

## GULL SERVICE STATION, POKENO

<b>PSP NUMBER</b>	PSP18-195	<b>HG PROJECT NUMBER</b>	1021-145623-02
<b>PROJECT AND LOCATION</b>	To construct a 24 hour self-service petrol station at 72 Great South Road, Pokeno.	<b>DATE</b>	25 August 2020
<b>REPORT NAME</b>	Urban Design Recommended Mitigation Report	<b>STATUS</b>	Final
<b>PREPARED BY</b>	Sam Coles – Senior Urban Designer		

## 1.0 INTRODUCTION

This document is a follow-up to a separate report entitled Urban Design Assessment Report (Harrison Grierson, 25 August 2020). The tables included at Section 1.1 to 1.4 below contain assessment comments referenced from that report and include references to Rules, Policies, Objectives and criteria that have been identified by Council as of particular relevance. The statutory documents that have been considered within this report are:

- The Operative Waikato District Plan (Franklin Section)
- The Proposed Waikato District Plan
- The Objectives and Policies of both the Proposed and Operative Plans; these have been bundled and assessed as a combined table.
  - The Pokeno Design Assessment Criteria (Appendix 29.2)

The tables from the Assessment Report have subsequently been expanded, as requested by Council, to include “mitigation recommendations” (in a separate column) that could enable the redesign of the Gull service station proposal to better avoid, remedy or mitigate some of the adverse effects that were identified in the original assessment. The range of mitigation recommendations have been summarised below into a list of sixteen separate items. Many of the sixteen unique “recommended mitigation measures” are applied to multiple urban design issues or provisions. The full list of sixteen recommendations is collated as follows:

## **LIST: SUMMARY OF SIXTEEN RECOMMENDED URBAN DESIGN MITIGATION MEASURES**

1. Provide a service station-style shop with a range of goods for sale to people and focus its public activity toward public street frontages (e.g. some other Gull sites have small takeaway coffee stalls).
2. Retain the cottage on the site to provide built form, activation, heritage and character.
3. Add a canopy structure with veranda-like edge toward Great South Rd and Market Street. Utilise the structure for signage (fascia signage to edge) and ensure that the structure is consistent with the aesthetic of the Pokeno Character guidelines.
4. Relocate one of the vehicle crossings from Great South Rd onto Church Street to improve amenity, safety and legibility along Great South Road.
5. Improve the vehicle crossings and general surface treatment of the forecourt with coloured oxide, pavers, etc to add visual interest and support a future footpath around street frontages (refer Gull Pukekohe).
6. Ensure that vehicle crossing details and associated signage responds to a future footpath around the site's frontages.
7. Design fencing and boundary treatments that visually connect and blend the cottage's surrounds with the public space surrounding Market Square.
8. Expand landscaping areas to 1.5m depth around frontages to provide improved public amenity and screening of the forecourt.
9. Redesign the signage and any other visible structures on the site to be in character with the Pokeno Town Centre character statement – eg timber structure with traditional colours and smaller-scale pylon sign (eg 6m tall) which relates to the town centre scale (pedestrian-friendly scale).
10. Provide a low (picket) fence and hedge to all boundaries (except Church St) to enhance openness, amenity and character.
11. Use plant and fence styles that complement the surrounding landscaping aesthetic and reinforce the heritage elements of the site and surrounds (flower beds, lawn with trees, hedge, picket fence, etc).
12. Use some tall specimen trees to add some scale/height to public edges, corners, edges and for general visual softening.
13. Church Street landscaping to offer more screening (through vegetation height and density) to residential land across the street.
14. Relocate rubbish bins and other utility items to the Church Street or north-west part of the site where they are less visible to the public.
15. Ensure that truck movements can be managed with respect to future market square public use (hours of operation management around market day and school / commuter activities).
16. Consideration of future use and adaptive re-use - Provide a site re-use/remediation plan.

Note that not all of the above recommendations above are necessarily expected to be implemented, since some of them may be difficult to achieve in combination with each other.

It is noted that recommended mitigation measures are based on a desktop analysis only and are provided as suggestions only. Any mitigation suggestion does in no way detract from any Urban design assessment commentary.

Urban Design recommendations do not provide certainty that any amendments made in accordance them will guarantee that the proposal be supported from an urban design perspective or cause the proposal to be non-notified and/or consent granted. It is assumed that the applicant would review and resubmit their design based on these recommendations, in which case the revised design could be reassessed, and an overall urban design assessment prepared.

## 1.1 TABLE: ASSESSMENT AGAINST THE RELEVANT PROPOSED DISTRICT PLAN RULES

Rule (Identified by Hayson Knell report)	Assessment of proposal against rule (Hayson Knell)	Urban Design Assessment Comment (Harrison Grierson)	Urban Design mitigation recommendation (Harrison Grierson)
<p>Rule 15.4.3.4</p> <p>Any sign that is required to meet this rule shall be consistent with the following standards:</p> <p>a) The sign is located so that it does not obscure a road user's view of any road sign, intersection, private entrance, road marking, traffic signal, or pedestrian crossing.</p> <p>b) The sign is constructed and maintained so that it does not present any danger to people or property (e.g. so that it does not collapse or blow over).</p> <p>c) The sign is removed when the purpose of it has been served.</p> <p>d) The sign, if located on property adjacent to a zone which is subject to Rule 15.4.3.3, meets the following standards:</p> <p>i) The sign is illuminated only during the hours of operation and does not contain any flashing, intermittent or animated features</p> <p>ii) The height of the sign is not greater than 2m, or if attached to a building no higher than the highest point of that building.</p>	<p>a) Will comply</p> <p>b) Will comply</p> <p>c) Will comply</p> <p>d) i) Will comply</p> <p>ii) Does not comply</p> <p>The sign is 8 metres in height and is located adjacent to a residential zone, opposite Great South Road and Church Street and subject to Rule 15.4.3.3. The effect of this non-compliance has been assessed in the assessment of effects.</p>	<p>8 metres is a significantly larger sign than 2m so there will be a noticeable visual effect arising from the sign proposed, as compared with a permitted sign.</p> <p>Policy 15.4.1.3 (3) states that signs must be in keeping with the character and amenity values of the surrounding environment.</p> <p>There are several aspects of the surrounding environment that need to be given consideration;</p> <ol style="list-style-type: none"> <li>1) Scale of the trees adjacent to the site</li> <li>2) Site width and overall size/scale of development</li> <li>3) The proposed activity on the site and intended viewing audience for the sign.</li> <li>4) The size, location and appearance of other signs within the locality, eg the town hall and GAS petrol station</li> <li>5) The Cenotaph</li> <li>6) The overall scale and openness of the space around Great South Road (width of road)</li> <li>7) The proposed sign's potential viewing catchment and the type of view)</li> <li>8) The overall design of the sign and its visual impact</li> <li>9) The hours of operation (24 hours, in this case)</li> <li>10) Views from residential zoned land.</li> </ol> <p>In addition to the above, there is a consideration of the ability to provide a practical alternative within the site and the need for a sign to be seen by a specific audience from a specific location.</p> <p>It is not clear from the application documents whether or not any residential zoned land (and, particularly, existing dwellings) would be able to see this sign.</p> <p>Given all of the above considerations, the proposal for an 8m sign is not appropriate for this location, primarily because of the scale which is deemed to be more appropriate to the needs of a passing motorist (travelling at high speed and/or a long distance away) and does not contribute a suitable character for a town centre (where the views of pedestrians and local businesses are of importance). Pylon signs are present within Pokeno currently but are at a smaller (and more appropriate) scale.</p> <p>The character of the sign is also at odds with the surrounding and planned character of Pokeno because it features a large illuminated 'blade' sign and graphic, instead of a more traditional framed sign with a simpler graphic. This style of sign does not comfortably with the existing cenotaph and town hall or with the proposed retail shops at 24 Market St.</p>	<p>1. Redesign the signage and any other visible structures on the site to be in character with the Pokeno Town Centre character statement – eg timber structure with traditional colours and smaller-scale pylon sign (eg 6m tall) which relates to the town centre scale (pedestrian-friendly scale).</p>

