



**Proposed Alterations
FreshChoice, Greytown**

Urban Design and Heritage Assessment

(13th April 2023)

Richard Knott Limited

Urban Design | Masterplans | Built Heritage
Town Planning | Landscape and Visual Assessment

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1. Introduction

Woolworths NZ Limited proposed to form a new vehicle and pedestrian access, to reconfigure their existing service yard and to alter their existing building to provide a new canopy over that extended service yard at their existing Fresh Choice supermarket in Greytown. The existing store is located at 2-10 Hastwell Street and 105 West Street, Greytown, with the site at 134 Main Street being added to this to allow for the proposed alterations.

There are currently significant health and safety issues raised by the current operation of the supermarket, and in particular the requirement for delivery lorries to pass immediately in front of the main pedestrian entrance to the supermarket building and to reverse manoeuvre in the southern portion of the car park in order to access the existing service yard.

The proposed new access would enable delivery lorries to enter the altered service yard in forward gear, direct from Main Street. Woolworths have purchased the existing building and site at 134 Main Street, which is located directly adjacent to the existing supermarket service yard, to achieve this.

Alongside these benefits, the proposal would also provide a direct pedestrian access to the supermarket from Main Street, alternative, more direct vehicular access to the customer car park, improved provision for deliveries and service vehicles and a new freestanding supermarket sign alongside the new Main Street service/customer access.

The Main Street area is identified as a Historic Heritage Precinct in the Combined Wairarapa District Plan; this covers the whole of 134 Main Street and part of the existing supermarket building (despite the latter having underlying industrial zoning).

The application was originally lodged in June 2022, and this report provides a new assessment of updated plans which have been prepared in response to matters raised by the Council's consultant traffic and historic heritage consultants.

Preparation of this Report

This report provides independent urban design and historic heritage advice in relation to the effects of the proposed development on Main Street and the Historic Heritage Precinct. It has been prepared following a number of site visits to view the site and local area.

It has been prepared by Richard Knott. Richard is a historic heritage, urban design and planning specialist and has worked in these areas for over 30 years. He established his own consultancy in 2014. The company works for both local government and private companies across New Zealand.

Richard has worked with Woolworths NZ Ltd (and their predecessor companies) since 2013 and has provided independent urban design and historic heritage advice for a number of their developments.

Richard's other work includes designing and leading a wide range of projects, such as masterplans/development frameworks for existing historic town centres, urban sites and greenfield areas through to providing advice for individual owners on their proposals to make alterations to their heritage home. Recent relevant projects include:

- a. Designing and authoring a masterplan for Opotiki Town Centre - Opotiki District Council.
- b. Designing and authoring a masterplan for Opotiki Harbour and Wharf – Opotiki District Council.
- c. Urban designer for Featherston Masterplan (with Ree Anderson Consulting) – Ongoing – SWDC

- d. Historic Heritage Area study to identify 29 new Historic Heritage Areas – Hamilton City Council
- e. Designing and authoring a Framework for Action, a masterplan for the Papakura Metropolitan Centre – Papakura Local Board.
- f. Designed and authored a strategy for regeneration and development in Manurewa town centre – Manurewa Local Board.
- g. Studies to identify and assess historic heritage buildings and areas.
- h. Urban designer for a number of greenfield residential developments in Auckland.
- i. Urban Designer for a wide range of residential schemes for the redevelopment of brownfield sites in Auckland.
- j. Designed a new town centre and preparation of comprehensive development plan for Rototuna Town Centre, Hamilton – for Hamilton City Council and Kirkdale Developments.
- k. Urban designer for a number of residential, commercial and supermarket/local centre developments across New Zealand including Palmerston North, Hastings, Te Atatu, Wainuiomata, Kapiti, Lincoln, Hawera, Mosgiel for Woolworths New Zealand Limited ("Woolworths") and/or individual landowners.

Richard is an Independent Planning Commissioner and has sat on hearings panels and/or chaired hearings for Hamilton City Council, Whangarei District Council, Tauranga City Council, Taupo District Council, South Wairarapa District Council and Auckland Council.

Richard has provided historic heritage and urban design advice to the wider design team as a design reviewer.

Richard Knott:

Qualifications

- MA Urban Design, 1995
- PG. Diploma Building Conservation, 2002
- Bachelor of Planning, 1989
- BA(Hons) Town and Country Planning, 1988

Affiliations

- Member New Zealand Planning Institute
- Chartered Town Planner (Member of Royal Town Planning Institute, UK) (full member)
- Member Institute of Historic Building Conservation, UK (full member)
- Member Institute of Highway Engineers, UK (full member)

Accreditations

- Ministry for the Environment Making Good Decisions Accredited, with Chairs Endorsement

Relevant Training

- Planning Institute of Australia, Landscape and Visual Assessment (October 2019)
- University of Southern California; Fundamentals of Heritage Conservation (July/August 2016)

