

Assessment of Environmental Effects



Proposed New Access to Existing Supermarket

134 Main Street, Greytown

Prepared for

Woolworths New Zealand Limited

April 2023

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1 Key Information

Address	12 Hastwell Street, 105 West Street and 134 Main Street, Greytown
Legal Description	LOT 1 DP 311712 SUBJ TO R/W PT LOTS 7 9, Pt Lot 2 DP 18242, Lot 3 DP 18242
Site Area	5,689m ² (approx.)
Owner	Murray Robert Gibson and Steven James Bignell, General Distributors Ltd
Occupier	General Distributors Ltd
Applicant	Woolworths New Zealand Ltd
Operative District Plan	South Wairarapa Combined District Plan
Zoning	Residential, Industrial and Commercial – refer Figure 3
Controls	Special Character and Historic Heritage Precinct – affects 134 Main Street only Designation 076 – Main Street, State Highway 2
Road Classification	Hastwell and West Streets are local roads, Main Street is part of the State Highway network
Proposed Activity	Demolition of existing dwelling at 134 Main Street; construction and operation of a new vehicle access on Main Street for service and customer vehicles; reconfiguration of loading area; along with new signage (one free-standing sign adjacent the new access), landscaping and site works to accommodate construction.
Consents Required	<ul style="list-style-type: none"> Restricted discretionary activity consent is required for the installation of a new sign in the Commercial zone that exceeds the permitted standards in Rule 6.5.2, pursuant to Rule 6.5.4 (relating to area of sign to be illuminated).

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- Discretionary activity consent is required for the installation of a new sign in the Special Character Precinct that exceeds the permitted standards in Rule 21.1.3, pursuant to Rule 21.6(a).
 - Discretionary activity consent is required for the demolition of structures and buildings in the Special Character Precinct, pursuant to Rule 21.6(g).
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Other consents/permits that may be required under legislation	A building consent will be required pursuant to the Building Act 2004.
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2 Introduction

This report is submitted as part of the application by Woolworths New Zealand Ltd (“the Applicant” or “Woolworths”) for land use consent from South Wairarapa District Council (“the Council”) associated with the redevelopment and use of the land at 12 Hastwell Street, 105 West Street and 134 Main Street, Greytown (“the site”) to construct and operate a new access for customer and service vehicles to the existing FreshChoice supermarket, alongside associated signage and landscaping. Site works are also proposed, including demolition of the existing dwelling on 134 Main Street and as further detailed within this document.

The purpose of this report is to provide sufficient information to enable a full understanding of the proposal and any effects that the proposal may have on the environment. The report also outlines the consultation undertaken for the application.

Finally, as outlined in section 9 of this report, the Applicant requests public notification of this application. Notwithstanding this request, the assessment of effects within this report (section 8) relying on accompanying expert reports, concludes that the potential adverse effects arising from the proposed development are less than minor.

3 Background

An application for consent was originally lodged in June 2022. That application is very similar to this proposal in that it sought consent for a new customer and service vehicle crossing from Main Street to service the existing FreshChoice supermarket, and the consent matters of relevance under the South Wairarapa Combined District Plan remain the same as those identified in this revised assessment.

A section 92 request was received from Council on 26 July 2022. That request sought further information regarding matters relating to transport and heritage, as well as requesting the commissioning of expert reports on those.

Subsequent to receiving the request for further information, the Applicant and its experts engaged with the Council (James Witham) and its experts, Harriet Fraser (transport) and Ian Bowman (heritage / special character).

That liaison involved a series of meetings and revisions to the proposed plans throughout the remainder of 2022.

Subsequently, and following increased interest from the local community, the Applicant has made the decision to revise the layout of the proposal (as described below) and to request public notification in order to enable a fulsome consideration of the proposed development by Council and interested parties.

For clarity, the key changes to the proposed design comprise:

- Reduction in the proposed crossing width from 9m to 8.3m.
- Clarification that the crossing will be designed as a driveway, and with the public footpath within the Main Street road reserve maintaining continuity and priority of pedestrian movement over the crossing.
- Retention of the existing low white stone wall along the frontage of the site, rather than replacement.
- Reduction in the proposed free-standing sign from 5.4m by 2.2m to a maximum height of 3.6m including structure (by 1.8m in width, again including structure), which itself has been redesigned to be sensitive to the neighbouring special character buildings; and a reduction in sign area from 10.1m² (each face) to 3.7m² (one face only) and a change from internal illumination to external illumination.

- An increase in the space available for landscaping within the frontage and around the Copper Beech tree, which for the avoidance of doubt is proposed to be retained. Further assessment by an arborist has recommended other changes to protect the tree and these are proposed to be incorporated into the construction of the crossing and separate footpath (refer Appendix 5).
- Removal of the three car parking spaces previously proposed within 134 Main Street.

Finally, for the avoidance of doubt, the Applicant and its experts continue to liaise with Council as well as Waka Kotahi (given the state highway status of Main Street) on the proposal.

4 Existing Environment

4.1 The Site

The site comprising Lot 1 DP 311712, Pt Lots 7 9, Pt Lot 2 DP 18242, Lot 3 DP 1824 is located on the north-western side of Main Street, in the town centre of Greytown. The site is made up of several parcels comprising a total area of 5689m² (approximately). A copy of the Records of Title for the site is attached in Appendix 1.

Figure 1 – Location of Site (Outlined in Red)



The site is occupied by an existing FreshChoice supermarket, comprising approximately 1,725m² in gross floor area ("GFA"), alongside associated car parking, landscaping, access and servicing. The supermarket site is nearly fully impervious and there are no significant natural features located on the subject site. The site at 134 Main Street is residential in nature and comprises approximately 50% permeable, landscaped area, and accommodates a significant, mature Copper Beech tree on the Main Street frontage.

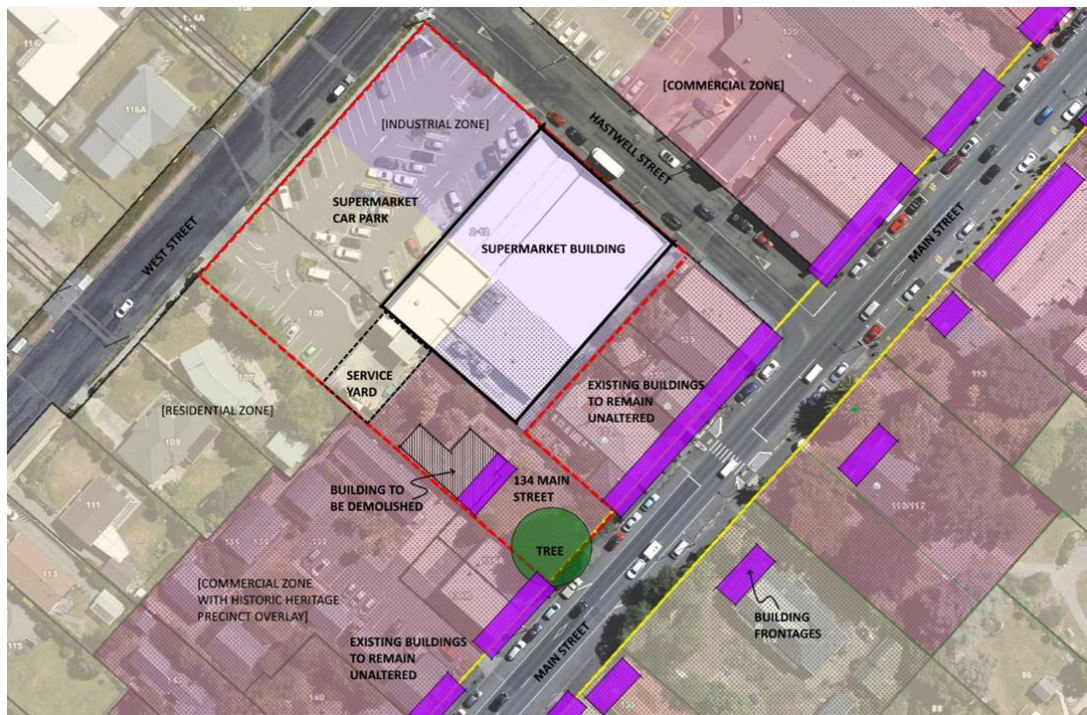
The site is fairly level.