Rule (Identified by Hayson Knell report)	Assessment of proposal against rule (Hayson Knell)	Urban Design Assessment Comment (Harrison Grierson)	Urban Design mitigation recommendation (Harrison Grierson)
<b>29.5.8 Vehicle Crossings and Driveways</b>	<b>Does not comply</b> (width of crossings) <ul style="list-style-type: none"> <li>The Great South Road frontage is over 30 metres long providing for two crossings.</li> <li>The 2 proposed vehicle crossings have widths of 6 and 7 metres.</li> <li>In excess of two metres is provided between the two crossings.</li> <li>The proposed crossings will comply with the construction standards.</li> </ul>	Two wide vehicle crossings, formed along the Great South Road frontage would adversely impact the future amenity and function of any pedestrian & cyclist facilities along the north eastern edge of Great South Road. The vehicle crossings could also have an adverse impact on any future intersection at Church Street/Great South Rd, and to Market Square (further development of Market Street with a pedestrian-focus) It is recommended that the Transport Assessment be reviewed considering pedestrian and cyclist (and micro-mobility device) usage.	<ol style="list-style-type: none"> <li>Relocate one of the vehicle crossings from Great South Rd onto Church Street to improve amenity, safety and legibility along Great South Road.</li> <li>Improve the vehicle crossings and general surface treatment of the forecourt with coloured oxide, pavers, etc to add visual interest and support a future footpath around street frontages (refer Gull Pukekohe).</li> </ol>
<b>29.5.10 Outdoor Storage Areas</b>	<b>Not applicable</b> No outdoor storage areas are provided for un-manned service stations. The bin shown on the plans is the spill response kit.	The forecourt area will include several bins and ancillary objects including the spill response kit, and the small rubbish bins and water containers that are associated to the pumps. This may meet the definition of Outdoor Storage items. Whether they do or not, the visual effect should be considered. Vegetation and low fencing could be utilised to screen these from public views. It is noted that the Spill response kit is enclosed by some landscaping.	<ol style="list-style-type: none"> <li>Relocate rubbish bins and other utility items to the Church Street or north-west part of the site where they are less visible to the public.</li> <li>Provide a low (picket) fence and hedge to all boundaries (except Church St) to enhance openness, amenity and character.</li> </ol>
<b>29.5.11 Amenity Planting on Certain Properties</b> 1. AREA: The area of land to be planted out must be equivalent to the length of the identified boundary (minus any vehicle crossings/driveways) multiplied by 1.5, provided that no more than 50 per cent of the boundary may be subtracted as 'vehicle crossing'.	<b>1 and 2 Will Comply</b> The area identified as an Amenity Area on the district plan maps is at the boundary of Church Street. The length of the boundary is 25.59 metres. 25.50 x 1.5 = 38.39 metres of planted area. Less than 50% of the boundary will be used for vehicle access.	The boundary identified on the Plan is the Church Street Boundary. The quantum of 25.59m <sup>2</sup> of planting described in the Hayson Knell assessment does not appear to be located along the Church Street boundary which is 25.5m and is shown with approximately 900mm width of planting. The 8m tall Gull plinth sign is shown within this frontage area and should be designed in a way that will not conflict with the purpose of the amenity planting (eg, it should not have a wide concrete base or have a sign area that extends to the ground). A smaller gull sign could be considered or the sign could face the Great South Road frontage to achieve better amenity.	<ol style="list-style-type: none"> <li>Expand landscaping areas to 1.5m depth around frontages to provide improved public amenity and screening of the forecourt.</li> <li>Plant some specimen trees within the landscaped areas. These trees should grow to a height of 6m or more and have a clear trunk of 2.0m up to the canopy.</li> </ol>
2. LOCATION AND DESIGN		Rule 29.5.11.2 is not very definitive on where the planting should be located. There are no buildings proposed on the site so it is assumed that planting must therefore be located along the boundary. Generally the proposed planting would be located around the edges of the site including along the rear boundary (north) and within the eastern boundary (Market St). Planting in these locations would not contribute significantly to public amenity or provide a screening or softening effect to Church Street.  A key public interface – Great South Road frontage – is shown with only a very small area of planting (approx 11sqm and a depth of 0.6m) comprising low-growing species (<1m height at maturity). This frontage would be a suitable location for increased landscaping to soften the site and provide some amenity.	<ol style="list-style-type: none"> <li>Expand landscaping areas to 1.5m depth around frontages to provide improved public amenity and screening of the forecourt.</li> <li>Use plant and fence styles that complement the surrounding landscaping aesthetic and reinforce the heritage elements of the site and surrounds (flower beds, lawn with trees, hedge, picket fence, etc).</li> <li>Church Street landscaping to offer more screening (through vegetation height and density) to residential land across the street.</li> </ol>
3. EFFECT REQUIRED AT ZONE INTERFACE	3. Complies The site does not adjoin a zone boundary.	Church Street is a zone interface with residential on the north-western side and the subject site to the south-east. It is worth noting the requirement for planting to achieve a "significant screening effect" - low grasses and shrubs as proposed will not achieve this. Tall hedges and trees would be appropriate (height up to the level of pumps and equipment and other activity on site). The large trees located around Church Street may offer partial screening to the higher parts of the proposal including the 8m-tall sign.	<ol style="list-style-type: none"> <li>Church Street landscaping to offer more screening (through vegetation height and density) to residential land across the street.</li> <li>Use some tall specimen trees to add some scale/height to public edges, corners, edges and for general visual softening.</li> </ol>
4. EFFECT REQUIRED AT FRONT BOUNDARIES	4. Complies The proposed boundary landscaping provides for the visual transition to the landscape character of the adjoining Church Street and Market Square. Landscape screening of these boundaries is unnecessary. Landscape character is considered further in the assessment of effects.	Church Street is a front boundary, as is Great South Road and Market Street. Suitable planting in these locations would supply some public amenity. The location of the majority of the planting on the site as proposed would be at the rear of the property and planting down the eastern boundary (interface with Market Square) will be screened behind a fence (referring to fence recommended in the Urban Design Assessment by Boffa Miskell).  Suitable planting to achieve screening, softening and good public interface could comprise some larger specimen trees (canopy-forming) combined with solid hedges (low, where necessary to achieve vehicle sightlines) combined with fences.  Taller trees near the frontage may also provide some verticality and substance that enhances the frontage of the site and complements the scale and function of Great South Road. Further, trees could be placed to the rear of the site would have some benefit in softening the overall appearance/backdrop to the service station.  A condition of consent would ensure compliance with this rule.	<ol style="list-style-type: none"> <li>Church Street landscaping to offer more screening (through vegetation height and density) to residential land across the street.</li> <li>Use some tall specimen trees to add some scale/height to public edges, corners, edges and for general visual softening.</li> </ol>
<b>29.6.6 Maintaining amenity plantings</b>	<b>Will Comply</b>		

## 1.2 TABLE: ASSESSMENT AGAINST THE RELEVANT PROPOSED DISTRICT PLAN RULES

Rule (Identified by Hayson Knell report)	Assessment of proposal against rule (Hayson Knell)	Urban Design Assessment Comment (Harrison Grierson)	Urban Design mitigation recommendation (Harrison Grierson)
<p>14.12 Transportation Policy - 1 Vehicle access for all activities. 14.12.1.1</p> <p>e) On a site with legal access to two roads, the activity only accesses the road with the lower classification in the road hierarchy in Tables 14.12.5.5 and 14.12.5.6 (where the roads have the same classification, access is only to the road with the lower average daily traffic movements);</p>	<p>e) <b>Does not comply</b></p> <p>The existing development has two accesses Market Road (via Market Square) and Church Street (unformed). Both accesses will be removed and replaced by two accesses off Great South Road.</p>	<p>This rule is not complied with and discussion/assessment is not provided in the application documents to suggest why this rule should be ignored.</p> <p>The Traffic Assessment focuses wholly on the effects of vehicular traffic and does not assess any potential effects on pedestrian and cyclist movements.</p> <p>The Traffic Report described Church Street as a "paper road" but it is noted that it is a legal road, has several property accesses taken directly from it, and it is within a rapidly-developing suburb where paper roads could be expected to be turned into 'physical roads' or formally accessways (this appears to be happening in relation to the new Countdown site). On matter (e) is must be considered that Church Street may be formed with kerb &amp; channel &amp; footpath at any time in the future (it is noted that land adjacent to Church street is currently on the market, and other land has recently sold and has been consented for development). On this basis, the proximity to the vehicle crossing with Church Street and the relationship between the crossings/traffic movements and footpaths should be assessed.</p> <p>It should also be considered that, as a site zoned Pokeno Town Centre, the expectation of the Great South Road frontage would be to have a footpath along both sides (noting that, typically, footpath upgrade works occur in response to development of sites adjacent or nearby the street). Configuring the subject land such that vehicle access is from Church Street could reduce or remove vehicle crossings to Great South Road, which would result in better public amenity and transport function of Great South Road.</p>	<p>15. Relocate one of the vehicle crossings from Great South Rd onto Church Street to improve amenity, safety and legibility along Great South Road.</p> <p>16. Improve the vehicle crossings and general surface treatment of the forecourt with coloured oxide, pavers, etc to add visual interest and support a future footpath around street frontages (refer Gull Pukekohe).</p> <p>17. Ensure that vehicle crossing details and associated signage responds to a future footpath around the sites frontages.</p>
<p>The following is a Land use - Effect rules of 18.2</p> <p><b>18.3.4 Display windows and building façades</b></p> <p>(a) Any new building façade, or alteration of an existing building façade, must comply with the following conditions:</p> <p>(i) Not be set back from the road boundary; and</p> <p>(ii) Provide display windows comprising at least 50% of the building façade.</p>	<p><b>Does not comply</b></p>	<p>The intended land use outcome is for a built frontage (façade) to the street (not setback from the street) and with substantial glazing (to encourage activation and legibility of the site). The proposal is, therefore, contrary to the rule. An open site will not achieve a built frontage and, further, removal of existing building façades (especially the real estate office) represents a significant reduction in the amount of built frontage that exists on the site at present. Built frontage is an important attribute of a Town Centre environment as it provides amenity, activation, legibility and contributes to an overall sense of place. Too much open space along street boundaries will degrade the potential to achieve a strong sense of place within the Pokeno town centre. There are already open spaces adjacent to Market Street, therefore the cumulative effect of a further reduction in outdoor space would be very noticeable in this location.</p>	<p>18. Provide a service station-style shop with a range of goods for sale to people and focus its public activity toward public street frontages (e.g. some other Gull sites have small takeaway coffee stalls).</p> <p>19. Retain the cottage on the site to provide built form, activation, heritage and character.</p> <p>20. Add a canopy structure with veranda-like edge toward Great South Rd and Market Street. Utilise the structure for signage (fascia signage to edge) and ensure that the structure is consistent with the aesthetic of the Pokeno Character guidelines.</p> <p>21. Redesign the signage and any other visible structures on the site to be in character with the Pokeno Town Centre character statement – eg timber structure with traditional colours and smaller-scale pylon sign (eg 6m tall) which relates to the town centre scale (pedestrian-friendly scale).</p> <p>22. Use plant and fence styles that complement the surrounding landscaping aesthetic and reinforce the heritage elements of the site and surrounds (flower beds, lawn with trees, hedge, picket fence, etc).</p>

