

**Before Independent Resource
Management Hearings Commissioner
Lindsay Daysh appointed by South
Wairarapa District Council**

In the matter of

A resource consent application pursuant
to section 88 of the Resource
Management Act 1991

By

Woolworths New Zealand Limited

To

South Wairarapa District Council
(Consent Authority)

Application for land use consent for the demolition of existing dwelling at 134 Main Street, Greytown; construction and operation of a new vehicle access on Main Street (State Highway 2) for service and customer vehicles of Fresh Choice supermarket; reconfiguration of the loading area; new signage (one free-standing sign adjacent to new access); and landscaping and site works

Section 42A Report

Prepared by Honor Clark
Consultant Planner

For South Wairarapa District Council



**SOUTH WAIRARAPA
DISTRICT COUNCIL**
Kia Reretahi Tātau

INTRODUCTION

- [1] My name is Honor Clark, Consultant Planner for the South Wairarapa District Council (SWDC or Council). I hold a Bachelor of Resource and Environmental Planning with Honours from Massey University. I have 26 years' experience as a Resource Management Planner, formally working at Dunedin and Wellington City Council's, Tonkin and Taylor Environmental Consultancy, and for the past 14 years as a sole-practitioner Consultant Planner, providing a variety of resource management related services to local bodies and private clients. I regularly provide planning expertise and assistance to SWDC.
- [2] Under section 42A (1AA) of the Resource Management Act (RMA or Act) a local authority, in this case SWDC, may commission a consultant to prepare a report before a hearing on any matter described in section 39(1) of the RMA, including an application for resource consent.
- [3] This section 42A RMA report provides background information and a recommendation on the resource consent application made by Woolworths New Zealand Limited for Land Use to demolish the existing dwelling at 134 Main Street, Greytown; and for the construction and operation of a new vehicle access at 134 Main Street (State Highway 2) for service and customer vehicles of the Fresh Choice supermarket; reconfiguration of the loading area; new signage (one free-standing sign adjacent to new access); and landscaping and site works. The site includes the addresses 2-12 Hastwell Street, 105 West Street and 134 Main Street, Greytown.
- [4] As part of the section 42A RMA report preparation, SWDC sought expert reviews of the Urban Design and Heritage Assessment, and Traffic Assessment that were included in the application. The reviews form part of this report and have been attached as evidence of the reviewers as Appendix 1 and 2.
- [5] This report adopts the information provided in the application, the relevant parts of which will be referred to where appropriate, in accordance with section 42A(1B)(b) of the RMA.
- [6] This report is structured as follows:
- Executive summary
 - An overview and summary of the proposal, and the site and locality
 - Reasons for the application
 - The application process to date
 - Notification and summary of submissions received
 - Matters requiring assessment under the Act (and other statutory requirements)
 - An evaluation of the proposal against the relevant objectives and policies of the Wairarapa Combined District Plan (WCDP)
 - WCDP analysis, including assessment of environmental effects
 - Statutory considerations, particularly the purpose and principles of the RMA
 - Conclusion and Recommendations, including suggested conditions if granted
 - Appendices

Executive summary

The applicant, Woolworths New Zealand Limited, is seeking resource consent to demolish the existing dwelling at 134 Main Street, Greytown; and for the construction and operation of a new vehicle access at 134 Main Street (State Highway 2) for service and customer vehicles of the Fresh Choice supermarket; reconfiguration of the loading area; new signage (one free-standing sign adjacent to new access); and landscaping and site works.

The proposal is a Discretionary Activity under the Wairarapa Combined District Plan (WCDP) 2011.

The application has been subject to Public Notification under section 95A of the RMA and a total of 82 submissions have been received.

The conclusion and recommendation drawn from the assessment of effects on the environment (within the context of the relevant provisions of the WCDP and the decision-making framework of the RMA) are, that, the application is refused resource consent as the effects of the activity are considered to be more than minor and effects are not able to be avoided or remedied or mitigated, and that the activity is contrary to the objectives and policies of the WCDP.

THE PROPOSAL

[7] The proposal is outlined in the application material dated 13 April 2023 prepared by Forme Planning on behalf of Woolworths New Zealand Limited (Woolworths). The scope of proposed works consist of:

- Retention of the Copper Beach tree on the Main Street frontage of 134 Main Street;
- Demolition of the existing dwelling at 134 Main Street, Greytown;
- Construction of an 8.3m-wide new vehicle crossing for entry only manoeuvres from Main Street (State Highway 2) for use by service and customer vehicles of Fresh Choice supermarket, with larger servicing vehicles including semi-trailers and B-train's making left-hand turns only;
- Construction of a 2m-wide separate pedestrian path along the southern boundary of 134 Main Street to the front of the supermarket, constructed of materials that protect the Copper Beech tree's root system;
- Reconfigured loading area in the general location of the existing loading area for the Fresh Choice supermarket, with revised circulation;
- New canopy cover and enclosure associated with the secure loading dock;
- New 2.4m high acoustic fence along the southern boundary;
- One new customer car park within the existing car park to the west of the supermarket building;
- One new free-standing sign at the Main Street entrance comprising 1.8m in width and 3.6m in height, with a maximum face area of 3.7m², to be externally illuminated;
- Retention of the existing low stone wall along part of the frontage of the site; and
- Associated landscaping and site works.

[8] The application includes architectural plans prepared by Woodhams Meikle Zhan Architects to illustrate the proposal (labelled "Proposed Supermarket Resource Consent Package Fresh Choice Greytown, 12 Hastwell Street, 5712 Greytown, New Zealand, Job No 2029-72, Dwg No RMA-101, 102 dated 05 April 2023, and RMA-103, 104 dated 30 March 2023"). These plans include existing and proposed site plans, elevations, details of the sign and views from the West Street carpark and Main Street (Application Appendix 2).

- [9] Along with the assessment of environmental effects and Planning Assessment prepared by Forme Planning (Application Appendix 6), the application includes a number of expert assessments, including an Urban Design and Heritage Assessment prepared by Richard Knott Limited dated 13 April 2023 (Application Appendix 3); Transportation Assessment prepared by Commute Transportation Consultants dated 13 April 2023 (Application Appendix 4); and an Arborist Tree Condition Report prepared by All Seasons Tree Services dated 2.6.22, and Assessment of Proposed Works Affecting Copper Beech Tree by Peers Brown Miller Ltd Arboricultural and Environmental Consultants dated 19 September 2002 (both in Application Appendix 5). A topographical survey and concept civil plan have also been provided (Application Appendices 7 and 8 respectively).
- [10] It is noted that Woolworths, through Forme Planning, have also made a separate application to the SWDC for a Certificate of Compliance (CoC) under section 139 of the Act to confirm that the mature Copper Beech tree on 134 Main Street can be removed. Council had previously issued correspondence to the Applicant identifying an interest in scheduling the tree, however without the owners co-operation this scheduling has not occurred and therefore has no legal effect. As the Copper Beech tree is not a 'listed' tree in the WCDP, a Certificate of Compliance was granted by SWDC on 25 May 2023, Council reference RM230081. The reasons given for gaining the CoC was so to ensure Woolworths have flexibility in the use of 134 Main Street should this proposal be unsuccessful. Regarding the retention of the Copper Beech tree, the application states *"...for the avoidance of doubt [the tree] is proposed to be retained"* (page 5). The retention of the tree is an integral part of the proposal's design.

THE SITE AND LOCALITY

- [11] The site includes the addresses 2-12 Hastwell Street, 105 West Street, and 134 Main Street, Greytown and is legally described as Lot 1 DP 311712, Lot 7, 9 and 11 Deeds Plan 72, Lot 13 Deeds Plan 72, Lot 15 Deeds Plan 72, Lot 20-22 Deeds Plan 72, Part Section 52 Town of Greytown, Part Lot 2 DP 18242, and Lot 3 DP 18242 (held in Records of Title, 46284, WN336/29, WN336/30, WN336/25, WN336/26, WN126/268, WN126/269, WNE2/958 and WN671/73 respectively). A number of interests are registered on the Records of Title, including, but not limited to, rights of way, easements, and section 77 of the Building Act restriction for buildings across title boundaries tying the titles together. However, none of these interests affect the assessment of the proposal.
- [12] It is noted that the site on the corner of Hastwell Street and Main Street (Lot 2 DP 84326 held in Record of Title WN52A/196) occupied by the Property Brokers building and another retail premises along Hastwell Street is under separate ownership.
- [13] The site has a total area of 5689m² (approximate). The site is located on the north-western side of Main Street, close to the town centre, and is relatively flat.
- [14] The site at 2-12 Hastwell Street and 105 West Street is occupied by the existing Fresh Choice supermarket, with associated car parking, landscaping, access and servicing. The supermarket has been operating on the site since 2012, legally established by way of resource consent (Council reference 3919), granted by SWDC on 26 August 2011. On-going conditions of consent relating to hours of the supermarket operation, and delivery times apply. The nature and scale of the supermarket, in terms of the building and activity remain as originally consented.

- [15] In 2015 further resource consents were applied for and granted by SWDC relating to changes to access and new signs, similar to the current proposal, as outlined in Section 5.1 of the application. These consents have either been withdrawn due to threat of judicial review or lapsed and therefore have not been given effect to and have no legal status.
- [16] 134 Main Street is occupied by a residential dwelling, circa 1950s, set back approximately 22m from the street front boundary. The front yard area is used as a vehicle access, car parking and lawn area for the existing dwelling. The aforementioned large Copper Beech tree sits on the south-front portion of the site, with other trees and shrubs along the frontage and within the site. There is also a low concrete wall along the site frontage, with a gap for the vehicle access. An existing open concrete-lined stormwater channel runs roughly parallel to the northern side boundary through part of the site and feeds into the public pipe network heading south under Main Street. This forms part of the Moroa water race network. 134 Main Street is also under the control of Woolworths.
- [17] The site comprises of three zones under the Wairarapa Combined District Plan (WCDP). The part of the site fronting Hastwell Street is Industrial Zone, 105 West Street and approximately half of the length of the site fronting West Street is within the Residential Zone, and 134 Main Street is within the Commercial Zone. 134 Main Street, and a portion of the Industrial Zone land adjacent to 134 Main Street also fall within the Greytown Town Centre Historic Heritage Precinct overlay, included in Appendix 1.8 of the WCDP. Main Street itself is subject to Designation Number Ds076 – State Highway 2, with New Zealand Transport Agency being the Requiring Authority, and is a Strategic Road shown on the WCDP Roding Hierarchy Plan.
- [18] The surrounding area is characterised generally by a mix of commercial and residential activities. Most sites along this area of Main Street, particularly on the same side as 134 Main Street (western side), are occupied by commercial activities in buildings with traditional looking shopfronts built to the footpath and converted dwellings also occupy some sites. The buildings are a mix of ages, with the shop buildings at 130 and 132 Main Street listed as Heritage Items in Appendix 1.7 of the WCDP, Heritage Building Numbers Hs086 and Hs087 respectively, and a number of newer buildings built in line with the South Wairarapa Town Centres Design Guidelines. The neighbouring site at 138 Main Street (former location of the Club Hotel) is a recorded archaeological site – S26/16. The properties across Main Street are zoned Residential and comprise mainly of older residential buildings, some used for commercial activities, a number of which are listed as Heritage Items in Appendix 1.7 of the WCDP, Heritage Building Numbers Hs080, Hs081, Hs082 and Hs083 (113, 119, 123 and 125 Main Street) and Hs106 (115-117 Main Street) is the old Greytown Library, now used as a gallery. The sites fronting West Street are mainly residential in nature.

REASONS FOR THE APPLICATION

- [19] The application provides a detailed rules and standards assessment against the provisions of the WCDP in Appendix 6 of the application and a list of matters requiring consent in Section 6.1 of the application. In Section 6.3 of the application, it also says that the application is for all matters requiring consent under the WCDP, rather than just those matters listed.

- [20] I believe there are additional matters requiring consent under the WCDP and provide a summary of all matters requiring consent below;
- Restricted Discretionary Activity consent is required under Rule 6.5.5 (b) for the installation of a new sign in the Commercial Zone that exceeds the permitted standards for signs in Rule 6.5.2 (f). Specifically, the proposed free-standing illuminated sign at 3.7m² is larger than the illuminated sign total face permitted area of 2m², and constitutes more than one free-standing sign on the site;
 - Restricted Discretionary Activity consent is required under Rule 6.5.5 (b) for a 3rd access point to the site in the Commercial Zone which exceeds the permitted standards in Rule 6.5.2(g) for Roads, Access, Parking and Loading Areas in Appendix 5 – *"In South Wairarapa District, only one vehicle crossing is permitted per site (Note: This standard supersedes the requirements of 6.5.2(g)(ii))"*;
 - Restricted Discretionary Activity consent is required under 6.5.5 (b) for not meeting the Landscape and Screening standards in Rule 6.5.2(h) as the site across the road is zoned Residential and the servicing area is more than 10m² and visible from a site zoned Residential and a formed public road;
 - Discretionary Activity consent is required under Rule 5.5.5 (a) for alteration to the loading dock being a commercial activity in the Residential Zone;
 - Discretionary Activity consent is required under Rule 21.6 (a) for the installation of a new sign in the Historic Heritage Precinct (HHP) which exceeds the permitted standards for signs in Rule 21.1.3 (b). Specifically, the HHP limits free-standing signs to 0.5m² in area. Additionally, no sign in the HHP is to be illuminated by any means (another permitted standard); and
 - Discretionary Activity consent is required for the demolition of structures and buildings in the HHP under Rule 21.6 (g).
- [21] Overall, the proposal has been assessed as a Discretionary Activity. This assessment aligns with the overall activity status assessment provided in the application.

APPLICATION PROCESS TO DATE

- [22] Section 3 of the application document provides background to this application. In summary, the application was originally lodged with SWDC in June 2022. A section 92 RMA request from Council dated 26 July 2022 sought further information relating to transport and heritage matters, and requested the commissioning of expert reports on these matters. The applicants and Council experts and Officers have engaged in meetings, with revisions to the proposed plans throughout the remainder of 2022.
- [23] The application was formally relodged with SWDC on 13 April 2023. The key changes to the proposed application from that originally lodged in 2022 include:
- Reduction in the proposed crossing width at 134 Main Street from 9m to 8.3m;
 - Clarification the crossing is a driveway with the footpath within Main Street maintaining continuity;

- Retention of the existing low stone wall along the frontage of 134 Main Street, rather than replacement;
- Reduction in the size of the free-standing sign from 10.1m² (two faces) to 3.7m² (one face only) and change from internal illumination to external illumination;
- Increase in space for landscaping around the Copper Beech tree, and changes to protect the tree; and
- Removal of three car parking spaces previously proposed within 134 Main Street.

[24] Due to public interest in the application, the Applicant requested public notification of the application in accordance with section 95A of the RMA.

[25] Council appointed Independent Resource Management Hearings Commissioner Lindsay Daysh pursuant to section 34A of the RMA to determine the application.

[26] Following the receipt of submissions, the Applicant requested that the application be placed on hold to allow them to have discussions with some of the submitters. As the application was given public notification, a hearing must be completed within 75 working days after the closing date of submissions, pursuant to section 103A(2) of the RMA. However, section 37 of the RMA has been used to extend this timeframe (but not exceeding twice the maximum time period).

NOTIFICATION AND SUMMARY OF SUBMISSIONS RECEIVED

[27] The application was publicly notified in accordance with section 95A of the RMA on 24 April 2023. The submission period closed at 4pm, 23 May 2023.

[28] At the close of submissions, eighty - one (81) submissions were received. A late submission was also received on 21 July 2023. The applicant provided Council with written confirmation that they were happy to receive the late submission, and it is noted this submission does not raise any additional matters that are not already raised in other submissions. For these reasons, the late submission has been included in the table below as #82, and recommended be accepted.

[29] Of the total 82 submissions received, 77 submissions oppose the whole proposal, 2 oppose part of the proposal, and three are in support of the whole proposal.

[30] All submissions are summarised in the following table (in order as received by SWDC). The information in the table includes the submitters Greytown address (where applicable); their stance on the application; whether they wish to be heard in respect of their submission, whether they may consider presenting a joint case with others who made a similar submission (CJC), or if not stated (NS); the matters raised by them, and the decision they wish the Council to make or the relief sought. SWDC can confirm prior to the hearing whether the submitters who have not indicated whether they wish to be heard or not, actually wish to be heard.

	Submitter	Stance	Heard	Matters raised / = relief sought
1	Grant Smith Oates Pl	Oppose whole proposal	CJC	<ul style="list-style-type: none"> - Pedestrian safety with trucks into driveway, safety of pedestrian crossing used by school children - Heritage of village placed at risk - Retention of Copper Beach tree - Loss of parking on Main Street when at a premium =Decline consent

2	Michelle Dawson & Ian McDonald Greyfriars Motel 138 Main St	Oppose whole proposal	Yes	<ul style="list-style-type: none"> - SH2 a Strategic Arterial Road – traffic volumes are high & have increased, new access will cause congestion from queueing vehicles, large trucks will have to cross the centreline, visibility issues - Health and safety – pedestrian crossing/ queueing vehicle conflict, restrict flow of emergency vehicles, restrict visibility of pedestrians on the crossing esp. children, mobility scooters and wheelchairs - Historic Heritage & Character – Access & sign contrary to Heritage Trust guidelines - Stress on road and infrastructure beneath (piped water race) from turning vehicles - Stormwater disposal not appropriately addressed - Direct impacts on Greyfriars Motel – noise from loading dock & refrigerated truck motors: noise assessment & mitigation measures required. Article on Noise Assessments for Supermarket Developments included - Refers to David Lloyd submission (# 19). - Application contrary to Greytown's value of preserved historic buildings and pedestrian friendly =Decline consent. If granted, have provided suggested conditions
3	Kitty Nunns-Smith Kahutara	Oppose whole proposal	No	Driveway is a health and safety issue =Decline consent
4	Rob Slater Kuratawhiti St	Oppose whole proposal	Yes	<ul style="list-style-type: none"> - Public safety - Deliveries occurred since opened, just want signage =Decline consent
5	Helen Fielding 191 West St	Oppose whole proposal	No	Sole benefit of applicant to detriment of the activity, safety, ambiance and character of Main Road =Decline consent
6	Beverley Murray McMaster St	Oppose whole proposal	CJC	Oppose all Woolworths proposals – No reasons given =Decline consent
7	John Cantwell McMaster St	Oppose whole proposal	CJC	Oppose all Woolworths proposals – No reasons given =Decline consent
8	David Catty Humphries St	Oppose whole proposal	No CJC	<ul style="list-style-type: none"> - Traffic management and pedestrian/cyclist safety concerns if access introduced from Main St – result in congestion, noise and accidents =Decline consent
9	Greytown School Board of Trustees 73 East St	Oppose part	Yes	<ul style="list-style-type: none"> - Safety of school children using the pedestrian crossing south of Hastwell St – new entranceway will create queues, inhibit sightlines, & road camber further restricts a child's view - Issues with Commute traffic assessment, i.e., figures included of increase in traffic on SH2 seem too low, pedestrian counts do not include busiest time of day (15.00 – 15.30), sign will generate additional users and traffic, southbound traffic have insufficient room to 'undertake vehicles' waiting to turn into new entrance =Decline consent
10	Lucy Haberfield Whitby	Oppose whole proposal	No	Noise effects from trucks using new access – Client of Alluminus beauty clinic adjacent, travel from Wellington for peaceful, quiet environment =Decline consent

11	Raewyn Crowley East St	Oppose whole proposal	Yes	Pedestrian safety - new accessway for trucks is 90m from pedestrian crossing used by residents, visitors and particularly school children =Decline consent
12	Stuart Ferguson Main St	Oppose whole proposal	Yes CJC	<ul style="list-style-type: none"> - New crossing contrary to Heritage Zone principles - Traffic and pedestrian management issues – safety of trucks turning and pedestrian crossing - Sign outside allowable dimensions is unnecessary - Existing truck delivery system worked since opened - Loss of much needed SH2 parking slots - Existing accesses adequate - Removal of Copper Beach tree =Decline consent
13	Pamela Messervy Wood St	Oppose whole proposal	No	<ul style="list-style-type: none"> - Traffic and pedestrian safety – congestion, risk to pedestrians, elderly, children - Effects on Heritage Precinct – signage and likely destruction of Copper Beach tree - Why not assess health and safety issues prior to building, why the concern now, alternatives available - Potential flooding – prone to flooding, non-porous pathing, access next to creek =Decline consent
14	Letitia Harrison Masterton	Oppose whole proposal	Yes	<ul style="list-style-type: none"> - Pedestrian safety – access and sign are unsafe and unnecessary, school children rely on the crossing - Loss of heritage values – sign does not fit & concern for Copper Beech tree - Loss of Main St car parks - Agree with submissions of Greytown Heritage Trust (#20) & Michelle Dawson (#2) =Decline consent
15	Nicki Rutherford 3 Wood St	Oppose whole proposal	No	<ul style="list-style-type: none"> - Safety of pedestrians, especially school children – pedestrian crossing will be compromised - Removal of Copper Beach tree – Arbor town - Heritage which Greytown prides itself =Decline consent
16	Danielle Genty-Nott Greytown	Oppose whole proposal	No	Support submission made by Greytown Heritage Trust (#20) =Decline consent
17	Alexandra Hutchings Jellicoe St	Oppose whole proposal	Yes	Fully support submission made by Greytown Heritage Trust (#20) and support Michelle Dawson (#2) =Decline consent
18	Lady Lee Ortega Masterton	Oppose whole proposal	Yes	Same as submission by Letitia Harrison (#14) =NS
19	David Lloyd Humphries St	Oppose whole proposal	Yes	50+ years' experience in road transport industry <ul style="list-style-type: none"> - Traffic safety concerns of new crossing – size of vehicles, busy nature of SH2, pedestrian safety, queueing vehicles, road surface damage. Included correspondence from Waka Kotahi to the Applicant dated 22 September 2022 stating they are unable to support the application. - Retention of Copper Beech tree - Stormwater management /flooding – runoff from driveway & loading area =Decline consent