2. The Existing Site and Local Area

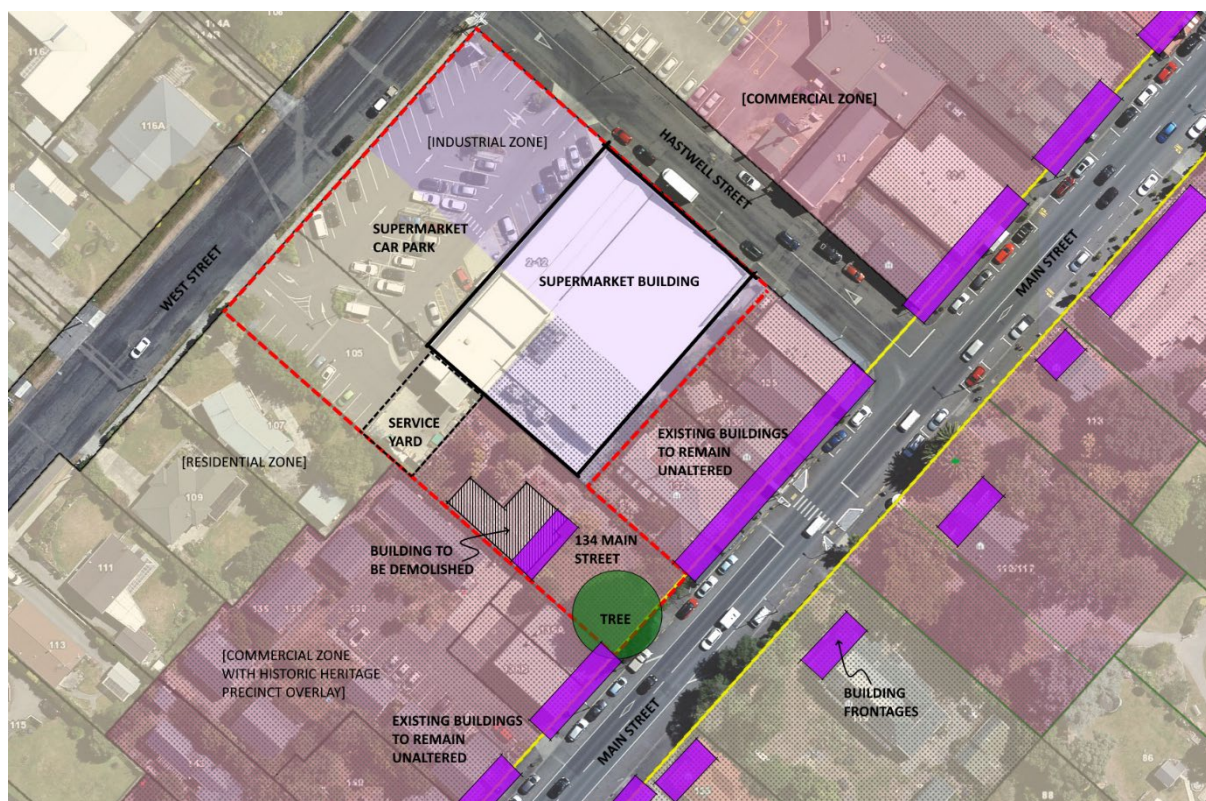


Figure 1: Key local features (based on plan from Wairarapa Combined District Plan – Local Maps - <https://qis.mstn.govt.nz/WairarapaViewer/?map=25092c1c467841908f7854a3ecc1fa41>)

The existing FreshChoice supermarket is located behind Main Street, with site frontages to Hastwell Street and West Street. The supermarket building is positioned so that its rear elevation faces towards the rear of properties on Main Street, with its front elevation facing north-west, towards West Street.

Access to the existing customer car park is available from both Hastwell Street and West Street.

The existing arrangement, with the service yard to the southwest of the building, requires delivery and service vehicles to pass by the main pedestrian entrance to the supermarket, to manoeuvre within the customer car park and to reverse into the service yard. This existing arrangement brings significant health and safety concerns and requires staff to act as spotters to ensure that this can occur in a safe manner. This arrangement is far from ideal and has inherent unacceptable health and safety risks, particularly given the duties imposed under The Health and Safety at Work (General Risk and Workplace Management) Regulations 2016 for persons conducting a business to ensure, so far as is reasonably practicable, that the workplace is without risks to the health and safety of any person.

Main Street is an attractive shopping destination, with a range of narrow single storey and two storey shop buildings mainly directly fronting the street, particularly on the northwest side of the street. On the southeast side of the street, there are a number of instances of building being set back from the street frontage, with the intervening area being designed for outside seating (including the White Swan pub) or having the appearance of a public open space (including 101 Main Street, 83-87, 115-117 Main Street and to the front of the Library).

The site at 134 Main Street contrasts with the norm; whereas most other building on the north side of the street in the local area have a commercial appearance with shop fronts at ground floor, the existing building at 134 has a residential appearance. It is set far back from the street frontage.

The front yard area of 134 Main Street is not used for commercial purposes; it is instead used as a vehicular access, car parking and a lawn area for the existing house on the site.

There is a very large copper beech tree on the site frontage, to the south of the existing vehicular access/crossing, and to the north of this various other trees/large shrubs along the site frontage, and within the site. There is a low wall along the site frontage (broken at the vehicular access).

The setback and large tree within its front yard mean that the existing building is not a dominant element in the street and is not prominent to passers-by. The tree is a prominent feature in the street and does make a positive contribution to the local area/historic heritage precinct and is in line with Greytown's general recognised sylvan character. The other smaller/trees and planting do not make a notable contribution to the values of the area, apart from providing some enclosure along the site frontage.