### 1.3 TABLE: ASSESSMENT AGAINST THE POLICIES AND OBJECTIVES OF BOTH PLANS

RELEVANT OBJECTIVES AND POLICIES AND ASSESSMENT OF EFFECTS	Urban Design Assessment comment (Harrison Grierson)	Urban Design mitigation recommendation (Harrison Grierson)
<b>Topic: Business Centre Function and Amenity</b>		
<b>Operative District Plan</b>		
<p><b>19.4.2 Objective - Business Centres</b> To support the defined business 'centres' of Tuakau and Pokeno as the foci of pedestrian-oriented retailing and allied business activities for the district.</p>	<p>It is not known if "allied business activities" technically includes unmanned service stations; the use and its focus on providing fuel to vehicles passing through Pokeno, are not closely allied to a pedestrian-oriented retailing environment.</p> <p>The proposal is not consistent with the objective of a "pedestrian-oriented" centre since it is "not a pedestrian destination" and does not contribute or support any pedestrian amenity.</p> <p>It is recognised that the site has no footpath but that a footpath may be provided at any time in future (as it is within the Town Centre Zone).</p>	<p>23. Ensure that vehicle crossing details and associated signage responds to a future footpath around the sites frontages.</p>
<p>Policy 1. That the business centre of Tuakau and Pokeno be defined (on planning maps) for the purpose of applying development Rules which are intended to:</p> <ul style="list-style-type: none"> <li>maintain and improve pedestrian shopper amenity and convenience;</li> <li>ensure adequate on-site parking and loading provision; and</li> <li>safeguard the character of the built environment.</li> </ul>	<p>The proposal is not consistent with this policy. It does not safeguard the character of the built environment because it proposes a reduction in the built environment and removal of two buildings. The activity of an unmanned service station does not support or define character or maintain or improve pedestrian shopper amenity or convenience.</p>	<p>24. Retain the cottage on the site to provide built form, activation, heritage and character.</p> <p>25. Provide a service station-style shop with a range of goods for sale to people and focus its public activity toward public street frontages (e.g. some other Gull sites have small takeaway coffee stalls).</p> <p>26. Add a canopy structure with veranda-like edge toward Great South Rd and Market Street. Utilise the structure for signage (fascia signage to edge) and ensure that the structure is consistent with the aesthetic of the Pokeno Character guidelines.</p> <p>27. Redesign the signage and any other visible structures on the site to be in character with the Pokeno Town Centre character statement – eg timber structure with traditional colours and smaller-scale pylon sign (eg 6m tall) which relates to the town centre scale (pedestrian-friendly scale).</p>
<p>Policy 5. That the full range of business, community and recreational activities be provided for in central areas subject to the potential they have for generating adverse effects.</p>	<p>Proposal is consistent with this policy in that it is a business activity (though an automated sale of one item is not very relatable to a typical business activity). It should be acknowledged that the proposal may impact on the potential for recreation and community activities to flourish on the adjacent Market Square land.</p>	<p>28. Ensure that truck movements can be managed with respect to future market square public use (hours of operation management around market day, and school / commuter activities).</p> <p>29. Provide a service station-style shop with a range of goods for sale to people and focus its public activity toward public street frontages (e.g. some other Gull sites have small takeaway coffee stalls).</p>
<p>Policy 6. That the movement function and the visual appeal of the key roads serving the Business Zone be protected and enhanced.</p>	<p>The proposal is not consistent with this policy. The visual appeal of the key roads (Great South Road) will not be protected or enhanced. There will be a reduction in built frontage, of landscaped area, and of character (heritage cottage). The movement function of Great South Road (for vehicles, pedestrians and cyclists) will be reduced by the two proposed vehicle crossings.</p>	<p>30. Expand landscaping areas to 1.5m depth around frontages to provide improved public amenity and screening of the forecourt.</p> <p>31. Design fencing and boundary treatments that visually connect and blend the cottage's surrounds with the public space surrounding Market Square.</p>
<b>Proposed District Plan</b>		
<p><b>4.1.7 Objective – Character of towns</b> Development in the Residential, Village, Industrial and Business zones is attractive, connected and reflects the existing character of towns.</p>	<p>The existing character of Pokeno is diverse and does include truck stops and industrial uses that could be considered unattractive, however they do contribute to a countryside "service town" character. However, as stated in multiple planning documents (including the Pokeno Town Centre Character Statement) that a character of 'countryside heritage' and 'traditional styles' is valued by the community. The application documents provide no indication of how the proposal would reflect this character or embody any design aspects that reflect Pokeno's character (the Gull design proposal appears to be a generic design utilised across many Gull sites nationwide). Despite a minimal amount of landscaping along public edges, the proposal is considered to result in a reduction in overall character and is therefore contrary to this Objective.</p>	<p>32. Retain the cottage on the site to provide built form, activation, heritage and character.</p> <p>33. Redesign the signage and any other visible structures on the site to be in character with the Pokeno Town Centre character statement – eg timber structure with traditional colours and smaller-scale pylon sign (eg 6m tall) which relates to the town centre scale (pedestrian-friendly scale).</p> <p>34. Design fencing and boundary treatments that visually connect and blend the cottage's surrounds with the public space surrounding Market Square.</p> <p>35. Use plant and fence styles that complement the surrounding landscaping aesthetic and reinforce the heritage elements of the site and surrounds (flower beds, lawn with trees, hedge, picket fence, etc).</p>
<p><b>4.1.8 Policy – Integration and connectivity</b> (a) Ensure effective integration within and between new developments and existing areas, including in relation to public open space networks and infrastructure by: (i) Providing good access to facilities and services by a range of transport modes through the provision of integrated networks of roads, public transport, cycle, and pedestrian routes; (ii) Providing a range of supporting local community facilities and services for residents' daily needs; (iii) Setting aside land for neighbourhood centres and parks identified in town-specific Master Plans or Structure Plans, to enable their future development; (iv) Applying the following design guidelines and town centre character statements to influence the manner in which development occurs:</p>	<p>(i) The integration of the site with Market Square will not be achieved; an inaccessible boundary is proposed. No integration of the site with adjacent land has been proposed (noting that there is a service lane being proposed along the northern boundary of the site, within the 25 Market Street development).</p> <p>(iv) The Town Centre Design Guidelines apply to the frontage / interface between the subject site and Market Square.</p>	<p>36. Design fencing and boundary treatments that visually connect and blend the cottage's surrounds with the public space surrounding Market Square.</p> <p>37. Provide a low (picket) fence and hedge to all boundaries (except Church St) to enhance openness, amenity and character.</p> <p>38. Use plant and fence styles that complement the surrounding landscaping aesthetic and reinforce the heritage elements of the site and surrounds (flower beds, lawn with trees, hedge, picket fence, etc).</p>

