed

the signage is acceptable. While he would have preferred that GCA kept their previous form of signage with cut out words, he can live with the proposed signage which reflects a new corporate branding.

Given his subsequent email confirmation that the revised signage improves the situation I do not propose to seek any further comment.

---

**From:** Alan Worthington  
**Sent:** Wednesday, 4 May 2016 10:31 a.m.  
**To:** Campbell Thomson; Kirstyn Lindsay  
**Subject:** RE: Building signage - revamped simulations 123 Vogel Street

I presume one of you are formally asking for Urban Design comments and then my approval as required by the condition of the resource consent. And then placing the email in ECM.

---

**From:** Glen Hazelton  
**Sent:** Wednesday, 4 May 2016 10:11 a.m.  
**To:** Campbell Thomson; Alan Worthington  
**Cc:** Kirstyn Lindsay  
**Subject:** FW: Building signage - revamped simulations 123 Vogel Street

Hi Campbell

Interestingly just after our conversation, the owner of the building called to let me know that they are planning to downsize the signs compared to what went up.

Above is attached the new plan. Basically it pulls the signs back from the corners, reduces where the sign touches the building top of the building etc. to make it look less dominant.

So, overall good news. Still a shame they have chosen this branding, but nothing we can do about that!

Cheers  
g

---

**From:** chris barnes [<mailto:a.d.l@xtra.co.nz>]  
**Sent:** Wednesday, 4 May 2016 9:17 a.m.  
**To:** Glen Hazelton  
**Subject:** Fwd: Building signage - revamped simulations

Begin forwarded message:

**From:** Matt Gorman <[Matt.Gorman@gallawaycookallan.co.nz](mailto:Matt.Gorman@gallawaycookallan.co.nz)>  
**Subject:** Building signage - revamped simulations  
**Date:** 2 May 2016 1:25:15 pm NZST  
**To:** "[craig@mcauliffestevens.co.nz](mailto:craig@mcauliffestevens.co.nz)" <[craig@mcauliffestevens.co.nz](mailto:craig@mcauliffestevens.co.nz)>, "chris barnes ([a.d.l@xtra.co.nz](mailto:a.d.l@xtra.co.nz))" <[a.d.l@xtra.co.nz](mailto:a.d.l@xtra.co.nz)>

Attached a simulation of the signage as per the original consent and where each sign has the same basic structure. The lettering on each is the same size – the difference on the shorter sides is the gap between the firm name and “Lawyers”.

I will send another couple of options through shortly so that we have a few comparisons.



Matt

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## Wendy Collard

---

**From:** Glen Hazelton  
**Sent:** Wednesday, 4 May 2016 10:11 a.m.  
**To:** Campbell Thomson; Alan Worthington  
**Cc:** Kirstyn Lindsay  
**Subject:** FW: Building signage - revamped simulations 123 Vogel Street  
**Attachments:** GCA-building signage-opt8.4.pdf

Hi Campbell

Interestingly just after our conversation, the owner of the building called to let me know that they are planning to downsize the signs compared to what went up.

Above is attached the new plan. Basically it pulls the signs back from the corners, reduces where the sign touches the building top of the building etc. to make it look less dominant.

So, overall good news. Still a shame they have chosen this branding, but nothing we can do about that!

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**To:** "[craig@mcauliffestevens.co.nz](mailto:craig@mcauliffestevens.co.nz)" <[craig@mcauliffestevens.co.nz](mailto:craig@mcauliffestevens.co.nz)>, "chris barnes ([a.d.l@xtra.co.nz](mailto:a.d.l@xtra.co.nz))" <[a.d.l@xtra.co.nz](mailto:a.d.l@xtra.co.nz)>

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