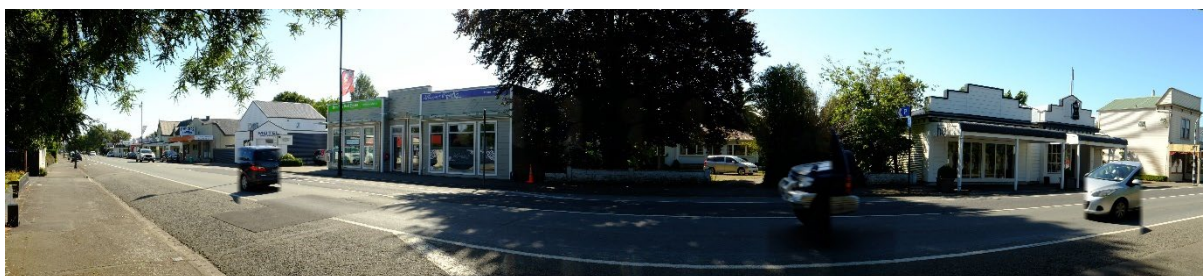


Figure 2: Panorama photograph of Main Street frontage of 134 Main Street (photo RKL)



Figure 3: Panorama photograph of West Street frontage of supermarket site (looking towards 134 Main Street) (photo RKL)

As noted above, the Main Street area is identified as a Historic Heritage Precinct; this covers the whole of 134 Main Street and part of the existing supermarket building.

Section 6.3.18 of the Operative District Plan explains that:

'The central business districts of Greytown, Featherston and Martinborough contain a wide range of buildings with historic heritage values – collectively these warrant being identified and managed as Historic Heritage Precincts to protect and enhance these values. The scale and character of historic features, such as shop frontages, contribute to the appeal of these town centres as pedestrian areas, helping them to be attractive centres to visit and patronise. New buildings should neither mimic nor detract from the historic styles of their neighbours. The building styles vary considerably in age, character and form throughout each of the town centres – new buildings or changes to existing buildings need to be

designed in reference to their immediate context, drawing on their elements to promote coherence in building form. They also need to ensure that the pedestrian environment is appropriately provided for, whether this occurs by using verandahs or by some other form of treatment where verandahs may not be appropriate (for example, on some historic bank buildings where verandahs could degrade the architectural values).'

3. The Proposed Development



Figure 4: Proposed view from Main Street (Woodhams Meikle Zhan Architects)

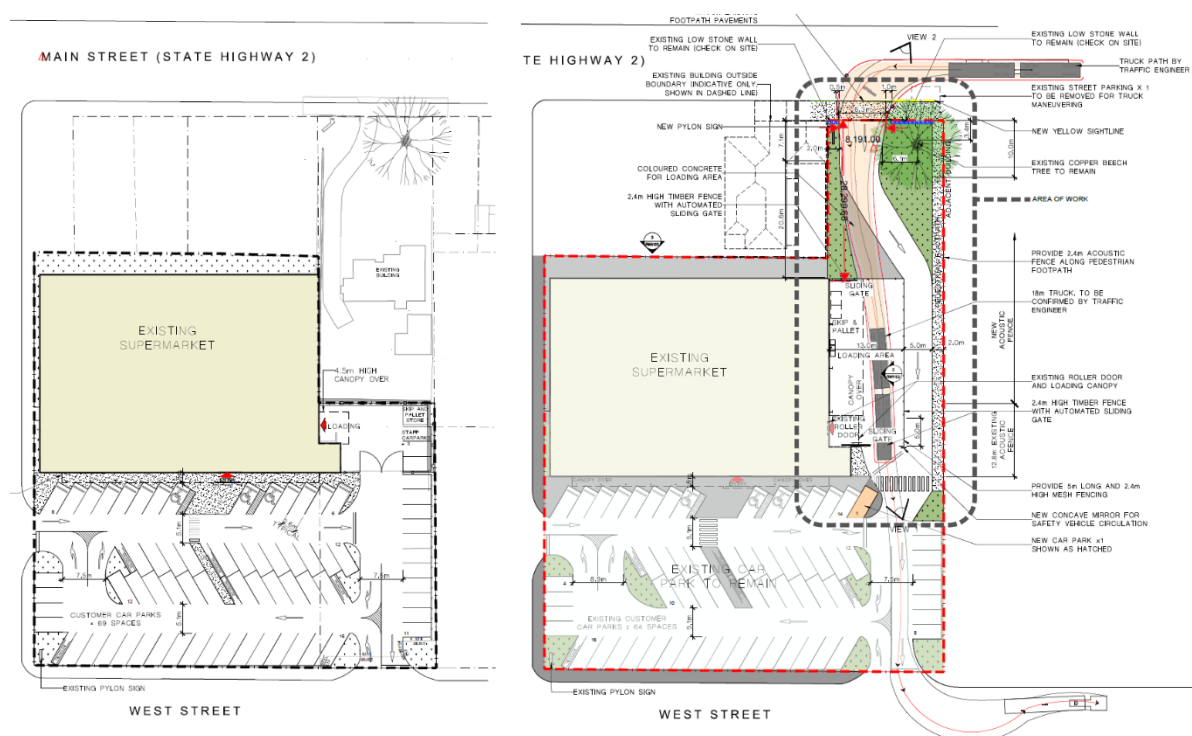


Figure 5:

(Left) Existing site layout, showing significant setback of existing dwelling at 134 Main Street .

(Right) Proposed site layout showing retention of existing copper beech tree on site frontage and large areas of landscaping.