RELEVANT OBJECTIVES AND POLICIES AND ASSESSMENT OF EFFECTS	Urban Design Assessment comment (Harrison Grierson)	Urban Design mitigation recommendation (Harrison Grierson)
<p><b>C.Town Centre Guidelines (Appendix 3.3).</b>  <b>4.5.1 Objective – Commercial function and purpose</b>  Commercial activity is focused within a differentiation of commercial zones and development (comprising the Business Town Centre Zone, the Business Zone, the Business Zone Tamahere and neighbourhood centres)</p>	(Refer separate table; Appendix 3.3 assessment at Section 4 of this report)	
<p><b>4.5.2 Policy – Commercial function and purpose</b>  (a) Commercial activity develops in a way that:  (i) Ensures the business town centre within each town is maintained as the primary focal point for retail, administration, commercial services and civic functions;  (ii) Provides for larger scale commercial activities within the Business Zone;  (iii) Provides for small scale convenience retail and community activities within the Business Zone Tamahere and neighbourhood centres.</p>	The proposal is consistent with this Policy, though as an unmanned service station offering only one item for sale (fuel), the “commercial function” is limited when compared with a retail, commercial or administrative use.	<p>39. Provide a service station-style shop with a range of goods for sale to people and focus its public activity toward public street frontages (e.g. some other Gull sites have small takeaway coffee stalls).</p> <p>40. Retain the cottage on the site to provide built form, activation, heritage and character.</p>
<p><b>4.5.3 Policy – Commercial purpose: Business Town Centre Zone</b>  (a) The role of the business town centres in Raglan, Huntly, Ngaruawahia, Te Kauwhata, Pokeno and Tuakau is strengthened by ensuring that:  (i) They are recognised and maintained as the primary retail, administration, commercial service and civic centre for each town; and  (ii) The scale of commercial activities supports their continued viability as the primary retail, administration and commercial service centre for each town; and  (iii) Enhances their vitality and amenity while providing for a range of commercial and community activities and facilities.</p>	A service station does not improve the range of commercial activities in the town centre, given there is already a service station approx 90m away on the same side of Great South Road, plus a truckstop nearby. The proposed service station only offers one item for sale and being unmanned would not contribute to town centre vitality through community engagement.	41. Provide a service station-style shop with a range of goods for sale to people and focus its public activity toward public street frontages (e.g. some other Gull sites have small takeaway coffee stalls).
<p><b>4.5.12 Objective – Business Town Centre - Character</b>  (a) The commercial and mixed use character of Raglan, Huntly, Ngaruawahia, Te Kauwhata, Pokeno and Tuakau town centres is maintained and enhanced.  (b) The Business Town Centre Zone is promoted as a community focal point.  (c) Development of town centres is designed in a functional and attractive manner serving the needs of the community.</p>	<p>The proposal is consistent in that it is a commercial use. In relation to matter (b), the area adjacent to Market Square includes the only public civic spaces within Pokeno Town Centre; development of a “non pedestrian activity” which primarily services motorists passing through Pokeno does not contribute to the Town Centre as a community focal point.</p> <p>In relation to matter (c) the proposal is arguably unattractive (the applicant’s urban designer has deemed that a high, solid screening fence and hedge are necessary to mitigate the visual effects of the proposal). The proposal is largely functional with a very minimal amount of landscaping proposed to mitigate visual effects, and apparent effort to respond to the local character of the site through aesthetic treatments that reflect the site and its heritage and landscape context.</p>	<p>42. Provide a service station-style shop with a range of goods for sale to people and focus its public activity toward public street frontages (e.g. some other Gull sites have small takeaway coffee stalls).</p> <p>43. Retain the cottage on the site to provide built form, activation, heritage and character.</p> <p>44. Relocate one of the vehicle crossings from Great South Rd onto Church Street to improve amenity, safety and legibility along Great South Road.</p> <p>45. Improve the vehicle crossings and general surface treatment of the forecourt with coloured oxide, pavers, etc to add visual interest and support a future footpath around street frontages (refer Gull Pukekohe).</p> <p>46. Ensure that vehicle crossing details and associated signage responds to a future footpath around the sites frontages.</p> <p>47. Design fencing and boundary treatments that visually connect and blend the cottage’s surrounds with the public space surrounding Market Square.</p> <p>48. Expand landscaping areas to 1.5m depth around frontages to provide improved public amenity and screening of the forecourt.</p> <p>49. Redesign the signage and any other visible structures on the site to be in character with the Pokeno Town Centre character statement – eg timber structure with traditional colours and smaller-scale pylon sign (eg 6m tall) which relates to the town centre scale (pedestrian-friendly scale).</p> <p>50. Provide a low (picket) fence and hedge to all boundaries (except Church St) to enhance openness, amenity and character.</p> <p>51. Use plant and fence styles that complement the surrounding landscaping aesthetic and reinforce the heritage elements of the site and surrounds (flower beds, lawn with trees, hedge, picket fence, etc).</p> <p>52. Use some tall specimen trees to add some scale/height to public edges, corners, edges and for general visual softening.</p> <p>53. Relocate rubbish bins and other utility items to the Church Street or north-west part of the site where they are less visible to the public.</p> <p>54. Ensure that truck movements can be managed with respect to future market square public use (hours of operation management around market day, and school / commuter activities).</p>
<p><b>4.5.13 Policy – Town centre built form</b>  (a) The scale and form of new development in the Business Town Centre Zone is to:  (i) provide for a safe, accessible, compact and attractive town centre environment;  (ii) facilitate the integration of retail shopping, administration and commercial services, residential, civic and community activities;  (iii) reflect the role and character of the business town centre;  (iv) increase the prominence of buildings on street corners;  (v) maintain a low rise built form and small scale, pedestrian focussed retail activities; and  (vi) manage adverse effects on the surrounding environment, particularly at the interface with residential areas.</p>	<p>The proposal is contrary to elements of this policy, specifically items (a)(i) and (iv) and (v).</p> <p>(iv) The site is on a street corner, and on the corner of Market Square (a pedestrian-focussed public space) and there are no buildings proposed to increase the prominence of this street corner or provide a marker as an entry-point (or ‘book end’) to the town centre.  (v) A low rise building form/scale is not being maintained. A “no rise” building form is proposed.</p>	<p>55. Provide a service station-style shop with a range of goods for sale to people and focus its public activity toward public street frontages (e.g. some other Gull sites have small takeaway coffee stalls).</p> <p>56. Retain the cottage on the site to provide built form, activation, heritage and character.</p> <p>57. Add a canopy structure with veranda-like edge toward Great South Rd and Market Street. Utilise the structure for signage (fascia signage to edge) and ensure that the structure is consistent with the aesthetic of the Pokeno Character guidelines.</p> <p>58. Redesign the signage and any other visible structures on the site to be in character with the Pokeno Town Centre character statement – eg timber structure with traditional colours and smaller-scale pylon sign (eg 6m tall) which relates to the town centre scale (pedestrian-friendly scale).</p> <p>59. Use some tall specimen trees to add some scale/height to public edges, corners, edges and for general visual softening.</p> <p>60.</p>