20	Greytown Heritage Trust Carmel Ferguson Chair	Oppose whole proposal	Yes CJC	<p>Trust est. 1993, Trust aims /role included</p> <ul style="list-style-type: none"> - Detrimental effects on Greytown HHP – not consistent with character, doesn't consider Design Guidelines, sign is a significant departure - Copper Beech tree – concern for health of tree, driveway & footpath in root zone, pruning required for truck access. Question Certificate of Compliance application. Information referred to in tree report is not provided. Question Lancewood tree retention - Noise effects – no acoustic report - Traffic issues – trucks will cross centre line, safety risks, visibility issues, safety of pedestrians particularly children using the pedestrian crossing & footpath, vehicle queuing, truck route through township, width of driveway inconsistent in Main St, concern driveway will be used as a shortcut, sign too close to pedestrian crossing - Loss of street parking – lose 2 when at a premium - Stormwater management – run-off /discharge to water race /flooding /sign foundations - Archaeological Authority required - Provides assessment of WCDP Objective & Policies & HHP Assessment Criteria - Identifies inaccuracies in the application <p>=Decline consent</p>
21	Stephen Ford Waiohine Valley Rd	Oppose whole proposal	No	<ul style="list-style-type: none"> - Traffic Safety – proposed access unsafe, pedestrian safety particularly school children, current access sufficient, consider other options - Loss of carparks adjacent to established businesses - Heritage – sign does not confirm to HHP Guidelines, further sign unnecessary – use Google/GPS - Health & importance of Copper Beech tree - Identifies inaccuracies in the application <p>=Decline consent</p>
22	Sylvia Smith & Robert MacDonnell Westwood Ave	Oppose whole proposal	No	<p>Support submission made by Greytown Heritage Trust (#20)</p> <p>=Decline consent</p>
23	Prue Vincent Horton St	Oppose whole proposal	CJC	<ul style="list-style-type: none"> - Signage – outside HHP Guidelines, unnecessary as customers know supermarket there or use Google - Traffic safety – SH2 busy, blind spots, pedestrian safety especially route to school and Orchards village - Loss of street carparking a loss for small business - Current access appear to work - Copper Beech tree – Question Certificate of Compliance application. Tree integral part of heritage, concern for health of tree from driveway <p>=Decline consent</p>
24	Raymond & Susie Matthews Kuratawhiti St	Oppose whole proposal	No	<p>Support submission made by Greytown Heritage Trust (#20)</p> <p>=Decline consent</p>
25	Ann-Marie Nansett Westwood Ave	Support Whole proposal	No	<ul style="list-style-type: none"> - Support on safety grounds- current delivery is not safe, proposal is a safer option - Property to be demolished has no heritage value - Trees have no heritage value - Use permitted under plans <p>=Grant consent</p>

26	Latasha Boyce Alluminus 136A Main St	Oppose whole proposal	Yes	<ul style="list-style-type: none"> - Noise – loss of tranquillity will affect her business. Lack information on noise level - Loss of street carparking - Potential flooding - Traffic safety – effect on pedestrians, truck blind spots, distraction from signage - Current access appear to work (provided photos) - Heritage – Retention of Cooper Beech tree, sign outside HHP Guidelines which rest of town businesses adhere to <p>Agree with submissions by Greytown Heritage Trust (#20), Michelle Dawson & Ian McDonald of Greyfriars (#2) & Lorraine Hall (#62) =Decline consent</p>
27	Joubert Botha 136A Main St	Oppose whole proposal	Yes	<p>Same as submission by Letitia Harrison (#14) Agree with Greytown Heritage Trust submission (#20) =Decline consent</p>
28	Robyn Blue McMaster St	Oppose whole proposal	Yes CJC	<ul style="list-style-type: none"> - Heritage – contrary to HHP Guidelines - Copper Beech tree – heritage value, health of tree affected by driveway - Sign – significant departure from allowable under WCDP, contrary to Guidelines - Traffic safety – Waka Kotahi do not support, trucks having to cross centreline, blind spot, pedestrian safety especially school children - Alternatives available – access off West St, small heritage building would add value e.g., new building at 144 Main St (photo provided) <p>=Decline consent</p>
29	Annabelle O'Meara Tauherenikau	Oppose whole proposal	No	<p>Support Greytown Heritage Trust submission (#20) =Decline consent</p>
30	Janette Wallace Gedge North St	Oppose whole proposal	No	<ul style="list-style-type: none"> - Pedestrian safety – new access close to pedestrian crossing - Traffic safety – trucks have to cross centreline, traffic route through streets particularly West St - Heritage – Copper Beech tree safety /on-going health of the tree, question CoC; sign 7x allowed size in HHP, sets precedent - Light spill - Alternative access available <p>=Decline consent</p>
31	Sandra Palmer 119 Main St	Oppose whole proposal	Yes CJC	<ul style="list-style-type: none"> - Visual effects on streetscape – loss of tree and signage oversized - Traffic safety – pedestrian safety at pedestrian crossing and access across pavement, congestion on SH2, wear and tear on road, safety of road users including cyclists - Noise pollution <p>=Decline consent</p>
32	Scott Parkes 119 Main St	Oppose whole proposal	No	<ul style="list-style-type: none"> - Pedestrian safety - Traffic safety – interfere with traffic flows, emergency vehicles - Sign – contrary to Guidelines in DP - Copper Beech tree health <p>=Decline consent</p>

33	Peter Ratner & Carol Walters Udy St	Oppose whole proposal	Yes CJC	<ul style="list-style-type: none"> - Health & safety effects – endanger pedestrians and vehicles. Existing carpark and delivery arrangements have not resulted in incidents (photos provided). - Traffic effects – impede traffic, increase congestion - Visual effects – sign inappropriate in size and design, effects on HHP values, Copper Beech tree health as driveway over roots will kill the tree, loading area will be visible from Main St =Decline consent
34	Mark Crawford Bidwills Cutting Rd	Oppose whole proposal	No	Support submission made by Greytown Heritage Trust (#20) <ul style="list-style-type: none"> - Believes will lead to more street carparks being removed, pedestrian and customer safety concerns, & a turning bay making the area more Industrial =Decline consent
35	Lance McClure Sam Meads Way	Oppose whole proposal	No CJC	<ul style="list-style-type: none"> - Traffic safety – increase in trucks causing congestion, size of trucks having to cross centreline, blind-spot, impacts on local streets - Pedestrian safety – pedestrian crossing used by school children - Copper Beech tree adds to village special character - Light pollution - Noise & vibration effects =Decline consent
36	Frank Minehan McMaster St	Oppose whole proposal	No CJC	<ul style="list-style-type: none"> - Sign – is non-complying - Retention of Copper Beech tree – why CoC application - Believes traffic proposal promotes safety =Decline consent
37	Graeme Gray Market Rd	Oppose whole proposal	No CJC	<ul style="list-style-type: none"> - Safety of public – trucks near pedestrian crossing - Heritage – will not compliment HHP =Decline consent
38	Greytown Community Board Warren Woodyear	Oppose whole proposal	Yes	Support submission made by Greytown Heritage Trust (#20) unanimously <ul style="list-style-type: none"> - Traffic effects – truck route through residential streets, trucks having to cross centreline, traffic congestion (already occurs into Hastwell St) - Loss of parking on Main St effects business - Stormwater management /flooding – worsened by increased sealed area - Community well-being – multiple proposals and submissions made, community under pressure - Retention of Copper Beech tree – has heritage significance although not protected, deserves recognition =Decline consent
39	Susan Rhodes McMaster St	Oppose whole proposal	Yes	<ul style="list-style-type: none"> - Safety of pedestrians crossing the road - Damage to roads from heavy vehicles - Effects on tourism - Copper Beach tree ecosystem - Loss of necessary street parking - Noise pollution =Decline consent
40	Helen Fletcher McMaster St	Oppose whole proposal	No	<ul style="list-style-type: none"> - Pedestrian safety – users of pedestrian crossing, disabled, children, elderly - Character – signage not in keeping

				<ul style="list-style-type: none"> - Transport matters - damage to roading, congestion on Main St - Copper Beech tree concern - Economic effects – concern for local businesses close to access on Main St =Decline consent
41	Julia Barnett McMaster St	Oppose whole proposal	No	<ul style="list-style-type: none"> - Traffic safety – pedestrian safety, turning trucks blocking road, blind spot for truck drivers - Heritage – sign and loss of tree not in keeping with village =Decline consent
42	David Baird Jellicoe St	Oppose whole proposal	CJC	Support Greytown Heritage Trust submission (#20) =Decline consent
43	Carmel Ferguson Main St	Oppose whole proposal	CJC	Support Greytown Heritage Trust submission (#20) =Decline consent
44	Paul Dodge Horton St	Oppose whole proposal	CJC	Same as Prue Vincint submission (#23)
45	Sija Spark Greytown	Oppose whole proposal	Yes	<ul style="list-style-type: none"> - 3rd access unnecessary, current loading seen to work - Pedestrian /cyclists safety – visibility limited from new access, close to pedestrian crossing used by school children many unaccompanied - Heritage character – new vehicle access & large permanently lit sign detract from character, Copper Beech tree to be retained as has significant profile on Main St =Decline consent
46	John Argue Greytown	Oppose whole proposal	No	Support Greytown Heritage Trust submission (#20) =Decline consent
47	Aimee Davoren Wood St	Oppose whole proposal	CJC	<ul style="list-style-type: none"> - Pedestrian safety – crossing well used by school children, visibility issues - Traffic safety – trucks having to cross centreline, sun strike hinder truck drivers view =Decline consent
48	Carolyn Wait Kempton St	Oppose whole proposal	Yes	<ul style="list-style-type: none"> - Traffic safety – large trucks, road too narrow & busy, close to well used pedestrian crossing servicing school and locals - Heritage – Trees retention – a part of Greytown - Dark sky – light spill from lit sign - Economic effect – impact on local businesses - Noise & vibration effects =Decline consent
49	Down to Find Wines Ltd Main St	Oppose whole proposal	No	No reasons given =Decline consent
50	Richard Ferguson Main St	Oppose whole proposal	No	No reasons given =Decline consent
51	Gary Dunnet Wood St	Oppose whole proposal	No	<ul style="list-style-type: none"> - Traffic Safety – trucks turning, limited visibility due to buildings & parked cars, close proximity to pedestrian crossing used frequently by school children, congestion - Heritage –signage not in keeping with HHP - Retention of tree

				=Decline consent
52	Anna Mills North St	Oppose whole proposal	No	<ul style="list-style-type: none"> - Contrary to s8 of RMA - No economic benefits - Health of Copper Beech tree – Question CoC, impact of driveway - Current access to supermarket safe - Heritage – sign not in keeping because large & modern bright colours, shape & lit - Traffic effects – increase traffic congestion on SH2, increase risk of crashes and danger to pedestrians, reduced visibility <p>Suggests sign at Challenge (owner's offer business).</p> <p>=Decline consent</p>
53	Vicki Eckford Horton St	Oppose whole proposal	No	<ul style="list-style-type: none"> - Traffic safety – large trucks will have to cross centreline, pedestrian safety concerns, blind spots - Loss of 2 carparks on Main St 'not fair' on small businesses - Heritage – loss in heritage values from driveway, sign that does not fit with HHP Guidelines for size or colour, loss of tree, & removal of house will expose supermarket from Main St also against HHP Guidelines - Health of Copper Beech tree – driveway near roots will damage it - Dark sky – light spill from sign <p>=Decline consent</p>
54	Vivienne O'Reilly Woodlands Way	Oppose whole proposal	NS	<p>Support Greytown Heritage Trust submission (#20)</p> <p>=Decline consent</p>
55	Waka Kotahi NZ Transport Agency Owen Jeffreys	Oppose proposal	Yes	<ul style="list-style-type: none"> - Traffic safety – wider crossing off SH2 creates direct conflict with pedestrians and cyclists, increased usage will increase safety risk of road users, queuing will be greater than currently modelled, effect on wider local road network. Not supported - Signage – not supported without Main St access - Contrary to Objective 6.3.4 & Policy 6.3.5, and Objective 17.3.1 & Policy 17.3.2(c) of the WCDP <p>=Decline consent</p>
56	Richard & Sarah Kirtan Kempton St	Oppose part of proposal	CJC	<ul style="list-style-type: none"> - Pedestrian safety – route for school children, visibility impeded at crossing, pedestrian counts taken outside peak times - Traffic safety – queueing vehicles, increase in trucks <p>=Decline consent</p>
57	Shelly O'Neill Greytown	Oppose whole proposal	No	<ul style="list-style-type: none"> - Traffic safety – new access dangerous to pedestrians & cars - Heritage – sign not in keeping with historic look, effect streetscape - Retention of Copper Beech tree <p>=Decline consent</p>
58	Robert & Cindy Hunter Jellicoe St	Oppose whole proposal	CJC	<p>No reasons given</p> <p>=Decline consent</p>
59	Helen Gray Market Rd	Oppose whole proposal	No CJC	<ul style="list-style-type: none"> - Traffic safety – large trucks need most of road width to make turn, disruption of traffic flow - Pedestrian safety – pedestrian crossing very near <p>=Decline consent</p>

60	Kirsty Findlay Reading St	Oppose whole proposal	CJC	Retention of Copper Beech tree – heritage & amenity value, adds to character of Main St, should be protected =Decline consent
61	Ronald Walton Udy St	Oppose whole proposal	No CJC	<ul style="list-style-type: none"> - Pedestrian safety – pedestrian crossing on high traffic volume road heavily used by tourists, school children - Heritage – sign is unduly large, conflicts with HHP Guidelines - Retention of Copper Beech tree – potential impact on health of the tree. Question CoC =Decline consent
62	Lorraine Hall 132 Main St	Oppose whole proposal	Yes CJC	<p>Own, live & work at 132 Main St</p> <ul style="list-style-type: none"> - Economic effect – will be adverse on her business and property if access allowed - Health & Safety – witnessed accident outside 134 Main St due to queue at pedestrian crossing - Waka Kotahi said no - Sign – 83% larger than permitted, close to wall with 132 Main St making maintenance impossible, foundation design over water race, light spill - Privacy – truck drivers will have visibility into bedroom, living areas etc, no mitigation proposed - Light pollution - Fuel pollution – idling vehicles will increase Asthma - Noise – from refrigerated trucks & automated gate metres from bedroom & living areas - Retention of Copper Beech tree & Lancewood - Asbestos – query whether in cladding of house and garage at 134 Main St to be demolished - Loss of carparks – currently 5 on-street carparks for 6 businesses - Vehicle manoeuvring – will be made worse from 132 Main St, trucks will further restrict sightlines - Stormwater management / water race connection - Heritage – proposal is not consistent with the character of HHP, no consideration of Design Guidelines <p>Support submissions by Greytown Heritage Trust (#20), & Michelle Dawson & Ian McDonald of Greyfriars (#2)</p> =Decline consent. If granted, have provided suggested conditions
63	Jo Woodcock Greytown	Oppose whole proposal	No	<ul style="list-style-type: none"> - Retention of Copper Beech tree – has heritage value - Safety of pedestrians – truck drivers have blind spots, entrance in close proximity to pedestrian crossing putting young children in danger =Decline consent
64	Kevin Whalley East St	Oppose whole proposal	Yes CJC	<ul style="list-style-type: none"> - Safety concerns - Retention of Copper Beech tree – town known for trees - Heritage – loss of Main St character =Decline consent
65	John & Melanie Greenwood Jellicoe St	Oppose whole proposal	CJC	<ul style="list-style-type: none"> - Traffic safety – turning, sign a visual distraction - Pedestrian safety – access close to pedestrian crossing, route to primary school - Economic effects – loss of custom to Main St shops, loss of carparks - Heritage – impact on character, sign

				<ul style="list-style-type: none"> - Noise - Retention of Copper Beech tree – cynical of CoC application, suggests tree covenanted - Alternatives for access available =Decline consent
66	Christopher Nixon Jellicoe St	Oppose whole proposal	CJC	<ul style="list-style-type: none"> - Pedestrian safety – elderly, school children, visitors, fear accident - Retention of Copper Beech tree – Greytown renowned for trees =Decline consent
67	Claire-Marie Bazalo	Oppose whole proposal	CJC	<ul style="list-style-type: none"> - Pedestrian safety – children use pedestrian crossing & pavement - Retention of Copper Beech tree - Heritage – Greytown renowned for heritage buildings & trees =Decline consent
68	Peter Sutherland 200 Main St	Support whole proposal	No	<ul style="list-style-type: none"> - House to be demolished has no heritage value, being setback & appearance does not add to amenity of HHP - Design & setback of loading area will not impact of amenity of HHP - Copper Beech tree not listed =Grant consent with conditions
69	Harry Child	Oppose	NS	<ul style="list-style-type: none"> - Demolition of building & development – concern of domino effect - Sign – exceeding maximum size will set precedent - Heritage Precinct – concern of becoming a roadway, HHP sacrificed for profit =Not stated
70	Mark Hay & Glenda Hodder Awhina Dr	Oppose whole proposal	CJC	<ul style="list-style-type: none"> - Heritage – proposal at odds with HHP, all parts of proposal cumulatively create adverse effect on character - Existing access sufficient - Traffic safety effects – vehicle & pedestrian safety, congestion, obstruction of sight lines - Loss of street parking - Economic effects on businesses – lost custom, disrupted vehicle and pedestrian flows - Noise - Retention of Copper Beech tree =Decline consent
71	Brook Wilson Main St	Support whole proposal	No	No reasons given =Grant consent
72	Cecilia Allsop Jellicoe St	Oppose whole proposal	CJC	<ul style="list-style-type: none"> - Pedestrian safety – crossing the main road, safety of pedestrians on the pedestrian crossing, reduced visibility from turning trucks particularly children - Traffic safety – traffic increased, risk of accidents, delays - Noise – impact on nearby residential and business premises from vehicle movements - Sign – doesn't comply with DP guidelines - Retention of Copper Beech tree – question CoC - Economic impact – recognise that small businesses in Greytown have complied with the Council & DPs, & may move elsewhere if access allowed =Decline consent

73	Malcolm Brodie Waiohine Valley Rd	Oppose whole proposal	No	Same as Stephen Ford submission (#21)
74	Gretchen Dick 214 Main St	Oppose whole proposal	No CJC	- Traffic safety – trucks crossing SH2 - Pedestrian safety - Retention of Cooper Beech tree - Heritage – neon lighting in HHP =Decline consent
75	Susan von Pein Wood St	Oppose whole proposal	CJC	Same as Stephen Ford submission (#21)
76	A. Beattie Gladstone	Oppose whole proposal	No	Retain the tree =Decline consent
77	Val Blount Peony Dr	Oppose part of proposal	No	Retain the tree =Grant Consent with conditions
78	John Blount Peony Dr	Oppose whole proposal	No	Oppose whole proposal – No reasons given =Decline consent
79	Hilary Beaton & David Carswell East St	Oppose whole proposal	Yes CJC	- Heritage – Greytown HHP has largest number of Victorian buildings of any town in NZ, its value - Community consultation lacking - Traffic safety issues – congested SH2 - Signage – not in keeping with area, other businesses adhere to recommended size - Health of Copper Beech tree =Decline consent
80	Sandra Palmer 119 Main St	Oppose whole proposal	Yes CJC	Traffic safety effects – congest SH2, danger to pedestrians & vehicles & emergency vehicles =Decline consent
81	Gina Jones & Malcolm Fleming Greytown	Oppose whole proposal	Yes CJC	Support Greytown Heritage Trust submission (#20) =Decline consent
82	Doug Harris RD2 Martinborough	Oppose whole proposal	No CJC	- Visual effect – access way onto the main road will irretrievably alter the visual aesthetic of the main road, being the public face of heritage Greytown - Traffic effects – increased traffic, conflict between parked cars & flow of traffic, raises safety concerns =Decline consent

[31] To assist the hearings process, the issues or matters raised in submissions have been grouped into the following:

- Heritage – adverse effects on the heritage character of Greytown, proposal at odds with the Greytown Historic Heritage Precinct aims and Design Guidelines, house or tree have no heritage value
- Visual effects – from the sign, changes to the site from demolishing the dwelling, views of the loading area from Main Street
- Copper Beech tree – retention, CoC application, health of the tree, heritage value
- Traffic matters – Strategic Arterial Road, public safety concerns, traffic safety concerns, pedestrian and cyclist safety concerns, traffic flows/queueing vehicles, visibility issues, loss of street parking, effect of trucks travelling through wider

local roading network, stress on the road affected by large turning vehicles, visual distraction, current supermarket loading and parking, safer than current situation

- Economic effects – effects on existing small businesses, cost of compliance, effects on tourism
- Stormwater management – run-off and stormwater disposal, existing water race/open drain infrastructure, flooding
- Noise pollution
- Vibration
- Privacy
- Light spill / Dark Sky
- Fuel Pollution
- Asbestos
- Well-being of the community
- Archaeological Authority
- Contrary to WCDP Objectives and Policies
- Contrary to section 5 of the RMA
- Inaccuracies in the application
- Lack of consultation

- [32] Although not a formal submission, on 7 June 2023 Council received a petition from Lorraine Hall presented on behalf of Greytown Safety on Main Street stating general opposition to the proposal. The petition had 1268 signatures. Some of the signatories are also submitters.

MATTERS REQUIRING ASSESSMENT UNDER THE RMA

- [33] Under Section 104(1) of the Act the relevant matters requiring consideration when considering an application for resource consent and any submission received are as follows:

- (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.*

- [34] This report firstly considers the matters in s104(1)(b), followed by any actual and potential effects in s104(1)(a). Any measures proposed by the applicant to address such effects and the matters raised in the submissions are also considered.

National Environmental Standards

- [35] The application provides a brief assessment against the National Environment Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES - CS) in Appendix 6. The application states: *"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 285m² of soil can be disturbed as a permitted activity. It is unlikely this permitted threshold will be exceeded. No further assessment is made, therefore."* The site does not include sites of contaminated soil identified in the GWRC Land and Soil Monitoring map overlay. It is therefore considered that no significant risks to human health are likely to arise as a result of the proposal and no further investigation is required.
- [36] There are no other relevant National Environmental Standards requiring consideration.

Other Regulations

- [37] Apart from the provisions of the WCDP, which include compliance with New Zealand Standards, particularly NZS4404:2004, there are no other regulations considered applicable to the proposal.
- [38] Should the site be deemed an archaeological site, an Archaeological Authority from Heritage New Zealand Pouhere Taonga will be required. This is a matter identified by Ian Bowman and raised in the submission by Greytown Heritage Trust. This is a matter that can be covered via conditions, if consent is granted.

National Policy Statements

- [39] No National Policy Statements are considered to be relevant to this proposal. The National Policy Statement for Urban Development (NPS-UD), which came into effect on 20 August 2020 (updated May 2022), is not relevant as the South Wairarapa District or Greytown does not constitute an urban environment of 10,000 people.

Wellington Regional Policy Statement (RPS)

- [40] The current operative RPS is the Regional Policy Statement for the Wellington Region (updated version 2022). Considered of particular relevance are Objectives 15 and 22 and Policies 21-22, 46 relating to heritage and Policies 30-31 relating to well designed and sustainable regional form and managing central vibrancy and mixed-use development, transportation, and infrastructure. These matters are all addressed in the effects assessment section of the report below.