(Woodhams Meikle Zhan Architects)

A number of updates have been made to the proposed plans since the original application was lodged. The benefits brought by the proposed plans and the main changes made since the original consent was lodged are noted below:

- Allows service/delivery vehicles to directly access the supermarket service yard in forward gear, so removing the need to pass by the main pedestrian entrance to the supermarket or to turn in the existing customer car park. This significantly reduces existing health and safety risks, in line with the obligations under the The Health and Safety at Work (General Risk and Workplace Management) Regulations 2016.
- Has reduced the width of the vehicular crossing from Main Street, from 9.0m to 8.3m, with the driveway narrowing to around 6.8m approximately 9m into the site.
- A larger area of planting has been introduced along the north boundary of 134 Main Street, to assist with visually narrowing the proposed access and to screen the fence to the extended service yard.
- The existing low stone wall along the front of the site will be retained (and adapted to accommodate the proposed widened vehicular access), rather than a new wall being constructed along the site frontage as was previously proposed.
- Has significantly reduced the proposed sign at the site frontage, to a total of 3.6m high (rather than the previously proposed 5.4m). This will be constructed in painted timber, with vinyl graphics applied. This sign will include external illumination, designed to be in keeping with the heritage character of Main Street and to reduce any potential light pollution. Notwithstanding any note on the submitted plans, this sign will have a single face, on the south side.
- The scheme has still been designed to retain the existing tree adjacent to the site frontage, which although not scheduled does contribute to the character and quality of the street and which provides enclosure to the site frontage.
- Still provides a larger service yard and new high-level canopy over this, to allow the more efficient (and safer) unloading of delivery vehicles.
- Still provides a new pedestrian access to the supermarket from Main Street.
- Still provides alternative, more direct access to the customer car park.
- Does not impact the retention of the existing commercial buildings facing Main Street on either side of the site.
- Has removed the previously proposed customer car parks close to Main Street and utilises this area for additional planting, in addition to the proposed new landscaping under the retained tree and in the enlarged bed (relative to the previous plans as lodged along the northeast boundary of the site, alongside 132 Main Street (as discussed above)).

4. Assessment against the Combined Wairarapa District Plan

The existing supermarket building is located partly within the Industrial Zone and partly within the Residential Zone, with (as noted above) a Historic Heritage Precinct overlay over part of the industrial zoned section of the site.

The site at 134 Main Street is located within the Commercial Zone, with a Historic Heritage Precinct overlay. The majority of the proposed works are within the site of 134 Main Street, although there are some alterations to the existing service yard and nominal amendments to the existing car park area within the Residential Zone (the addition of one car park).

Overall, the proposed development is a **discretionary activity**.

Legislative Background

As noted above, the proposal seeks to address matters relating to the health and safety of Fresh Choice staff, shoppers and other people who may be in the vicinity of trucks and delivery vehicles manoeuvring in the existing supermarket car park area. The Health and Safety at Work (General Risk and Workplace Management) Regulations 2016 confirms that persons conducting a business or undertaking have duties to ensure, so far as is reasonably practicable, that the workplace is without risks to the health and safety of any person.

Section 5 of the RMA sets the purpose of the Act as being:

'The purpose of this Act is to promote the sustainable management of natural and physical resources.

*In this Act, sustainable management means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their **health and safety** while—*

(a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and

(b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and

(c) avoiding, remedying, or mitigating any adverse effects of activities on the environment'

(emphasis added)

Whilst neither the Wellington Regional Policy Statement or Combined Wairarapa Operative District Plan make any reference to health and safety matters in relation to development within historic heritage precincts, s5. specifically highlights the need to provide for the health and safety of people and communities, the health and safety benefits which would be delivered by the proposal are a relevant consideration. The continued provision of the supermarket contributes to a well functioning urban environment; I note that Change 1 to the WRPS has been notified and responds to the requirements of the National Policy Statement – Urban Design.

My assessment will therefore consider the need to provide for the health and safety of the community against the requirement to protect historic heritage from inappropriate subdivision, use, and development as required by s6(f) of the RMA.

Assessment

The assessment set out below considers the relevant provisions of the Combined Wairarapa District Plan as follows:

- Historic Heritage Objectives and Policies

- Commercial Zone Objectives and Policies
- Appendix 8 – South Wairarapa Town Centres Design Guidelines.
- Reference is also made to the Dark Sky Management Area, as identified in Appendix 16

Historic Heritage Objectives and Policies	Response
10.3.1 Objective HH1 – Historic Heritage Values To recognise and protect the important historic heritage of the Wairarapa.	<i>The proposed new access and alterations have been designed to recognise and protect the historic heritage values of the Greytown town centre, as set out below.</i>
10.3.2 HH1 Policies	
(a) Identify significant historic heritage.	<i>The proposal has no impact in relation to this policy. It does not alter the Council's ability to identify historic heritage or in any way challenge the identification of 134 Main Street as being within the Historic Heritage Precinct.</i>
(b) Avoid, remedy or mitigate the potential adverse effects of subdivision, development and use on historic heritage.	<i>The proposed development has been designed to be sympathetic to the heritage values of the Historic Heritage Precinct. In particular:</i> <ul style="list-style-type: none"> - <i>The existing building at 134 Main Street, to be demolished, is set far back from the street frontage, and due to the large copper beech tree and other planting along the site frontage and within the site, makes little contribution to the Main Street street-scene/environment. The demolition of the building will have little impact on the historic heritage values of the area.</i> - <i>The existing building is set far back from the site frontage to Main Street and does not contribute to the continuity of the building frontages.</i> - <i>The existing wall along the site frontage makes a contribution to the continuity of the site frontage and has therefore been retained, although the gap for the vehicular access will require being widened to accommodate the updated access.</i> - <i>Whilst it is not scheduled, the existing tree on the site frontage contributes to the enclosure and continuity of the Main Street and will be retained (notwithstanding the applicant could remove the tree without consent).</i> - <i>The proposed vehicular access and pedestrian access have been designed to seek to maintain the existing tree, with detailed advice from an arborist now forming part of the application.</i> - <i>The site entrance has been further considered and redesigned to be of a lesser width than</i>