A detailed description of the site and surrounds can be found in the Urban Design and Heritage Assessment prepared by Richard Knott Limited (Appendix 3).

4.2 Surrounding Area

The site is situated relatively central to the urban settlement of Greytown. The surrounding environment is characterised by a mix of commercial and residential activities.

Figure 2 – Excerpt from Urban Design Assessment



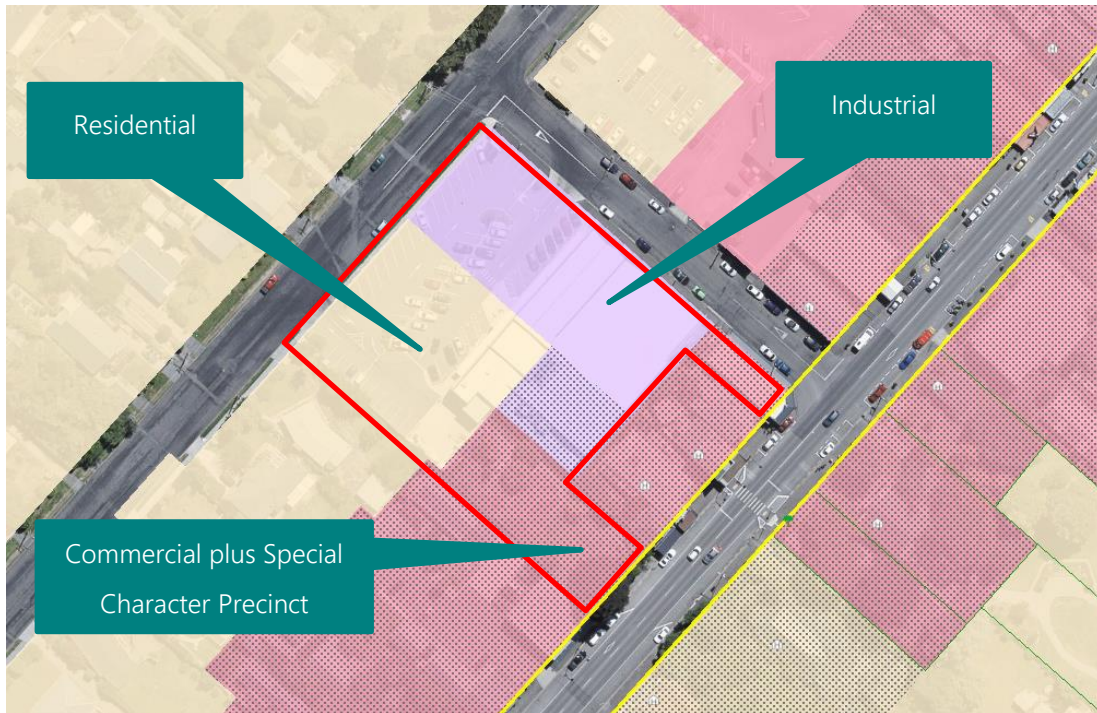
Surrounding activities to the north-west comprise traditional residential activity. To the east and south, commercial activities that front onto Main Street and comprise traditional shopfronts. The site is the only Industrial (part) zoned land in the immediate vicinity.

Main Street itself in the vicinity of the subject site forms part of the State Highway, funnelling traffic through the settlement to the north and south.

4.3 South Wairarapa Combined District Plan - Notations

The site is split-zoned under the Combined District Plan – Industrial, Residential and Commercial. An overlay also applies – Special Character and Historic Heritage Precinct. An extract from the zoning map is provided in Figure 3.

Figure 3 – ODP Planning Map (Outlined in Red)



The site does not appear to be subject to any hazards or notations of relevance.

The Council has issued correspondence to the Applicant identifying an interest in scheduling the Copper Beech tree, however this does not yet have legal effect.

5 Proposed Development

5.1 Background

Woolworths has an existing FreshChoice supermarket on the site at 12 Hastwell Street and 105 West Street in Greytown. Woolworths also controls land at 134 Main Street, which is currently occupied by a dwelling.

Woolworths now seeks consent to construct and operate an extension to the existing car park to be located at 134 Main Street via a new vehicle access and free-standing sign on the new frontage to Main Street.

Consent for a similar scope of works was granted in 2015 (ref 150061) but this was surrendered in response to a threat of judicial review by The Friends of Historic Greytown, given the perceived adverse effects on special character and historic heritage, and the fact that the application was processed non-notified.

A separate resource consent (ref 150077) was obtained for a new (internally illuminated) free-standing sign (only) on Main Street, comprising 5m in height, 1.833m in width and with an area of 7.02m² on each face. The sign was consented on 31 July 2015 but not implemented and subsequently lapsed on 31 July 2020.

An analysis of how the current proposal differs from the earlier 2015 application is included in the following section.

5.2 Overview

The Applicant proposes to construct and operate a new vehicle crossing for access to the existing FreshChoice supermarket on the subject site, along with the following scope of works:

- Retention of the existing Copper Beech tree on the Main Street frontage of 134 Main Street.
- Construction of an 8.3m-wide vehicle crossing for use by service and customer vehicles for entry only manoeuvres from Main Street.
- Construction of a 2m-wide separate pedestrian path along the southern boundary of the site to connect visitors from Main Street to the front of the supermarket within the

car park, to be constructed of material that protects the Copper Beech tree's root system underneath (refer Appendix 5).

- Reconfigured loading area in the general vicinity of the existing loading area, albeit with the benefit of a revised circulation arrangement allowing drive-through of service vehicles, elaborated upon below.
- New canopy cover and enclosure including sliding gates associated with the secure loading dock.
- New acoustic fence comprising 2.4m in height along the southern boundary.
- One new customer car park, to be created within the existing carpark to the west of the FreshChoice building and therefore not visible from Main Street.
- One new free-standing sign at the Main Street entrance comprising 1.8m in width and 3.6m in height, with a maximum sign face comprising 3.7m² in area, to be externally illuminated.
- Retention of the existing white low stone wall along the frontage of the site.
- Associated landscaping, also as illustrated on the drawings.

The architectural plans attached as Appendix 2 illustrate the proposal. The proposal is set out in further detail within the following analysis.

5.3 Site Layout and Design

The site layout was predicated on the important operational and functional requirement for supermarkets whereby the store entrance, the car park and the vehicular access all need to be easily legible for passers-by, and all located in such a way as to facilitate visits by customers. Loading and servicing activities also need to be sufficiently separated from customer movements to aide in on-site safety and operational efficiency.

The current arrangements for servicing require service vehicles to enter the site from Hastwell Street, cross in front of the supermarket entrance through the customer car park, reverse manoeuvre into the existing loading area and then exit in a forward manner, again traversing through the car park to the West Street exit. To this end, the existing site layout has compromised on the accepted operational and functional requirements for a modern supermarket. It is this compromise that the current application seeks to address.