Wairarapa Combined District Plan (WCDP)

- [41] As mentioned earlier in this report the site comprises of three zones under the WCDP. The part of the site fronting Hastwell Street is within the Industrial Zone, 105 West Street and approximately half of the length of the site fronting West Street is within the Residential Zone, and 134 Main Street is within the Commercial Zone. 134 Main Street, and a portion of the Industrial Zone land adjacent to (behind) 134 Main Street also fall within the Greytown Town Centre Historic Heritage Precinct overlay, included in Appendix 1.8 of the WCDP.
- [42] Overall, the proposal is a Discretionary Activity under the provisions of the WCDP, which are detailed below.

WCDP Commercial Zone Land Use Rules
[43] 6.5.2 Standards for Permitted Activities

Permitted activities shall comply with all of the following standards for the Commercial Zone:

(f) Signs

- (i) Any permanent sign shall be permitted provided it complies with the following standards:
 - (1) The total face area of all signs (permanent and temporary) shall be no greater than 5.0m² except for vehicle orientated activities, which shall comply with the following:
 - (a) No more than one free-standing sign, up to 7.5m in height and 6m² in area (all faces) per site;
 - (b) No more than one “price board” and one “services board” per site, each up to 3m in height;
 - (c) Illuminated signs shall be no more than 2m² in total face area.
 - (2) Signs shall not face an adjoining site within the Residential Zone.
 - (3) The sign must be located fully within the site of which it is located.
 - (4) Where a sign is affixed to a building, the sign shall comply with the maximum height and setback requirements.
 - (5) All signs must comply with the sight distance requirements in Appendix 5.
 - (6) No sign shall be located where it conceals the visibility of existing official sign or traffic-controlling device.
 - (7) Any illuminated sign visible from the Residential Zone shall not be lit unless the premises are open for business.
 - (8) No sign shall be affixed to the exterior of any heritage item listed in Appendix 1.7 Heritage Items.

(g) Roads, Access, Parking and Loading Areas

- (i) Compliance with the standards in Appendix 5 Requirements for Roads, Access, Parking and Loading.
- (ii) One vehicle access point per frontage.
 (Noting Appendix 5 – “In South Wairarapa District, only one vehicle crossing is permitted per site (Note: This standard supersedes the requirements of 5.5.5(i)(ii) and 6.5.2(g)(ii))”

(h) Landscaping and Screening

- (i) Effective screening from any site zoned Residential that is adjoining or opposite (across a road), the screening shall be no less than 1.8m in height, comprising either a densely planted buffer of at least 2m width or a solid fence or wall.
- (ii) Any outdoor storage or vehicle parking or servicing area of more than 10m² that is visible from a site zoned Residential or from a formed public road shall be effectively screened from that site/road in accordance with the methods set out above.

6.5.5 *Restricted Discretionary Activities*

The following are Restricted Discretionary Activities:

- (a) *Any permitted or controlled activity that does not meet one or more of the standards for permitted or controlled activities.*

Discretion is restricted to the following matters:

- (i) *Avoiding, remedying or mitigating of any effects deriving from non-compliance with the particular standard(s) that is not met.*

Assessment Criteria

Restricted Discretionary activities are to be assessed against the relevant assessment criteria set out in Section 22.

- [44] Due to the face of the proposed sign being 3.7m² (2.45m x 1.5m) and that it is to be externally illuminated, the proposed sign exceeds the 2m² maximum face area requirement for illuminated signs in Rule 6.5.2 (f)(i)(1)(c). It is noted that supermarkets are considered to fit under the WCDP definition for “Vehicle Oriented Activities”. There is also a standard permitting a maximum of one free-standing sign per site (f)(i)(1)(a). With the supermarket having an existing pylon sign on the corner of Hastwell and West Streets and as 134 Main Street constitutes part of the supermarket site under this proposal, I believe this number of signs standard is also breached.
- [45] The supermarket has two existing access points, one from Hastwell Street and the other from West Street. The proposal for a 3rd access point to the site exceeds the permitted standards in Rule 6.5.2(g) for Roads, Access, Parking and Loading Areas which in Appendix 5 specifically states – “In South Wairarapa District, only one vehicle crossing is permitted per site (Note: This standard supersedes the requirements of 5.5.5(i)(ii) and 6.5.2(g)(ii))”.
- [46] The Commercial Zone site at 134 Main Street is opposite sites zoned Residential located across the road (from 119 Main Street and south). The application to provide a wider vehicle access into 134 Main Street and remove the existing dwelling will mean that the proposal does not meet the Landscape and Screening standards in Rule 6.5.2(h). The screening cannot be provided and servicing area is more than 10m² and will be visible from a site zoned Residential and a formed public road.
- [47] As other components of the proposal are full Discretionary Activities, as detailed below, any effects assessment of the proposal is not limited to non-compliance with the above specified standards of the WCDP that are not met.

WCDP Residential Zone Land Use Rules

[48] 5.5.5 **Discretionary Activities**

The following are Discretionary Activities:

- (a) *Any other activity including any commercial and retail activity that is not a permitted, controlled, restricted discretionary or a non-complying activity is a discretionary activity.*

Assessment Criteria

Discretionary activities will be assessed against, but not limited to, the relevant assessment criteria set out in Section 22.

- [49] The reconfiguration of the loading dock in the Residential Zone portion of the site is considered to be commercial activity beyond the scope of the original resource consent. This is not otherwise an activity provided for in the Residential Zone as a permitted, controlled, redistricted discretionary or non-complying activity. Therefore, Discretionary Activity Rule 5.5.5(a) applies to the proposal.

WCDP District Wide Land Use Rules

[50] 21.1 **Permitted Activities**

The following are permitted activities, provided they comply with the relevant standards for permitted activities specified below and within the underlying Environmental Zones and Management Areas.

21.1.3 **Historic Heritage Precincts**

South Wairarapa District

(b) Signs within the Commercial and Industrial Zones in the Historic Heritage Precincts listed in Appendix 1.8 which meet the following standards:

- (i) No individual sign exceeds 2m² in area (all faces). Total signage on any one building shall not exceed 4m² in area.
- (ii) No sign is illuminated by any means other than directional lighting.
- (iii) Signs are located above verandah but within the parapet height or suspended within verandahs.
- (iv) One free-standing sign per site, and shall not exceed 0.5m² in area (all faces).

21.6 **Discretionary Activities**

The following are Discretionary Activities:

- (a) Any activity that does not comply with the standards for permitted activities or is otherwise not specified as a controlled, or restricted discretionary activity.
- (g) The following activities within the Historic Heritage Precincts listed in Appendix 1.8:
 - (i) New buildings, including accessory buildings and the premises;
 - (ii) Alteration, addition or reconstruction of any buildings;
 - (iii) Signs within the Residential Zone;
 - (iv) Demolition, removal or relocation of structures and buildings.

Assessment Criteria

Discretionary activities will be assessed against, but not limited to, the relevant assessment criteria set out in Section 22.

- [51] Discretionary Activity consent is required under Rule 21.6(a) for the proposed installation of a new sign in the Historic Heritage Precinct (HHP) which exceeds the permitted standards for free-standing signs of 0.5m² in area and for the sign to be illuminated by external lighting.
- [52] Discretionary Activity consent is also required for the demolition of structures and buildings in the HHP under Rule 21.6 (g). Alteration and/or new building work for the loading dock appears to also be within the HHP.

Assessment Criteria in Section 22 of the WCDP

- [53] Apart from the matters in section 104(1) of the Act (covered earlier), the WCDP requires restricted discretionary and discretionary activities to be assessed against, but not limited to, the relevant assessment criteria set out in Section 22 of the Plan. In this regard, the following matters provide a useful guide and are addressed further in this report where appropriate.

22.1 Consents under District Wide Rules

These criteria are not exclusive, as other criteria may be considered when assessing a discretionary activity.

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 intended for the relevant precinct.*
- (ii) *Any measures proposed to protect or enhance the character of the street, including the implementation of any planting or landscaping.*
- (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).*
- (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.*
- (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.*
- (vi) *The extent to which the heritage value, integrity and character of the Historic Heritage Precinct will be maintained or enhanced.*

22.1.16 Roads, Intersections, Access, Parking & Loading Areas

- (i) *The position and function of the road within the road hierarchy, the actual speed environment of the road, traffic volumes and any other factors that will affect congestion and conflict between vehicles.*
- (ii) *The vehicle type using the site, the time of day the site is inhabited and the anticipated vehicle generation.*
- (iii) *The extent to which the safety and efficiency of the road and rail network or the safety of road users may be adversely affected.*
- (iv) *Whether there will be any adverse effects on the safety of pedestrians using the roads, footpaths or vehicle crossings.*
- (v) *The adequacy of on site parking needed for the activity(s) and whether it can be demonstrated that less than normal demand is anticipated.*
- (vi) *Proposed methods for avoiding, remedying or mitigating any potential adverse effects including:*

- (1) *Improving the visibility of vehicle crossing points;*
- (2) *Alternative design, construction, or location;*
- (3) *Alternative options for supplying the requisite vehicle parks.*
- (vii) *Whether parking can be provided on a nearby site, with the area occupied by parking being legally tied to the title of the application site.*
- (viii) *Whether there is sufficient off-street public parking in the vicinity.*
- (ix) *Whether the access, parking or loading would have an adverse effect on the special character or amenities of the site.*
- (x) *Whether the vehicle parking area can serve two or more individual activities which have different peak parking demands.*
- (xi) *Whether the parking demand can be accommodated on-street without generating adverse parking or environmental effects on other properties and activities.*
- (xii) *Any adverse visual effects on the amenity and character of surrounding allotments and the zone.*
- (xiii) *The details and outcome of any consultation undertaken with the Road Controlling Authority (New Zealand Transport Agency and/or District Council) and the rail premises owner and/or the railway access provider (ONTRACK).*

22.2 Consents under Zone Rules

Note: These criteria are not exclusive as other criteria may be considered when assessing discretionary and non-complying activities.

22.2.1 Development

- (i) *Whether the desired environmental outcome achieves a consistent and appropriate standard of infrastructure, such as through compliance with NZS 4404: 2004 Land Development and Subdivision Engineering, and NZS HB 44:2001 Subdivision for People and the Environment.*
- (ii) *Whether the development has the potential to result in reverse sensitivity effects in relation to adjoining and nearby activities, and any provision to avoid, remedy or mitigate such effects.*

22.2.9 Vehicle Movements

- (i) *The effect on the road network's safe and efficient operation within the area, including cumulative effects and the degree to which the existing traffic flow and type will be affected by the potential traffic generated.*
- (ii) *Detraction from the adjoining allotments and the zone's amenity in such matters as odour, noise, glare and dust as a result of increased vehicle movements.*
- (iii) *The necessity for road upgrading to accommodate the increased traffic.*
- (iv) *The location of the unformed part of the legal road and the position of the formed carriageway.*
- (v) *Proposed methods to avoid, remedy or mitigate potential adverse effects, and the degree to which they would be successful.*

22.2.10 Signs

- (i) *The location (outside of or within the site), design and appearance of the sign.*
- (ii) *Whether the proposed sign will be visibly obtrusive, particularly from roads or public areas in the vicinity.*
- (iii) *Effects on the streetscape's openness and attractiveness.*
- (iv) *Effects on the amenity of adjoining allotments, including artificial light and glare.*
- (v) *Necessity of the sign to direct people to the activity.*

- (vi) *Effects on the safe and efficient operation of the road, rail and pedestrian networks, including possible distraction or confusion.*
- (vii) *Compatibility with the scale, character, nature and proximity of other signage within the area.*

[54] The South Wairarapa Town Centres Design Guidelines in Appendix 8 of the WCDP has design guidelines for new construction (Section 35.1.6); alterations and additions to existing buildings (Section 35.1.7); and signage (Section 35.1.8). The guidance relating to new construction and alterations and additions to existing buildings are not particularly useful in assessment of this proposal, however those relating to signage are, and are listed below:

35.1.8 Signage

Signs are recognised as being essential to business advertising but have so often been used indiscriminately as to obscure or destroy a building's character.

- (i) *all signs must be sympathetic in scale, colour, and design with amenities and historic qualities of the area*
- (ii) *all signs shall be made, erected or constructed in a neat and durable manner and in appropriate materials*
- (iii) *brackets should become an integral part of the sign*
- (iv) *any sign not maintained shall be repaired or secured or will be required to be removed*
- (v) *signs may not be painted in fluorescent colours*
- (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*
- (vii) *signs and murals shall not be painted on the roof of any building.*

[55] It is noted that, since the development of the WCDP there has been an updated version of the Land Development and Subdivision Engineering Standard (NZS4404). Although technically engineering assessments of proposals are undertaken against the 2004 version of the standard as prescribed by the WCDP, Council would usually include the NZS4404:2010 requirements in conditions, subject to the reviewing of these conditions by applicants prior to approval of consents.

DISTRICT PLAN ANALYSIS

[56] The objectives and policies for the Residential Zone are contained in Section 5 of the WCDP. The relevant objectives and policies are listed below:

5.3.1 Objective Res1 – Residential Amenity Values and Character

To maintain and enhance the character and amenity values of Wairarapa's residential areas, having due regard to the particular characteristics of each neighbourhood, and the need to provide for a diversity of residential lifestyles and non-residential services and activities.

5.3.2 Res1 Policies

- (a) *Manage the Wairarapa's residential area under a single overall framework to provide for a wide range of lifestyles in a manner that is consistent with maintaining and enhancing an acceptable level of residential character and amenity values.*

- (b) *To provide residents with an acceptable level of certainty through environmental controls imposed on development and land use in the Residential Zone.*
- (h) *Provide for existing local shopping areas and other supporting services such as schools, and ensure any change or expansion in these areas do not adversely affect the qualities of the residential environment.*
- (i) *Manage non-residential activities that are not generally accepted within a residential area to avoid, remedy or mitigate adverse effects on residential character and amenity values.*

[57] The residentially zoned portion of the site fronts West Street and is occupied by the existing supermarket carpark and loading area. Any activity of a commercial or retail nature that is not provided for as a Residential Business in the Residential Zone (which doesn't apply) is afforded a degree of control through the WCDP by needing resource consent as a Discretionary Activity under Rule 5.5.5 of the WCDP. Although the supermarket is legally established on the site under a previous resource consent, the proposed changes to the loading area, and parking require new consent under this rule. The existence of the supermarket has obviously already changed the character of the residentially zoned portion of the site to a commercial type nature, however the amenity values of adjoining sites are relevant under this new discretionary activity consent. Residential amenity values associated with privacy, noise, vibration, and visual amenity effects are raised in submissions and addressed in the assessment below. It is considered that the proposal has more than minor adverse effects on residential amenity values and therefore contrary to the above objective and policies.

[58] The objectives and policies for the Commercial Zone are contained in Section 6 of the WCDP. The relevant objectives and policies are listed below:

6.3.1 Objective Com1 – Character and Amenity Values

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.

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.*
- (b) *Encourage a wide range of appropriate activities within the Commercial Zone while ensuring any adverse effects are avoided, remedied or mitigated.*

6.3.4 Objective Com2 – Efficient Vehicle & Pedestrian Movement

To ensure efficient pedestrian flows, traffic movement and parking within the Commercial Zone.

6.3.5 Com2 Policies

- (a) *Protect the efficient functioning and safety of activities in the Commercial Zone by providing for adequate parking, loading, manoeuvring space and access, while maintaining a predominance of building over parking areas in town centres, and enhancing pedestrian safety and convenience where appropriate.*

- (b) *Allow for flexibility when addressing parking provision within the Commercial Zone, such as alternative sites and multi-use vehicle parks.*
- (c) *Ensure all development is safely accessible from the roading network, without compromising the safe and efficient operation of the network.*

6.3.7 Objective Com3 – Interzone Management

To protect the amenity values of any adjoining Residential Zone from the adverse effects of activities within the Commercial Zone.

6.3.8 Com3 Policies

- (a) *Control the effects of activities as necessary to ensure the scale of development and levels of environmental effects emanating from the Commercial Zone do not adversely affect the amenity values and character of the adjacent Residential Zone.*
- (b) *Limit the expansion of commercial activities into residential neighbourhoods unless there is a demonstrated shortfall of appropriate commercial land and such expansion is achieved in a manner that protects the viability of existing retail centres.*

6.3.16 Objective Com6 – South Wairarapa Town Centres

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.

6.3.17 Com6 Policies

- (a) *Recognise the town centres of Featherston, Greytown, and Martinborough as Historic Heritage Precincts.*
- (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.*
- (c) *Avoid new development that is out of character with the historic heritage values of the Featherston, Greytown and Martinborough Town Centres.*
- (d) *Promote a pleasant pedestrian-oriented retail environment.*

[59] The Commercial Zone objectives and policies above also look to maintain and enhance the character and amenity values of the commercial area and recognise a wide range of activities occur across the Commercial Zone while trying to ensure adverse effects are avoided, remedied or mitigated. Specific recognition is given to efficient vehicle and pedestrian movement and safety. Interzone management is also addressed, which is specifically relevant to the site which sits over 3 different zones and adjoins and sits across Main Street from the Residential Zone. Of specific relevance is also the recognition of the special character and historic values of Greytown, with specific policies looking to avoid development that is out of character. The establishment of the Greytown Historic Heritage Precinct and specific Design Guidelines for development are a direct result of such policies. The promotion of a pleasant pedestrian-oriented retail environment is also a key policy. Although the proposal aims to provide for better pedestrian safety within the supermarket site, on balance I believe the proposal is contrary to the above objectives and policies for reasons identified in the remainder of this report.

- [60] The objectives and policies for the Industrial Zone are contained in Section 7 of the WCDP. The relevant objectives and policies are listed below:

7.3.1 Objective Ind1 – Provision for Industrial Activities

To provide for a wide range of activities within the Industrial Zone that can function efficiently within acceptable levels of environmental quality and amenity.

7.3.2 Ind1 Policies

- h) *Manage the distributional effects of retailing within the Industrial Zone to maintain the viability of the Wairarapa town centres.*

- [61] The establishment of the supermarket (a retail activity larger than 800m² in area) within the Industrial Zone would have been assessed under the originally approved resource consent for the supermarket in 2012. As this proposal does not look to expand the retail component, in itself it is not believed to adversely effect the viability of Greytown's town centre, being a supermarket when the majority of Greytown's town centre is home to boutique speciality stores. However, as raised in submissions, the proposal is considered to have potential adverse economic effects on existing small businesses in and around 134 Main Street as a result of loss of street parking, noise pollution, vibration, amenity and so on, which are matters covered in the remainder of this report.

- [62] The objectives and policies of the Historic Heritage section of the WCDP and contained in Section 10 of the Plan, with the relevant ones listed below:

10.3.1 Objective HH1 – Historic Heritage Values

To recognise and protect the important historic heritage of the Wairarapa.

10.3.2 HH1 Policies

- (a) *Identify significant historic heritage.*
(b) *Avoid, remedy or mitigate the potential adverse effects of subdivision, development and use on historic heritage.*
(c) *Ensure the important attributes of historic heritage is not disturbed, damaged or destroyed, by inappropriate subdivision, use and development.*
(d) *Provide for the use of historic heritage where the activity is compatible with the identified historic attributes and qualities and there are no more than minor adverse effects on the historic heritage values.*
(f) *Increase public awareness of historic values and their importance, and encourage the community to support the protection and conservation of historic heritage.*

- [63] The evidence provided by Ian Bowman, Architect and Conservator engaged by Council, included in Appendix 1 of this report provides a detailed assessment of the above Historic Heritage objectives and policies. The assessment is that the proposal is contrary to the WCDP Historic Heritage objectives and policies. I agree with this assessment for the reasons given in the heritage assessment section of this report below.

- [64] The objectives and policies of the Transportation section of the WCDP and contained in Section 17 of the Plan, with the relevant ones listed below:

17.3.1 Objective TT1 – Managing the Road Network

To maintain the safe and efficient operation and development of the road network from the adverse effects of land use while maintaining the network's ability to service the current and future needs of the Wairarapa.

17.3.2 TT1 Policies

- (a) *Identify and manage a hierarchy of roads within the Wairarapa to ensure that the function of each role is recognised and protected in the management of subdivision and land use.*
- (b) *Establish controls and standards on land use and subdivision to avoid, remedy or mitigate any effects of the land use on the safe and efficient functioning and operation of the road network, including loading, parking and manoeuvring.*
- (c) *Establish controls and standards on new intersections and access points onto roads to avoid, remedy or mitigate any adverse effects on the roads' safe and efficient functioning.*
- (d) *Promote knowledge and understanding of good roading and access design.*
- (e) *Support and encourage the safe provision of non-vehicular forms of transport within the road network, including cycling and walking.*
- (f) *Ensure a coordinated approach to addressing capacity and safety issues within the road network, working with New Zealand Transport Agency in relation to State Highways.*
- (g) *Protect natural, amenity and landscape values from the effects of new, reconstructed and upgraded transport infrastructure.*

[65] The evidence provided by Harriet Fraser, Transport Engineer engaged by Council, included in Appendix 2 of this report provides a detailed assessment of the above objectives and policies. The assessment is that the proposal, in its' current form, is generally contrary to the Transportation objectives and policies of the WCDP. I agree with this assessment.

[66] The relevant objectives and policies of the Subdivision, Land Development and Urban Growth Section 18 of the WCDP are listed below:

18.3.1 Objective SLD1 – Effects of Subdivision & Land Development

To ensure subdivision and land development maintains and enhances the character, amenity, natural and visual qualities of the Wairarapa, and protects the efficient and effective operation of land uses and physical resources.

18.3.2 SLD1 Policies

- (a) *Manage subdivision and land development in a manner that is appropriate for the character and qualities of the environmental zone in which it is located, while recognising that such change may alter the character and qualities.*
- (l) *Ensure that subdivision and land development adjoining State Highways other arterial roads and the Wairarapa railway, avoid, remedy or mitigate any adverse effects on the safe and efficient operation of the roading and networks.*
- (m) *Manage the intensity of development along strategic arterial roads to reduce the cumulative adverse effects on the safe and efficient functioning of such links, particularly from ribbon development.*

- [67] The above objectives and policies again look to maintain and enhance character, amenity, natural and visual qualities and protecting the efficient and effective operation of land uses and physical resources. These matters are addressed in other areas of this report. Some Land Development and Urban Growth policies also focus on roading infrastructure and are again addressed in the evidence provided by Harriet Fraser, included in Appendix 2 of this report.

ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

- [68] The actual and potential effects of the proposed activity on the environment have been identified as:

- Heritage – effects on the special heritage character of Greytown, effects on Greytown Historic Heritage Precinct aims and Design Guidelines, retention of the Copper Beech tree, signage effects;
- Traffic effects – effects on a Strategic Road, public safety concerns, traffic safety, pedestrian and cyclist safety, traffic flows/queueing vehicles, visibility issues, loss of street parking, effect of trucks travelling through wider local roading network, stress on the roading infrastructure, visual distraction, positive effects;
- Visual effects;
- Economic effects – effects on existing small businesses, cost of compliance, effects on tourism;
- Other amenity effects – loss of privacy, noise generated from using driveway and walkway, vibration;
- Stormwater management – run-off and stormwater disposal, existing water race/open drain;
- Potential flooding effects;
- Servicing and infrastructure effects;
- Light spill / Dark Sky;
- Health and Well-being of the community – numerous applications, fuel pollution asbestos.