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- previously proposed at the street frontage and is narrowed further into the site with additional landscape planting to each side, further emphasising the reduced width of the driveway.*
- *Larger areas of landscape planting are provided either side of the new access, to maintain the existing planted character of the previous front yard area and to provide screening which breaks views of the fence and gates on the east boundary of the service yard.*
 - *The position of the service yard, the gates enclosing this at each end, the resulting curved alignment of the new access road, retention of the existing tree and the retention of the wall on the site frontage and new landscape planting will ensure that there will not be a clear view down the lane towards the new canopy and towards the car park.*
 - *The proposed externally illuminated sign has been significantly reduced in size from the original proposal and is constructed in painted timber to be in keeping with the heritage values of the historic heritage precinct. It will now be no taller than the eaves height of the adjacent building to the north (132 Main Street), which it is located close to. As a result it will not stand out unduly in the street, particularly given the retention of the existing tree.*
 - *Together these matters will mitigate the potential adverse effect of the demolition of the existing building, new access and alterations to the building and ensure that the overall impression is that Main Street has a broadly continuous frontage of buildings and large trees as existing. As such the proposal appropriately balances the applicant's health and safety obligations (which need to be considered under the purpose of the RMA) against the need to protect the historic heritage precinct from inappropriate development.*

(c) Ensure the important attributes of historic heritage is not disturbed, damaged or destroyed, by inappropriate subdivision, use and development.	<i>As above.</i>
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(d) Provide for the use of historic heritage where the activity is	<i>As described above, significant alteration has been made to the design of the proposed vehicular access to ensure that</i>
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compatible with the identified historic attributes and qualities and there are no more than minor adverse effects on the historic heritage values.	<p><i>it maintains the historic values of the historic heritage precinct; in particular the existing wall is retained on the site frontage, the width of the vehicle crossing has been narrowed, the vehicle driveway has been narrowed, wider areas of landscape planting have been added, previously proposed car parks have been removed from the scheme, and the existing Copper Beech tree on the site frontage will be retained.</i></p> <p><i>Together these changes will ensure that the scheme is compatible with the historic attributes and qualities of the area, which as set out in Section 6.3.18 of the Operative District Plan includes the scale and character of historic features, such as shop frontages and the appeal of the town centre to pedestrians.</i></p>
(e) Provide for land subdivision to create conservation lots to protect recognised historic heritage.	N/A
(f) Increase public awareness of historic values and their importance, and encourage the community to support the protection and conservation of historic heritage.	N/A

Commercial Zone Objectives and Policies

<p>6.3.1 Objective Com1 – Character and Amenity Values</p> <p>To maintain and enhance the character and amenity values of the Commercial Zone in a manner that enables its commercial functions to provide for the wellbeing of the Wairarapa while mitigating adverse effects on the natural and physical environment.</p>	<p><i>As described above, the proposed access and alterations to the supermarket building have been designed to be in keeping with the existing character and amenity values of Main Street whilst assisting the applicant in meeting their Health and Safety obligations, which need to be considered under the purpose of the RMA. The use of external illumination for the proposed sign will minimise impact on the Dark Skies.</i></p>
6.3.2 Com1 Policies	

(a) Maintain and enhance the function, character and amenity of the Commercial Zone by controlling the bulk, location and nature of activities and buildings to achieve appropriate levels of scale, density and environmental effects.	<p><i>Whilst the proposal includes the addition of a new canopy on the existing supermarket building, this is located around 28m back from the site frontage to Main Street (although within the historic heritage precinct).</i></p> <p><i>The canopy is simple in design. Following discussions with the Council's historic heritage specialist, thought was given to the detailed design of the canopy and whether there was a potential design which reflected the design and materials of older buildings in the area. It was concluded that attempting to do so would be likely to significantly increase the bulk and mass of the canopy and that it was more appropriate to design a structure which recognised the functional needs of the supermarket building (and so recognise the advice in Section 6.3.18 of the Operative District Plan).</i></p> <p><i>The overall height of the canopy is not out of keeping with the main supermarket building. Overall, given the simple design of the canopy and its very significant setback from the main street frontage (around 28m), the alterations will maintain the character and amenity of the commercial zone and will enhance the functionality of the supermarket building.</i></p>
(b) Encourage a wide range of appropriate activities within the Commercial Zone while ensuring any adverse effects are avoided, remedied or mitigated.	<p><i>The provision of a well-functioning supermarket (which meets relevant health and safety obligations) makes an important contribution to the social, economic, and cultural wellbeing of the local community – it is an essential element in the existing well functioning urban environment.</i></p>
<p>6.3.16 Objective Com6 – South Wairarapa Town Centres</p> <p>To ensure the special characteristics and historic heritage values of the town centres of Featherston, Greytown, and Martinborough are maintained and enhanced in a manner that enables their efficient commercial functioning.</p>	<p><i>As described above, the proposed access and alterations to the supermarket building have been designed to be in keeping with the existing character and amenity values of Main Street, appropriately balancing the applicant's health and safety obligations (which need to be considered under the purpose of the RMA) against the need to protect the historic heritage precinct from inappropriate development.</i></p>
<p>6.3.17 Com6 Policies</p>	
(a) Recognise the town centres of Featherston, Greytown, and Martinborough as Historic Heritage Precincts.	<p><i>As set out above, the proposal has no impact in relation to this policy. It does not alter the Council's ability to identify Historic Heritage Precincts or in any way challenge the identification of 134 Main Street as being within the Historic Heritage Precinct.</i></p>