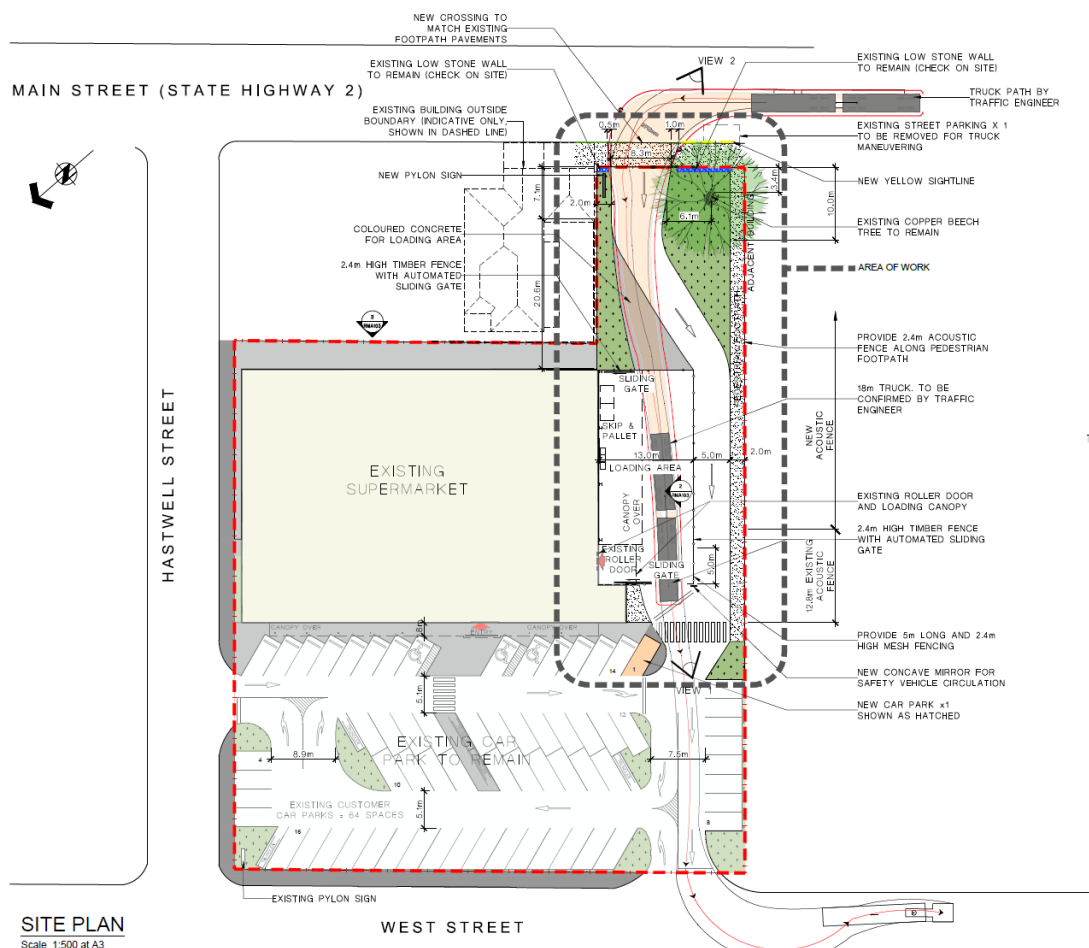
Notwithstanding, there remains clear visibility to the store's entrance on the building's northern façade from within the main customer car park and from the surrounding streets.

The proposal seeks to enlarge and reconfigure the existing loading area in the same general location as existing, albeit with the benefit of service vehicles accessing from the new crossing on Main Street in a forward direction, travel through the new loading area and again exit in a forward direction to West Street, as currently.

The proposal also seeks to retain separation between customers and service vehicles through a secure and defined loading area, including sliding gates and new mesh and timber fencing within the site.

The proposed works are illustrated in Figure 4 below.

Figure 4 – Proposed site plan



5.4 Parking, Servicing and Access

Two customer vehicle crossings exist and are shared by customer and service vehicles; no changes are proposed to the existing crossings.

The proposal seeks to include a new (additional) access and vehicle crossing from Main Street for entry only manoeuvres. The crossing and circulation arrangement is described in the Transport Assessment prepared by Commute (Appendix 4) but briefly comprise:

- *Access 1 – a new entry-only access from Main Street. The access will serve both customer and truck entry, and will be further assessed within this report. The existing access to Main Street will be removed and replaced with the proposed entry-only access. The vehicle crossing will measure 8.3m wide at the property boundary, and the internal customer vehicle lane will measure 5.0m wide. Customers will turn both left in and right in to the development, with delivery vehicles all turning left in;*
- *Access 2 – existing two-way customer access to Hastwell Street. The access currently serves two-way customer movements and entry-only truck movements. The access will not be modified as part of the redevelopment, however will no longer serve truck entry movements; and*
- *Access 3 – existing two-way customer access to West Street. The access currently serves two-way customer movements and exit-only truck movements. The access will not be modified as part of the redevelopment.*

A total of 65 parking spaces are proposed within the supermarket site, for use by its customers, an increase of one space on the existing total.

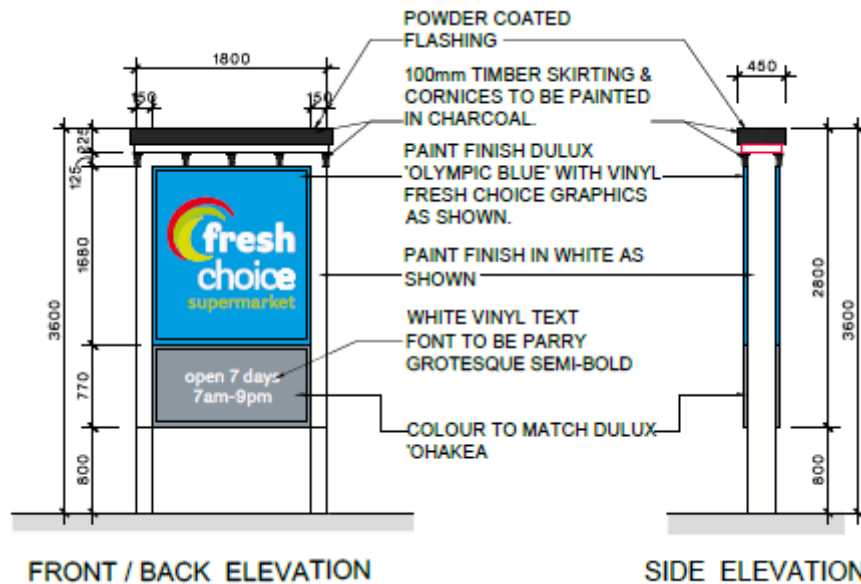
All transport related matters are further detailed in the accompanying Transport Assessment (Appendix 4).

5.5 Signage

One new free-standing sign is proposed adjacent the new access from Main Street. The elevation of the sign is included in Figure 5 below but in dimensions the sign is intended to comprise 3.6m in height (noting that this includes the timber, heritage-inspired structure) and 1.8m in width. The sign will sit to the north of the new access within a new landscaped berm comprising approximately 2m in width. The total sign face comprises 3.7m² and is proposed to be externally

illuminated and to comply with the relevant artificial outdoor lighting standards of the Plan, and in consideration of the Dark Sky Management Area provisions.

Figure 5 – Proposed signage design



5.6 Landscaping and Fencing

The site is currently occupied by the existing FreshChoice supermarket, with limited landscaping located within the car park, excluding the site at 134 Main Street which comprises a residential dwelling set back from the street by a generous landscaped front yard, including the Copper Beech tree, and an existing white solid wall / fence along the eastern boundary.