Heritage Character / Greytown Town Historic Heritage Precinct

- [69] The effects of the proposal on the special Historic Heritage Character of Greytown has been raised in many of the submissions, and can be said to be one of the main effects or concerns of the community. In particular, many submissions oppose the whole proposal on the grounds that the new 8.3m wide access into 134 Main Street will have an adverse effect on the special village character of Greytown and is contrary to the provisions of the Historic Heritage Precinct (HHP) and the South Wairarapa Town Centres Design Guidelines.

- [70] The application includes an Urban Design and Heritage Assessment prepared by Richard Knott. This assessment concludes that the effects on the special character values along Main Street and the HHP are less than minor. The Knott assessment has been reviewed for SWDC by Ian Bowman, Heritage Architect and Conservator. Ian Bowman's review of the proposal is included as Appendix 1 of this report. Ian Bowman's evidence includes a detailed assessment of the heritage value of the site and its context with the surrounding area and the HHP, and an assessment of the proposal against the relevant WDCP Historic Heritage Assessment Criteria and objectives and policies. The Bowman assessment states:

- *The proposal is not compatible with the qualities, character, integrity and heritage values of the HHP.*
- *The house and associated landscape that are proposed to be demolished both make a positive contribution to the character and integrity of the HHP and the streetscape.*
- *The new vehicular access will create a vacant space in the streetscape of the HHP.*
- *The vacant space will allow visibility from the middle of Main Street, also the middle of the HHP Town Centre, of the proposed new steel framed loading dock structure and the 7.3 m high supermarket to the north east. In addition, a non-complying sign is proposed on the northeast corner of the site on Main Street.*
- *The proposed demolition of the house and destruction of its residential landscape will negatively impact the, largely authentic, setting of two historic heritage buildings listed on the district plan at 130 and 132 Main Street. The impact will be to reduce the integrity, quiet residential character and amenity provided by the existing setting to these two buildings.*
- *Based on photographic evidence, it is likely that the site of 134 Main Street is an archaeological site.*

[71] The Ian Bowman assessment concludes:

- *The proposal will result in a more than minor negative impact.*
- *Impacts will be visual, physical, social, direct, permanent, irreversible and cumulative.*
- *No mitigation has been proposed that will effectively ameliorate these negative impacts on the character, qualities, heritage values and integrity of the HHP.*

[72] The Greytown Heritage Trust (GHT) submission also includes a detailed assessment against the relevant Historic Heritage WDCP provisions (objectives and policies and assessment criteria), and tend to agree with the findings and conclusions of Ian Bowman, contrary to the findings of the Richard Knott assessment. It is noted that the GHT are regularly called upon by SWDC to assist in assessments of resource consent applications for sites within the Greytown HHP, the residential extension of the Greytown Heritage Precinct (Plan Change 4), or individually listed heritage items in and around Greytown.

[73] This application is reasonably unique in the context of the HHP and the implementation of the South Wairarapa Town Centres Design Guidelines as the Design Guidelines really relate to guidance in the development of new buildings or alterations and/or additions to existing buildings and signage in the HHP. It could be argued therefore, that the proposal to create an 8.3m wide industrial style access within a HHP site is actually contrary to the aims and desired outcomes of the HHP as it is not even envisaged or contemplated by the Design Guidelines. The access at this proposed width is wider than public streets in the area, with Wood Street having a 6m wide carriageway where it enters Main Street.

[74] The only permitted activity in the HHP under the WCDP is confined to minor repairs and maintenance to any premises, with explanation given to what minor repairs and maintenance includes. Effectively all other activities including new buildings; alteration, addition or reconstruction of any buildings; demolition, removal or relocation of structures and buildings require resource consent as a Discretionary Activity under the WCDP. The consistent application and implementation of the Design Guidelines across the Greytown Town Centre HHP through the resource consent process has, I believe, resulted in the heritage values of the Greytown HHP being maintained and enhanced to

the point where the 'public good' value has out-weighted any costs incurred by individual landowners required to navigate the consenting process. It is not by accident that the streetscape of Main Street has the heritage value it is famous for.

Retention of the Copper Beech tree

[75] The retention of the Copper Beech tree is a matter raised by most of the submitters opposing the application, citing the important link of trees and Greytown as Arbor town. Submissions have noted that mature trees in the town centre are becoming fewer and fewer, but are an essential part of the town's identity. The application document throughout states that the intention is to retain the Copper Beech tree. A number of submitters are however sceptical of this, and understandably so as the Applicants have also applied for a Certificate of Compliance (CoC) under section 139 of the RMA after submitting this resource consent application to confirm that the tree can be removed. SWDC granted this CoC as the tree has no level of protection under the WCDP, although previous correspondence had been sent to the Applicants stating that there was a wish to register the tree as an historic item in the WCDP. There is real concern that the nature and location, firstly of the widened vehicle driveway intended to be used by large, heavy vehicles, and secondly the pedestrian pathway will have a detrimental effect on the long-term health of the tree to the point that its roots will be adversely affected and it will die. It is also questionable how much of the canopy will need to be trimmed/removed to allow trucks as high as 4.5m into the site.

[76] The application includes an Arborist Tree Condition Report prepared by All Seasons Tree Services, and an Assessment of Proposed Works Affecting Copper Beech Tree by Peers Brown Miller Ltd Arboricultural and Environmental Consultants (both in Application Appendix 5). The tree information has been reviewed for Council by Richie Hill of Paper Street Tree Company, Arboricultural and Environmental Consultancy. Mr Hill has previously undertaken work for SWDC including the STEM assessment of trees for inclusion or not in the WCDP. Comments from Richie Hill include:

The Peers Brown Miller report notes a number of changes to the design, there is no tree protection methodology for protecting the tree during the development works.

These must be submitted for review before any consent is issued to ensure the tree is appropriately protected and the appropriate designs and engineering details are in place before works start.

As noted by Mr Peers, copper beech are highly sensitive, so it must be dealt with at this stage.

Additionally, the comments that Mr Peers makes in relation to the watercourse on the northern side of the property is a valid concern, as alteration and modification to this stream is likely to affect the tree. Evidence of deeper rooting, which is not uncommon given the soils around Greytown, and the tree being able to access the watercourse, suggests that this stream is likely to play a vital part in soil hydrology within the tree's rooting area and will be important to tree health.

Therefore, if the watercourse is blocked, it could raise the water table and suffocate roots. If the watercourse is redirected, then it would dry out the soil, and the tree will not be able to adapt quickly enough, which is likely to lead to adverse effects given the sensitivity of the species to hydrological changes.

Therefore, the applicant needs to demonstrate that they have considered the constraints outlined within the Peers Brown Miller report, and provide a protection methodology to show how the impact of the development will affect the tree and how that impact will be mitigated and controlled during construction.

- [77] If the Copper Beech tree was to be adversely affected by the proposal to the point that it should die, the application states that a condition of consent be included to ensure a replacement tree will be planted. This again questions whether the real intention is to retain the tree or not.
- [78] The Copper Beech tree is obviously a mature specimen, but it is difficult to know the exact age of the tree and quantify what heritage value it has, as a STEM assessment has not been undertaken. The All Seasons Tree Services report provided in the application concludes that the tree “*is in very good condition*” and “*is a beautiful tree in excellent health and vigour*”. The tree is very prominent as you approach the site, with its canopy extending over the footpath and being a lot higher than adjoining buildings. The submission by GHT includes a photo of the tree and a photo montage without the tree, which helps provide perspective and demonstrates the trees prominence.
- [79] Should consent be granted, it is suggested conditions ensure a protection methodology is provided and any impact on the tree will be mitigated during construction and on an on-going basis.

Signage

- [80] The size and nature of the proposed sign, and that it is to be illuminated is of concern to many submitters. The proposed free-standing sign, although reduced substantially in size from the original proposal, is still very large when considering the HHP permitted standard is only 0.5m². The bright colouring, and design of the sign make it incompatible with the HHP and Design Guidelines for signage. A number of submitters have raised that the sign is too large and stated that other businesses have had to conform to the sign regulations, which they have done so for the greater good of the HHP. The assessment by Ian Bowman includes an assessment of the proposed sign.

Cumulative effect on the HHP

- [81] The submissions in support of the proposal state that the house at 134 Main Street has no heritage value. I agree that, when viewing the dwelling on its own, the building offers very little heritage value. However, when considering the site as a whole, including the associated green space viewed from the street, the low front fence, and the size and prominent of the Copper Beech tree at the front of the site, the cumulative effect of the proposal on the character of the HHP is more than minor. Importantly, in the context of the HHP, is the matter of ‘what replaces the dwelling on the site?’. It is acknowledged that the other development along this section of Main Street differs in ages and styles, but the majority of the newer buildings have been built in line with the Design Guidelines and older buildings are well-maintained so they all contribute to the special heritage character of the physical environment. It is the special heritage character of Greytown which is cherished by the local community and visitors alike. It is considered that providing a permanent access which is almost three times as wide as the current access will become a dominant feature. This, along with the permanent paving on the driveway and views of the an industrial-style and size supermarket building and extended loading area, is not what was envisaged for Main Street.

- [82] Aided by the professional assessment from Ian Bowman, I consider that the proposal will result in more than minor adverse effects on the special Historic Heritage Character of the Greytown Town Centre HHP and is contrary to the Design Guidelines.

Traffic effects

- [83] Traffic effects of the proposal are probably the most, if not second-most stated concern of submitters. Traffic effects raised include: effects on a Strategic Road (SH2); public safety concerns; traffic safety; pedestrian and cyclist safety; disruption to traffic flows/queueing vehicles; visibility issues; loss of street parking; effects of trucks travelling through the wider local roading network to make a left turn into the site; stress on the roading infrastructure; visual distraction; and positive effects from rearranging the supermarket loading/servicing area.
- [84] Submitters include Waka Kotahi New Zealand Transport Agency, the roading authority that manages SH2, who do not support the proposal. Additional submissions on traffic matters have been received from truck drivers and people with experience in the transport industry.
- [85] The application includes a Transportation Assessment Report prepared by Commute Transportation Consultants. This assessment has been reviewed for SWDC by Harriet Fraser, Traffic Engineer. Harriet Fraser's review of the proposal is included as Appendix 2 of this report. Ms Fraser's evidence includes a detailed assessment of the of the site and its context with the surrounding area, an assessment of the proposal against the relevant WDCP Transportation and Development and Urban Growth objectives and policies, and comments on submissions raising traffic and transportation matters. Ms Fraser's assessment states:

I consider that the main traffic effects associated with the proposal are:

- *The adverse safety effect, in particular for pedestrians and to a lesser degree cyclists, of the existing 3m wide residential vehicle crossing with up to 10 light vehicle movements per day becoming an 8.3m-9.8m wide commercial vehicle crossing with up to 60 vehicle movements per hour at peak times including B-trains;*
 - *Uncertainty regarding the level of delays and queuing on SH2 Main Street as a result of entering vehicles needing to give way to pedestrians on the frontage footpath. Southbound traffic queues have the potential to adversely affect the safety and performance of the pedestrian crossing and the Hastwell Street intersection. The pedestrian crossing is well used including by children who are shorter and more easily hidden by queuing traffic, and are also less able to adjust to variable traffic conditions; and*
 - *The adverse effect of large trucks including semi-trailers and B-trains that would need to circulate through the local street network to access the site via a left turn in from SH2 Main Street.*
- [86] Ms Fraser has identified gaps in the information provided in the application, and requests the following further information to aid in a more thorough assessment of transport matters:

An assessment of the traffic effects associated with large trucks, including B-trains, circulating through the local street network to access the site via a left turn from Main

Street; and

Further analysis of delays and queuing associated with entering drivers giving way to pedestrians approaching and walking across the vehicle crossing.

[87] The recommendation from Harriet Fraser concludes:

I do not support the proposal as lodged due to the introduction and nature of the adverse safety effects for pedestrians in the vicinity of the proposed vehicle crossing on SH2 Main Street along with the uncertainty regarding the impact on safety at the nearby pedestrian crossing and the wider safety impacts of trucks circulating through the local street network.

[88] Aided by the professional assessment from Traffic Engineer, Harriet Fraser, I consider that the proposal will result in more than minor adverse traffic effects.

Visual effects

[89] Further to those visual aspects included in the heritage character assessment above, the existing house at 134 Main Street effectively provides screening of the existing supermarket building when viewing it from Main Street, and its removal will expose the rear of an industrial style and scale building and the new loading dock that is considered to be incompatible with other buildings viewed from Main Street. It is therefore considered that the proposal will have adverse visual effects on the streetscape, including the view from Main Street and the residentially zoned properties across Main Street. Ian Bowman's addresses this further in his assessment.

[90] The width of the proposed access into 134 Main Street is inconsistent with the width of the limited number of existing driveways along this stretch of the street.

Economic effects

[91] Submitters have raised, particularly shop and business owners in close vicinity of 134 Main Street, that the proposal will have adverse economic effects on their businesses through the loss of tourism and lost custom. This is attributed the removal of carparks along Main Street that are currently used by customers of the small businesses along Main Street, and the disruption in vehicle and pedestrian flows from the proposed 8.3m wide access across the footpath. Additionally, the owner of the Alluminus, the beauty therapy business at 136A Main Street and Greyfriars Motel at 138 Main Street in their submissions state that the noise and vibration effects associated with traffic and especially large, heavy vehicles using the new access off Main Street will adversely affect their business as the quiet ambiance, serenity and peacefulness is part of the overall experience that their customers come for and enjoy.

[92] Submitters, again particularly shop and business owners along Main Street, have also raised the amount of costs they have incurred or compromises they have made (in size of advertising signs, for example) in order to comply with the provisions of the Town Centres Design Guidelines. They believe it is only fair for the applicant to be treated the same.

Other amenity effects

Privacy – overlooking from vehicles and the walkway

- [93] The submission by Hall (#62) raises concern that the truck drivers and vehicle users and pedestrians on the proposed walkway will be able to look into her property at 132 Main Street, including living spaces both indoors and outdoors and will result in adverse privacy effects from overlooking. The submission also states that no mitigation measures, such as a high fence at the boundary similar to the acoustic fence against the residential boundary, have been offered. If the proposal was to be granted it is recommended that a suitable condition might include high close-board fencing for privacy screening.

Noise and Vibration

- [94] As referred to above, submissions raise that the noise and vibration associated with traffic and especially large vehicles using the new access off Main Street will adversely affect their businesses. In particular the Beauty Therapy salon Alluminus, Greyfriars Motel and Hall shop have referred to serenity and peacefulness as part of the overall experience that their customers come for and enjoy.
- [95] It is expected that the proposal will generate traffic noise and possibly from pedestrians using the path within 134 Main Street that is not experienced at present. Vibration effects from trucks may also result. It is difficult to assess the scale of these effects as no noise or vibration assessment was provided in the application. It is recommended that noise and vibration assessments are provided by the Applicant.

Stormwater management – run-off and stormwater disposal, existing water race/open drain

- [96] The following stormwater assessment was undertaken by Wellington Water, Council's contractor for 3 Waters:

The Moroa water race currently runs along the northern boundary of the site. The Moroa water race bylaw does not permit discharges from urban areas, runoff from the development will not be permitted to discharge to the Moroa water race.

The applicant is proposing to discharge stormwater to the ground via a soakage system.

The applicant has not provided the results of any site specific testing or a zero soakage concept design. However, as no structures are proposed, the entire site is available for soakage. All buildings in the vicinity discharge to ground, it is therefore expected that disposal of stormwater via soakage will be able to achieve on site.

Any soakage system must be designed based on site specific testing. They also need to meet the setback requirements of the Regional Standard for Water Services.

As the discharge is to the ground, stormwater management (treatment) for contaminate removal is not considered necessary for this site. However, gross pollutant traps are required to ensure no litter blockages.

- [97] It is considered that, if consent is granted, the above matters can be addressed through conditions.

Potential flooding effects

- [98] Submitters have raised that the proposed hard-surfacing of the driveway will impact the ability for water to drain away and cause flooding on the site. This is not a matter raised by Wellington Water, in their following flood assessment:

Wellington Water does not hold a flood model for this area, but the GWRC flood maps identify that the property is located upstream of, but outside, the Flood Hazard Areas: Waiohine River Flood Hazard Extents.

As the site is located upstream of the 1 in 100 year flood zone any of the soak pits must therefore be designed to accommodate the 1% AEP event plus climate change event. This will also ensure that there is no increase in runoff from the site for all events up to the 1% AEP plus climate change event.

- [99] It is considered that, if consent is granted, the above matter can be addressed through conditions.

Servicing and infrastructure effects

- [100] Wellington Water also provided comments on servicing and infrastructure as follows:

Water Supply

The proposed development does not require water supply servicing. The existing water supply lateral will have to be removed at the main.

Wastewater Services Assessment

The proposed development does not require a connection to the wastewater network. The existing wastewater lateral will have to be removed at the main.

- [101] A number of infrastructure and servicing conditions have also been suggested by Wellington Water and are included in the recommendation below, should consent be granted.

Light spill / Dark Sky

- [102] Some submitters have raised that the proposed external illumination of the sign will result in light spill and may possibly affect the dark sky. The application states that the illumination of the sign will comply with the relevant outdoor lighting standards of the WCDP and in consideration of the Dark Sky Management Area provisions. It is expected that these provisions can be met.

Health and Well-being of the community

- [103] A number of submitters have raised that the health and well-being of the community has been adversely affected by the insistent nature and number of proposals Woolworths has put forward to Council to try and get access off Main Street.
- [104] Submitters have also questioned whether the existing house and sheds at 134 Main Street may contain Asbestos material. This is a matter that can be confirmed on site and is usually adequately dealt with at Building Consent stage, or could be covered by condition/notes of consent should consent be granted.
- [105] Submitter Hall has said that fuel pollution from vehicles entering the site and idling near her site will worsen her Asthma.

Other matters I consider relevant (s104(c))

Inaccuracies in the application

- [106] A number of submitters have raised that the application is missing information or provides confusing information. In particular the submission by the Greytown Heritage Trust (#20) has a list of matters on Page 1 and 2 that may best be addressed by the Applicant at the hearing. The evidence by Harriet Fraser also addresses some matters that require information.

Lack of consultation

- [107] A number of submitters have raised that the Applicant has failed to undertake consultation with the community. Section 12 of the application document outlines the consultation undertaken with Council and Waka Kotahi, but is silent on any consultation undertaken with the community or surrounding landowners / business owners.

Previously consented development and CoC

- [108] The existing supermarket was consented in 2011 and has only been operating on the site since 2012. This is a purpose-built building on a relatively large site in a small town the size of Greytown. The full on-site design including parking and servicing would have been completed as part of the initial development. The supermarket has not and is not proposing to increase in size as part of this proposal. A number of submitters have therefore raised why the servicing wasn't better thought out and planned from the beginning. Obviously a number of the submitters are regular users of the supermarket, and question whether the current access and servicing arrangement is a real safety issue – with one submitter stating “where is the evidence of incident reports”.
- [109] A number of submitters have raised that the Certificate of Compliance (CoC) to remove the Copper Beech tree and previous consents influence this current application. It is correct that the CoC to allow for the removal of tree has been issued by Council, and this is because the matter covered by that application complied with the provisions of the operative WCDP. The previous consents not given effect to have either been withdrawn or lapsed (i.e., beyond the 5 years to give effect to). With all of this in mind the current application needs to be assessed and considered on its own merits under the RMA process.

Consideration of alternatives

- [110] The application has not addressed any consideration of alternatives. It is noted that the existing car park numbers on site well exceed the requirement in the WCDP, so there may be scope there, or the possibility of buildings or pedestrian only linkage to Main Street.

PART 2 RMA ANALYSIS

Section 5 Purpose of the Act

- [111] The overarching purpose in section 5 of the RMA, is promotion of the sustainable management of natural and physical resources. This requires a balance between the use, development and protection of natural resources on one hand, and enabling people and communities to provide for their social, economic and cultural wellbeing and health and safety on the other.

- [112] In my opinion, the proposal will have more than minor adverse effects on the community of Greytown, in that the social and economic wellbeing and the health and safety of the community may be put at risk. I therefore believe that the proposal is contrary to the purpose of the RMA.

Section 6 – Matters of National Importance

- [113] Section 6(f) identifies that as a matter of natural importance persons exercising powers under the RMA shall recognise and provide for:

“(f) the protection of historic heritage from inappropriate subdivision, use and development”.

- [114] In my opinion, the proposal to provide a permanent 8.3m wide vehicle crossing through a site within the identified Historic Heritage Precinct is deemed to have more than minor adverse effects on the historic heritage of Greytown’s Main Street and is deemed inappropriate use and/or development, and therefore contrary to this principal of the RMA.

Section 7 – Other Matters

- [115] Section 7 of the RMA sets out a number of matters to which persons exercising functions under the RMA must have particular regard. In particular these include:

- The maintenance and enhancement of amenity values
- The maintenance and enhancement of the quality of the environment.

- [116] My assessment supports a conclusion that refusing consent would be consistent with the maintenance of amenity values, and ensure maintenance and enhancement of the quality of the Greytown Town Centre environment.

Section 8 – Treaty of Waitangi

- [117] I am not aware of any specific Treaty of Waitangi issues raised by the proposal.

Overall assessment with regard to Part 2 of the RMA

- [118] Overall, I consider that the proposal, is inconsistent with the purposes and principles of Part II of the RMA, and therefore should be refused consent.

CONCLUSION

- [119] As a discretionary activity, this consent application has been considered under section 104(1) of the RMA.

- [120] The determination of applications for discretionary activities is under section 104B of the RMA. Under section 104B of the Act, after considering an application for a resource consent for a discretionary activity, a consent authority—
- (a) may grant or refuse the application; and
 - (b) if it grants the application, may impose conditions under section 108.

- [121] In regard to the above, I consider that the adverse effects of the proposed activity are considered to be more than minor; and the assessment of the proposal against the WCDP has found that, the proposal is contrary to the objectives and policies within that Plan.