RELEVANT OBJECTIVES AND POLICIES AND ASSESSMENT OF EFFECTS	Urban Design Assessment comment (Harrison Grierson)	Urban Design mitigation recommendation (Harrison Grierson)
		61. Ensure that truck movements can be managed with respect to future market square public use (hours of operation management around market day, and school / commuter activities).
<p><b>4.5.18 Policy - Pokeno Town Centre</b></p> <p>(a) Development maintains and enhances the role of the Pokeno Town Centre by:</p> <p>(i) Maintaining wide footpaths, prioritising and providing for pedestrian movement and safety;</p> <p>(ii) Maintaining a pedestrian focus by discouraging vehicle access across footpaths;</p> <p>(iii) Providing for an appropriate building scale with narrow frontages; and</p> <p>(iv) Protecting and enhancing the character of existing buildings through new built form being consistent with the outcomes of the Town Centre Character Statement for Pokeno Town Centre (Appendix 10.4), in particular by:</p> <p>A. Providing transparent façades and window displays at ground level;</p> <p>B. Providing continuous suspended verandahs sheltering footpaths;</p> <p>C. Providing parking, loading and storage where rear access to buildings exists;</p> <p>D. Encouraging the preservation and promotion of cultural features.</p> <p>E. Promoting active street frontages by developing up to the street boundary; and</p> <p>F. Ensuring built form is consistent with Waikato District Council Pokeno Town Centre Architectural Form, Materials and Signage Design Guide, and in particular section 6 (Architectural Style, Materials and Appearance).</p>	<p>The proposal is contrary to this elements of this policy, specifically:</p> <p>a(i) and (ii); proposal has vehicle crossings that may introduce safety issues with foot traffic using the site; it is considered that development of site within the Town Centre Zone should be compatible with wide footpaths that have pedestrian priority.</p> <p>(iii) appropriate building scale is not maintained; frontage is not narrow (is becoming wider than existing).</p> <p>(iv)A-F: Protection of character of existing buildings is not being maintained - character building is being removed. None of these aspects A-F have been incorporated to the proposal. No recognition has been given to this policy through the design outcomes embedded in the proposal. In particular, D (loss of heritage features) represents a lost opportunity to provide a suitable design response.</p>	<p>62. Provide a service station-style shop with a range of goods for sale to people and focus its public activity toward public street frontages (e.g. some other Gull sites have small takeaway coffee stalls).</p> <p>63. Retain the cottage on the site to provide built form, activation, heritage and character.</p> <p>64. Add a canopy structure with veranda-like edge toward Great South Rd and Market Street. Utilise the structure for signage (fascia signage to edge) and ensure that the structure is consistent with the aesthetic of the Pokeno Character guidelines.</p> <p>65. Design fencing and boundary treatments that visually connect and blend the cottage's surrounds with the public space surrounding Market Square.</p> <p>66. Improve the vehicle crossings and general surface treatment of the forecourt with coloured oxide, pavers, etc to add visual interest and support a future footpath around street frontages (refer Gull Pukekohe).</p> <p>67. Use plant and fence styles that complement the surrounding landscaping aesthetic and reinforce the heritage elements of the site and surrounds (flower beds, lawn with trees, hedge, picket fence, etc).</p> <p>68. Redesign the signage and any other visible structures on the site to be in character with the Pokeno Town Centre character statement – eg timber structure with traditional colours and smaller-scale pylon sign (eg 6m tall) which relates to the town centre scale (pedestrian-friendly scale).</p>
<p><b>4.5.21 Policy - Corner buildings – Business Town Centre Zone</b></p> <p>(a) Ensure buildings within Business Town Centre Zones positively reinforce corner locations through:</p> <p>(i) Building design;</p> <p>(ii) The position of the building on the site;</p> <p>(iii) Architectural details; and</p> <p>(iv) Having prominent building entrances.</p>	<p>The proposal is contrary to this policy- no buildings are proposed. The wording of the policy is important: <u>Ensure buildings within Business Town Centre Zones positively reinforce corner locations</u>. Even without a building it would be possible to reinforce the corner position/s by use of hard landscaping, tall elements, trees, etc to achieve more prominence.</p>	<p>69. Provide a service station-style shop with a range of goods for sale to people and focus its public activity toward public street frontages (e.g. some other Gull sites have small takeaway coffee stalls).</p> <p>70. Retain the cottage on the site to provide built form, activation, heritage and character.</p> <p>71. Add a canopy structure with veranda-like edge toward Great South Rd and Market Street. Utilise the structure for signage (fascia signage to edge) and ensure that the structure is consistent with the aesthetic of the Pokeno Character guidelines.</p> <p>72. Design fencing and boundary treatments that visually connect and blend the cottage's surrounds with the public space surrounding Market Square.</p> <p>73. Use some tall specimen trees to add some scale/height to public edges, corners, edges and for general visual softening.</p>
<p><b>4.5.22 Policy – Landscaping - Business Town Centre Zone</b></p> <p>(a) Within the Business Town Centre Zone and outside of the pedestrian frontage areas, ensure that landscaping contributes to the adjacent streetscape.</p>	<p>The proposal includes a minimal amount of soft landscaping along Great South Road (low height species) and hard landscaping is limited to vehicle crossings and hardstand areas only plus one paling fence. Along Church Street and Market Street, more substantial landscaping is proposed, but overall the proposal falls short of being considered a "contribution" to either of its three adjacent streetscapes.</p>	74. Same as #25, 26, 27
<p><b>4.5.24 Policy – New buildings: Business Town Centre Zone</b></p> <p>(a) New buildings within the Business Town Centre Zone are consistent with the Waikato District Council Urban Design Guidelines Town Centres (Appendix 3.3),...</p>	Appendix 3.3 has been assessed separately – refer to Section 4.6 of this report.	
<p><b>4.5.36 Policy – Signage</b></p> <p>(a) In the Business Town Centre and Business Zone provide for:</p> <p>(i) The establishment of signs where they are associated with the activity carried out on the site on which they are located;</p> <p>(ii) Public information signs that are of benefit to community well-being; and</p> <p>(iii) Establishment of signage to support the commercial function and vibrancy of the zones with controls on the size, location, appearance and number of signs to ensure they do not detract from the visual amenity of the surrounding environment.</p>	<p>The proposed signage is consistent with matters (a)(i) to (ii). In relation to matter (iii), the location and appearance of the sign will make it very prominent when viewed from Great South Road and when approaching the intersection of Pokeno Road / Great South Road. The scale and design of the sign will not complement the landscape (trees) or the nearby buildings (including the Town Hall).</p> <p>It is considered that the sign will detract from the visual amenity of the surrounding environment, though this effect is not very significant when compared to other signs and built form within the Pokeno Town Centre. It is noted that lower and smaller signs are provided for other activities in this location; including the existing real estate pylon sign on the site and the pylon sign for the G.a.s. service station.</p>	<p>75. Add a canopy structure with veranda-like edge toward Great South Rd and Market Street. Utilise the structure for signage (fascia signage to edge) and ensure that the structure is consistent with the aesthetic of the Pokeno Character guidelines.</p> <p>76. Redesign the signage and any other visible structures on the site to be in character with the Pokeno Town Centre character statement – eg timber structure with traditional colours and smaller-scale pylon sign (eg 6m tall) which relates to the town centre scale (pedestrian-friendly scale).</p>
<p><b>4.5.37 Policy – Managing the adverse effects of signs</b></p> <p>(a) In the Business Town Centre and Business Zone ensure that:</p> <p>(i) The location, colour, content, and appearance of signs directed at traffic are controlled to ensure signs do not distract, confuse or obstruct motorists, pedestrians and other road users;</p> <p>(ii) Signs that generate adverse effects from illumination, light spill, flashing or reflection are avoided;</p> <p>(iii) the placement of signs do not obstruct the free movement of:</p> <p>A. Pedestrians along the footpath;</p> <p>B. Vehicle use of the road carriageway.</p>	The proposal is consistent with this policy. I do not consider the proposed Pylon sign to be a distraction or confusing - it is related to the purpose of the service station.	<p>77. Ensure that vehicle crossing details and associated signage responds to a future footpath around the sites frontages.</p> <p>78. Redesign the signage and any other visible structures on the site to be in character with the Pokeno Town Centre character statement – eg timber structure with traditional colours and smaller-scale pylon sign (eg 6m tall) which relates to the town centre scale (pedestrian-friendly scale).</p>

RELEVANT OBJECTIVES AND POLICIES AND ASSESSMENT OF EFFECTS	Urban Design Assessment comment (Harrison Grierson)	Urban Design mitigation recommendation (Harrison Grierson)
<p><b>Review of Hayson Knell Comments (Business Centre Function and Amenity):</b></p> <p><b>Role of Centre</b> The purpose of the business centre of Pokeno is to provide for a "range of business activities."</p> <p>This role is reinforced under the Proposed District Plan in maintaining the town centre as the focal point for the various business activities to support the community.</p> <p>Service stations provide a necessary contribution to meeting the vehicle requirements of the community. Enabling the location of service stations at a range of locations meets the demand and expectation of the community for a readily available service.</p> <p>An easily accessible location provides for refuelling to occur in combination with other trips and avoids inefficient transport movement.</p> <p>The policy framework of both the Operative and proposed District Plans, supported by the design of criteria for town centres, establishes the intent of the business centre or the framework for design of buildings, pedestrian connectivity and visual amenity.</p> <p>The subject site, with its location characteristics at the edge of the town centre and disconnected from the pedestrian environment enable it as a suitable location for a service station.</p> <p>The site is not key to providing for pedestrian amenity and connectivity between business activities in the town centre.</p> <p>The proposal will have a less than minor potential adverse effect on the role and functioning of the business centre of Pokeno.</p>	<p><b>UD Peer Review Comment</b></p> <p>The purpose (role) of the town centre is defined in the Proposed District Plan:</p> <p><i>"(a)The role of the business town centres in Raglan, Huntly, Ngaurawahia, Te Kauwhata, Pokeno and Tuakau is strengthened by ensuring that:</i></p> <p><i>(i)They are recognised and maintained as the primary retail, administration, commercial service and civic centre for each town; and</i></p> <p><i>(ii)The scale of commercial activities supports their continued viability as the primary retail, administration and commercial service centre for each town; and</i></p> <p><i>(iii)Enhances their vitality and amenity while providing for a range of commercial and community activities and facilities."</i></p> <p>"Range of activities" is not being expanded since there are already service stations in Pokeno (including across the street, approx 60m away). It is questionable whether or not a new service station provides a necessary contribution to the community of Pokeno (certainly, the sole function of dispensing fuel through an automated system does not seem to offer much in the way of community engagement or employment).</p> <p>It is correct to state that the site is at the end of the town centre. However, the location at the end of the town centre is still very prominent (it has high profile as a "gateway"), and it is important to amenity and the recognisable civic centre and open space (Market Square). Further, it is important to connectivity because all traffic and pedestrians arriving from the north west will be directed past the site's main frontage. Connectivity does not only apply between businesses within the town centre, it also applies to people walking and cycling to and from the town centre.</p>	
<p><b>Character and Amenity</b> The site adjoins the permanent open space area of Church Street (unformed) to the west and Market Square and Market Street to the east. There is no residential zone land adjoining the site. The functioning of a service station necessitates ease of vehicle access and for re-supply by tanker. Whilst this functional response to the design is reflected by the proposal, proposed design elements provide for the site to visually merge with the open space adjoining. These comprise landscaping of the external boundaries and absence of large structures and buildings. The open space character of the adjoining land and low density of the site are the most visually dominant characteristics. Existing, well established planting in the Church Street and Market Square area provide key visual amenity to the immediate area. The low visual impact of the proposal will enable these existing visual characteristics to remain.</p> <p>The provisions of the District Plan focus upon the contribution of built form to the visual and pedestrian amenity of the town centre. The location characteristics described support an alternative approach in order to maintain the existing visual amenity character. Alternative commercial development of the site, having more substantial built form would need to sensitively manage the visual character of the open space adjoining the site. As the site is disconnected from the business area to the east, little benefit to the function of the town centre would be gained from attempting to provide for pedestrian amenity at the site frontage. The effect of the proposed reduction in the front yard control applied to the Church Street frontage is mitigated by the visually open character of the developments. The absence of large built form on the site allows the landscape elements of Church Street and Market Square to visually blend across the site and continue to contribute to the visual amenity of the area. The proposal will have a less than minor potential adverse effect on the character and amenity of the area.</p>	<p>I disagree that the proposed will 'visually merge' with its immediate surrounds. Those spaces are characterised by very large mature trees set within open lawn; a very different character to that of a service station forecourt fringed by rows of low planting.</p> <p>The intent of the objectives and policies is not to achieve an 'open space' character or low density; they aim to achieve prominence to frontages and corner sites through built form and activation of public interfaces. It is not considered that open-ness of the proposal is a positive attribute.</p> <p>The large scale and height (estimated 15m+) of the existing trees in Church Street and Market Street, plus the backdrop of some bamboo planting form a visual relationship with each other and balance the scale of the openness of the streets.</p> <p>It is agreed that, while the site is presently disconnected from business land to the east, it is not likely to remain so in the near future, as significant development is occurring within Pokeno and to the west of the subject land. The proposed commercial/retail development at 25 Market Street would substantially increase pedestrian activity near this site.</p> <p>Enhancing pedestrian amenity to all sites within the Town Centre will support a better and more attractive environment that supports the role of the Business Town Centre.</p>	
<p><b>Topic: Sensitive Environments</b></p>		
<p><b>Operative District Plan</b></p>		
<p><b>19.4.3 Objective - Adverse Effects</b> To protect the Residential Zone and other sensitive areas or resources from the adverse effects of business activities.</p>	<p>There are few direct adverse effects on residential activity that result from this proposal. The main effects would be indirect; loss of character, lack of alignment to future upgrades and intentions for the Town Centre.</p>	