(b) Maintain and enhance the character of the Featherston, Greytown, and Martinborough town centres by controlling new development in a manner that is keeping with their historic heritage values.	<i>As described above, the proposed development has been designed to maintain the character of the Historic Heritage Precinct, whilst still providing for the applicant's health and safety obligations (which need to be considered under the purpose of the RMA).</i>
(c) Avoid new development that is out of character with the historic heritage values of the Featherston, Greytown and Martinborough Town Centres.	<i>As described above, the proposed access and alterations to the supermarket building have been designed to be in keeping with the existing historic heritage values of Greytown Main Street.</i>
(d) Promote a pleasant pedestrian-oriented retail environment.	<p><i>The site as existing does not make a positive contribution to the creation of pleasant pedestrian-oriented retail environment, as the existing building is not in commercial use and is set well back from the site frontage.</i></p> <p><i>Whilst the creation of the new vehicular access has the potential to disrupt the free flow of pedestrians across the site frontage, the potential for this is mitigated by the updated design of the proposed access:</i></p> <ul style="list-style-type: none"> - <i>The access will be designed as a vehicle crossing rather than as a road with kerbs and channel. Pedestrians will therefore maintain priority across the entrance, and they will not be forced to navigate kerbs and channels, rather they will be able to continue across the entrance on a footpath.</i> - <i>The vehicle crossing has been narrowed further, to reduce the visual impact of the crossing and to also reduce the distance that pedestrians have to pass by.</i> - <i>The proposal provides a new pedestrian access to the supermarket entrance which increases the pedestrian focus of the supermarket development.</i>

22 Assessment Criteria

Response

22.1 Consents Under District Wide Rule

22.1.4 Historic Heritage Precinct

(i) The nature, form and extent of the proposed activity and the extent to which it is consistent with the environmental outcomes	<i>Section 6.3.18 confirms the purpose of the Com6 Policies, including the need to protect and enhance the values of the area, to ensure that the scale and character of historic features, such as shop frontages, contribute to the appeal of</i>
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intended for the relevant precinct.	<i>these town centres as pedestrian areas, helping them to be attractive centres to visit and patronise, that new buildings should not mimic or detract from their neighbours. As set out in relation to the Com6 policies above, these aspirations would be achieved</i>
(ii) Any measures proposed to protect or enhance the character of the street, including the implementation of any planting or landscaping.	<i>The proposal has been designed to retain the existing copper beech tree on the site frontage, and will introduce significant areas of new landscaping along the site frontage and within the site. This will make a positive contribution to the values and character of the street.</i>
(iii) For sites within Greytown, Martinborough and Featherston, the extent to which the proposal is consistent with the principles of the South Wairarapa Town Centres Design Guide (Refer Appendix 8).	<i>The Town Centres Design Guide is considered below.</i>
(iv) Where a proposal involves the addition or alteration to a building, or the erection of a new building, the proposal's consistency with the original age, design and construction of the building or feature or its consistency with the other buildings in the precinct or area.	<i>The alterations to the building are considered below in relation to the Town Centres Design Guide.</i>
(v) The effect of subdivision on the values of the Historic Heritage Precinct in terms of maintaining historical integrity and the curtilage of the precinct.	<i>The proposal does not involve subdivision and is not considered to implicate historical integrity given the lack of valuable features on the existing site at 134 Main Street.</i>
(vi) The extent to which the heritage value, integrity and character of the Historic Heritage Precinct will be maintained or enhanced.	<p><i>As set out above, the proposed development has been designed to be sympathetic to the heritage values of the Historic Heritage Precinct. In particular:</i></p> <ul style="list-style-type: none"> <i>- The existing building at 134 Main Street, to be demolished, is set far back from the street frontage, and due to the large copper beech tree and other planting along the site frontage and within the site, makes little contribution to the Main Street street-scene/environment. The demolition of the building will have little impact on the historic heritage values of the area.</i> <i>- The existing building is set far back from the site frontage to Main Street and does not contribute to the continuity of the building frontages.</i> <i>- The existing wall along the site frontage makes a contribution to the continuity of the site frontage and has therefore been retained, although the gap</i>

for the vehicular access will require being widened to accommodate the updated access.

