



## **MINUTES**

**SUBJECT: FRESH CHOICE HEARING**

**WHEN: Tuesday 04 October 2023**

**WHERE:**

**ATTENDEES:**

**For Woolworths NZ:** Allison Arthur-Young (Russell McVeagh) Sylvia Barnett (Russell McVeagh) Daniel Shao, Pip Clifford, Kay Panther Knight (Forme Planning) Richards Peers (Peers Brown Miller) Leo Hill (Commute)

**SWDC Council Officers:** Honor Clark, Harriet Fraser, Ian Bowman, Becks Geddes (Coordinator/minutes)

Kendyll Hammond (SWDC) Tim Langley (SWDC) Bella Cleary (Wairarapa Times Age) Carolyn Wait, David Lloyd, Michelle Dawson, Carmel Fergusson, Gina Jones, Lorraine Hall, Latasha Boyce, Raewyn Crowley, Frank Minehan, Lorraine Hall, David Ross, Pop Clifford, Daphne Geister, Mike Gray, Warren Woodgyer, Jo Woodcock, Neil Woodcock.

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### **Hearing started 10am**

Hearing opened with Mr Peers demonstrate angles of Puring of Copper tree showing which branches will be pruned.

Refer to Appendix 13

### **Submitters**

#### **Warren Woodgyer – On behalf of GCD #38**

Spoke to his submission – refer to Appendix 14

Q) Re: Street busiest – Where into from?

A) Hear-say – Not proven data

Q) Public car park busy for Staff? Payment?

A) Used to on RSA at least 20 vehicles there a day – No payment

Q) Tree age?

A) 80 – 85 years

Q) 1<sup>st</sup> Arbor day 1890 not 1990?

A) yes – typo

**Lastasha Boyce – Owner Alluminus #26**

Spoke to her submission – refer to Appendix 15

Q) Your immediately south – next to beech tree?

A) Yes

Used Fonterra as example of responsible road use ie/ not moving over centre line

**Lorraine Hall – #62**

Spoke to her submission – refer to Appendix 16

Q) A lot of thought into presentation 0 How do you maintain southern wall of property

A) Big only 6 yrs old, no painting require at moment, if sign is erected painting will be very difficult

Q) Sign – thoughts of smaller sign?

A) Large, now smaller making Woolworths look good

Q) Asbestos? Understand covered under building Act

A) As long as protected – Health and Safety

Q) Delivery times? Are they often before 6am?

A) Often around this time, has tried talking to delivery manager but feels answers given were vague

**Carolyn Walt – #48**

Spoke to her submission – refer to Appendix 17

Q) legal Challenge? Appeal – not a latter for today – Crystal ball

A) No comment

**David Lloyd – #19**

Spoke to his submission – refer to Appendix 18

Showed pictures on whiteboard of different truck size's

Photo of Countdown Truck Crossing centre line – Appendix 19

Q) For Applicant? Largest Truck?

A) 23M B-Train

Q) Why saying down to planners & Precedent?

A) Planers maker decision – Poor decision, across the country

- Showed video of B-train crossing centre line in Greytown
- Local road paid for by ratepayers
- Driveway access on Main Road – Issue navigating vehicles – “risky – “Super risky”
- 2 Main matters –
  - Safety issues with turning off Main Road
  - Use of Local Streets?

Q) Background important – No ques

### **Right of reply from Council**

#### **Ian Bowman – Hertiage Matters**

Spoke to his evidence (notes) – refer to appendix 20

Q) Paragraph 7 (notes) House at 134 Main Street complies with Heritage plan & age etc

a) 134 complies with most descriptors for residences in design wide. Setback, other setback contributory building vs Neutral.

#### **Harriet Fraser – Traffic**

Spoke to her evidence (notes) – refer to appendix 21

Q) Clarification paragraph 6 – their parking prevented on Main Street? Scoping what does that mean?

A) Servicing management plan – Could involve such matters as waiting

Q) Mr Church evidence? Pedestrian or crosses road Vs Access?

A) Intersections – Pedestrian have a clearer understanding on crossings who has RoW, driveways not so much. Likelihood drivers wont give way and not clear who has RoW

#### **Honor – Planner SWDC**

Spoke to her evidence (notes) – refer to appendix 22

- Applicant should have a copy of the Petition – ( was not made as a submission, bit council was made aware of petition)

Ms Clarke and Ms Panther Knight are to discuss agreement to the new suggested conditions.

### **Applicants – Right to Reply**

#### **Alison Arthur Young**

Gave a brief oral closing – a more formal right to reply will follow

- Woolworth has changed part of the proposal over the last few years/months to get to this point
- Bespoke proposal not a roll-out
- Woolworths asked for Public Notification –
- Previous proposals not outright rejected – one approved signed consent for larger sign lapsed
- Woolworths gone back to “drawing board”.
- S
- Woolworths & expert team – effects ‘can be’ avoided, remedied or mitigated.