RECOMMENDATION

- [122] The following recommendations are made to the Resource Management Commissioner Lindsay Daysh:

- (a) That the proposal be refused consent due to effects being more than minor and that the proposal is contrary to the Objectives and Policies of the WCDP; and
- (b) That, if the Resource Management Commissioner sees fit to grant the application, that the following conditions, or similar, should apply (noting that Submissions #2 and #62 include a list of matters to be covered by conditions):

Recommended Conditions:

General

1. Except as amended by the conditions below, the development shall proceed in accord with:
 - Architectural plans prepared by Woodhams Meikle Zhan Architects to illustrate the proposal (labelled “Proposed Supermarket Resource Consent Package Fresh Choice Greytown, 12 Hastwell Street, 5712 Greytown, New Zealand, Job No 2029-72, Dwg No RMA-101, 102 dated 05 April 2023, and RMA-103, 104 dated 30 March 2023”)(Application Appendix 2);
 - Assessment of environmental effects and Planning Assessment prepared by Forme Planning (Application Appendix 6);
 - Urban Design and Heritage Assessment prepared by Richard Knott Limited dated 13 April 2023 (Application Appendix 3);
 - Transportation Assessment prepared by Commute Transportation Consultants dated 13 April 2023 (Application Appendix 4);
 - Arborist Tree Condition Report prepared by All Seasons Tree Services dated 2.6.22, and Assessment of Proposed Works Affecting Copper Beech Tree by Peers Brown Miller Ltd Arboricultural and Environmental Consultants dated 19 September 2002 (both in Application Appendix 5).
2. Pursuant to Section 36 of the Resource Management Act 1991, the consent holder shall pay all costs incurred by the Council in respect of the approval and the completion of conditions for the development and in the perusal, preparation, execution and registration of any related document(s).

Disturbing soil

3. Prior to any works proceeding that disturb soil the consent holder must provide to the Planning Team of the South Wairarapa District Council confirmation that:
 - a. An Archaeological Authority is not required from Heritage New Zealand; or
 - b. If an archaeological authority is required, provide any archaeological assessments and approvals to Council prior to works proceeding on site.

4. If the consent holder:
 - a. does not require an archaeological authority from Heritage New Zealand Pouhere Taonga and discovers koiwi tangata (human skeletal remains), waahi taoka (resources of importance), waahi tapu (places or features of special significance) or other Maori artefact material, the consent holder shall without delay:
 - i. notify Council, Tangata whenua and Heritage New Zealand Pouhere Taonga and in the case of skeletal remains, the New Zealand Police; and
 - ii. stop work within the immediate vicinity of the discovery to allow a site inspection by Heritage New Zealand Pouhere Taonga and the appropriate runanga and their advisors, who shall determine whether the discovery is likely to be extensive, if a thorough site investigation is required, and whether an Archaeological Authority is required.Any koiwi tangata discovered shall be handled and removed by tribal elders responsible for the tikanga (custom) appropriate to its removal or preservation. Site work shall recommence following consultation with Council, Heritage New Zealand Pouhere Taonga, Tangata whenua, and in the case of skeletal remains, the New Zealand Police, provided that any relevant statutory permissions have been obtained.
 - b. discovers any feature or archaeological material that predates 1900, or heritage material, or disturbs a previously unidentified archaeological or heritage site, the consent holder must without delay:
 - i. stop work within the immediate vicinity of the discovery or disturbance; and
 - ii. advise Council, Heritage New Zealand Pouhere Taonga and in the case of Maori features or materials the Tangata whenua and if required, shall make an application for an Archaeological Authority pursuant to the New Zealand Pouhere Taonga Act 2014; and
 - iii. arrange for a suitably qualified archaeologist to undertake a survey of the site.

Site work may only recommence following consultation with Council.

Construction – CEMP

5. The consent holder must a minimum of 10 days prior to any works commencing on site prepare and submit to Council for review and approval a Construction Environment Management Plan (CEMP) in accordance with NZS 4404:2004 Land Development and Subdivision Infrastructure.
6. The objectives of the CEMP shall be to protect the environment and surrounding land uses from the potential and actual effects of earthworks and site work activities, including construction of buildings and infrastructure assets.
7. Measures identified in the CEMP must include but not be limited to:
 - a. The name, contact details, experience and qualifications of the person/s nominated by the consent holder to supervise the implementation of, and adherence to, the CEMP;
 - b. Proposed measures to avoid or mitigate dust emissions leaving the subject site;
 - c. Proposed measures to avoid off-site deposition of silt, particularly into reticulated infrastructure;

- d. A construction noise management plan that addresses how noise will be managed to meet the noise levels specified in the Wairarapa Combined District Plan during site preparation works. Hours of construction must not exceed:
 - 7.30am – 6.00pm Monday to Friday
 - 8.30am – 12.30pm Saturday
 - e. No construction work shall occur on Sundays or Public Holidays;
 - f. Measures to mitigate the effects of construction sited along the boundary with the property to the extent practicable; and
 - g. Accidental discovery protocols for archaeological features and koiwi.
8. All accepted measures outlined in the CEMP that are required to be established prior to the commencement of earthworks, must be implemented and must remain in place for the duration of the works as necessary for their purpose. Council shall inspect any required measures prior to commencement of earthworks on site or if any changes are proposed after the initial inspection.
 9. A copy of the approved CEMP must be retained on the work site and must be provided to all of the contractors' representatives prior to entry onto the site.

Copper Beech tree protection methodology

10. A protection methodology for the Copper Beech tree at 134 Main Street shall be prepared and submitted to Council for approval. The protection methodology shall show the impact the development will have on the tree and how impacts will be mitigated and controlled during development works and construction.

Fencing

11. That an acoustic fence (submitters suggested 4m high) with suitable decibel rating designed to minimise the noise from refrigeration trucks and the loading dock shall be constructed alongside 138 Main Street and 132 Main Street including the back boundary.

Loading Dock hours

12. That the loading dock operations and deliveries operate between 7.30am-6pm (as requested by submitters – noting existing delivery hours are restricted to 7am-7pm).
13. The delivery vehicles operate on a 'Just-In-Time' delivery programme to schedule the timing of vehicles and prevent queuing.

Construction design & finish

14. That the design and finished colour of the construction is sympathetic to the surrounding buildings in the HHP.

Lighting

15. That the consent holder shall ensure that any temporary or permanent lighting (including the external lighting for the sign) is designed and installed in such a way that it does not create light-spill onto adjoining properties that exceeds the permitted activity standards of the WCDP.

Engineering Design/Approvals

16. The consent holder must obtain written approval for all the engineering works from Ruamahunga Roads (Roding) and Wellington Water Land Development Team (sewerage, stormwater and drinking water). The engineering designs must be pre-approved prior to any construction work commencing.
17. A suitably qualified person shall undertake the design and supervision of any works associated with this subdivision and shall certify all of the work on completion. The consent holder or contractor shall arrange for inspections by Wellington Water Land Development Team and Council Roding Engineer and provide evidence of the final compliance.

Water and Wastewater

18. Any redundant connections to the public water supply and wastewater drainage networks must be disconnected at the public main.

Stormwater – Disposal to Ground

19. Discharge from the site shall be to ground via individual on lot soakage systems created at the time of carpark and site access construction.
20. Soakage systems must be designed and constructed by a suitably qualified engineer who shall also supervise its construction and provide a manual for its regular maintenance, all to meet the requirements as set out in the South Wairarapa District Council Code of Practice for Land Development (NZS4404) in addition to the following:
 - I. The soakage testing methodology shall be as per Appendix A of Auckland Council's GD2021/007 Soakage and Groundwater Recharge Guide in the Auckland Region
 - II. The soak pit shall be designed in accordance with the requirements of the Regional Standard for Water Services – Dec 2021 and Auckland Council's GD2021/007 Soakage and Groundwater Recharge Guide in the Auckland Region.
 - III. The soak pit shall be designed to accommodate the 1% AEP plus climate change event.
 - IV. All connections to the soakage system must be trapped to minimise debris entering the soakage system, i.e. sumps required to be installed with Enviropod® filter inserts or approved equivalent.
 - V. All soak pits shall be designed and constructed to enable the owners to carry out the regular maintenance of the soak pits as detailed in the maintenance manual.
 - VI. The consent holder shall install heavy-duty cast-iron lids on all new soak pits access points.
 - VII. The soak pit design shall ensure:
 - a. the flow of stormwater across any boundary post development does not exceed that of pre-development.
 - b. adequate provision has been made to deal with all surface water so as to not cause any nuisance to adjacent land.
 - VIII. An Operation and Maintenance Manual shall be prepared and submitted to the Wellington Water Land Development Team for approval. The Operation and Maintenance Plan shall set out how the stormwater management system is to be operated and maintained to ensure that adverse environmental effects are minimised. The plan shall include:

- a. a programme for regular maintenance and inspection of the stormwater management system;
 - b. a programme for the collection and disposal of debris and sediment collected by the stormwater management devices or practices; and
 - c. general inspection checklists for all aspects of the stormwater management system, including visual checks.
21. The stormwater management system shall be managed in accordance with the approved Operation and Maintenance Plan.
22. Details of all inspections and maintenance for the stormwater management system, for the preceding three years, shall be retained.
23. A maintenance report shall be provided to the Council on request. The maintenance report shall include the following information:
 - a. details of who is responsible for maintenance of the stormwater management system;
 - b. details of any maintenance undertaken; and
 - c. details of any inspections completed.
24. The consent holder shall operate and maintain the stormwater system in full working order on an on-going basis. The consent holder will be responsible, not the Council, for any damage that may occur immediately downstream as a result of failure to maintain and operate the stormwater management system to its design requirements.

Moroa Water Race

25. The consent holder must comply with their responsibilities under the Moroa Water Race Bylaw 2007 or its subsequent documents, in particular but not limited to;
 - a. Maintaining Council access requirements,
 - b. Maintenance, cleaning and fencing responsibilities etc.
 - c. No installation of infrastructure over, in or under a water race without written authorisation of the Council
 - d. No planting, building or structures of any kind of any size within 5 m of the water race without written authorisation of the Council.
26. Removal and reinstatement of any planting, building or structures (including fencing within the 5 m maintenance strip will be at the land owners cost.

Vehicle Access

27. That the vehicle crossing shall be constructed to conform to the requirements for urban vehicle crossings specified in Appendix 5 – Standards for Roads, Access, Parking and Loading of the Wairarapa Combined District Plan, and NZS4404:2010. Plans for the access shall be approved by Council prior to construction commencing.

Engineering works

28. All the engineering works, including entranceway, and stormwater services, are to be constructed in accordance with NZS4404:2010, those relevant requirements of the Wairarapa Combined District Plan or as agreed by Council Engineers. All plans

are to be provided to Council for comment and approval before construction begins.

Engineering plans

29. A suitably qualified person shall be engaged to undertake the design and supervision of any works associated with this subdivision and shall certify all of the work on completion. Certifications will be required in accordance with Schedules 1A, 1B and 1C of NZS 4404:2010.

Financial Contributions

30. Infrastructure contribution of 0.5% of the assessed value of any building that has a value in excess of \$1,000,000 (plus GST). The assessed value will be based on the estimated value of the building as stipulated on the associated building consent application.

Advice Notes

- Any building work associated with the proposed activity should not commence until a building consent has been obtained under the Building Act 2004. Consultation should be undertaken with the Council's Building department in respect to the fire wall requirements.
- Under section 125 of the Resource Management Act this consent lapses five years after the date it is granted unless:
 - The consent is given effect to; or
 - The Council extends the period after which the consent lapses.
- If any archaeological site deposits are identified during any development of the land, the owner/contractor should act in good faith and avoid effect to the deposits and contact Heritage New Zealand, Rangitane Tu Mai Rā, Rangitāne o Wairarapa, and Ngāti Kahungunu Ki Wairarapa Taiwhenua immediately. Under the Heritage New Zealand Pouhere Taonga Act 2014 it is an offence to modify or destroy, or cause to be modified or destroyed, the whole or any part of an archaeological site without the prior authority of Heritage New Zealand. The accidental discovery protocol is to be followed.

Report prepared by:



.....
Honor Clark
CONSULTANT PLANNER
for South Wairarapa District Council

Report reviewed by:



.....
Kendyll Hammond
PLANNING MANAGER
South Wairarapa District Council

Approved for release by:



..... Date: 1 September 2023
Russell O'Leary
GROUP MANAGER, PLANNING AND ENVIRONMENT
South Wairarapa District Council

APPENDIX 1 – Statement of Evidence of Ian Bowman

BEFORE THE SOUTH WAIRARAPA DISTRICT COUNCIL

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER OF an application for resource consent to undertake demolition of a building, undertake new building, alterations, and additions and to establish a sign exceeding the maximum size within the Greytown Historic Heritage Precinct; establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown and to undertake associated landscaping and site works.

STATEMENT OF EVIDENCE OF IAN ALEXANDER BOWMAN
Architect and Conservator

31 August 2023

INTRODUCTION:

- 1 My full name is Ian Alexander Bowman.
- 2 My qualifications and experience are set out in Appendix 1 of my evidence.
- 3 I have not visited the site specifically for the preparation of the Heritage Impact Assessment (HIA) or this evidence but have familiarity with this area of Greytown through a recent consent hearing on a nearby site.

CODE OF CONDUCT

- 4 I have read the Code of Conduct for Expert Witnesses set out in the Environment Court's Practice Note 2023 and agree to comply with it. The evidence I will present is within my area of expertise except where I state that I am relying on information provided by another party. I have not knowingly omitted facts or information that might alter or detract from the opinions I express.

HERITAGE ADVISER TO COUNCIL

- 5 Since July 2022 I have been commissioned by the South Wairarapa District Council to give heritage advice on resource consent applications. My involvement with this consent application comprised the preparation of a Heritage Impact Assessment (HIA) in August 2022 and its revision in April 2023 following a revised proposal from the applicant.

SCOPE OF EVIDENCE

- 6 I have been asked to provide evidence in relation to a resource consent application by the Applicant to undertake demolition of a building, undertake new building, alterations, and additions and to establish a sign exceeding the maximum size within the Greytown Historic Heritage Precinct; establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown and to undertake associated landscaping and site works.
- 7 My evidence addresses matters under the following headings.

- Description of the consent application;
- Description of the building proposed to be demolished;
- Statutory heritage recognition
- Applicable statutory controls;
- Applicable non-statutory assessment criteria;
- Assessment of impacts – statutory controls;
- Assessment of impacts – non-statutory assessment criteria;
- Evaluation of impacts;
- Summary and conclusions.

8 In addition, there are four appendices:

Appendix 1: Qualifications and experience;

Appendix 2: Contemporary and historic photos of the house;

Appendix 3: Identification of the affected site;

Appendix 4: ICOMOS and Waka Kotahi/NZTA guides.

DESCRIPTION OF THE CONSENT APPLICATION

9 Application documents reviewed comprise:

- *Forme Planning, Assessment of Environmental Effects, Proposed New Access to Existing Supermarket, 134 Main Street, Greytown, April 2023;*
- *Richard Knott, Proposed Alterations FreshChoice, Greytown, Urban Design and Heritage Assessment, 13 April 2023;*
- *Woodhams Meikle Zhan Architects, FreshChoice, Proposed Supermarket Resource Consent Package, FreshChoice Greytown, 12 Hastwell Street, 5712 Greytown, New Zealand, 05 April 2023, Job No. 2029-72, drawings numbered RMA-101 - RMA-104;*

- Riley, Woolworths NZ Ltd, 12 Hastwell Street, Greytown, Civil Engineering, Proposed Site Plan, drawing 2202376 – 104, rev 1, dated Dec 2022;

10 Based on these documents, my understanding of the application is that 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.

- 11 The proposal also includes for the demolition of the existing house and the demolition of a section of the existing stone wall.

DESCRIPTION OF THE BUILDING PROPOSED TO BE DEMOLISHED

- 12 134 Main Street, Greytown 5712, is a residential property built in the 1950s with 3 bedrooms, 1 bathroom and 2 parking spaces. The property has a single garage.
- 13 The property has a low stone and concrete fence on the street boundary with a large copper beech in the front yard. There is a small timber pedestrian gate in the fence to the north. A 3.0 m wide domestic driveway cuts through the fence to the rear of the property. There are return walls to the fence either side of the drive.
- 14 The current house appears to have replaced a pre-1900 house in the same location on the site with a shop fronting Main Street, refer to figures 1 and 2.
- 15 The house is set back from the street in a similar manner to buildings opposite including 129, 119 and 115, which known as the Design Library.

STATUTORY HERITAGE RECOGNITION

- 16 The house is not included in 28.8 Appendix 1.7 Heritage Items of the Operative Wairarapa Combined District Plan (OWCDP), nor is it listed on the New Zealand Heritage List Rārangī Kōrero of Heritage New Zealand Pouhere Taonga (HNZPT). However, the house is included in 28.9 Appendix 1.8 Historic Heritage Precincts of the OWCDP as follows:

<i>Name</i>	<i>Location and Legal Description</i>	<i>Map Number</i>
Areas of the Greytown Town Centre	Greytown	59, 61
17	The affected site is located within the Special Character and Historic Heritage Precinct (HHP) on Main Street that extends between North Street and Papawai Road.	
18	The inclusion of the HHP is consistent with Section 6(f) of the Resource Management Act 1991 as described in Chapter 10 Historic Heritage of	

the OWCDP Introduction where historic heritage includes “(i) Historic sites, structures, places and areas” and “(iv) Surroundings associated with the natural and physical resources.”

- 19 There are several neighbouring buildings that are included in Appendix 28.8 Appendix 1.7 Heritage Items of the OWCDP as listed below (and refer figure 3):

<i>Heritage Building Number</i>	<i>Name</i>	<i>Location and Legal Description</i>	<i>Category</i>	<i>Map Number</i>
Hs080	Cabbage Tree Cottage (Kouka Cottage)	113 Main Street, Greytown (Lot 1 DP 81123)		59
Hs081	Dr Bey's House	121 Main Street, Greytown (Lot 1 DP 27153)		59, 61
Hs082	Wakelin House	123 Main Street, Greytown (Lot 2 DP 44906)		59, 61
Hs083	Jane Wakelin House	126 Main Street, Greytown (Lot 3 Deeds Plan 72)		59, 61
Hs084	Second Borough Office	125 Main Street, Greytown (Lot 1 DP 44906)		59, 61
Hs085	Bright House	129 Main Street, Greytown (Pt Sec 55 Town of Greytown)		59
Hs086	Shop	130 Main		59

		Street, Greytown (Pt Lot 6 Deeds Plan 72)	
Hs087	Shop	132 Main Street, Greytown (Lot 2 DP 311712)	59
Hs106	Greytown Library	Main Street, Greytown (Parts Lot 1 DP 11855)	59
20	<p>The aims of the Historic Heritage Precinct (HHP) can be found in Part D, Appendices, Appendix 8 South Wairarapa Town Centres Design Guide. These comprise the following:</p> <p>(i) To encourage community awareness of the district’s heritage qualities and to promote community involvement in the conservation of these qualities.</p> <p>(ii) To protect, conserve and sustain places of heritage value, visual appeal and environmental and social significance, including buildings and objects, gardens and landscape settings, and streetscapes.</p> <p>(iii) To help promote the district as a destination of historic interest and aesthetic appeal and to add economic value through tourism in the district.</p> <p>(iv) To retain the historic heritage character of the district, created by elements such as</p> <ul style="list-style-type: none"> • Original architecture; • Historic sites, buildings and objects; • Mature landscape; • Rural setting; • Scale of townships; • Nature and containment of town centre and market place; 		

- Streetscape.

(v) To encourage the development of town centres in the district as a focus for community activity and to create spaces for public use;

(vi) To ensure that new development within Historic Heritage Precincts is compatible with the heritage character of existing buildings and landscape settings, and in accordance with the above aims.

- 21 A document that describes the character of the HHP is the SWDC *Greytown Centre Historic Heritage Precinct and Heritage Buildings, Guidelines to making changes to buildings in heritage precincts* (n.d.). The guideline describes typical building types in the precinct and 134 Main Street is largely consistent with the description for residences, underlined below.

<i>Building type</i>	<i>Description</i>
Churches	Setback from the street, detached building form
Shops	Timber, one or two storey, no setback, verandahs
Banks	Masonry façade, one or two storeys, no setback, classical detailing in façade
Public Buildings	Setback, classical detailing in façade
<u>Residences</u>	<u>Timber, verandahs, setback from street, garages setback from house</u>
Hotels	Timber, two storey, wide verandah/balcony

APPLICABLE STATUTORY CONTROLS

Wairarapa Combined District Plan

- 22 The applicable statutory controls for assessing the consent application comprise:
- 10.3.1 Objective HH1 – Historic Heritage;
 - 6.3.16 Objective Com6 – South Wairarapa Town Centres;
 - Section 21, District Wide Land Use Rules;
 - Section 22.1.4 Historic Heritage Precinct; and

- Appendix 8 South Wairarapa Town Centres Design Guidelines.

23 Each of these sections will be assessed to establish the effects, if any, of the application.

10.3.1 Objective HH1 – Historic Heritage Values

24 To recognise and protect the important historic heritage of the Wairarapa.

10.3.2 HH1 Policies

- a) Identify significant historic heritage.
- (b) Avoid, remedy or mitigate the potential adverse effects of subdivision, development and use on historic heritage.
- (c) Ensure the important attributes of historic heritage is not disturbed, damaged or destroyed, by inappropriate subdivision, use and development.
- (d) Provide for the use of historic heritage where the activity is compatible with the identified historic attributes and qualities and there are no more than minor adverse effects on the historic heritage values.
- (e) Provide for land subdivision to create conservation lots to protect recognised historic heritage.
- (f) Increase public awareness of historic values and their importance and encourage the community to support the protection and conservation of historic heritage.

6.3.16 Objective Com6 – South Wairarapa Town Centres

25 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.

6.3.17 Com6 Policies

- (a) Recognise the town centres of Featherston, Greytown, and Martinborough as Historic Heritage Precincts.

- (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.
- (c) Avoid new development that is out of character with the historic heritage values of the Featherston, Greytown and Martinborough Town Centres.
- (d) Promote a pleasant pedestrian-oriented retail environment.

21 DISTRICT WIDE LAND USE RULES

21.1.3 Historic Heritage Precincts

(b) Signs within the Commercial and Industrial Zones in the Historic Heritage Precincts listed in Appendix 1.8 which meet the following standards:

- (i) No individual sign exceeds 2m² in area (all faces). Total signage on any one building shall not exceed 4m² in area.
- (ii) No sign is illuminated by any means other than directional lighting.
- (iii) Signs are located above verandahs but within the parapet height or suspended within verandahs.
- (iv) One free-standing sign per site and shall not exceed 0.5m² in area (all faces).

22 ASSESSMENT CRITERIA

22.1.3 Historic Heritage (including archaeological sites) and Sites Significance to Tangata Whenua

26 22.1.3 Historic Heritage provides relevant criteria to assess the application as follows:

- (i) The extent to which the heritage value, integrity and character of the site or item will be maintained or enhanced.
- (ii) The effect of any removal, demolition, relocation, modification, addition or alteration on the historic values of the site or item.