- *Whilst it is not scheduled, the existing tree on the site frontage contributes to the enclosure and continuity of the Main Street and will be retained (notwithstanding the applicant could remove the tree without consent).*
- *The proposed vehicular access and pedestrian access have been designed to seek to maintain the existing tree.*
- *The site entrance has been further considered and redesigned to be of a lesser width than previously proposed and is narrowed further into the site with additional landscape planting to each side, further emphasising the reduced width of the driveway.*
- *Larger areas of landscape planting are provided either side of the new access, to maintain the existing planted character of the previous front yard area and to provide screening which breaks views of the fence and gates on the east boundary of the service yard.*
- *The position of the service yard, the gates enclosing this at each end, the resulting curved alignment of the new access road, retention of the existing tree and the retention of the wall on the site frontage and new landscape planting will ensure that there will not be a clear view down the lane towards the new canopy and towards the car park.*
- *The proposed externally illuminated sign has been significantly reduced in size and is constructed in painted timber to be in keeping with the heritage values of the historic heritage precinct. It will now be no taller than the eaves height of the adjacent building to the north (132 Main Street), which it is located close to. As a result it will not stand out unduly in the street, particularly given the retention of the existing tree.*

Together these matters will mitigate the potential adverse effect of the demolition of the existing building, new access and alterations to the building and ensure that the overall impression is that Main Street has a broadly continuous frontage of buildings and large trees as existing. As such the proposal appropriately balances the applicant's health and safety obligations (which need to be considered under the purpose of the RMA) against the need to protect the historic heritage precinct from inappropriate development.

Appendix 8 – South Wairarapa Town Centres Design Guidelines	Response
35.1.7 Alterations and Additions to Existing Buildings	
<p>(a) Siting</p> <p>The siting of an addition should reflect the style and character of the older building. An addition should be sited to minimise the visual impact of change.</p>	<p><i>The main addition to the building is the new canopy over the existing service yard area.</i></p> <p><i>This has been designed to reflect the functional requirements of the supermarket building, and adopts a simple, minimal design. It is set back around 28m from the site frontage to Main Street.</i></p> <p><i>Following discussions with the Council's historic heritage specialist, thought was given to the detailed design of the canopy and whether there was a potential design which reflected the design and materials of older buildings in the area. It was concluded that attempting to do so would be likely to significantly increase the bulk and mass of the canopy and that it was more appropriate to design a structure which recognised the functional needs of the supermarket building (and so recognise the advice in Section 6.3.18 of the Operative District Plan).</i></p> <p><i>The overall height of the canopy is not out of keeping with the main supermarket building.</i></p> <p><i>Overall, the simple design of the canopy and its very significant setback from the Main Street frontage, will minimise the visual impact of the change.</i></p>
<p>(b) Scale</p> <p>The scale and massing of new works must not dominate the existing building. ...</p>	<p><i>The only addition to the building is the canopy. This is discussed above.</i></p>
<p>(c) Form</p> <p>New additions should respect the existing building form....</p>	<p><i>The only addition to the building is the canopy. This is discussed above.</i></p>
<p>(d) Materials</p> <p>The materials used in new construction should match, as closely as possible, those used in the existing building...</p>	<p><i>As noted above, consideration was given to a design for the canopy which reflected the design and materials of older buildings in the area. It was concluded that attempting to do so would be likely to significantly increase the bulk and mass of the canopy and that it was more appropriate to design a structure which recognised the functional needs of the supermarket building.</i></p>

(e) Existing Unsympathetic Additions	<i>There are no existing unsympathetic additions on the existing supermarket building.</i>
When altering or adding to an existing building, the opportunity should be taken where possible, to modify existing additions which are not sympathetic to the heritage character of both the building and the surrounding area.	
(f) Verandahs in Town Centre All buildings in the town centres shall be encouraged...to be provided... with a verandah...	<i>N/A as the proposal is not constructing a building on the site frontage.</i>
35.1.6 Design Guidelines for New Construction (to be considered for alteration of buildings)	
(a) Roofs The roof of a building reflects the period in which it was built...	<i>The proposal does not include the construction of a new building or new roof, only the canopy. This is considered above.</i>
(b) Verandahs Verandahs are an important feature of the streetscape...	<i>N/A as the proposal is not constructing a building on the site frontage.</i>
(c) Windows and Doors Traditional windows and doors are small timber framed elements...	<i>N/A as the proposal is not constructing a new building or altering public facing windows or doors.</i>
d) Scale Most buildings in the town centre are quite narrow and tall, resulting from the narrow subdivision of land along the main commercial streets...	<i>N/A as the proposal is not constructing a new building. The proposed new verandah has been kept very simple in design and appearance. This ensures that its overall scale is minimised.</i>
(e) Colour Scheme The colour scheme of any new building is to have regard to the colour scheme of buildings in the vicinity and also to traditional	<i>The colour of the supermarket will not alter.</i>

colours and the original colours of historic buildings.	
(f) Services	N/A
35.1.8 Signage Signs are recognised as being essential to business advertising but have so often been used indiscriminately and so obscured or destroyed a building's character.	
(i) all signs must be sympathetic in scale, colour and design with amenities and historical qualities of the area.	<p><i>The proposed sign will match the eaves height of the building to the north; at 132 Main Street.</i></p> <p><i>The sign will be externally illuminated, recognising the dark skies in the local area, traditional form of other signs in the area and to be in keeping with the Heritage Precinct.</i></p> <p><i>It will not stand out unduly in the street, given its painted timber construction, position close to the boundary of 132 Main Street and particularly given the retention of the existing tree.</i></p>
(ii) all signs shall be made, erected or constructed in a neat and durable manner and in appropriate materials	<p><i>The sign will be constructed in neat and durable materials.</i></p> <p><i>The painted timber finish and style will be in keeping with the area.</i></p>
(iii) brackets should become an integral part of the sign	<i>Any brackets for the external illumination will be designed to be an integral part of the sign. A condition of consent could address this detail.</i>
(iv) any sign not maintained shall be repaired or secured or will be required to be removed	<i>It is the intention to maintain the sign in good condition, as to do otherwise would reflect poorly on the applicant's business.</i>
(v) signs may not be painted in fluorescent colours	<i>The colours of the sign are similar to the other signs already existing on the site and building. These are not fluorescent colours.</i>
(vi) signs describing particular brands of commodities shall not be fixed to buildings or verandah roofs, and where used below verandah level shall not dominate the building character	<i>N/A as the proposal is for a free-standing sign.</i>