The proposed works incorporate amenity planting and fencing, with the key components as follows:

- Retention of the Copper Beech tree located immediately adjacent the proposed new access. The accompanying Arboricultural Tree Condition Report (Appendix 5) confirms that the tree is in good health and therefore worthy of retention, despite it not being scheduled under the Combined District Plan, currently. The Assessment of Proposed Works Affecting Copper Beech Tree (also Appendix 5) provides a suite of recommendations to ensure retention of the tree during and post-construction works. The Applicant proffers those recommendations as conditions of consent that will ensure

appropriate tree protection during and after construction of the new crossing and site works;

- Amenity planting along the northern and southern boundaries of 134 Main Street adjacent the new vehicle access and new pedestrian footpath (the latter on the southern boundary);
- Retaining the existing low-level white stone wall along the Main Street frontage to frame the entrance; and
- Acoustic fencing to be retained and extended along the southern boundary to a height of 2.4m (timber, close-boarded).

Each of these areas is illustrated on the accompanying site plan in Appendix 2.

5.7 Other Infrastructure Works, Connections and Site Works

No changes are proposed or required to the way in which the site is serviced. Earthworks (which are not governed by the Combined District Plan) can be carried out in accordance with applicable standards and best practice to ensure no off-site nuisance effects, including on the road network. The accompanying Transport Assessment (Appendix 4) suggests that a construction traffic management plan may be required and the Applicant accepts a condition of consent in this regard.

In response to the original application lodged in June, Wellington Water queried whether the proposal included the abandonment of all services within 134 Main Street and to “consider the stormwater main that goes through 134 Main Street”.

A site survey was carried out (Appendix 7) which confirmed that the existing manholes could not be opened such that the assumed 600mm dia pipe may not be correct but could not be verified. Notwithstanding, it is confirmed that the existing wastewater and water supply laterals servicing the dwelling at 134 Main Street will be abandoned as part of this proposal.

Further, in consideration of stormwater, reticulation enters the site from the north and discharges into an existing open, concrete lined channel. This channel feeds into the public pipe network that heads south under Main Street. This proposal would seek to extend the pipe reticulation where it enters the site from the north, across the new hardstand area to discharge into the existing concrete lined channel. There will need to be modification of the inlet to the public

network draining south to accommodate the new vehicle crossing. New double catchpits could be provided for the new hardstand and be fitted with Enviropod filter inserts as a gross pollutant trap. Refer Appendix 8 for a concept civils plan, the detailed design for which could be conditioned.

6 Matters Requiring Consent

6.1 Operative South Wairarapa Combined District Plan

The Applicant seeks resource consent under the Combined District Plan for the activities and development shown on the plans in Appendix 2 and described in this AEE.

I have provided a detailed assessment of compliance with the relevant rules of the District Plan in Appendix 6. It is my assessment that the proposed development requires consent for the following matters:

- Restricted discretionary activity consent is required for the installation of a new sign in the Commercial zone that exceeds the permitted standards in Rule 6.5.2, pursuant to Rule 6.5.4. Specifically, the proposed free-standing sign will comprise more than the permitted area of 2m² for illuminated signage faces, at 3.7m² in area (but complies in all other respects).
- Discretionary activity consent is required for the installation of a new sign in the Special Character Precinct that exceeds the permitted standards in Rule 21.1.3, pursuant to Rule 21.6(a). Specifically, the Special Character Precinct limits free-standing signage to 0.5m² in area, where 3.7m² is proposed (but the sign complies in all other respects).
- Discretionary activity consent is required for the demolition of structures and buildings in the Special Character Precinct, pursuant to Rule 21.6(g).

Overall, resource consent is considered to be required as a Discretionary activity under the Combined District Plan.

6.2 NES – Contamination

The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (“NES – Contamination”) will apply if the sites (or parts of the sites) are likely to have been used in the past for an activity described in the Ministry for the Environment’s Hazardous Activities and Industries List (“HAIL”).

It is not known whether the sites are subject to contamination however given the long standing and established use for the supermarket, and the residential use of 134 Main Street, it is unlikely that any HAIL activities have been accommodated on the sites. Notwithstanding, the proposal to change the use of land on 134 Main Street from residential to commercial and the relatively small-scale land disturbance is unlikely to result in consenting implications under the NES –

Contamination. Given the total site size, approximately 285m³ of soil can be disturbed as a permitted activity. It is unlikely this permitted threshold will be exceeded. No consent is sought, therefore.

6.3 Scope of Application

This application is for all matters requiring resource consent under the Combined District Plan rather than for the specific list of consent matters / non-compliances identified by the author.

As such, if the Council is of the view that resource consent is required for alternative or additional matters to those identified in this AEE, it has the discretion to grant consent to those matters as well as or in lieu of those identified in this AEE.

I also note that, if the Council is of the view that the activity status of any of the matters requiring consent is different to that described in this AEE, or that some or all of the matters requiring consent should be bundled or unbundled in a way that results in a different outcome to that expressed in this AEE, the Council has the ability under Section 104(5) of the Resource Management Act 1991 ("RMA") to process the application regardless of the type of activity that the application was expressed to be for.

7 Statutory Considerations

7.1 Resource Management Act

Council's decision on the proposal must have regard to the relevant matters in sections 104 to 108 of the RMA. Despite all section 104 considerations being "subject to Part 2", the Court of Appeal in *RJ Davidson Family Trust v Marlborough District Council* [2018] NZCA316 has held that reference to Part 2 should not be necessary if it is clear that a plan has been prepared having regard to Part 2 and with a coherent set of policies designed to achieve clear environmental outcomes.

In the context of this discretionary activity application, it is considered that the operative Combined District Plan has been competently prepared, and those provisions are coherent and comprehensive, and therefore there is no need to go beyond the relevant provisions of the planning documents and look to Part 2 in making a decision.

Notwithstanding, the following assessment provides an analysis against Part 2 for completeness.

7.2 Purpose and Principles of the RMA

The purpose of the RMA, set out in Section 5, is to promote the sustainable management of natural and physical resources. This is defined as:

"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 wellbeing 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."*

The broader principles of the Act are set out in sections 6 to 8 of the RMA. Of relevance to this application, Section 7 requires Council to have regard to the following:

(b) The efficient use and development of natural and physical resources:

(c) The maintenance and enhancement of amenity values:

(f) Maintenance and enhancement of the quality of the environment:

Section 8 requires Council to take into account the principles of the Treaty of Waitangi.

It is my assessment that the proposed development will promote the sustainable management of natural and physical resources by:

- Enabling the Applicant to continue to operate from the site in a manner that will contribute to the social, and economic wellbeing of those who are serviced by the supermarket in the local community.
- Enabling the Applicant to continue to use the site in a way that will assist in providing for the reasonably foreseeable needs of future generations.
- Providing for the more efficient use and development of the valuable natural and physical resource represented by the Applicant's Commercial zoned land at 134 Main Street.
- Enhancing the amenity of the area and the quality of the developing urban environment by proposing a modern and attractive entrance into the existing store site, in a location that minimises its bulk and visual impact on the streetscape's special character and surrounding environment.
- Appropriately managing potential adverse effects, including improved on-site public health and safety through improved service arrangements.

The potential adverse effects of the proposed works are discussed in section 7 of this report.

