

23 June 2022

James Witham
Planning Manager
South Wairarapa District Council
MARTINBOROUGH

Attn: James Witham

Kia ora James

Re: Former Greytown Arbor House Site Main Street - Proposed Development

Thank you for giving the Trust the opportunity to comment on this proposal. This is very much appreciated.

While the Trust is supportive of the retention of the listed trees and the redevelopment of the site, we have a number of concerns which need to be addressed. We note that none of the surrounding Residential properties had given their approval at time of application.

Commercial Creep

The Trust has long been concerned about the commercial creep into the Residential zone and the adverse visual effects this is having with non-compliant signage, lighting, and often the style of the buildings being built. This position was supported when the Residential Extension of the Greytown Town Centre Historic Heritage Pricing came into effect by the overwhelming support of this from Main Street residential building owners.

We have also voiced our concerns on the over intensification and changing face of Main Street which we describe in our Style Guide ([HERITAGE STYLE GUIDE \(greytownheritagetrust.co.nz\)](http://www.greytownheritagetrust.co.nz)).

This site has gone from being a Hospital Stage Rest Home (i.e., residential for people towards the end of their life) to the recent and proposed commercial use. The main mitigation of this creep and visual impact, which the Trust fully supports, is the retention of the listed trees which sets the buildings well back from the street.

Office Use

We would support the use of the tenancies for the office use listed under 1). We propose Real Estate agents and Council be encouraged to move there to provide more retail space in the Town Centre. We do not support most of the uses listed under 2). These uses stretch 'office use' and are considered to be retail (e.g., dry-cleaning and laundrette (these also have associated noise issues), hair dressing, beauty salons and barbers and to a lesser extent repair services all of which create greater vehicle movements and would inevitably want additional signage on the street.

Height to Boundary Breach

We are concerned about the height to boundary breach at the northern boundary which further reduces residential amenity of 46 Main Street, 43 West Street and 47 West Street and would like to see this building redesigned to avoid this breach.



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Vehicle Crossings

While the proposed arrangement of an entry and exit driveway are convenient on site, they create an additional hazard for pedestrians. With the recent change to commercial use of the buildings on site there have been a number of occasions which we are aware of, of vehicles exiting the site too quickly with no regard for pedestrians using the footpath. We also have concerns that the entry is adjacent to the carparks at the Fire Station which back out onto SH2 and the risks associated with this. Again, the large expanse of vehicle crossings at the Fire Brigade making up most of that frontage, and those proposed at this site puts pedestrians further at risk.

Our preference would be for one vehicle crossing to remain and that judder bars (or other traffic calming measures) be used at the vehicle crossing.

Materials

The use of corrugated iron roofing (we assume this means a colorsteel corrugated profile) is supported. We assume that this material will be extended to the rainwater system.

The Trust strongly objects to the use of concrete precast panels as the exterior cladding. This is not an appropriate material in this Heritage Precinct or the residential zone. We would like to see the use of horizontal timber boards which will relate to the residential and most (other than the out of place Fire Brigade building) commercial buildings nearby.

Detail is required of the coloured panels (with the numbers on).

The Trust would like to see details of all proposed colours.

Verandahs

The Trust would like to see some sort of verandah or protection provided at the doors to each tenancy. Verandahs were used historically for very practical reasons! Our concern is that these would be added in an ad hoc manner after the building was constructed.

Signage

We believe the signage should be considered against the zone the building is in, which is in one sign of 0.5sqm/site (or considered at 0.5sqm for each residential section it could be subdivided into).

The street sign at 5m high and 2.45m wide (12.25 sqm overall size) and 2 sqm signage for each of the 13 units (26sqm) is excessive and is not in keeping with either Residential zoning or the Town Centre's Design Guide.

We would like to see:

- Redesign of the sign to fit within the South Wairarapa Town Centres Design Guidelines.
- Further details on the street front sign shown in the context of average people height.
- A comprehensive signage plan provided to ensure a consistent look to the signage which aligns with the Appendix 8 35.1.8 Signage contained in the South Wairarapa Town Centres Design Guidelines. We provide further guidance in our Style Guide document. Adherence to this should be a condition of consent.
- The signage plan should also cover manifestations to the doors and windows (we note that some manifestations to the doors are required by the Building Code).
- A maximum overall sign size for each tenancy of 0.5sqm.
- No illumination of any sign (including self-illuminated window displays (e.g. as the local Real Estate Agents use).
- Signs located on each unit. Given that each unit is likely to be approached by pedestrians (given the lack of on-site carparking) this should be located on the coloured number panel at each unit.

Vehicle parking

We note that there is a shortfall of 29% of the required carpark spaces. We also note that a bicycle rack is shown at the front of the site.

While the bike racks at the front of the site may be useful for visitors, they are unlikely to be used by building tenants who would expect to park their bikes closer to their tenancies and under cover from the weather. We would like to see this addressed to mitigate the carpark shortfall (e.g. covered bicycle parking close to tenancy entries).

We have noticed that in recent years with the commercial creep that carparking is becoming at a premium at both ends of the heritage residential extension in Greytown and do not support the designed shortfall without other mitigation measures.

Landscaping

There is lack of detail on the proposed materials which we would like to see addressed – materials should be appropriate to Greytown and in the residential context.

Carparking should NOT be left unscreened from the road. We would like to see the low hedging (grown to 1.2m – 1.5m high) shown in the vicinity of the Camperdown Elm be continued across the Main Street frontage except at the pedestrian footpath and the vehicle crossing. The frontage should be consistent with the residential extension design guidelines.

Exterior Lighting

We would like to see a requirement of complying with the outdoor lighting requirements of the International Dark-Sky associate to support the Wairarapa Dark-Sky reserve proposal. We comment further on this in our Style Guide.

In addition, we would like to see a requirement prohibiting illuminated signs and displays within the shopfront windows.

In summary, it is crucial that this development is sympathetic to the heritage of Greytown, including the building and the materials used, the landscaping and exterior lighting, and signage.

The Trust would like to be further consulted on the items above.

Thank you/kia ora koutou

Frank Minehan
Secretary
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