RELEVANT OBJECTIVES AND POLICIES AND ASSESSMENT OF EFFECTS	Urban Design Assessment comment (Harrison Grierson)	Urban Design mitigation recommendation (Harrison Grierson)
<p>Policy 3. To monitor the effects of business activities on residential areas, particularly traffic and noise, and to:</p> <ul style="list-style-type: none"> <li>• revise the provisions of the zone if residential amenities are not adequately protected, and</li> <li>• investigate roading design changes for individual stretches of road where through-traffic associated with business activities is having an adverse impact.</li> </ul>	<p>Note: This policy seems relevant in that the proposal would result in increased through-traffic and will relate to a stretch of road which may be adversely impacted. This is a matter to be determined by a transport engineer.</p> <p>From an urban design perspective, the future potential for a footpath along the frontage of the site, and for an upgrade to market Street and Church Street should be factored in when making any consideration about traffic or access suitability. Key traffic assessment questions that should be considered:</p> <ul style="list-style-type: none"> <li>• What ability to reconfigure access might exist if the current proposal is constructed and, in future, a footpath or other configuration of surrounding streets occurs?</li> <li>• Is Church Street a more suitable alternative access point when all design aspects are considered and weight up?</li> <li>• If Market Square is upgraded and becomes a busy environment, would the vehicle movements be in conflict with this?</li> <li>• Are truck movements likely to happen outside of sensitive hours, for example when school opens and closes, or on Sundays during market day, or when commuters may be walking to the future train station?</li> </ul>	
<p>Policy 4. Due consideration be given to environmental and health impacts, sustainability and long term planning.</p>	<p>The long-term use of the service station should be considered due to potential shifts in vehicle fuel to electricity or similar. The potential for adaptive reuse of a service station site is limited; the numerous underground tanks, any potential soil remediation and a lack of buildings will not facilitate easy and rapid change of the site into other commercial activities.</p>	<p>79. Ensure that truck movements can be managed with respect to future market square public use (hours of operation management around market day, and school / commuter activities).</p> <p>80. Consideration of future use and adaptive re-use - Provide a site re-use/remediation plan.</p>
<p>Topic: Traffic</p>		
<p><b>Operative District Plan</b></p>		
<p><b>9.3.1 Objective - Minimise Conflict</b> To minimise conflict between the movement and access functions of roads and ensure, as far as practicable, that activities are compatible with the predominant function of the roads they front.</p>	<p>As the main road within the Pokeno Town Centre, a predominant function should be considered to include pedestrian movement. Design of vehicle crossings should consider its impact on pedestrians given that a footpath could be formed at any time within Great South Road. Suitable vehicle crossing design should be considered. An example of this is given at Gull Pukekohe which has a vehicle crossing finished in exposed aggregate concrete to match the adjacent footpath and has cobbled strips to identify the crossing.</p> <p>The potential future movement function of Great South Road and Church Street may be conflicted but this has not been assessed in the applicant's Traffic Report.</p>	<p>81. Relocate one of the vehicle crossings from Great South Rd onto Church Street to improve amenity, safety and legibility along Great South Road.</p> <p>82. Improve the vehicle crossings and general surface treatment of the forecourt with coloured oxide, pavers, etc to add visual interest and support a future footpath around street frontages (refer Gull Pukekohe).</p> <p>83. Ensure that vehicle crossing details and associated signage responds to a future footpath around the sites frontages.</p> <p>84. Ensure that truck movements can be managed with respect to future market square public use (hours of operation management around market day, and school / commuter activities).</p>
<p>Policy 2. That the effects of the subdivision, use and development of land are assessed in terms of the road hierarchy to determine and ensure the compatibility of activities with the roads they front or rely upon for access.</p>	<p>The compatibility of large vehicle crossings onto a road ("main street") within a Town Centre is questionable. It is worth noting the NZTA Waka Kotahi proposed One Network Framework for classifying roads would likely classify Great South Road (Pokeno Town Centre section) as a "Main Street" (and not as an "Arterial").</p>	<p>85. Relocate one of the vehicle crossings from Great South Rd onto Church Street to improve amenity, safety and legibility along Great South Road.</p> <p>86. Improve the vehicle crossings and general surface treatment of the forecourt with coloured oxide, pavers, etc to add visual interest and support a future footpath around street frontages (refer Gull Pukekohe).</p> <p>87. Ensure that vehicle crossing details and associated signage responds to a future footpath around the sites frontages.</p> <p>88. Expand landscaping areas to 1.5m depth around frontages to provide improved public amenity and screening of the forecourt.</p> <p>89. Provide a low (picket) fence and hedge to all boundaries (except Church St) to enhance openness, amenity and character.</p> <p>90. Ensure that truck movements can be managed with respect to future market square public use (hours of operation management around market day, and school / commuter activities).</p>
<p>Policy 6. That all activities be required to provide off road parking and loading facilities and to have access points (vehicle crossings) which comply with the Council's minimum standards for same.</p>	<p>It is noted that a 7m width (at boundary, expanding to 9.3m at the kerb) is overwidth but it is considered that this alone would <u>not</u> have a significant effect on overall pedestrian amenity in this context, compared with a crossing of complying width.</p>	
<p>Policy 7. That the plan uses front yards in all zones to assist in minimising conflict between roads and land use activities.</p>	<p>The proposal is consistent with this Policy. There are no particular conflicts between the road and land use activities with respect to urban design. Future use of the Market Square environment (for example during a busy market day) may be a factor in determining truck movements - but not enough detail is known about Market Square's potential form and function for this aspect to be assessed.</p>	<p>91. Improve the vehicle crossings and general surface treatment of the forecourt with coloured oxide, pavers, etc to add visual interest and support a future footpath around street frontages (refer Gull Pukekohe).</p> <p>92. Ensure that vehicle crossing details and associated signage responds to a future footpath around the sites frontages.</p> <p>93. Expand landscaping areas to 1.5m depth around frontages to provide improved public amenity and screening of the forecourt.</p> <p>94. Ensure that truck movements can be managed with respect to future market square public use (hours of operation management around market day, and school / commuter activities).</p>