- (iii) The extent to which any proposed mitigation measures will protect or preserve the value and/or significance of the site or item.
- (iv) The importance of the site or item in its locality and its contribution to the area's amenity and character.
- (v) Where additions, alterations or the erection of new buildings are proposed, the extent to which the proposals are consistent with the original period style, design and construction of other buildings in the precinct or area.
- (vi) The immediate or cumulative effects on local heritage of the alteration, addition or modification to the site or item.
- (vii) Where the site or item is part of a group of similar features, any adverse effect on the integrity of the group.
- (viii) The extent to which the alteration, addition or modification of a building reflects the architectural style, character and scale of the site.
- (ix) The extent to which the alteration, addition or modification of a building preserves the typical character of building frontages in the street.
- (x) Whether there are any adverse effects on the curtilage of the site.
- (xi) The extent to which the site or item will be disturbed or modified as a result of the subdivision, use or development, including earthworks.
- (xii) Site suitability, and the extent to which alternative sites or locations have been considered.
- (xiii) Whether the subdivision, use or development can take place on the site without adversely affecting the site's significance.
- (xiv) Consultation with tangata whenua where applications relate to, or may potentially affect, sites of significance to tangata whenua identified in Appendix 1.5, Appendix 1.6 or Appendix 1.7 of the Plan.
- (xv) Consultation with the Historic Places Trust where applications relate to, or may potentially affect, heritage items identified in Appendix 1.7 of the Plan.

35 APPENDIX 8 – SOUTH WAIRARAPA TOWN CENTRES DESIGN GUIDELINES

35.1.2 Aims

27 Relevant Guide aims include:

- (ii) To protect, conserve and sustain places of heritage value, visual appeal and environmental and social significance, including buildings and objects, gardens and landscape settings, and streetscapes.
- (vi) To ensure that new development within Historic Heritage Precincts is compatible with the heritage character of existing buildings and landscape settings, and in accordance with the above aims.

35.1.8 Signage

28 The requirements for signs in the HHP are as follows:

- (i) all signs must be sympathetic in scale, colour and design with amenities and historical qualities of the area;
- (ii) all signs shall be made, erected or constructed in a neat and durable manner and in appropriate materials;
- (iii) signs may not be painted in fluorescent colours.

Regional Policy Statement for the Wellington Region, Greater Wellington , version 9 December 2022

29 The applicable statutory controls for assessing the consent application include:

Policy 46: Managing effects on historic heritage values – consideration

When considering an application for a resource consent, notice of requirement, or a change, variation or review of a district or regional plan, a determination shall be made as to whether an activity may affect a place, site or area with historic heritage value, and in determining whether an activity is inappropriate particular regard shall be given to:

- (a) the degree to which historic heritage values will be lost, damaged or destroyed;
- (b) the irreversibility of adverse effects on heritage values;

- (c) the opportunities to remedy or mitigate any previous damage to heritage values;
- (d) the degree to which previous changes that have heritage value in their own right are respected and retained;
- (e) the probability of damage to immediate or adjacent heritage values;
- (f) the magnitude or scale of any effect on heritage values;
- (g) the degree to which unique or special materials and/or craftsmanship are retained;
- (h) whether the activity will lead to cumulative adverse effects on historic heritage; and
- (i) whether the relationships between distinct elements of an historic place, site or area will be maintained.

Applicable non-statutory assessment criteria

Heritage NZ Sustainable Management of Historic Resources, Information Sheet 16, Assessing Impacts on the Surroundings associated with Historic Areas, 2007

- 30 The following comprise the checklist for assessing proposed changes to the surroundings of an historic area.
- Any new building or addition should not affect the character and setting of the historic building.
 - Any new building or addition should be sympathetic to the overall existing character of the historic building.
 - The height, location (including any setback) and proportion of any new building or addition should be compatible with the existing historic environment. The height and proportion reflect the predominant height and proportions of the adjacent building(s) and the area.
 - Any new building or addition should not result in any significant visual effects, including close and distant views.
 - The architectural style of any new building or addition should be compatible with the historic design of existing buildings.

The style should not imitate, replicate or mimic the surrounding historical styles and it should not be too grand, iconic, or extreme.

- Any new building or addition should adopt materials and colours that relate to and use as reference points, the materials, colour and details of adjacent buildings and the surrounding areas. New materials should be used providing they are sympathetic to the existing character of the area.
- Associated activities affecting the existing historic character of the place, including signage, outbuildings, landscaping and car parking, should have a minimal effect.

Heritage NZ Sustainable Management of Historic Resources, Information Sheet 17, Assessing Impacts on Historic Areas, 2007

31 The following comprise the checklist for assessing proposed changes to historic areas.

- The proposed activity should be located to avoid any damage to places of significance to Māori, historic sites or archaeological sites.
- The proposed activity should not affect the heritage significance, integrity and condition of the historic area including any significant components or building fabric of heritage value.
- The proposed activity should not affect a building, area, or item that makes a contribution towards the significance of the street, area or landscape.
- The proposed activity should be limited to affecting a building which has been identified as a non-contributory item or is intrusive within a historic area. Any demolition or removal should not create a vacant site and should be associated with the planning of a replacement structure.

ASSESSMENT OF IMPACTS – STATUTORY CONTROLS¹

32 The following provides an assessment of impacts based on applicable statutory controls and non-statutory assessment criteria, taking each of those listed above in turn. The magnitude of effect is that described in the ICOMOS HIA, and the Waka Kotahi guides included in the appendices.

10.3.1 Objective HH1 and 10.3.2 HH1 Policies

<i>District Plan</i>		<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
<i>Clause</i>				
Objective HH10.3.1	To recognise and protect the important historic heritage of the Wairarapa.	The historic heritage of the Wairarapa includes the Town Centre HHP in which the proposed development is located. The assessments below demonstrate that the important historic heritage of the Wairarapa is not protected.	Does not comply	Moderate negative
HH1 Policies				
(a)	Identify significant historic heritage	The HHP has been identified, in which 134 High Street is located. The removal of 134 High Street will reduce the heritage values of the HHP.	Does not comply	Moderate negative

¹ The following assessments are based on ICOMOS, *Guidance on Heritage Impacts Assessments for Cultural World Heritage Properties*, ICOMOS, January 2011 (ICOMOS Guide) and Buhring C., and Bowman I., *Guide to assessing historic heritage effects for state highway projects*, NZTA, March 2015 (NZTA Guide)

<i>District Plan</i>		<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
<i>Clause</i>				
(b)	Avoid, remedy or mitigate the potential adverse effects of subdivision, development and use on historic heritage.	<p>The proposal will have a negative impact on the listed historic heritage at 130 and 132 Main Street and the non-listed house at 134 Main Street which is within the HHP.</p> <p>There will be a negative impact on the integrity and character of the historic and largely authentic setting of 130 and 132 (see figures 1 and 2) with the proposed demolition of their immediate neighbour at 134 and the destruction of the residential landscape at 134 and the construction on the site of a roadway crossing and access for large supermarket trucks. The existing quiet and compatible residential setting to 130 and 132 will be lost which will be replaced with one that is not compatible with these existing qualities.</p> <p>Another significant negative impact of the proposal comprises the demolition of 134</p>	Does not comply	Moderate negative

<i>District Plan</i>	<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
<i>Clause</i>	<hr/>		
	<p>in the HHP. The house is consistent in form and location with the descriptions of the character and heritage values of the HHP. The proposal does not avoid, remedy or mitigate the loss of the building or the negative impact on four neighbouring listed heritage buildings.</p> <p>Adverse impacts of the proposed sign, which is nearly twice the size permitted, are not avoided, remedied or mitigated.</p> <p>While part of the front garden is retained including the copper beech tree, the driveway is expanded from the typical three metres width to 8.3 metres, and it is a driveway for large trucks with trailers rather than domestic cars. The stone and concrete fence will be reduced in width by more than half. The returns appear to be removed.</p> <p>The proposal will result in a 'gap' in the streetscape which is</p>		

<i>District Plan</i>		<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
<i>Clause</i>				
		inconsistent with the desirable quality and character of Main Street.		
(c)	Ensure the important attributes of historic heritage is not disturbed, damaged or destroyed, by inappropriate subdivision, use and development.	<p>The historic heritage that will be negatively impacted by the proposal comprises nine listed properties, particularly those at 130 and 132 Main Street by an inappropriate use and development at 134 Main Street. Similarly, the HHP will be negatively impacted by the demolition of 134 Main Street which is located within the HHP</p> <p>The attributes that will be negatively impacted are the integrity, character, use and amenity of all nine listed buildings, particularly 130 and 132 Main Street with the proposed demolition of 134 and the destruction of its residential landscape and the construction on the site of a roadway crossing and access for large supermarket trucks. The quiet and compatible residential setting to 130 and 132</p>	Does not comply	Moderate negative

<i>District Plan</i>	<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
<i>Clause</i>	<hr/>		
	will be lost which will be replaced with one that is not compatible with these existing qualities.		
	As discussed above the proposal will significantly and negatively modify the site of 134 which has positive attributes for the HHP in the location, form and scale of the existing house, the location and width of the driveway, the landscape of the front and side boundaries and the existing garden trees.		
	These positive attributes will either be lost (the house) or significantly and negatively modified.		
	Although zoned as commercial, the nature of the site is residential. The application will change its residential character to industrial/commercial as the front garden will be largely removed, except for the copper beech tree, and the driveway width will significantly		

<i>District Plan</i>		<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
<i>Clause</i>				
		<p>increase from the current, typical residential dimension to nearly three times its width. Much of the existing fence will be removed.</p> <p>The proposal will create a permanent “gap” in the streetscape allowing visibility of the supermarket and the proposed steel framed loading bay canopy from Main Street. These structures are not consistent with the character of the historic precinct.</p> <p>Therefore, the important and positive attributes of historic heritage in the HHP will be disturbed, damaged and destroyed, by inappropriate use and development.</p>		
(d)	Provide for the use of historic heritage where the activity is compatible with the identified historic attributes and	<p>The proposal does not provide for the use of historic heritage nor is it sympathetic or compatible with the prevailing character and qualities of the HHP.</p> <p>As described above the proposal destroys</p>	Does not comply	Moderate negative

<i>District Plan</i>		<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
<i>Clause</i>				
	qualities and there are no more than minor adverse effects on the historic heritage values.	the identified positive historic attributes and qualities of the existing house and site through its demolition and significant and negative modifications to its landscape and the street frontage to Main Street. The "gap" created in the Main Street streetscape will allow for the visibility of the proposed 5.5m high loading dock canopy, an extensive 2.4 m timber wall and gate, and the bulk of the supermarket, none of which are consistent with the positive attributes of the HHP. Neither the supermarket nor the canopy is compatible with the heritage values of the precinct.		
(e)	Provide for land subdivision to create conservation lots to protect recognised historic heritage.	Nor relevant.	-	-
(f)	Increase public awareness of	The proposal is likely to reduce public awareness of the	Does not comply	No change

<i>District Plan</i>		<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
<i>Clause</i>				
	historic values and their importance and encourage the community to support the protection and conservation of historic heritage.	historic values of the HHP with the demolition of a house with positive attributes and its landscape, which also has positive attributes within the HHP. The proposal will, instead, create a “gap” in the HHP streetscape which will comprise a wide entry for large trucks and allow the visibility of a 5.5 m tall supermarket loading dock and the 7.3m supermarket beyond. Such large-scale industrial building forms and types are not consistent with the HHP.		

6.3.16 Objective Com6 – South Wairarapa Town

<i>District Plan</i>		<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
<i>Clause</i>				
(a)	Recognise the town centres of Featherston, Greytown, and Martinborough as Historic Heritage Precincts.	The Greytown HHP has been recognised, in which 134 High Street is located. The removal of 134 High Street will reduce the heritage values of the HHP.	Does not comply	Moderate negative
(b)	Maintain and enhance the character of the	The proposal is not in keeping with the historic heritage values	Does not comply	Moderate negative

District Plan		Description and assessment of effect	Level of compliance	Magnitude of effects
Clause				
	Featherston, Greytown, and Martinborough town centres by controlling new development in a manner that is keeping with their historic heritage values	of the HHP– see above and below.		
(c)	Avoid new development that is out of character with the historic heritage values of the Featherston, Greytown and Martinborough Town Centres.	<p>The development does not avoid new development that is out of character with the historic heritage values of Greytown.</p> <p>As described above the proposal destroys the identified positive historic attributes and qualities of the existing house and site within the HHP through its demolition and significant and negative modifications to its landscape and street frontage to Main Street.</p> <p>The "gap" created by the demolition and new landscape will allow for a wide access for large supermarket trucks and result in visibility from Main Street of a 7.3 m high supermarket building and a new 5.5 m loading dock. The</p>	Does not comply	Moderate negative

District Plan		Description and assessment of effect	Level of compliance	Magnitude of effects
Clause				
		design of both structures is not sympathetic with the character and predominant styles of the HHP.		
		A tall, colourful sign is also proposed that does not reflect the historic signage characteristics of the HHP.		
(d)	Promote a pleasant pedestrian-oriented retail environment.	<p>134 Main Street currently has a 3m wide, residential-scale driveway with a low concrete and stone wall with a timber pedestrian gate. The landscape, driveway and wall are positive attributes in the HHP. In front of the house is a pedestrian footpath.</p> <p>The proposal removes most of the fence and all but the copper beech tree from the site. In its place is an 8.3 m wide accessway for the only supermarket truck entry to the supermarket. It is likely that the number of vehicular crossings into the supermarket and the scale of vehicles will be a considerable increase</p>	Does not comply	Moderate negative

District Plan	Description and assessment of effect	Level of compliance	Magnitude of effects
Clause			
	from the existing domestic use. The effect of the wider driveway, revision of the crossing, removal of 5m of footpath, access for large trucks, and the increase in movements will all negatively impact the existing pleasant, pedestrian retail environment.		

Historic Heritage 22.1.3 Assessment Criteria

District Plan		Description and assessment of effect	Level of compliance	Magnitude of effects
Clause				
(i)	The extent to which the heritage value, integrity and character of the site or item will be maintained or enhanced	See above.	Does not comply	Moderate negative
(ii)	The effect of any removal, demolition, relocation, modification, addition or alteration on the historic values of the site or item.	See above.	Does not comply	Moderate negative
(iii)	The extent to	No measures have	Does not	Moderate

District Plan		Description and assessment of effect	Level of compliance	Magnitude of effects
Clause				
	which any proposed mitigation measures will protect or preserve the value and/or significance of the site or item.	been proposed that would mitigate the negative impacts identified.	comply	negative
(iv)	The importance of the site or item in its locality and its contribution to the area's amenity and character.	The nine listed historic heritage buildings in close proximity to 134 High Street, particularly Hs086 and Hs)87, and their immediate surroundings make a significant contribution to the area in their form, style, scale, use and high level of integrity. As retail outlets, some with residential use, they also have a high level of amenity to the area. Their setting also has a high level of integrity which will be negatively impacted by the demolition of 134, the destruction of its landscape and the construction of an entry and accessway for large supermarket trucks. The residential and	Does not comply	Moderate negative

District Plan		Description and assessment of effect	Level of compliance	Magnitude of effects
Clause		small-scale, intimate character of the area will thereby be significantly modified.		
(vi)	The immediate or cumulative effects on local heritage of the alteration, addition or modification to the site or item.	The proposal will not physically impact the nine listed historic heritage items, but their largely authentic settings will be negatively impacted as stated above, particularly those of 130 and 132 Main Street.	Does not comply	Moderate negative
(x)	Whether there are any adverse effects on the curtilage of the site.	Assuming the curtilage of the site includes the setting, then it will be negatively impacted as described above.	Does not comply	Moderate negative
(xi)	The extent to which the site or item will be disturbed or modified as a result of the subdivision, use or development, including earthworks.	The proposal will not physically impact the site but will negatively impact the setting of nine listed historic heritage items as discussed above, particularly those of 130 and 132 Main Street.	Does not comply	Moderate negative
(xii)	Site suitability, and the extent to which alternative sites or locations have	Alternatives to the proposed site for the new accessway into the supermarket have not been identified in the	Does not comply	Moderate negative

District Plan		Description and assessment of effect	Level of compliance	Magnitude of effects
Clause				
	been considered.	application.		
(xv)	Consultation with the Historic Places Trust where applications relate to, or may potentially affect, heritage items identified in Appendix 1.7 of the Plan	No consultation with HNZPT has been identified in the application.	Does not comply	Moderate negative

Historic Heritage 22.1.4 Assessment Criteria

<i>District Plan</i>		<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
<i>Clause</i>				
(i)	The nature, form and extent of the proposed activity and the extent to which it is consistent with the environmental outcomes intended for the relevant precinct.	<p>The nature of the form and extent of the proposed activity comprises the demolition of a house which has positive attributes for the HHP, and, except for the copper beech tree, the removal of the landscape which also has positive attributes to the HHP and the streetscape.</p> <p>The intended environmental</p>	Does not comply	Moderate negative

<i>District Plan Clause</i>		<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
		<p>outcomes for the precinct are described in the Aims to the HHP guide and include “(ii) to protect, conserve and sustain places of heritage value, visual appeal and social significance, including.... gardens and landscape settings, and streetscapes” and (vi) to ensure new development within HHPs is compatible with the heritage character of existing buildings and landscape setting....”</p> <p>The demolition of the house and extensive removal of the existing garden and landscape and the creation of a “gap” in the streetscape is not consistent with the aims of the HHP, its heritage values or character.</p>		
(ii)	Any measures proposed to protect or enhance the character of	There are no measures proposed in the application that	Does not comply	Moderate negative

<i>District Plan Clause</i>	<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
	the street, including the implementation of any planting or landscaping.		will protect or enhance the character of the street. Instead, it will result in the reduction in the heritage values and character of the street. The general character of the street includes discretely located residential and commercial buildings of the late Victorian and Edwardian period with several buildings constructed in the past few decades. Several commercial buildings have elaborate street frontages. The character of the immediate environment includes buildings that align with the street and those that are set back from the street matching that of 134 Main Street. Although constructed in the 1950s the proposed

<i>District Plan Clause</i>	<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
	<p>demolition will remove a residential building which contributes to the residential character of the area. An open space with large sign does not protect or enhance the character of the street or the HHP described above, while impeding pedestrian access along Main Street due to large truck movements introduced to a currently domestic driveway.</p> <p>In addition, the revealing of the 7.3 m high supermarket and new 5.5 m high loading dock included with the proposal will further erode the character of the historic area.</p>		
(iii)	For sites within Greytown, Martinborough and Featherston, the extent to which the proposal is consistent with the principles of	As above and below.	

<i>District Plan</i>		<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
<i>Clause</i>				
	the South Wairarapa Town Centres Design Guide (Refer Appendix 8)			
(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.	<p>The proposed demolition and replacement with a vehicular entry to a 7.3 m high supermarket and the construction of a 5.5 m high steel framed loading bay structure are not consistent with neighbouring heritage buildings or the wider heritage streetscape. The design of the loading bay canopy and supermarket, which will become visible from Main Street are not consistent with the age, design or construction of the precinct.</p> <p>The proposed sign is also not consistent with the original age, design and construction of the building to be demolished, or any adjacent.</p>	Does not comply	Moderate negative
(v)	The effect of	Not relevant.	-	-

<i>District Plan Clause</i>		<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
		subdivision on the values of the Historic Heritage Precinct in terms of maintaining historical integrity and the curtilage of the precinct.		
(vi)	The extent to which the heritage value, integrity and character of the Historic Heritage Precinct will be maintained or enhanced.	The heritage character, integrity and heritage value of the HHP will be reduced by the demolition of a residential building which has positive attributes for the HHP, the removal, except for a copper beech tree, of the landscape which has positive attributes for the HHP, the enhanced visibility from Main Street of a large 7.3 m high supermarket and 5.5 m high steel canopy and new, large supermarket truck movements into a the site through a much wider accessway compared with the existing, small, residential driveway.. The new structures, a larger than permitted sign and	Does not comply	Moderate negative

<i>District Plan</i>	<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
<i>Clause</i>			
	a loading dock canopy are not consistent with the precinct heritage value, character and integrity, as described above.		