7.2.1 Section 104 – Matters for Assessment

Section 104(1) of the RMA requires the Council to have regard to:

- (a) any actual and potential effects on the environment of allowing the activity;
and*
- (ab) any measure proposed or agreed to by the applicant for the purpose of
ensuring positive effects on the environment to offset or compensate for any
adverse effects on the environment that will or may result from allowing the
activity; and*
- (b) any relevant provisions of –*
 - (i) a national environmental standard:*
 - (ii) other regulations:*
 - (iii) a national policy statement:*
 - (iv) a New Zealand coastal policy statement:*
 - (v) a regional policy statement or proposed regional policy statement:*
 - (vi) a plan or proposed plan; and*
- (c) any other matter the consent authority considers relevant and reasonably
necessary to determine the application.*

Section 104(2) of the RMA states that, in considering the potential effects of allowing an activity, a consent authority may disregard an adverse effect if a national environmental standard or the plan permits an activity with that effect.

Section 104(3) states that a consent authority must not have regard to trade competition or the effects of trade competition, or any effect on a person who has given written approval to the application.

An assessment of the effects of the proposal on the environment is provided in section 7 of this report. Assessments against the relevant statutory documents are provided in section 10 below.

8 Effects on the Environment

In respect of a Discretionary activity, the Council is unconstrained in its assessment of the actual and potential effects that may arise from the proposal.

The permitted baseline may be taken into account and the Council has the discretion to disregard those effects. In this case, the Combined District Plan permits a vehicle crossing in the location shown, noting its compliance with all relevant Transport Standards. Further, a new sign comprising 2m² in area in the Commercial zone and 0.5m² in area in the Special Character and Historic Heritage Precinct are permitted activities. Finally, the reconfigured loading area, canopy and acoustic fence are all permitted on the site. Therefore, it is considered that the following matters represent the effects that are relevant to the proposal above and beyond the permitted baseline set by the Plan:

- Design, appearance and effects on the streetscape arising from provision of a larger than permitted free-standing sign;
- Effects on special character; and
- Positive effects.

Notwithstanding the conclusion regarding permitted baseline, the following effects have also been considered in the context of the fully discretionary activity status, and to ensure a comprehensive assessment of any and all potential and actual adverse effects:

- Transport effects insofar as they relate to use of a new vehicle crossing from the State Highway, considering pedestrian, vehicular and public safety and efficiency.

Further to the permitted baseline, consideration in an assessment of effects must be given to the existing environment, which in this case includes a lawfully established supermarket comprising 1,725m² in GFA, approximately 64 car parks, and vehicular access off Hastwell Street and West Street, as well as an existing crossing to a residential dwelling off Main Street, and the associated built form on that site comprising a considerable setback from the frontage and limited interaction with the streetscape and surrounding special character.

8.1 Design, Appearance and Effects on Streetscape

The proposal involves construction of a new vehicle crossing and sign adjacent the new entrance on Main Street.

In considering the potential for the above scope of works to adversely affect the streetscape on Main Street (noting that the other frontages of the site remain unchanged by the proposal), it is necessary to consider the existing environment on the site at 134 Main Street.

Figure 6 – 134 Main Street



As illustrated in Figure 6, the site frontage already comprises a break in the continuity of built form along Main Street. Instead, it presents a residential character with a deep front yard and dwelling setback from the street, albeit visually obscured by existing vegetation. A crossing already exists for access to the dwelling and the remainder of the frontage comprises the Copper Beech tree, which is to be retained, and other vegetation.

As illustrated in Appendix 2, the proposal increases the width of the crossing from approximately 3m to 8.3m, in order to accommodate the tracking of larger vehicles. In place of existing vegetation, a more structured landscape planting regime is proposed, along with the retention of the Copper Beech.

Signage is intended to be externally illuminated and will comply with the relevant standards in terms of lux levels to avoid nuisance such as glare or light spill, having particular regard to the Dark Sky Management Area and its provisions. A condition of consent will be acceptable to the Applicant in respect of lux levels and hours of illumination therefore. The free-standing sign that is proposed on the Main Street frontage is nominally larger than the permitted dimensions for signage in the Commercial zone and Historic Heritage Precinct. However, it is not considered to give rise to adverse design and amenity effects given the sign remains consistent with the scale, bulk and design of property along the Main Street frontage, and does not exceed the maximum height limit for the zone overall, nor the eaves height of adjacent historic buildings. Further, given its location, it is only visible to passers-by from the south, being screened by adjacent commercial development to the north.

The reconfigured loading area remains set back from the street so as to avoid dominance of that activity relative to the streetscape and to ensure that the character and amenity of the pedestrian environment in the vicinity is not adversely affected. The proposal involves solid screening of modern design to further mitigate potential visual amenity effects, and to assist with aural amenity.

Retention of the existing low stone wall will contribute to the street frontage character, framing the site boundary and providing a consistent theme to that frontage.

Finally, direct pedestrian connection is provided from Main Street to the supermarket entrance through the proposed separated and landscaped footpath under the Copper Beech tree and along the southern boundary.

Mr Knott makes the following comments in his Urban Design and Heritage Assessment (Appendix 3):

- *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.*
- *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.*
- *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.*
- *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.

For these reasons and having regard to the site's existing lack of contribution to streetscape character, the proposal is considered to result in less than minor adverse effects in respect of design, appearance and streetscape amenity.

8.2 Effects on Special Character

Mr Knott has provided a comprehensive analysis of the potential for effects on the special character values along Main Street and relative to the Historic Heritage Precinct (Appendix 3). In brief, Mr Knott concludes:

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 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.

Further, the Applicant would accept a condition of consent requiring the retention of the Copper Beech tree or replacement tree planting for a period of three years following completion of works in the event that the health of the tree is impacted. This is despite the tree not being scheduled or protected but noting its importance within the special character of the streetscape.

I therefore adopt Mr Knott's assessment and therefore consider that the effects on the special character of the area will be less than minor.

8.3 Traffic, Parking and Access Effects

The proposal involves the construction of a new access to Main Street which forms part of the State Highway, for use by customers and service vehicles. A new free-standing sign adjacent the new entrance is also proposed. Therefore, there is potential for the proposal to give rise to adverse effects in respect of pedestrian and vehicular safety and in terms of the efficiency of the surrounding transport network.

Commute has provided a comprehensive assessment of these matters. I defer to their expert assessment and note the following conclusions from the Transportation Assessment (Appendix 4):

- *The proposal is not expected to detrimentally affect the existing good safety record;*
- *The new entry-only access provides excellent visibility for both pedestrians and vehicles;*
- *The proposed access generally complies with District Plan requirements;*
- *The proposed parking arrangements comply with the District Plan requirements;*
- *The existing traffic generated by the supermarket, redistributed by the implementation of the new access, can be readily accommodated by the surrounding road network, with minimal effect to vehicles on Main Street;*
- *The access has been designed to suitably accommodate the largest anticipated design vehicle; and*
- *The loading and servicing provisions are considered an improvement on existing arrangements in terms of safety.*

The last bullet relates to the significant positive effect of managing an existing health and safety issue, with delivery vehicles having to undertake complex manoeuvring, including reverse manoeuvres within the supermarket customer car park. The provision of the new through-route loading area and the addition of the entrance from Main Street significantly ameliorates this arrangement, and service vehicles can exit in a forward manner.

Overall, the proposal is considered to result in less than minor adverse effects on the operation and safety of the surrounding road network and in no adverse effects on pedestrian safety.

8.4 Infrastructure and Servicing Effects

Given the discretionary activity status, and the likelihood of the proposal requiring civil works in relation to existing and to be altered service connections, an assessment regarding infrastructure and servicing effects is required.

A concept civil plan is appended at Appendix 8, outlining the intent to abandon existing services within 134 Main Street and to pursue an extension to the existing stormwater infrastructure within the site, which will continue to connect to the public network.

The Applicant proffers a condition of consent requiring certification of a detailed civils plan by Council prior to implementation and use of the proposed access to ensure any adverse effects are appropriately mitigated.