(vii) signs and murals shall not be painted on the roof of any building.	<i>N/A as the proposal is for a free-standing sign.</i>
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5. Response to SWDC Heritage Impact Assessment

A heritage impact assessment¹ was prepared by Ian Bowman for SWDC, in response to the August 2022 plans. The report confirmed that it was a desktop assessment; the site had not been visited.

Mr Bowman has provided a very thorough assessment against the relevant sections of the District Plan, as assessed above, as well as against the Heritage NZ Sustainable Management of Historic Resources, Information Sheet 16, Assessing Impacts on Historic Areas, 2007 and the Heritage NZ Sustainable Management of Historic Resources, Information Sheet 17, Assessing Impacts on Historic Areas, 2007. He assesses the magnitude of effects of each element and overall concludes that:

'The proposal is to demolish an existing 1955 house in the Greytown Historic Heritage Precinct and use the space to create a vehicular entry into the carpark of a neighbouring supermarket. The vehicular entry will impact existing pedestrian use of footpaths along Main Street. A steel framed loading dock canopy is proposed to be added to the supermarket building and a tall, colourful sign is proposed on the north east corner of the site on Main Street. The proposal will result in moderate negative significance of effect, or a more than minor negative impact.'

Having considered Mr Bowman's assessment, I remain content with my own assessment as set out above. In particular:

- The existing building at 134 is set far back into the site and does not make a contribution to the existing street scene and makes a minimal contribution to the historic heritage values of the area. Whilst Mr Bowman refers to the fact that *'The house is set back from the street in a similar manner to buildings opposite including 129, 119 and 115, the Design Library'*² and describes the existing residential character of the site, I note that there are no other buildings on the north side of the street (within the town centre area) set back from the street frontage in the same way as the building at 134. The examples given are all on the south side of the street, where those buildings which do not front the street are set back between around 8 to 13m. The majority of these can be seen from the street and contribute to the values of the area.
- The existing building at 134 Main Street is set back approximately 22m from the site frontage and does not interact with the street in the same way that the buildings on the south side generally do. Additionally, the majority of setback buildings on the south side of the street are zoned residential (apart from the Design Library) and therefore within the Greytown Residential Extension Historic Heritage Precinct, rather than commercial and located within the Town Centre Historic Heritage Precinct (and therefore subject to a different design guide, and zone objectives and policies).
- I do not agree that the vehicular entry will impact existing pedestrian footpaths along Main Street. With the revisions proposed to the scheme; the access will not be a formed entry with kerbs and channels but will remain a continuation of the footpath across the

¹ Heritage Impact Assessment, 134 Main Street, Greytown, August 2022, Ian Bowman

² HIA Pg5

site frontage. The vehicular crossing has been narrowed relative to the previous scheme. The retained copper beech tree and areas of new landscape planting will provide a sense of enclosure to the street and will be more dominant elements than the views into the site will be.

- The sign has been redesigned and significantly reduced in size. Whilst the face retains the FreshChoice corporate blue, this will not appear out of keeping with a number of other brightly coloured signs in the local area (which include red and bright green colours).
- In subsequent discussions with Mr Bowman, he asked that consideration be given to the purchase of 107 West Street to provide alternative access and loading arrangements for deliveries. Having considered this matter, I cannot see a workable solution utilising this site instead of 134 Main Street, which would overcome the existing health and safety concerns and not rely on either delivery lorries turning with the supermarket car park or goods having to be moved from a remotely parked lorry to the store. The latter could introduce further health and safety issues which could be equal to those that the current proposal is seeking to overcome.
- I note that in my discussions with Mr Bowman he confirmed his in-principle objection to the loss of the existing building at 134 and did not consider that any changes to the development could mitigate this. It is my view that the amendments to the scheme reinforce that the proposed development would be sympathetic to the heritage values of the Historic Heritage Precinct and represents an appropriate historic heritage and urban design response to the context which will ensure that the altered development will remain integrated into its surroundings.
- Overall, I consider that the proposal would not result in the more than minor negative impact suggested by Mr Bowman.

6. Conclusion

Having assessed the proposed development against relevant objectives and policies, assessment criteria and the town centre design guide, I consider that it has been designed to be sympathetic to the heritage values of the Historic Heritage Precinct. In particular it seeks to minimise the width of the proposed access, seeks to retain the existing tree located close to the site frontage, proposes the retention of the wall along the site frontage, includes significant areas of landscape planting and will not result in uninterrupted views from Main Street to the supermarket car park.

The changes bring the significant positive effect of managing an existing health and safety issue, with delivery vehicles currently having to undertake complex manoeuvring including reverse manoeuvres in the supermarket customer car park.

The proposed development has been designed to appropriately respond to the values of the Historic Heritage Precinct and scheme represents an appropriate historic heritage and urban design response to the context which will ensure that the altered development will remain integrated into its surroundings.



Richard Knott MNZPI MRTPI IHBC IHE

Director, Richard Knott Limited

13th April 2023

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