Historic Heritage Precincts 22.1.10 Signs

33 Note that only criteria relating to historic heritage are assessed below.

<i>District Plan</i>	<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
<i>Clause</i>			
(i)	The location (outside of or within the site), design and appearance of the sign.	The sign is proposed to be located at the north of the new entry adjacent to a listed historic building. It is larger than that permitted. It almost as tall as the adjacent listed building and is considerably more colourful which will create a negative contrast in scale and colour to adjacent listed heritage buildings. Its excessive height and size will negatively impact the heritage values of the HHP.	Does not comply Moderate negative
(ii)	Whether the proposed sign will be visibly obtrusive,	The sign will be visibly obtrusive in its location on the road frontage given while its colours,	Does not comply Moderate negative

<i>District Plan</i>		<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
<i>Clause</i>				
	particularly from roads or public areas in the vicinity.	height, scale and content do not relate to the immediate HHP character or heritage values. As stated above, the proposed sign is larger than that permitted.		
(iii)	Effects on the streetscape's openness and attractiveness.	The negative contrast of the design, location, scale and colour of the sign with the surrounding residential, historic environment will have a consequent negative impact on the attractiveness of the streetscape.	Does not comply	Moderate negative
(vii)	Compatibility with the scale, character, nature and proximity of other signage within the area.	Existing signage in the area largely comprises signage on building parapets, and verandahs, locations that are typical of the Victorian and Edwardian era of the township. The proposed stand-alone, brightly coloured sign is not consistent with this pattern, while it is almost as tall as adjacent buildings, including the two neighbouring listed heritage buildings at 130 and 132 Main Street.	Does not comply	Moderate negative

***Regional Policy Statement for the Wellington Region, Greater Wellington ,
version 9 December 2022***

<i>Particular regard to</i>	<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
(a) the degree to which historic heritage values will be lost, damaged or destroyed	<p>The HHP and nine neighbouring listed heritage buildings will be negatively impacted by the application, should it be consented. The values that will be negatively impacted are the integrity, character, use and amenity of all nine listed buildings, particularly 130 and 132 Main Street, with the proposed demolition of 134 and the destruction of its residential landscape and the construction on the site of a roadway crossing and access for large supermarket trucks. The quiet and compatible residential setting to 130 and 132 will be lost which will be replaced with one that is not compatible with these existing qualities.</p> <p>As discussed above the proposal will significantly and negatively modify the site of 134 which has positive attributes for the HHP in the location, form and</p>	Does do not comply	Moderate negative

<i>Particular regard to</i>	<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
	<p>scale of the existing house, the location and width of the driveway, the landscape of the front and side boundaries and the existing garden trees.</p> <p>These positive attributes will either be lost (the house) or significantly and negatively modified.</p> <p>Although zoned as commercial, the nature of the site is residential. The application will change its residential character to industrial/commercial as the front garden will be largely removed, except for the copper beech tree, and the driveway width will significantly increase from the current, typical residential dimension to nearly three times its width. Much of the existing fence will be removed.</p> <p>The proposal will create a permanent “gap” in the streetscape allowing visibility of the supermarket and the proposed steel framed loading bay</p>		

<i>Particular regard to</i>	<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
	canopy from Main Street. These structures are not consistent with the character of the historic precinct. Therefore, the important and positive attributes of historic heritage in the HHP will be disturbed, damaged and destroyed, by inappropriate use and development.		
(b) the irreversibility of adverse effects on heritage values;	The demolition of the building will be permanent	Does not comply	Moderate negative
(c) the opportunities to remedy or mitigate any previous damage to heritage values;	No mitigation has been proposed	Does not comply	Moderate negative
(d) the degree to which previous changes that have heritage value in their own right are respected and retained;	Not applicable	-	-
(e) the probability of damage to immediate or adjacent heritage values;	As discussed above there will be damage to the heritage values of the HHP as a whole and the setting of the nine listed heritage buildings, particularly 130 and 132 Main	Does not comply	Moderate negative

<i>Particular regard to</i>	<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
	Street. The demolition and modifications to the site of 134 Main Street will remove a landscape and building that contribute positively to the HHP. The demolition will create a visually damaging “gap” in the streetscape and allow visibility of large and unsympathetic buildings from Main Street.		
(f) the magnitude or scale of any effect on heritage values;	See column four in this assessment	-	-
(g) the degree to which unique or special materials and/or craftsmanship are retained;	Unknown	-	-
(h) whether the activity will lead to cumulative adverse effects on historic heritage; and	The proposal is designed to allow for the exit of large supermarket trucks out onto Main Street through an existing quiet residential property. The demolition of 134 Main Street and almost complete removal of its associated landscape will cause immediate, permanent and direct	Does not comply	Moderate negative

<i>Particular regard to</i>	<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
	negative impacts on the HHP and neighbouring listed heritage buildings and allow ongoing traffic movements which will create cumulative negative impacts on the HHP.		
(i) whether the relationships between distinct elements of an historic place, site or area will be maintained.	The relationship of 134 Main Street and its associated landscape will be lost as will its relationship with the neighbouring nine listed heritage buildings, particularly 130 and 132 Main Street, as discussed extensively above	Does not comply	Moderate negative

ASSESSMENT OF IMPACTS – NON- STATUTORY ASSESSMENT CRITERIA²

Heritage NZ Sustainable Management of Historic Resources, Information Sheet 16, Assessing Impacts on Surroundings, 2007

<i>Principles, bullet points</i>	<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
Any new building or addition should not affect the character and setting of the historic building.	As above.	Does do not comply	Moderate negative

² The following assessments are based on ICOMOS, *Guidance on Heritage Impacts Assessments for Cultural World Heritage Properties*, ICOMOS, January 2011 (ICOMOS Guide) and Buhring C., and Bowman I., *Guide to assessing historic heritage effects for state highway projects*, NZTA, March 2015 (NZTA Guide)

<i>Principles, bullet points</i>	<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
Any new building or addition should be sympathetic to the overall existing character of the historic building.	As above.	Does not comply	Moderate negative
The height, location (including any setback) and proportion of any new building or addition should be compatible with the existing historic environment. The height and proportion reflect the predominant height and proportions of the adjacent building(s) and the area.	<p>The existing historic environment comprises a mix of residential and commercial heritage buildings of the late Victorian and Edwardian periods with a number constructed more recently. Most are single storey, some of which are set back from the street, and several commercial buildings have elaborate street frontages.</p> <p>The proposal is not compatible with and negatively impacts this historic environment.</p> <p>The proposal sees the demolition of a house and destruction of a landscape that both have positive attributes for the HHP and are consistent with the residential character of the area. It is to be replaced with a wide vehicular access to, and allows visibility from Main Street of, a 5.5 m high by 13.0 m wide steel truck dock and a large supermarket. In addition, a larger than permitted, multi-coloured sign is proposed for the</p>	Does not comply	Moderate negative

<i>Principles, bullet points</i>	<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
	street frontage. The historic environment is pedestrian friendly. A wide road access for large supermarket trucks will erode this quality.		
Should not affect a building, area, or item that makes a contribution towards the significance of the street, area or landscape.	<p>The proposal will negatively impact the HHP by the removal of a residential property which, although built in the 1950s, nevertheless contributes to and is consistent with the character of the street and area.</p> <p>The proposed new access to and the resulting visibility of the 7.3 m high supermarket, sign and 5.5 m high by 13.0 m wide loading dock will negatively impact the Historic Precinct.</p>	Does not comply	Moderate negative
Limited to affecting a building which has been identified as a non-contributory item or is intrusive within a historic area. Any demolition or removal should not create a vacant space.	<p>The proposal demolishes a contributory building that has positive attributes and is consistent with the descriptions of the character and heritage values of the HHP.</p> <p>The demolition of the house will create a vacant space in the streetscape.</p>	Does not comply	Moderate negative

Heritage NZ Sustainable Management of Historic Resources, Information Sheet 17, Assessing Impacts on Historic Areas, 2007

<i>Bullet point</i>	<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
Avoid any damage to places of significance to Māori, historic sites or archaeological sites.	Unknown, however it is likely that the location is an archaeological site.	Unknown	Unknown
Should not affect the heritage significance, integrity and condition of the historic area including any significant components or building fabric of heritage value.	As above.	Does not comply	Moderate negative
Should not affect a building, area, or item that makes a contribution towards the significance of the street, area or landscape.	<p>The proposal will negatively impact the HHP by the demolition of a house and destruction of a landscape that both have positive attributes for the HHP and are consistent with the character of the area.</p> <p>The proposed new, wide vehicular access to, and the new visibility of, the 7.3 m high supermarket, the 15.5 m high by 13.0 m wide loading dock and sign will negatively impact the HHP.</p>	Does not comply	Moderate negative
Limited to affecting a building which has been identified as a non-contributory item or is intrusive within a historic area. Any demolition or removal should not create a vacant space.	The proposal will negatively impact the HHP by the demolition of a house and destruction of a landscape that both have positive attributes for the HHP and are consistent with the character of the area.	Does not comply	Moderate negative

<i>Bullet point</i>	<i>Description and assessment of effect</i>	<i>Level of compliance</i>	<i>Magnitude of effects</i>
	The application includes for new, wide vehicular access to the supermarket that will create a vacant space.		

EVALUATION OF IMPACTS

- 34 Based on the ICOMOS HIA and Waka Kotahi/NZTA guides, the following are the assessed effects on the heritage values of the buildings:

<i>Value of the building</i>	<i>Magnitude of effects</i>	<i>Significance of effects</i>
The HHP is assessed as having a rating of medium heritage value , based on the ICOMOS HIA and Waka Kotahi/NZTA guides.	The proposal is assessed as having a moderate negative magnitude of effect.	Based on the matrix in appendix 1 the significance of effect of the proposal is assessed as moderate negative .

- 35 A significance of effect of moderate negative is the equivalent of a more than minor adverse effect.

SUMMARY AND CONCLUSIONS

- 36 The proposal is to demolish an existing 1950s house in the Greytown Historic Heritage Precinct and use the space to create an 8.3 m wide vehicular entry to provide regular inwards access for large supermarket trucks to offload goods under a new 5.5 m high by 13.0 m wide loading dock of a neighbouring supermarket. The following is a summary of impacts.

- The proposal is not compatible with the qualities, character, integrity and heritage values of the HHP.
- The house and associated landscape that are proposed to be demolished both make a positive contribution to the character and integrity of the HHP and the streetscape.
- The new vehicular access will create a vacant space in the streetscape of the HHP.

- The vacant space will allow visibility from the middle of Main Street, also the middle of the HHP Town Centre, of the proposed new steel framed loading dock structure and the 7.3 m high supermarket to the north east.
- The proposed demolition of the house and destruction of its residential landscape will negatively impact the, largely authentic, setting of two historic heritage buildings listed on the district plan at 130 and 132 Main Street. The impact will be to reduce the integrity, quiet residential character and amenity provided by the existing setting to these two buildings.
- The proposed non-complying sign on the northeast corner of the site on Main Street will have a negative visual impact on the HHP and consequently will reduce associated heritage values of the precinct .
- Based on photographic evidence, it is likely that the site of 134 Main Street is an archaeological site.

- 37 The proposal will result in a more than minor negative impact.
- 38 Impacts will be visual, physical, social, direct, permanent, irreversible and cumulative.
- 39 No mitigation has been proposed that will effectively ameliorate these negative impacts on the character, qualities, heritage values and integrity of the HHP.



Date: 31 August 2023

APPENDIX 1: QUALIFICATIONS AND EXPERIENCE

Ian Alexander Bowman

I hold the following qualifications:

- Bachelor of Arts (History and Economic History), Victoria University of Wellington;
- Bachelor of Architecture, University of Auckland;
- Master of Arts (Conservation Studies), University of York;
- Various certificates in historic building materials conservation from the International Centre for the Study of the Preservation and Restoration of Cultural Property (ICCROM), the International Council on Monuments and Sites (ICOMOS) and other international conservation organisations.

I am a registered architect (New Zealand Registered Architects Board registration 2095), the immediate past Chair of ICOMOS NZ, current Board member of ICOMOS NZ, an Executive Board member and Treasurer of the International Scientific Committee of Earthen Architectural Heritage (ISCEAH), expert member of the International Scientific Committee on the Conservation of Stone (ISCS), co-convenor of Association of Preservation Technology (APT) Australasia Chapter and peer reviewer of World Heritage nominations for the ICOMOS on behalf of the World Heritage Committee.

I am a Fellow of the New Zealand Institute of Architects.

I am sole practitioner architect and conservator and have approximately 40 years' experience advising local and regional authorities, government agencies and private clients on projects relating to built heritage conservation.

Experience relevant to this hearing includes:

- Preparing heritage inventories of individual buildings and heritage areas for numerous local authorities;
- Advising on applications for resource consents for numerous local authorities;
- Assisting in the writing of heritage strategies, preparing design guidelines and conservation plans for local authorities;

- As an expert witness in Council hearings, the Environment Court, the High Court and Environmental Protection Authority Nationally Significant Proposal Boards of Enquiry.

APPENDIX 2: CONTEMPORARY AND HISTORIC PHOTOS OF THE HOUSE



Figure 1 134 Main Street Google street view

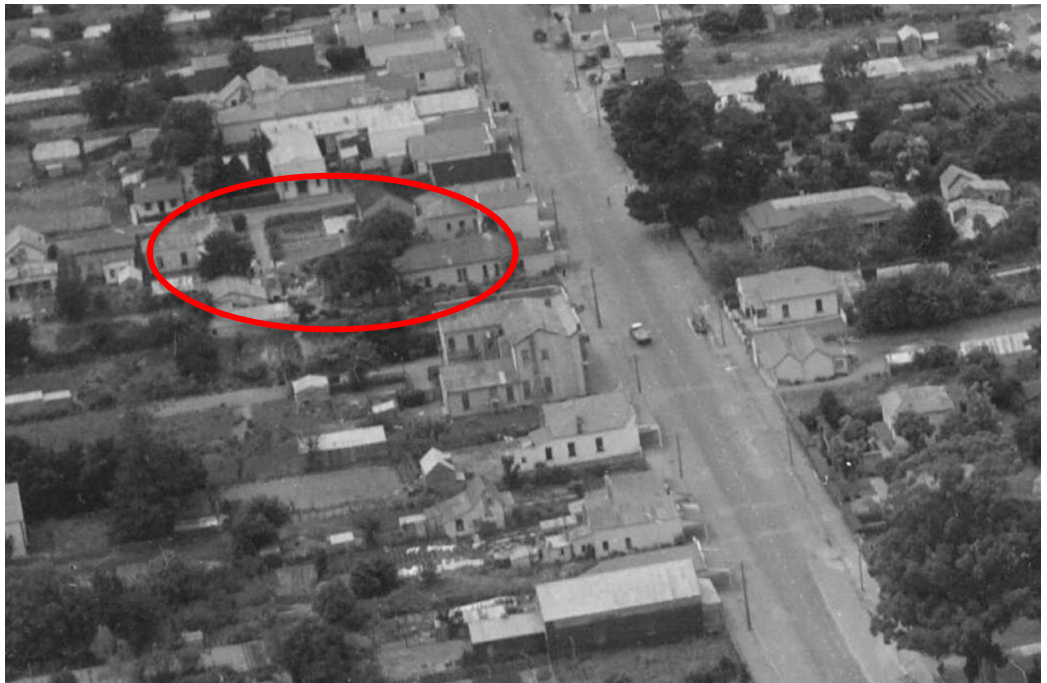


Figure 2 134 White's Aviation photo, 1947 showing a previous house on the site (circled) with a shop fronting Main Street, Tiaki IRN 603229, WA-11642-F

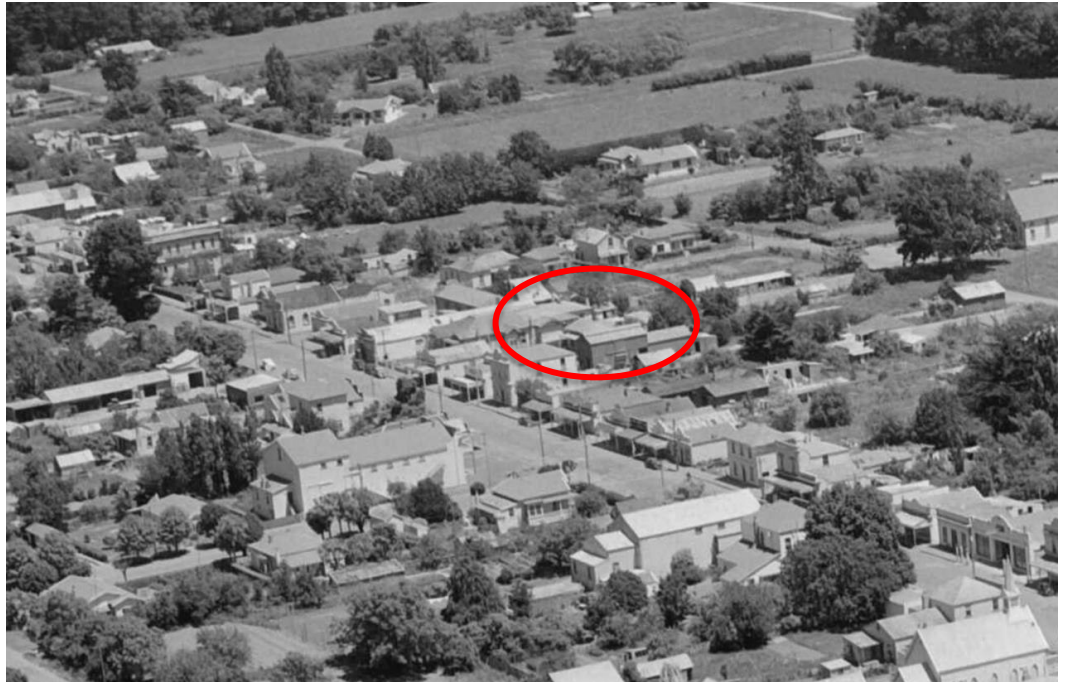


Figure 3 White's Aviation photo, 1948 showing a previous house on the site (circled) with a shop fronting Main Street, Tiaki IRN 620191m WA-18085-F

APPENDIX 3: IDENTIFICATION OF THE AFFECTED SITE

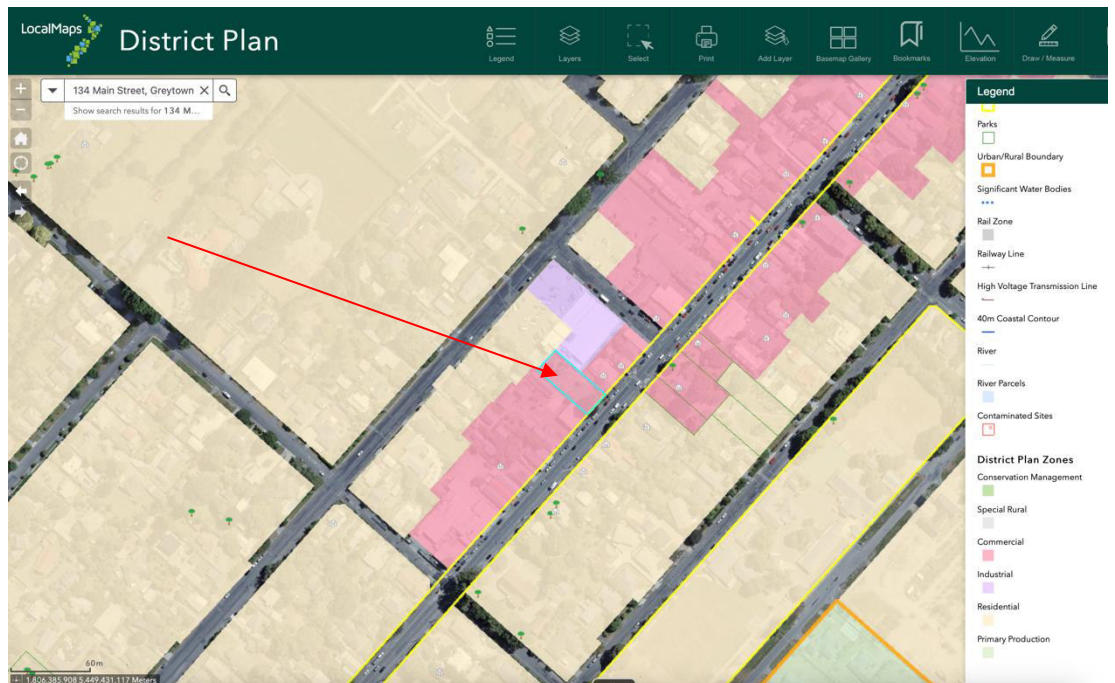


Figure 4 WCDP map showing the site, commercial zoning of the site and neighbouring listed heritage buildings



Figure 5 Main Street showing the location of the house and other neighbouring properties that are set back from the street, Google Maps

APPENDIX 4: ICOMOS AND WAKA KOTAHI/NZTA GUIDES

Assessment of values and effects

Grading of heritage values

Based on the ICOMOS, *Guide on Heritage Impact Assessments for World Cultural Heritage Properties*, January 2011 and the Waka Kotahi/NZTA *Historic Heritage Impact Assessment Guide for State Highway Projects*, March 2015, the relative importance of built heritage is graded as follows:

Value	Descriptors
Very high	Very high importance and rarity, international scale, category 1 HNZPT listing
High	High importance and rarity, national scale, category 1 HNZPT listing
Medium	High or medium importance, regional scale, category 1 or 2 HNZPT listing or equivalent local authority listing
Low	Low or medium importance and rarity, local scale, not HNZPT listed, local authority listing
Negligible	Very low importance and rarity, local scale, not listed

Magnitude of effect

The ICOMOS Guide recommends ranking the magnitude of the impact or effect (also called the degree of change) as follows:

- Major
- Moderate
- Minor
- Negligible
- No change

The approach used to assess significance of impact/effect is determined by two variables; the value of the receptor, as described below, and the magnitude of change upon the receptor. The consideration of value and magnitude considers the severity of the impact of the project, together with the vulnerability of the receptor to change. The table below summarises the possible types of change and their magnitude.

Effects can be direct and indirect, cumulative, temporary, and permanent, reversible or irreversible, visual, physical, social and cultural, even economic.

Factors in the assessment of Magnitude of Impacts	
Major	Change to key historic building elements, such that the resource is totally altered Comprehensive changes to the setting
Moderate	Change to many key historic building elements, such that the resource is significantly modified Changes to the setting of an historic building such that it is significantly modified
Minor	Change to many key historic building elements, such that the asset is slightly different Changes to the setting of an historic building such that it is noticeably changed
Negligible	Slight changes to historic buildings or setting that hardly affect it
No change	No change to fabric or setting

Possible effects could include changes to use, access, views, topography, structures, vegetation, sound environment, approaches and context. The effect on the heritage resource has been ranked without regard to its level of significance.

Significance of effect

The matrix below illustrates that combining the magnitude of impact/effect (before mitigation) and the heritage significance of the heritage resource will determine the extent of impacts of the project. Mitigation measures however influence the evaluation of effect. Where the matrix suggests more than one likely outcome, for instance moderate/slight, professional judgement has been used in conjunction with the descriptors in the following table to arrive at an appropriate result.

The scale of possible effects is:

- Very large (beneficial or adverse)
- Large (beneficial or adverse)
- Moderate (beneficial or adverse)
- Slight (beneficial or adverse)
- Neutral

VALUE	Very high	Neutral	Slight	Moderate /large	Large/very large	Very large
	High	Neutral	Slight	Moderate /Slight	Moderate /large	Large/very large
	Medium	Neutral	Neutral/slight	Slight	Moderate	Moderate/large
	Low	Neutral	Neutral/slight	Neutral/slight	Slight	Moderate/slight
	Negligible	Neutral	Neutral	Neutral /slight	Neutral/slight	Slight
		No change	Negligible	Minor	Moderate	Major
	MAGNITUDE OF IMPACT					

Comparison of the ICOMOS and Waka Kotahi/NZTA guides and RMA definitions of adverse effects³

ICOMOS and Waka Kotahi/NZTA Guides	RMA definition
Neutral	Nil adverse effects
Neutral/slight	Less than minor adverse effects
Slight	Less than minor adverse effects
Moderate/slight	Minor adverse effects
Moderate	More than minor adverse effects
Moderate/large	Significant adverse effects
Large/very large	Unacceptable adverse effects
Very large	Unacceptable adverse effects

³ For definition see <https://qualityplanning.org.nz/node/837>

APPENDIX 2 – Statement of Evidence of Harriet Fraser

IN THE MATTER of the Resource Management Act
1991

AND

IN THE MATTER of an application for land use consent
for the demolition of an existing
dwelling at 134 Main Street, Greytown;
construction and operation of a new
vehicle access on Main Street (State
Highway 2) for service and customer
vehicles of Fresh Choice supermarket;
reconfiguration of the loading area;
new signage (one free-standing sign
adjacent to new access); and
landscaping and site works.

STATEMENT OF EVIDENCE OF HARRIET BARBARA FRASER

SECTION 42A REPORT - TRANSPORTATION

1. INTRODUCTION

Qualifications

- 1.1 My full name is Harriet Barbara Fraser. I hold the qualification of Chartered Professional Engineer and Chartered Member of Engineering NZ. I hold a Bachelor of Civil Engineering degree from Imperial College, University of London and a Master's degree of Science in Transportation Planning and Engineering awarded with distinction by the University of Leeds.