8.5 Positive Effects

It is my assessment that the proposed development will have the following positive effects:

- Improved public health and safety with the reconfiguration internal to the site so as to avoid the need for service vehicles to reverse manoeuvre within the customer car park;
- The community benefit resulting from the ongoing provision of a full-service supermarket within the town centre;
- The activity will continue to employ locally, both during site works and as operational;
- The supermarket will continue to contribute to the economic development of Greytown's town centre;

- The attractive and modern frontage design and site layout accommodating the Copper Beech tree (despite not being scheduled under the operative Combined District Plan) will contribute positively to the amenity values of the surrounding area; and
- The overall nature of the proposal and its location within an existing commercial zone is convenient and therefore efficient with respect to the market that it is proposed to serve.

9 Public Notification Assessment

9.1 Legislative Tests

Section 95A of the Resource Management Act 1991 ("RMA") specifies the steps the Council is to follow to determine whether an application is to be publicly notified. These are addressed in statutory order below.

Step 1: Mandatory public notification is required in certain circumstances

Step 1 requires public notification where this is requested by the applicant, or the application involves the exchange of recreation reserved land under s15A of the Reserves Act 1977.

In this circumstance, the Applicant requests public notification. Therefore, the following statutory steps are not required to be further addressed or considered.

Step 2: If not required by step 1, public notification precluded in certain circumstances

Step 2 describes that public notification is precluded where all applicable rules and NES preclude public notification; or where the application is for a controlled activity; or subdivision activity with restricted discretionary or discretionary activity status.

This step does not apply in this instance given the Applicant's request for public notification under step 1 above.

Step 3: If not precluded by step 2, public notification required in certain circumstances

Step 3 describes that where public notification is not precluded by step 2, it is required if the applicable rules or NES require public notification, or if the activity is likely to have adverse effects on the environment that are more than minor.

Section 8 of this report assesses the actual and potential adverse effects of the proposal on the environment where it was concluded that the proposal will result in less than minor adverse effects. Regardless, in this instance, the Applicant has requested public notification under step 1.

Step 4: Public notification in special circumstances

If an application is not required to be publicly notified as a result of any of the previous steps, then the Council is required to determine whether special circumstances exist that warrant it being publicly notified.

On the basis of the above, there is no need to determine whether special circumstances exist since the Applicant seeks public notification.

9.2 Public Notification Conclusion

Having undertaken the section 95A public notification tests, the following conclusions are reached:

- Under step 1, public notification is mandatory as the Applicant has requested public notification;
- Under step 2, public notification is not precluded;
- Under step 3, public notification is not considered to be required as a result of potential adverse effects but regardless it has been requested; and
- Under step 4, there is no need to determine whether special circumstances arise.

Therefore, based on the request by the Applicant under step 1, public notification is required.

10 Limited Notification Assessment

10.1 Legislative Tests

Under Section 95B, if the Council does not publicly notify an application, it must decide (under sections 95B(1)-(10)) if there are any reasons to limited notify.

In this circumstance, the Applicant requests public notification and therefore there is no need to consider further the statutory tests for limited notification.

Notwithstanding, I have made an assessment of the immediately adjoining properties in undertaking the preceding assessment of effects and conclude as follows:

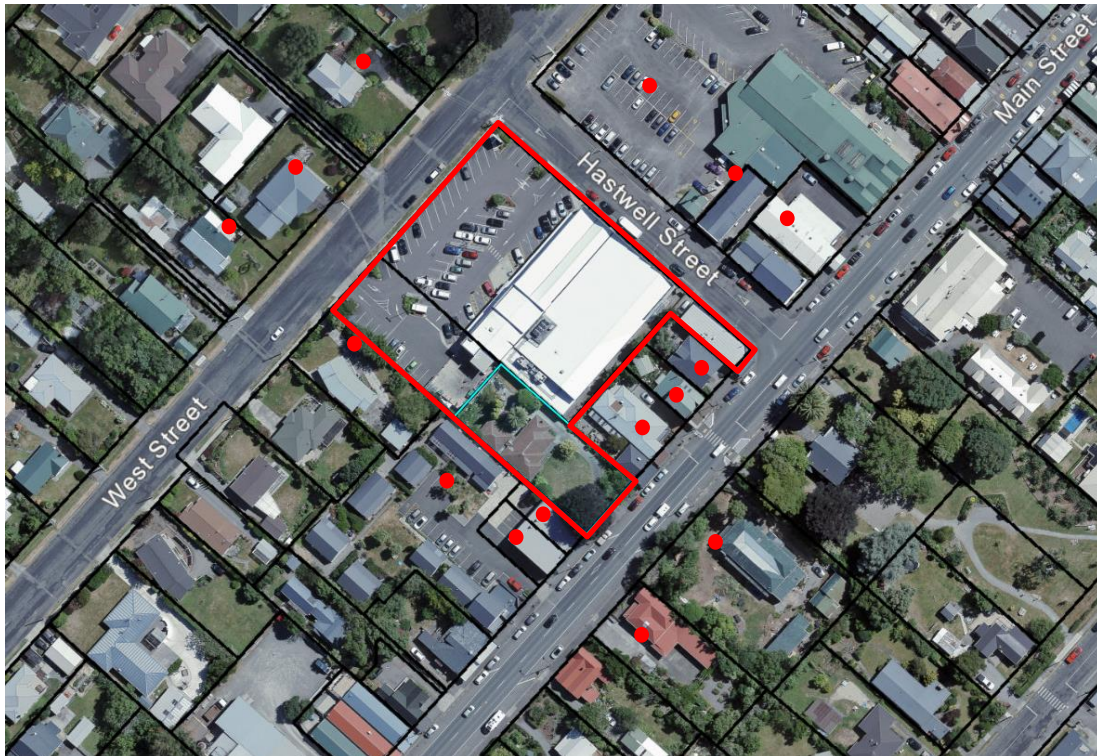
Written approval

No persons have given written approval to the proposed development. Consultation with Waka Kotahi is ongoing (refer section 11 of this report).

Permitted baseline

The permitted baseline may be taken into account and the Council has the discretion to disregard those effects. In this case, the permitted baseline is as addressed in section 8 of this report.

Figure 7 – Adjacent Land



- The nearest (and only) sensitive properties relative to the works within 134 Main Street are located at 119 and 123 Main Street. These properties are opposite the site and are zoned Residential. These properties will experience a change in the visual appearance of the subject site from existing, however this is not considered to represent an adverse effect. Further, no effects in respect of dominance, overlooking or shading are considered to arise on these properties relative to the proposed works. While the proposed free-standing sign is proposed to be externally illuminated, the proposal will comply with the relevant standards in terms of lux such that no glare or light spill effects will arise on the opposite properties. Given the separation distance of Main Street itself and the surrounding commercial character within which these residential properties are located, it is not considered that any adverse effects on these properties will arise.
- The property at 107 West Street is also zoned Residential. The works to the street frontage at 134 Main Street will be indiscernible to this property given its location to the rear and orientation away from the location of works, to the north. However, the property is located adjacent the reconfigured loading dock. Consideration has been given to the potential for adverse effects on the residential amenity of 107 West Street as a result. It is noted that the loading dock remains in largely the same location as existing (and

consented), and that the proposal introduces a further layer of screening, with retention of the acoustic fencing on the boundary as well as the introduction of an enclosure to the loading dock, comprising 2.4m in height. Further, the loading dock remains approximately 7m from the common boundary and views to and from the site into the single-storey property at 107 West Street will therefore be wholly screened. For these reasons, the proposal is not considered to give rise to any adverse effects on this adjacent property over and above the permitted baseline and that lawfully established by the existing supermarket.