RELEVANT OBJECTIVES AND POLICIES AND ASSESSMENT OF EFFECTS	Urban Design Assessment comment (Harrison Grierson)	Urban Design mitigation recommendation (Harrison Grierson)
<b>9.3.2 Objective – Safety</b> To ensure a safe roading network.		
Policy 3. That all persons and agencies ensure, as far as practicable, that road furniture, signage and vegetation is located, designed and maintained so as not to cause road safety problems, including visual obstruction or distraction.	The proposal is consistent with this policy, from an urban design perspective; signage, lighting, movement of people and vehicles, loading, etc are not unexpected activities within a town centre.	
<b>Proposed District Plan</b>		
<b>6.5.1 Objective – Land transport network</b> An integrated land transport network where: All transport modes are accessible, safe and efficient; and Adverse effects from the construction, maintenance and operation of the transport network are managed.	The application does not address this objective - only vehicles have been discussed in the Traffic Report. It is recommended that the Traffic Report be reconsidered to include pedestrian and cyclist movements, since both modes may be significantly increasing in volume in the near future, in response to the ongoing development of Pokeno.	95. Relocate one of the vehicle crossings from Great South Rd onto Church Street to improve amenity, safety and legibility along Great South Road. 96. Improve the vehicle crossings and general surface treatment of the forecourt with coloured oxide, pavers, etc to add visual interest and support a future footpath around street frontages (refer Gull Pukekohe). 97. Ensure that vehicle crossing details and associated signage responds to a future footpath around the sites frontages. 98. Ensure that truck movements can be managed with respect to future market square public use (hours of operation management around market day, and school / commuter activities).
<b>6.5.2 Policy – Construction and operation of the land transport network</b> (a) Promote the construction and operation of an efficient, effective, integrated, safe, resilient and sustainable land transport network through: (i) Corridor, carriageway and intersection design which is appropriate to the road function as specified in the road hierarchy and in accordance with relevant guidelines; (ii) The appropriate design and location of sites accesses; (iii) Traffic signage, road marking, lighting, rest areas and parking as appropriate; (iv) Provision for pedestrians and cyclists that addresses accessibility, including off-road facilities and connections; (v) Corridor and carriageway design which is sufficient to enable provision of public transport; (vi) Provision for other infrastructure, including where suitable low impact design stormwater facilities;	The application does not address this Policy in detail. In relation to (i) - The relevant guidelines including the Pokeno Structure Plan, the Town Centre Design Guidelines and Market Square Options assessment could be considered relevant. (ii) The appropriateness of site access has only been discussed in relation to vehicular movements, not pedestrians or other modes.  A couple of the statements within the Traffic Impact Report require further explanation, namely:  <i>"Customers' vehicles left turning into the site can do so directly, using the existing left turn slip lane to decelerate in partially, to minimise obstructing through traffic flow on the road."</i>  Given that the entrance to the site is proposed from the north-western vehicle crossing only, there appears to be slip lane that would enable vehicles to decelerate as described in the Applicant's comments. The Traffic Impact Report may need to be reviewed with this in mind.  <i>"It also shares its western boundary with the Church Street road reserve, although Church Street does not physically exist."</i>  Church Street is a legal road and several properties are located along it (though few appear to take access from Church Street). The traffic impact report should consider the relationship between the proposed vehicle crossing (western entrance) and the existing intersection at Church Street, and consider the likelihood that Church Street may be upgraded in future (formed kerb and channel and footpath) as development occurs. It appears there will be a conflict in the proximity of the proposed vehicle crossing with this intersection.  (iv) Provision for pedestrians and cyclists has not been considered in the application - there are a few opportunities to improve this. This includes shelter, vehicle crossing design, etc. (v) Public transport has not been considered in the application - construction of additional vehicle crossings to Great South Road will impact future options for bus stops in this location, for example those servicing Market Square or the Town Hall.	99. Relocate one of the vehicle crossings from Great South Rd onto Church Street to improve amenity, safety and legibility along Great South Road. 100. Improve the vehicle crossings and general surface treatment of the forecourt with coloured oxide, pavers, etc to add visual interest and support a future footpath around street frontages (refer Gull Pukekohe). 101. Ensure that vehicle crossing details and associated signage responds to a future footpath around the sites frontages. 102. Ensure that truck movements can be managed with respect to future market square public use (hours of operation management around market day, and school / commuter activities).

## 1.4 TABLE: ASSESSMENT AGAINST BUSINESS ZONE (POKENO) DESIGN ASSESSMENT CRITERIA (APPENDIX 29.2)

Relevant Design Element & Guidelines	Assessment of proposal against guideline (Hayson Knell)	Assessment comment (HG)	Urban Design mitigation recommendation (Harrison Grierson)
<ul style="list-style-type: none"> <li>• <b>Site Planning (Design Element 1)</b></li> </ul>			
<p>1. The Great South Road boundary of any site between Market Square and Cambridge Street should be lined by continuous building frontage to provide pedestrian amenity adjoining the road.</p>	<p>- The subject site is located at the northern most end of the design area. The provision of building facades and verandahs will serve no purpose in providing for pedestrian amenity. With Church Street and residential zoning to the north, there is no continuation of business activities to connect. The proposed service station is not a pedestrian destination (Point 1-3)</p>	<p>The proposal is not consistent with this criterion, because no building frontage is proposed facing Market Square. The intent of the rule is for a continuous frontage and the proposal provides no frontage at all, so there is a significant gap between the expectation of criterion 1 versus the proposal.</p> <p>Development of business-zoned land along Church Street and Market Street, including the eight retail units proposed for 25 Market St, would be expected to occur and attract greater numbers of pedestrians to Market Street, so the frontage is of some concern to pedestrian amenity. A veranda and attractive building façade (frontage) on the subject land would frame Market Square. Without buildings fronting it, Market Square would be difficult to recognise as a square (form) and would not be perceived as a significant destination.</p> <p>It is correct to say that the service station is not a pedestrian destination, and that makes it inappropriate for a location that is intended to be a pedestrian destination.</p>	<p>103. Provide a service station-style shop with a range of goods for sale to people and focus its public activity toward public street frontages (e.g. some other Gull sites have small takeaway coffee stalls).</p> <p>104. Retain the cottage on the site to provide built form, activation, heritage and character.</p> <p>105. Add a canopy structure with veranda-like edge toward Great South Rd and Market Street. Utilise the structure for signage (fascia signage to edge) and ensure that the structure is consistent with the aesthetic of the Pokeno Character guidelines.</p> <p>106. Use some tall specimen trees to add some scale/height to public edges, corners, edges and for general visual softening.</p>
<p>5. If possible, two vehicle access points on different roads (other than Great South Road between Market Square and Cambridge Street) should be provided for car parking areas.</p>	<p>- The presence of vehicle access directly onto Great South road will, for the same reasons as not providing for verandah coverage, not detract from existing or future pedestrian amenity (Points 4-6)</p>	<p>The statement that the subject land is disconnected from the pedestrian environment of the town centre is partially correct. The lack of a footpath and the under-development of Market Square at present do not encourage people to walk along Great South Rd along the frontage of the subject site.</p> <p>Effects arising from the vehicle crossings are not only aesthetic (visual effects) but would include consideration of pedestrian safety and convenience. Residential land to the west of the town centre has grown significantly, and Pokeno School is located to the west as well. Pedestrian connections between those places and the town centre should be supported; at the very least, further barriers to pedestrian movement shouldn't be proposed.</p>	<p>107. Relocate one of the vehicle crossings from Great South Rd onto Church Street to improve amenity, safety and legibility along Great South Road.</p> <p>108. Improve the vehicle crossings and general surface treatment of the forecourt with coloured oxide, pavers, etc to add visual interest and support a future footpath around street frontages (refer Gull Pukekohe).</p> <p>109. Ensure that vehicle crossing details and associated signage responds to a future footpath around the sites frontages.</p> <p>110. Ensure that truck movements can be managed with respect to future market square public use (hours of operation management around market day, and school / commuter activities).</p>
<p>7. If buildings cannot be built to all road boundaries (other than identified parts of Great South Road, where this is expected), attractively landscaped areas should be provided between the building and the open road frontage. If possible, the use of such areas for parking should be limited to not more than two rows of car parking to avoid adverse effects on the streetscape and pedestrian amenity.</p>	<p>- The presence of low-level perimeter boundary landscaping, and the absence of large built forms better provides for both the visual integration of the open spaces of Church Street and Market Square across the subject site and the visual amenity of the streetscape (Point 7)</p>	<p>Criterion 7 appears to address the setback of buildings from the street (noting the phrase "between the building"), and does not suggest that a site without buildings is a reasonable response. The proposed forecourt would introduce a very wide space (28m) between Great South Road and the nearest (propose) building, at 25 Market St; this is a much larger and less-open space than would result even from the uppermost threshold of two rows of car parking (approx 18m). Utilising the site as a means to "visually-integrate" Market Square with Church Street does not seem like a useful outcome in the town centre and the proposed landscaping solution would not achieve that anyway (since Market St and Church St are characterised by lawn and tall trees).</p>	<p>111. Provide a service station-style shop with a range of goods for sale to people and focus its public activity toward public street frontages (e.g. some other Gull sites have small takeaway coffee stalls).</p> <p>112. Retain the cottage on the site to provide built form, activation, heritage and character.</p> <p>113. Add a canopy structure with veranda-like edge toward Great South Rd and Market Street. Utilise the structure for signage (fascia signage to edge) and ensure that the structure is consistent with the aesthetic of the Pokeno Character guidelines.</p> <p>114. Design fencing and boundary treatments that visually connect and blend the cottage's surrounds with the public space surrounding Market Square.</p> <p>115. Expand landscaping areas to 1.5m depth around frontages to provide improved public amenity and screening of the forecourt.</p> <p>116. Redesign the signage and any other visible structures on the site to be in character with the Pokeno Town Centre character statement – eg timber structure with traditional colours and smaller-scale pylon sign (eg 6m tall) which relates to the town centre scale (pedestrian-friendly scale).</p> <p>117. Provide a low (picket) fence and hedge to all boundaries (except Church St) to enhance openness, amenity and character.</p> <p>118. Use plant and fence styles that complement the surrounding landscaping aesthetic and reinforce the heritage elements of the site and surrounds (flower beds, lawn with trees, hedge, picket fence, etc).</p> <p>119. Use some tall specimen trees to add some scale/height to public edges, corners, edges and for general visual softening.</p>