Experience

- 1.2 My background of experience includes 30 years of consultancy experience in traffic and transportation matters, initially in the UK and Hong Kong. From August 1998 to August 2012, I worked as a Transportation Planner in Lower Hutt in the firm of Traffic Design Group Limited (now Stantec) practicing as a transportation planning and traffic engineering specialist throughout New Zealand. Since September 2012

I have been working as a sole practitioner in the field of transportation planning and traffic engineering.

- 1.3 I am a certified Hearing Commissioner, having completed the MfE Making Good Decisions training and most recently was a commissioner on the panel for the hearing of a private plan change application in Upper Hutt.
- 1.4 I have been engaged by South Wairarapa District Council to provide transportation expertise in respect of the review of the resource consent application for a new vehicle access from SH2 Main Street to the existing Fresh Choice supermarket located at 12 Hastwell Street and 105 West Street in Greytown. I have visited the site and regularly visit or travel through Greytown.

2. CODE OF CONDUCT

- 2.1 Although not necessary in respect of council hearings, I can confirm I have read the Expert Witness Code of Conduct set out in the Environment Court's Practice Note 2023. I have complied with the Code of Conduct in preparing this evidence and I agree to comply with it while giving any oral evidence before the hearing committee. Except where I state that I am relying on the evidence of another person, this written evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in this evidence.

3. BACKGROUND

- 3.1 I have previously commented on the Transportation Assessment Report (TAR) dated 2 June 2022 and the further information response from Commute Transport Consultants dated 18 August 2022. The most recent Transportation Assessment Report dated 13 April 2023 replaces the earlier documents.

4. SUMMARY OF REVIEW OF THE TRANSPORT ASSESSMENT REPORT

- 4.1 The transport elements of the proposed access arrangements are described in the TAR as follows:

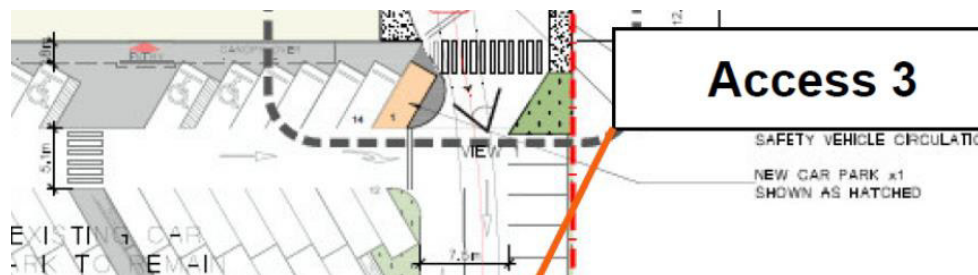
- (a) Demolition of an existing residential dwelling (at 134 Main Street);
- (b) New entry-only vehicle access from SH2 Main Street with a width at the property boundary of 8.3m and 9.8m at the kerb. No right turn in for large delivery vehicles;
- (c) New pylon sign at the new entry;
- (d) New 2m wide pedestrian footpath to Main Street;
- (e) Reconfiguration of the existing loading dock;
- (f) Removal of two on-street parking spaces;
- (g) One new customer parking space; and
- (h) Minor modifications to the existing customer carpark.

4.2 Key matters included in the TAR are:

- (a) Peak hour traffic counts on Thursday 30 March and Saturday 1 April at each of the existing accesses to the supermarket and at the intersection of Hastwell Street and Main Street (SH2). These counts have usefully included cars, trucks, buses, pedestrians and cyclists flows separately. The counts are described as peak hour but the actual hour of the counts was not specified in the TAR. Commute have since confirmed that the surveys were done from 7am to 9am, 10am to 2pm and 4pm to 6pm. These periods include the before school activity but not after school pedestrian activity;
- (b) The crash analysis has shown one minor injury crash on SH2 Main Street and two non-injury crashes within the search area. None of the crashes involved vehicles turning into or out of the site and no crashes resulted in serious injury. I agree that the historic crash record including of the existing driveways is good;
- (c) The proposed new vehicle access on SH2 Main Street will be entry-only and used by trucks and customers. Large trucks will be required to enter the access via a left turn in. The vehicle crossing will measure 8.3m wide at the property boundary and 9.8m at the kerb. The access has a width of 5m within the site.

No changes are planned to the existing supermarket driveways apart from trucks no longer entering the site from Hastwell Street;

- (d) The truck swept paths included in the TAR are for a 23m truck and trailer and a 17.9m semi-trailer. My understanding is that there are longer semi-trailers distributing product to supermarkets around the country and that these have more conservative swept paths than the B-train configurations. If larger trucks are to be used to service the supermarket now or in the future these more conservative paths would need to be demonstrated. I note that the existing paths show the trucks either on or just over the centreline on SH2 Main Street and the truck and trailer uses all but 1m of the vehicle crossing width at the kerb;
- (e) The TAR assesses that the proposed new access complies with the District Plan access rules and notes that consultation has been undertaken with Waka Kotahi and that this is continuing. I note that the Standards for Roads, Access, Parking and Loading in the table on page 32-2 of the District Plan states that the standard for urban vehicle crossings is NZS4404:2004 and that 'In South Wairarapa District, only one vehicle crossing is permitted per site (Note: This standard supersedes the requirements of 5.5.2(i)(ii) and 6.5.2(g)(ii))'. With the site already having two accesses, this proposed access would not comply with the permitted activity standard. From my examination of NZS4404 2004 it is unclear what the permitted standard is for the design of a heavy vehicle crossing in the urban environment. My expectation is that a bespoke design would be needed to accommodate the swept paths of the largest trucks expected to use the driveway.
- (f) That the dimensions of the new 60 degree parking space (as shown in the extract below) comply with AS/NZS2890.1 2004, is similar to the existing angled spaces and is expected to operate safely and efficiently. I agree that it can be expected to perform in a similar way to the existing parking spaces;



- (g) The TAR includes an expectation that there will be no additional traffic activity as a result of the proposal. With a new customer access on Main Street along with the proposed pylon sign, I would expect some additional traffic activity associated with passing traffic that has to date not been aware of there being a supermarket in this location. This would mainly apply to non-residents who pass through Greytown as they head north on SH2 at the start of weekends and holidays;
- (h) An average of 6 vans, 2 light trucks and 10 B-trains making deliveries per day. The B-trains all come from the Distribution Centre in Palmerston North. The analysis assumes that 50% of these deliveries occur during the peak hours;
- (i) The traffic effects have been assessed for the weekday PM and Saturday midday traffic peaks using the observed traffic generation rates with 40% of customers assumed to enter the site via the proposed new driveway;
- (j) The traffic modelling shows that the new access is expected to operate with a level of service A under existing traffic conditions on SH2 during the weekday PM and Saturday midday traffic peaks. Sensitivity testing has been undertaken assuming that 50% of the customer traffic enters via the new driveway alongside 1% per annum traffic growth on SH2 over a ten-year period. The movements are forecast to continue to perform with a level of service of A. The assumed 1% traffic growth seems low and no account has been taken for additional pass-by trips along with SIDRA not accounting for delays associated with entering vehicles giving way to pedestrians. A pedestrian walking along the middle of the footpath would take more than 8 seconds to cross the vehicle crossing at a pace of 4km/h. An entering vehicle could expect to have to wait around 11

seconds to enter the site if a pedestrian is on the immediate approach to the crossing (within say 3m) and then walks across the driveway. I note that SIDRA does not assess the safety of the driveway;

- (k) The new access will need to be 8.3m wide at the property boundary to accommodate the truck swept paths with an associated loss of two kerbside parking spaces; and
- (l) The new servicing arrangement removes the need for trucks to travel within the carpark along the front of the supermarket and to reverse within the carpark. I agree that this will result in on-site safety benefits.

4.3 I consider that the main traffic effects associated with the proposal are:

- (a) The adverse safety effect, in particular for pedestrians and to a lesser degree cyclists, of the existing 3m wide residential vehicle crossing with up to 10 light vehicle movements per day becoming an 8.3m-9.8m wide commercial vehicle crossing with up to 60 vehicle movements per hour at peak times including B-trains;
- (b) Uncertainty regarding the level of delays and queuing on SH2 Main Street as a result of entering vehicles needing to give way to pedestrians on the frontage footpath. Southbound traffic queues have the potential to adversely affect the safety and performance of the pedestrian crossing and the Hastwell Street intersection. The pedestrian crossing is well used including by children who are shorter and more easily hidden by queuing traffic, and are also less able to adjust to variable traffic conditions; and
- (c) The adverse effect of large trucks including semi-trailers and B-trains that would need to circulate through the local street network to access the site via a left turn in from SH2 Main Street.

4.4 I remain concerned about pedestrian safety along the SH2 Main Street footpath and across the proposed driveway. While the rule is that vehicles should give way to pedestrians at a vehicle crossing, I consider

that the likelihood of this occurring decreases with wider and busier crossings. A further consideration is that vehicles turning right into the site have the primary focus of finding a gap in the oncoming traffic flows on SH2 Main Street with pedestrian movement on the footpath being a secondary consideration. Once a driver has committed to turning right, if they then realise that they need to give way to a pedestrian approaching the vehicle crossing they will either stop and their vehicle will then partially obstruct the SH2 Main Street traffic lane, or they will decide to move into the site forcing the pedestrian to give way. Both outcomes have adverse safety consequences.

- 4.5 The effect and ability of large trucks to circulate through the local street network has yet to be demonstrated by the Applicant.
- 4.6 I agree that there are likely to be on-site safety benefits as a result of trucks not travelling along the store frontage and no longer needing to reverse within the site, but this appears to be at the expense of the introduction of adverse safety effects external to the site and for which no mitigation has been identified. The addition of a direct pedestrian link from SH2 Main Street to the supermarket usefully improves pedestrian access and the connectivity of the site.

5. ALIGNMENT WITH DISTRICT PLAN OBJECTIVES, POLICIES, RULES AND STANDARDS

- 5.1 I have assessed the alignment of the proposal with the various transport-related District Plan Objectives and Policies in the table below.

Transport Objective/ Policy	Comment on Alignment
<p>Objective Com2 – Efficient Vehicle & Pedestrian Movement</p> <p>To ensure efficient pedestrian flows, traffic movement and parking within the Commercial Zone.</p> <p>Com2 Policies</p> <p>(a) Protect the efficient functioning and safety of activities in the Commercial Zone by providing for adequate parking, loading, manoeuvring spaces and access,</p>	<p>The removal of the need for trucks to travel along the store frontage and reverse within the site is consistent with the policy of protecting the safety of activities in the Commercial Zone.</p> <p>The addition of a pedestrian link from Main Street to the supermarket will enhance convenience for pedestrians.</p> <p>The level of vehicle activity across the modified vehicle crossing is significantly busier than at present and will have an</p>

Transport Objective/ Policy	Comment on Alignment
<p>while maintaining a predominance of building over parking areas in town centres, and enhancing pedestrian safety and convenience where appropriate.</p> <p>(c) Ensure all development is safely accessible from the roading network, without compromising the safe and efficient operation of the network.</p>	<p>adverse effect on pedestrian safety and convenience in this location.</p> <p>Further assessment is needed with more than 1% per annum traffic growth on SH2 and allowance for entering vehicles giving way to pedestrians, including during busy times of pedestrian activity, to demonstrate that the efficient and safe operation of SH2 Main Street will not be compromised.</p>
<p>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>Com6 Policies</p> <p>(d) Promote a pleasant pedestrian-oriented retail environment.</p>	<p>The level of vehicle activity across the modified vehicle crossing is significantly busier than at present and will have an adverse effect on pedestrian safety and convenience in this location. No mitigation of this adverse effect is included, and it is unclear how the existing pedestrian environment could be maintained and enhanced alongside the proposed use of the new driveway.</p>
<p>Objective TT1 – Managing the Road Network</p> <p>To maintain the safe and efficient operation and development of the road network from the adverse effects of land use while maintaining the network's ability to service the current and future needs of the Wairarapa.</p> <p>TT1 Policies</p> <p>(b) Establish controls and standards on land use and subdivision to avoid, remedy or mitigate any effects of the land use on the safe and efficient functioning and operation of the road network,</p>	<p>The level of vehicle activity across the modified vehicle crossing is significantly busier than at present and will have an adverse effect on pedestrian safety and convenience in this location.</p> <p>Further assessment is needed with more than 1% per annum traffic growth on SH2 and allowance for entering vehicles giving way to pedestrians, including during busy times of pedestrian activity, to demonstrate that the efficient operation of SH2 Main Street will not be compromised.</p> <p>It is understood that consultation between the Applicant and Waka Kotahi is ongoing. To date written approval from Waka Kotahi has not yet been provided.</p>

Transport Objective/ Policy	Comment on Alignment
<p>including loading, parking and manoeuvring.</p> <p>(c) Establish controls and standards on new intersections and access points onto roads to avoid, remedy or mitigate and adverse effects on the roads' safe and efficient functioning.</p> <p>(e) Support and encourage the safe provision of non-vehicular forms of transport within the road network, including cycling and walking.</p> <p>(f) Ensure a coordinated approach to addressing capacity and safety issues within the road network, working with NZTA in relation to State Highways.</p>	

Table 1: Alignment with District Plan Objectives and Policies

5.2 In summary, I consider that the proposed new vehicle access is not well aligned with the objectives and policies regarding road safety and in particular pedestrian safety and amenity.

6. COMMENTS ON SUBMISSIONS

6.1 I have summarised and commented on the submissions relating to transport matters in the following table.

Submissions – Transport Topic	Comment
<p>Pedestrian safety across the proposed driveway on the frontage SH2 Main Street footpath</p> <ul style="list-style-type: none"> • truck driver turning left in cannot see pedestrians on the footpath • truck drivers have multiple blind spots • the proposed driveway width is much wider than other local vehicle crossings 	<p>I agree that there remains uncertainty with how the adverse safety effects of trucks turning into the site via the proposed driveway can be appropriately mitigated.</p>

Submissions – Transport Topic	Comment
<ul style="list-style-type: none"> • lack of options to mitigate adverse safety effects for pedestrians • many of the pedestrians in Greytown are tourists who are not familiar with local vehicle activity and patterns 	
<p>Pedestrian safety on the existing SH2 Main Street pedestrian crossing to the north of the proposed driveway</p> <ul style="list-style-type: none"> • especially for children using the crossing who are accessing the school, college, play centre and park • unaccompanied children use the crossing • risk of queues behind a vehicle waiting to turn right into the site blocking back and across the pedestrian crossing • pedestrians (especially children who are shorter) on the crossing are hidden by southbound queued vehicles as faster northbound vehicles approach the crossing • proposed supermarket signage distracting drivers on the approach to the pedestrian crossing 	<p>I agree that there is a risk of pedestrians on the crossing, especially children being hidden by queuing traffic. Further assessment is needed regarding the likelihood of queues developing behind right turn-in vehicles, along with any change in effects resulting from the proposed changes Waka Kotahi plan to make to the crossing.</p> <p>Assuming that the proposed supermarket sign is a static sign, I do not expect the sign to have any noticeable effect on driver distraction on the approach to the pedestrian crossing.</p>
<p>Loss of parking</p> <ul style="list-style-type: none"> • On SH2 Main Street • Within the site 	<p>The changes included in the application to both on-site and on-street parking are small, one or two spaces, and I do not consider that such changes will have a significant adverse effect. If kerbside parking were removed on the opposite side of Main Street to allow for southbound traffic to pass a vehicle waiting to turn right into the site, there would be a loss of at least four additional kerbside</p>

Submissions – Transport Topic	Comment
	<p>parking spaces. This would result in a noticeable reduction in kerbside parking along Main Street. Waka Kotahi would need to agree to any changes to parking along Main Street.</p>
<p>Increased traffic congestion on SH2 Main Street as a result of trucks waiting for gaps to turn right into the proposed driveway</p> <ul style="list-style-type: none"> • Delays for emergency access • Risk that a truck will need to reverse back out onto SH2 Main Street if they gage their turn wrong • Adverse safety and congestion effects for drivers turning to and from Hastwell Street 	<p>I am not familiar with preferred emergency access routes through Greytown and they will differ depending on whether they are travelling through Greytown or attending a local emergency. I note that West Street and East Street provide alternative routes and also expect that an emergency vehicle can get clear passage along SH2 Main Street if both traffic flows move close to the kerbside parked cars along each side.</p> <p>I am concerned about the precision with which a truck driver would need to make the turn in and that there is a risk of either a truck having to reverse back out and reposition itself or swing further into the oncoming traffic lane. I am also concerned that larger semi-trailers could be expected to service the site and that these have more challenging swept paths.</p> <p>I consider that further assessment of the performance of the proposed driveway is needed and the associated potential effects on congestion on SH2 Main Street.</p>
<p>Truck swept paths</p> <ul style="list-style-type: none"> • Large trucks turning left in will need to cross the centreline on SH2 Main Street. Needing a gap 	<p>The swept paths provided in the TAR show the trucks on or slightly across the centreline with the need to undertake a very precise turn into the</p>

Submissions – Transport Topic	Comment
<p>in the southbound traffic flow will increase the risk of congestion.</p>	<p>site. When combined with the possibility of larger semi-trailers entering the site, I consider that there is a risk of trucks entering the oncoming traffic lane to a greater degree than indicated in the TAR.</p>
<p>Sightlines for other drivers</p> <ul style="list-style-type: none"> • If trucks park on SH2 Main Street to wait to enter the driveway they risk obstructing sightlines for drivers exiting nearby driveways. • Obstruction of sightlines for drivers reversing out of nearby driveways 	<p>I would expect that trucks could be prevented from parking on Main Street through a Servicing Management Plan or similar.</p> <p>Any obstruction to sightlines from neighbouring driveways caused by a moving truck would only be momentary as the truck crosses the footpath to enter the site.</p>
<p>Road and footpath pavement damage on SH2 Main Street from turning trucks. This is exacerbated by the level differences.</p>	<p>Any detailed design would need to demonstrate that both the road and footpath pavement will be able to withstand the loadings, including of laden trucks making sharp turns into the site.</p>
<p>Safety of northbound cyclists along SH2 Main Street with vehicles entering the proposed driveway. Lack of mitigation of the adverse safety effect.</p>	<p>I agree that the safety effects for cyclists needs to be better understood, in particular with regard to trucks turning left into the site and the risk of cyclists being in the driver's blind spot.</p>
<p>Adverse safety effects of trucks circulating through the wider road network</p> <ul style="list-style-type: none"> • Wood St is very narrow • How would drivers be advised of left turn in only and how would it be enforced • Could result in adverse safety effects at other SH2 intersection 	<p>I agree that these effects need further assessment.</p>

Submissions – Transport Topic	Comment
<p>Reporting and analysis</p> <ul style="list-style-type: none"> • The pedestrian counts did not include the busy after school period • 1% per annum assumed traffic growth on SH2 is low • Underestimation of traffic activity as driveway and sign will increase awareness and patronage of the supermarket • Additional traffic will most likely be non-residents heading north on weekends and public holidays when SH2 and the footpaths are most used • Reference to a speed bump on the proposed driveway in the reporting but not shown on the drawings • Lack of detail regarding the lighting of the proposed pedestrian path from SH2 Main Street • Assessment needed of alternative options for addressing the on-site safety issue • Separation distance between the proposed access and the Hastwell Street intersection does not meet the NZTA Policy Planning Manual guidance. 	<p>I agree that these submission points should usefully be addressed by the Applicant. With regard to the lighting of the proposed pedestrian connection, this is a matter that could be addressed through detailed design and the engineering approval process.</p>
<p>The proposed driveway will form a potential short-cut/ rat-run between SH2 Main Street and West Street.</p>	<p>I consider that this will be unlikely as the driveway is not straight and there will not be a clear line of sight between the two road frontages.</p>
<p>Sightlines from truck drivers to pedestrians and vehicles within the site.</p>	<p>Trucks have been operating in this environment including making reverse manoeuvres. My expectation is that on-site safety will be improved</p>

Submissions – Transport Topic	Comment
	with trucks no longer needing to reverse within the site.
Copper beech tree - effect of the construction and use of the proposed driveway on the health of the tree.	Addressed by others.
Stormwater - effect of the proposed driveway and footpath on stormwater.	Addressed by others.
Activity Street status - the proposed driveway is not consistent with the Activity Street classification of this section of SH2 Main Street in the One Network Framework street hierarchy. Activity Streets include a focus on active modes.	I agree that the proposed driveway will have adverse safety effects for active modes and is therefore not consistent with the Activity Street classification.
Safe System Assessment – Waka Kotahi have assessed that there will be an increase in crash exposure and injury severity with the proposed driveway compared with the existing situation for both pedestrians and cyclists. An increase in intersection crashes with increased risk for all road users is also anticipated as a result of adding a high-volume access.	It would be helpful if Waka Kotahi provide further detail of this assessment through evidence, including whether it is the customer traffic or the delivery activity which has the biggest impact on the alignment with the safe system principles.
The proposal is not consistent with Objective 6.3.4 and Policy 6.3.5 nor with Objective 17.3.1 and Policy 17.3.2(c).	As set out above in Table 1, I consider that the proposal is not well aligned with some of the transport-related District Plan objectives and policies.

Table 2: Comments on Submissions

7. WAKA KOTAHI OPTION

- 7.1 I understand that there have been ongoing discussions between the Applicant and Waka Kotahi and that most recently Waka Kotahi approached the Applicant with an option for discussion that includes a truck-only exit onto SH2 Main Street and matters that would need to be addressed in a loading management plan. I understand that the Applicant does not wish to consider this option.

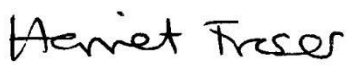
- 7.2 I consider that not including customer traffic on the proposed driveway usefully reduces the traffic volumes such that it would be a low-volume driveway and with only professional drivers using the driveway, it is easier to control driver behaviours through instructions included in a management plan. There remain safety concerns with truck-only use of the driveway which would need to be addressed both in terms of turning to or from SH2 Main Street and the circulation of trucks through the local streets.

8. FURTHER INFORMATION REQUIRED

- 8.1 In summary, I request further information with regard to:
- (a) An assessment of the traffic effects associated with large trucks, including B-trains, circulating through the local street network to access the site via a left turn from Main Street; and
 - (b) Further analysis of delays and queuing associated with entering drivers giving way to pedestrians approaching and walking across the vehicle crossing.

9. RECOMMENDATION

- 9.1 I do not support the proposal as lodged due to the introduction and nature of the adverse safety effects for pedestrians in the vicinity of the proposed vehicle crossing on SH2 Main Street along with the uncertainty regarding the impact on safety at the nearby pedestrian crossing and the wider safety impacts of trucks circulating through the local street network.



Harriet Barbara Fraser

31 August 2023