- Properties immediately north and south of 134 Main Street and located on the same side of the road – namely 132 Main Street to the north and 136A, 136B and 138 Main Street to the south are zoned Commercial and are also subject to the Special Character and Historic Heritage Precinct. The property at 136A, 136B and 138 Main Street comprises a commercial mews layout with its own crossing to Main Street located centrally along its frontage. The commercial buildings around the perimeter of the site comprise visitor accommodation and commercial services – real estate agent and beauty therapy salon. The proposal involves commercial activity adjacent that is considered to be in keeping with the character of this site and the surrounding sites. Further, a 2.4m high acoustic fence is proposed along the common boundary which will ensure existing on-site amenity is maintained and no visibility of the proposal is possible from within the site. The proposal has the added benefit of giving patrons of the visitor accommodation a direct route to the supermarket entrance along the adjacent footpath. For these reasons, the proposal is not considered to result in adverse effects on the property at 136A, 136B and 138 Main Street. The property adjacent at 132 Main Street comprises small-scale retail within character buildings, including verandahs over the footpath. To the extent that these properties will discern a change to the character of the subject site, this is not considered to result in adverse effects. The scale and character of the works proposed are not considered to adversely affect the ongoing use of the adjacent site, again noting the positive benefit of a more direct route to the supermarket by employees and visitors.
- Properties beyond 132 Main Street, at 128, 130 and 120 Main Street are technically adjacent the wider supermarket site but are not considered to be affected since the proposed works will be indiscernible from these sites. The only difference people at these properties may discern will be traffic entering the supermarket site from Main Street, however as assessed by Commute, this does not give rise to unacceptable adverse effects and is not considered therefore to result in adversely affected persons.

- Likewise, residential properties to the north-west on West Street, at 108, 116A, 118 West Street, are again technically adjacent the wider supermarket site but are not considered to be affected since the proposed works will be indiscernible from these sites. As far as the supermarket activity concerns these properties, service and customer vehicles will continue to exit onto West Street as they do now, and as consented. No other effects are considered to arise given the distance from the works.

Having regard to the above assessment and the preceding assessment of effects in Section 8 of this report, I conclude that the proposal gives rise to no adversely affected persons.

10.2 Limited Notification Conclusion

Having undertaken the section 95B limited notification tests, the following conclusions are reached:

- Under step 1, limited notification is not mandatory, noting that public notification has been requested by the Applicant;
- Under step 2, there is no rule or NES that specifically precludes limited notification of the activities, and the application is for an activity other than those specified in s95B(6)(b);
- Under step 3, limited notification is not required as it is considered that the activity will not result in any adversely affected persons, again in the context of the public notification request; and
- Under step 4, special circumstances for limited notification are not required to be considered, given the request for public notification.

11 Policy Framework

11.1 National Policy Statements

There are no National Policy Statements of relevance to the proposal. The National Policy Statement on Urban Development 2020 defines Greytown and South Wairarapa as Tier 3 but Greytown does not comprise an urban environment such that the provisions of this policy statement are not strictly relevant.

11.2 National Environmental Standards

No National Environmental Standards are relevant to the proposal.

11.3 Regional Policy Statement and Regional Plan

The Regional Policy Statement of relevance is the Wellington Regional Policy Statement ("RPS"), which was made operative in 2013. The proposal is not considered to be of regional significance such that no further assessment under this document is made.

Change 1 to the RPS was notified in August 2022 and focuses on introducing provisions that are consistent with national policy level direction regarding urban development and freshwater. Whilst the foregoing analysis identifies the proposal is not of regional significance, the following comments are made in respect of new Objective 22 proposed by Change 1, to the extent relevant:

- The proposal enables the Applicant to improve the overall health and wellbeing of those employed and the general public on the site relative to improved health and safety protocols associated with servicing (sub-clause (b));
- The proposal supports commercial development in an appropriate location, within an existing settlement and adjacent an existing critical commercial service, being a supermarket (sub-clause (i));
- The proposal introduces good connectivity for service vehicles, customer vehicles and walking and cycling between the supermarket and the main street (sub-clause (k)).

The Regional Plans of relevance to this application are the Wellington Regional Soil Plan, Regional Freshwater Plan and potentially the Regional Plan for discharges to land. No resource consents are required under these plans and no further assessment is required.

11.4 South Wairarapa Combined District Plan

The proposed development requires resource consent under the Combined District Plan as a Discretionary activity. Accordingly, the related objectives and policies require consideration.

11.4.1 Zone Objectives and Policies – Chapter 6

Having regard to the objectives and policies that are contained within the District Plan, the following are considered to be of particular relevance to the proposal:

The objectives and policies for the Commercial zone seek to maintain and enhance the function, character and amenity of the zone by controlling bulk, location and nature of activities and buildings (Objective Com1), and by encouraging a wide range of appropriate activities (Policy Com1(b)). Development needs to ensure efficient pedestrian flows, traffic movement and parking (Objective Com2); and needs to consider protection of amenity values of any adjoining Residential zone (Objective Com3). Specific to Greytown, Objective Com6 seeks to ensure the special characteristics and historic heritage values are maintained and enhanced in a manner that enables efficient commercial functioning. Supporting policies (b) and (c) are specifically considered below.

In response to the general thrust of the Commercial zone objectives, the following comments are noted:

- The proposal represents continued commercial use of the supermarket site and new commercial associated use of a site that is commercially zoned but that has until recently been used as a residential dwelling. The proposal brings the use of the land at 134 Main Street into line with its commercial zoning.
- The proposed amendments to the street frontage have been designed having regard to the special character values of Main Street whilst also needing to account for operational and functional requirements, for example the (compliant) width of the crossing is necessitated by the tracking of service vehicles. Notwithstanding, it is considered the design mitigation measures, such as retention of the Copper Beech tree, provision of separate footpath and the low-height wall together balance the functional design with the local special character and commercial aesthetic.
- As regards Policy Com6(b), it requires that the character of Greytown is maintained and enhanced by the development. In comparison to the existing environment and contribution that the site makes to the character of Greytown, the proposal is considered

to be sympathetic to the heritage values of the surrounding area, as set out by Mr Knott (Appendix 3). Specifically, Mr Knott considers that the proposal overall ensures that the impression of Main Street having a broadly continuous frontage of buildings and large trees will remain.

- As regards Policy Com6(c), it requires that development that is out of character with the historic heritage values of Greytown be avoided. Mr Knott is of the view that the proposed access and alterations to the supermarket building have been designed to be in keeping with these values so as to satisfy this policy (Appendix 3).
- As regards Policy Com6(d), this promotes pleasant, pedestrian-oriented retail environments. Mr Knott notes the following: *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. The proposal provides a new pedestrian access to the supermarket entrance which increases the pedestrian focus of the supermarket development.*

For these reasons, and the proposal is considered to be wholly consistent with the zone objectives and policies of relevance.

11.4.2 Objectives and Policies – Historic Heritage (Chapter 10)

Given the site's location within the Historic Heritage Precinct, consideration must be given to the relevant objectives and policies in Chapter 10. With assistance from Mr Knott (Appendix 3), the following comments are noted:

- Objective HH1 seeks to recognise and protect the important historic heritage of the Wairarapa. The proposal is not considered to implicate this objective having regard to the assessment of Mr Knott at Appendix 3 and as set out within the preceding assessment.
- The proposal has no impact in relation to Policy HH1(a) since it does not alter the Council's ability to identify historic heritage.
- In relation to Policy HH1(b), the proposed development has been designed to be sympathetic to the heritage values of the Historic Heritage Precinct. In particular, 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. Whilst it is not currently scheduled,

the existing tree on the site frontage also contributes to the enclosure and continuity of the Main Street. Retention of the Copper Beech tree and the low stone wall are considered to assist in mitigating potential adverse effects on historic heritage values associated with Main Street.