8. Outdoor storage should be avoided or concealed from view from public roads by internalisation within or by the configuration of the building, (preferred), or by screen fencing.	- There is no outdoor storage proposed. The bin shown on the plan is the spill response kit. (Point 8)	Some outdoor storage items (bins, carwashing equipment, spill response kit) will be present on the site. Screening landscaping and fencing would be effective in obscuring these items from public view, though fencing and landscaping heights should be carefully balanced to achieve a screening effect (groundcover planting for example would not be useful).	120. Relocate rubbish bins and other utility items to the Church Street or north-west part of the site where they are less visible to the public. 121. Provide a low (picket) fence and hedge to all boundaries (except Church St) to enhance openness, amenity and character. 122. Expand landscaping areas to 1.5m depth around frontages to provide improved public amenity and screening of the forecourt.
<b>• Building Form, Public interface and External Appearance (Design Element 2)</b>			
1. When viewed from the road or any public space, buildings should create visual interest through articulation, openings, and variation, and should be in accordance with any design theme that has been developed for the area.	The location of the subject site is at the northern most end and disconnected from the town centre by the presence of Market Square and Market Street. This feature supports the suitability of the land for a service station. The absence of built form on the site is not considered to detract from the intended character or visual amenity of the town centre.	The Pokeno Town Centre Character statement provides a design theme for the area but it does not appear to have been considered in the design of the Gull sign which is a typical Gull design used in other service stations.  The location of the site at the edge of the Town Centre places it in a relatively prominent position; The subject land fronts Great South Road and Market Street so has a high degree of visual profile within the public realm. There is some visual dynamism provided in the layout of the forecourt and through activity generation on the site, though it does not reflect any design theme and therefore would not offer any visual interest to the public realm surrounding the site.  The statement by Hayson Knell that the site would not detract from visual amenity because it is at the end of the town centre does acknowledge that the proposal would detract from the intended character or visual amenity of the town centre if it were located on a different site (perhaps across the street).  With respect to pedestrian amenity the lack of a footpath on the north-eastern side of Great South Road outside of the subject site makes this issue less significant at present, but pedestrians walking along Great South Road (using the footpath adjacent to the town Hall) or crossing the street would still have their visual amenity affected by the service station development). In future it should be anticipated that a footpath along the site frontage would be provided.	123. Retain the cottage on the site to provide built form, activation, heritage and character. 124. Redesign the signage and any other visible structures on the site to be in character with the Pokeno Town Centre character statement – eg timber structure with traditional colours and smaller-scale pylon sign (eg 6m tall) which relates to the town centre scale (pedestrian-friendly scale). 125. Use plant and fence styles that complement the surrounding landscaping aesthetic and reinforce the heritage elements of the site and surrounds (flower beds, lawn with trees, hedge, picket fence, etc).
2. Solid blank walls on or facing a road frontage should be avoided.		The proposal is not consistent with this guideline - a solid fence (1.8m high) with screening hedge (3.0m high) is proposed as the frontage to Market Street. The explanation of this guideline states: "As a guide in respect of Criterion 2, "blank" areas of facade (i.e. without windows, doors, or other penetrations) facing a road should not exceed 4m in any direction. If it is not feasible or practical to include windows and doors, architectural modulation through recesses, rebates, expressed columns etc should be used in preference to "flat" treatments such as applied colour". The combination of fencing and landscaping proposed for the Market Street boundary will provide little to no modulation; combinations of fencing and landscaping could be used more effectively to achieve some consistency with this guideline. Solid walls and high fences are undesirable in town centres because they offer poor surveillance and activation and are visually uninteresting.	126. Redesign the signage and any other visible structures on the site to be in character with the Pokeno Town Centre character statement – eg timber structure with traditional colours and smaller-scale pylon sign (eg 6m tall) which relates to the town centre scale (pedestrian-friendly scale). 127. Provide a low (picket) fence and hedge to all boundaries (except Church St) to enhance openness, amenity and character. 128. Use plant and fence styles that complement the surrounding landscaping aesthetic and reinforce the heritage elements of the site and surrounds (flower beds, lawn with trees, hedge, picket fence, etc).
4. Buildings should front directly onto or face onto roads and concentrate main entries and windows along roads or road-facing frontages.		Relevant due to the statement "Buildings should front or directly face onto roads..."; The proposal is that no building will front onto roads.  The intent of this criterion is to improve activation and passive surveillance of the street, to make it more attractive, functional and safe as a town centre environment. The proposal does not align well with the criterion in this respect.	129. Provide a service station-style shop with a range of goods for sale to people and focus its public activity toward public street frontages (e.g. some other Gull sites have small takeaway coffee stalls). 130. Retain the cottage on the site to provide built form, activation, heritage and character. 131. Add a canopy structure with veranda-like edge toward Great South Rd and Market Street. Utilise the structure for signage (fascia signage to edge) and ensure that the structure is consistent with the aesthetic of the Pokeno Character guidelines Use some tall specimen trees to add some scale/height to public edges, corners, edges and for general visual softening.

<p>6. Buildings on corners should utilise design features which emphasise and address the corner.</p>		<p>The pylon sign located on the corner of the site (Church Street / Great South Road ) would provide some height definition to that corner. The corner of the site at Great South Road/Market Street will not be provided with any height definition and as a result would not create a strong degree of legibility to the corner of the block, or achieve a balance to the scale of the Market Square space.</p>	<p>132. Provide a service station-style shop with a range of goods for sale to people and focus its public activity toward public street frontages (e.g. some other Gull sites have small takeaway coffee stalls).</p> <p>133. Retain the cottage on the site to provide built form, activation, heritage and character.</p> <p>134. Add a canopy structure with veranda-like edge toward Great South Rd and Market Street. Utilise the structure for signage (fascia signage to edge) and ensure that the structure is consistent with the aesthetic of the Pokeno Character guidelines.</p> <p>135. Use some tall specimen trees to add some scale/height to public edges, corners, edges and for general visual softening.</p>
<p>8. Signage should be designed to fit with the building, be located on the buildings rather than on freestanding signs, and should not extend above the eaves or parapets. (Refer to Part 15.4 of the Plan)</p>		<p>The proposal for a pylon sign is not consistent with this objective. It is noted that there are no options for attaching signs to buildings as part of this proposal, but a sign could be proposed that aligns to the eave/parapet height of nearby buildings; the Town Hall for example. The existing pylon sign associated with the Real Estate office is of a more sympathetic form and scale to the built form of Pokeno. The service station at 62 Great South Road also has a smaller pylon sign.</p>	<p>136. Redesign the signage and any other visible structures on the site to be in character with the Pokeno Town Centre character statement – eg timber structure with traditional colours and smaller-scale pylon sign (eg 6m tall) which relates to the town centre scale (pedestrian-friendly scale).</p> <p>137. Add a canopy structure with veranda-like edge toward Great South Rd and Market Street. Utilise the structure for signage (fascia signage to edge) and ensure that the structure is consistent with the aesthetic of the Pokeno Character guidelines.</p>
<p><b>• Open Spaces, parking area and landscaping (Design Element 3)</b></p>			
<p>2. Open spaces should have active edges, should be overlooked by windows from buildings on the same site or other sites in the Business Zone, and should be visible from roads.</p>		<p>The proposal is not consistent with this guideline; active edge to Market Square (open space) is not being provided; a solid boundary fence and screening hedge is proposed instead. The amenity and vitality of Market Square would be compromised as a result of this boundary treatment.</p>	<p>138. Provide a service station-style shop with a range of goods for sale to people and focus its public activity toward public street frontages (e.g. some other Gull sites have small takeaway coffee stalls).</p> <p>139. Retain the cottage on the site to provide built form, activation, heritage and character.</p> <p>140. Design fencing and boundary treatments that visually connect and blend the cottage's surrounds with the public space surrounding Market Square.</p> <p>141. Provide a low (picket) fence and hedge to all boundaries (except Church St) to enhance openness, amenity and character.</p> <p>142. Use plant and fence styles that complement the surrounding landscaping aesthetic and reinforce the heritage elements of the site and surrounds (flower beds, lawn with trees, hedge, picket fence, etc).</p>
<p>6. Parking and movement layouts should be designed for safe and effective movement of vehicles through an easily understood layout with appropriate surface markings and signs.</p>		<p>The proposal is consistent with this guideline.</p>	<p>143. Relocate one of the vehicle crossings from Great South Rd onto Church Street to improve amenity, safety and legibility along Great South Road.</p> <p>144. Improve the vehicle crossings and general surface treatment of the forecourt with coloured oxide, pavers, etc to add visual interest and support a future footpath around street frontages (refer Gull Pukekohe).</p> <p>145. Ensure that vehicle crossing details and associated signage responds to a future footpath around the sites frontages.</p> <p>146. Ensure that truck movements can be managed with respect to future market square public use (hours of operation management around market day, and school / commuter activities).</p>

## 2.0 LIMITATIONS

### 2.1 GENERAL

This report is for the use by Waikato District Council only, and should not be used or relied upon by any other person or entity or for any other project.

This report has been prepared for the particular project described to us and its extent is limited to the scope of work agreed between the client and Harrison Grierson Consultants Limited. No responsibility is accepted by Harrison Grierson Consultants Limited or its directors, servants, agents, staff or employees for the accuracy of information provided by third parties and/or the use of any part of this report in any other context or for any other purposes.

### 2.2 PEER REVIEW

Should this report be a peer review of the work of another consultant (“the designer”), the following limitations apply:

- The review is limited to only those aspects of the designer’s work specified in the peer reviewer’s scope of engagement.
- The liability for the reviewed work remains at all times solely with the designer.