

15 September 2020

Grace Burman  
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By Email



Dear Grace

### **Gull Pokeno – Urban Design Review and Feedback**

As discussed with you last week we have reviewed the Urban Design Peer Review and Design Recommendations provided by Sam Coles, Senior Urban Designer at Harrison Grierson.

Whilst we are in general agreement with the review and recommendations provided by Harrison Grierson, we are of the opinion that not all components of their review are of statutory nature and as such provide only guidance and aspirations for the site and adjacent Market Square development. These future aspirations for the area must be weighed up against the outcomes sought by the Operative and Proposed Waikato District Plan, which hold statutory weight in this instance.

In their 'Urban Design Mitigation Recommendations Report' which accompanied the peer review document, Harrison Grierson have provided sixteen (16) design mitigation measures to be implemented by the applicant. The below table describes the recommendations and our feedback on these items:

## Harrison Grierson Design Mitigation Recommendations

- 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.

## Boffa Miskell Comments

The proposed service station is an un-manned self-service station. As such the provision of a shop on the street frontage is not practical or possible. In our opinion the provision of a coffee stall or shop would be more desirable within the future Market Square, than on the service station site, which already has limited space for vehicle manoeuvring/tracking, traffic safety and required landscaping treatments.

Due to limited space on site and the nature of the proposed development, it is not possible to retain the existing cottage on site. We would however recommend that if feasible, the cottage could be donated to Council by the owner and relocated onto the proposed Market Square space. This could be redeveloped into a community facility or coffee shop for use during Market day events.

Please note that this is subject to the approval of the landlord who owns the building and it cannot be guaranteed that this is an option.

From a Health and Safety and CPTED perspective the provision of a canopy structure along the road and market square edges is considered impractical and potentially unsafe from a pedestrian and traffic safety perspective (private vehicles and large fuel tankers entering and exiting the site). This is also contrary to the recommendation to keep the site visually open.

Church Street is an unformed paper road. Access from this point would require a public road portion to be constructed and would be impractical from a vehicle access and manoeuvring perspective.

We agree with this recommendation and recommend that the applicant include this in their design proposal.

We agree with this recommendation and recommend that the applicant ensures that a footpath can be constructed in future i.e. that the entry design does not inhibit the ability for Council to construct a footpath in future past the site.

7 Design fencing and boundary treatments that visually connect and blend the cottage's surrounds with the public space surrounding Market Square.

We agree with this recommendation to design a traditional style fence and hedge combination along all visible site frontages.

8 Expand landscaping areas to 1.5m depth around frontages to provide improved public amenity and screening of the forecourt.

Expanded landscaping to 1.5m depth is not achievable in all cases due to the very tight vehicle tracking for tankers on site. We would recommend that 1.5m should be maintained where possible, but that a minimum of 1.0m width would be sufficient to accommodate the proposed picket fencing and hedge planting treatment proposed for visual enhancement of the site.

9 Redesign the signage and any other visible structures on the site to be in character with the Pokeno Town Centre character statement – e.g. timber structure with traditional colours and smaller-scale pylon sign (e.g. 6m tall) which relates to the town centre scale (pedestrian-friendly scale).

We agree with this recommendation. See concept image for proposed 6m high bespoke pylon sign below:



- 10 Provide a low (picket) fence and hedge to all boundaries (except Church St) to enhance openness, amenity and character.

We agree with this recommendation. See concept sketch for low painted timber picket fence and landscaping treatment below:



- 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).

We agree with this recommendation (As per item 10 above)

- 12 Use some tall specimen trees to add some scale/height to public edges, corners, edges and for general visual softening.

We agree with this recommendation. To be shown on Landscape Concept Plan and approved by Council prior to implementation. Final landscaping plans to be submitted at Engineering approval stage of the project and included as a consent condition.

- 13 Church Street landscaping to offer more screening (through vegetation height and density) to residential land across the street.

We agree with this recommendation and propose using the same picket fencing detail along this boundary, with a taller 1.5m high hedge behind (planted within the site boundary)

- 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.

Relocation of these items is not possible due to vehicle tracking and the location of underground fuel tanks. We would however propose that the bins and new shed be designed in colours to match the heritage scheme of the site fencing and signage and that they be softened visually by appropriate decorative shrub and groundcover planting.

- 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).

Due to the automated systems used to re-supply the service station this is not possible.

16 Consideration of future use and adaptive re-use -  
Provide a site re-use/remediation plan.

We do not believe that this is required and can be addressed in future. It should be noted that Gull do not own the land and cannot control what the landowner would do in future. It should be noted that the service station has an anticipated life span of 10 years.

Please do not hesitate to contact me should you have any questions or require further information.

Yours sincerely

**BOFFA MISKELL LTD**

A handwritten signature in black ink, appearing to read 'M Hugo', written in a cursive style.

**Morné Hugo**

Associate Partner / Landscape Architect & Urban Designer

*Registered NZILA Landscape Architect*