- Further, the proposed vehicular access has been designed to be the minimum width to allow safe access to the site by the anticipated service and delivery vehicles but to maintain pedestrian continuity, safety and amenity. New areas of landscape planting are provided either side of the new access. 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 low stone 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, thus screening the service area when viewed from the streetscape.
- The proposed sign has been designed sensitively and with regard to the character of surrounding heritage buildings. The revised sign (as compared to that originally lodged) does not exceed the eaves height of the adjacent building at 132 Main Street, and is proposed to be constructed of timber in an open, lightweight design. It is located to be relatively close to the boundary with 132 Main Street, viewed in the foreground of and parallel with the adjacent building. As a result it will not stand out unduly in the street, particularly given the retention of the existing Copper Beech tree.
- Together these matters will mitigate the potential adverse effect of the new access and alterations to the setback supermarket building and ensure that the overall impression is that Main Street has a broadly continuous frontage of buildings and large trees as existing, so as to be consistent with Policies HH1(b) and (c).
- Policies HH1(d) – (f) are not considered to be relevant to this proposal.

For the above reasons, and those addressed in Appendix 3, the proposal is considered to be consistent with the objectives and policies in Chapter 10.

11.4.3 Other Objectives and Policies – Transportation (Chapter 17) and General Amenity Values (Chapter 19)

Objectives and policies relating to transportation are found in Chapter 17 and broad, district-wide issues including general amenity values are found on Chapter 19. With reference to these provisions to the extent that they relate to the proposal, the following comments are made:

- The accompanying Transport Assessment (Appendix 4) identifies that the proposal is acceptable in transportation terms and does not result in adverse effects on the existing network in terms of generation, access or safety. The matters in Objective TT1 and Policies TT1(a) – (g) are therefore addressed and the proposal is consistent with those provisions.
- Objective GAV1 seeks to maintain and enhance those general amenity values which make the Wairarapa a pleasant place in which to live, work or visit. Supporting policies manage temporary activities, noise, vibration, odour, dust and street trees (among other matters). To the extent that the proposal gives rise to no consent matters relative to the District-wide provisions in relation to amenity, it is considered the proposal is wholly consistent with the relevant objective. This consideration is made in respect of the assessment of effects at section 7 of this report.

Overall, the proposal is consistent with the objectives and associated policies relevant to transport, and general amenity values.

11.5 Assessment Criteria

By virtue of its overall activity status as a Discretionary activity, the Council is not restricted in its discretion in assessing the application, and pursuant to section 104 of the RMA, must consider all of the matters for assessment listed in section 104(1) of the Act.

11.6 Overall Statutory Conclusions

Overall, it is my assessment that the proposal is acceptable having regard to all relevant provisions of the Combined District Plan.

12 Consultation

12.1 Consultation with Council

The Applicant met with James Witham, Planning Manager at South Wairarapa District Council on 12 November 2021 (pre-application) to discuss the proposed activity in principle, and specifically to discuss the consent history of the site and how that may implicate processing of this application. No specific recommendations were made by Council at this meeting.

Subsequent to lodgement of the original application, the Applicant met with James Witham again on 8 September 2022 to discuss the Council's request for further information and the response provided by the Applicant and its project team. That meeting resulted in a request for further consideration of the design and its implications for the Copper Beech tree's health; and for further consultation with Waka Kotahi (see below).

On 12 December 2022, the Applicant met with James Witham following provision of further information, specifically a revised site plan that was intended to address the transport and special character matters outlined by Council's experts on those disciplines. That meeting resulted in two further meetings to discuss each matter and the Applicant's response, separately, as follows.

On 19 December 2022, the Applicant and its project team met with James Witham and Ian Bowman to discuss the heritage matters. Refer Appendix 3 for an account of Mr Bowman's position.

On 20 December 2022, the Applicant and its project team met with James Witham and Harriet Fraser to discuss the transport matters. Refer Appendix 4 for further analysis of this meeting.

The resultant updates to the plan and this refreshed application package are considered to comprehensively respond to the matters raised in these meetings.

12.2 Consultation with Waka Kotahi

Woolworths engaged in consultation with Waka Kotahi from January 2022 through until May (and ongoing post-lodgement). The consultation involved provision of an initial transportation memo to which Waka Kotahi provided the following preliminary queries:

- *The supermarket has existing access from both Hastwell Street and West Street, please provide a detailed explanation of the reasoning for seeking an additional access.*
- *The traffic modelling memo indicates that there will be delays for southbound traffic as a result of traffic turning into the site. Queuing on the state highway and associated delays can also result in adverse safety effects. Please provide an assessment of the actual and potential traffic effects associated with the access. This assessment should include the effects on the wider transport network and in particular consider the effects of the proposed right turning vehicle movements and any suitable mitigation measures.*
- *The large width of the proposed vehicle crossing, as well as the nature and intensity of its use, raises safety concerns for pedestrians/cyclists traversing the vehicle crossing. Pedestrians/cyclists must have right of way and it should be clear through the design that this is the case. Please provide an assessment of the actual and potential effects of the proposal on pedestrian and cycle safety, as well as any suitable mitigation measures. This also includes effects on pedestrians and cyclists within the surrounding environment e.g. the assessment should include the nearby pedestrian crossing just north-west of the site.*
- *The design of the vehicle crossing design should sufficiently demonstrate that it is suitable for the pavement stresses of the traffic loading turning into it.*
- *The design of the vehicle crossing should also enable for the kerb and channel drainage system to continue to operate.*
- *The location of the proposed pylon sign facing towards SH2 is not supported, and should be relocated at least 1 m further into the site away from the state highway frontage, or removed altogether.*

The queries have been comprehensively addressed in this report and in the Transportation Assessment (Appendix 4). Consultation with Waka Kotahi regarding statutory approval is ongoing.

13 Conclusion

In considering whether to approve the application, the Council is required to give effect to Part 2 of the RMA and any relevant provisions of any national policy statements, national environmental standards, regional policy statements, regional plans and district plans. The Council is also required to have regard to the effects of the proposal on the environment.

It is my opinion that, in respect of those matters that are relevant to the proposal:

1. The proposal will give effect to the purpose and principles of the RMA for the reasons outlined in section 6 of this AEE.
2. The proposal is acceptable having regard to the relevant objectives and policies of the Combined District Plan for the reasons outlined in section 10.
3. The adverse effects of the proposal will be less than minor and are considered to be acceptable for the reasons outlined in section 8.
4. No persons are considered to be adversely affected by the proposed development as addressed in section 10.
5. The proposal is considered to result in positive effects as follows:
 - Improved public health and safety with the reconfiguration internal to the site so as to avoid the need for service vehicles to reverse manoeuvre within the customer car park;
 - The community benefit resulting from the ongoing provision of a full-service supermarket within the town centre;
 - The activity will continue to employ locally, both during site works and as operational;
 - The supermarket will continue to contribute to the economic development of Greytown's town centre;
 - The attractive and modern frontage design and site layout accommodating the Copper Beech tree will contribute positively to the amenity values of the surrounding area; and

- The overall nature of the proposal and its location within an existing commercial zone is convenient and therefore efficient with respect to the market that it is proposed to serve.

Based on the above, it is my opinion that the proposal is worthy of being granted resource consent.

Prepared by:



Kay Panther Knight
BA, MPlanPrac (Hons), Int.NZPI

Reviewed by:



Hannah Edwards
BPlan (Hons), Int.NZPI