**Sign** – Significantly changed – Will not unduly standout.

**Tree** – Will be retained – Carefully pruned/maintained recognises its importance – Conditions of Mr Peers adopted by Woolworths.

**Landscaping** – Can enhance site – Landscaping conditions with objective in condition

**Heritage** – GHT no issue with home being removed – Surprised Mr Bowman’s response this morning – He mentioned reasons for retaining dwelling have been overstated =- Removal of dwelling will affect character – Not a “no-build” precinct – Not non-complying or prohibited – Effect on Heritage value can be managed

**Vehicle Crossing** – Will be safe and well managed.

Tight turn in – Will carefully think about that – Heard concerns of engineering solutions if medium is created.

Will carefully thinking about conditions including right turn in.

Will have amendments of Ms Panther Knight suggested conditions.

Right of rely in writing (20 October)

Conditions to be run past Council Planner

**Adjourned 2.05pm**

Commissioner – Will formally close hearing once right of reply received and has sufficient information to make an determination.

Thank you to everyone for thoughtful submissions.







# Appendix 13



Text





Phone: 06 304 9660



Apple & Berry  
MARKET



## Appendix 14

### Greytown Community Board Submission

#### *Submission Statement*

Firstly, the Greytown Community Board wholeheartedly supports the submission presented by the Greytown Heritage Trust, a unanimous decision among its members.

#### *Roading*

The new plan stipulates that B-trains will only enter the proposed new entrance from the south, allowing for a left turn only. However, this setup means that trucks coming from the north will now have to travel down West Street and then turn into either Wood or Humphries Street. Wood Street is unsuitable due to its narrowness, leaving Humphries Street as the only viable option. The section between SH2 and West Street experiences the highest traffic volume of any SWDC road, making it one of the most challenging intersections for traffic exiting Humphries Street. It's hard to envision how a B-train could execute a left turn without crossing the centerline going north. Presently, all vehicles travelling to Fresh Choice south of Humphries Street, Papawai Road, and parts of East Street are directed via Humphries Street to reach the supermarket. If the proposal is allowed, this traffic will add to existing congestion and problems with pedestrian crossings in the town centre.

Even with the Copper Beech tree removed, it remains problematic to visualise how trucks can safely make a left turn into 134 Main Street without crossing the road's centerline. There appears to be no plan outlining the travel path for turning trucks approaching from the south.

Although trucks won't be making right turns into the proposed new entrance, cars will be allowed to do so. Currently, there is traffic congestion caused by vehicles turning right from SH2 into Hastwell Street, a situation that will be replicated a short distance up the road. One initial concern about trucks making right-hand turns was the obstruction of the pedestrian crossing, a problem that can also arise due to a buildup of cars.

The loss of parking spaces in Greytown is a significant concern, especially during weekends. Given that Greytown is a destination town, it cannot afford to lose parking spaces on the main street from a business perspective. Additionally, the existing public car park off Hastwell Street is not owned by the South Wairarapa District Council but by the South Wairarapa Working Men's Club. There's no guarantee that this area will remain a public car park in the future.

### *Stormwater*

I have observed water ponding multiple times at 134 Main Street due to excess water in the water race. The two road sumps on the east side of SH2 are frequently blocked, causing water to discharge from them into the gutter and run down to Church Road. From there, it flows along Church Street and discharges into a sump at the corner of Church Street and East Street. Urgent attention is needed for the stormwater sumps along SH2. Once the existing water race is piped and the additional stormwater from the development is factored in, the existing ponding issue will likely shift upstream, beginning at the open water race in Farley Place, a new housing subdivision.

The additional runoff from the proposed sealed area, compared to the status quo, presents a dilemma. The proposed sealed area would contribute 100% runoff, exacerbating the existing stormwater problem in the area.

### *Well-being*

There have been two previous submissions regarding proposed changes to the Fresh Choice supermarket by the Greytown Heritage Trust. The sentiment in Greytown is that Woolworths' new proposal is akin to a persistent problem that refuses to fade away. It has become a major topic of discussion, and individuals directly affected by it are under significant pressure. To underscore this, there have been two well-attended meetings, both overflowing with attendees, at the Greytown Working Men's Club, where Greytown residents voiced their opposition to Fresh Choice's submissions.

Under the Local Government Act 2002, the Greytown Community Board is mandated to represent and advocate for the community's interests. Essentially, we believe that the well-being of those affected in Greytown is at risk due to this proposal.

### *Copper Beech Tree*

Greytown celebrated its first Arbor Day on July 3, 1890. Since then, Greytown has prided itself on being a town rooted in arboriculture. We cherish our heritage, particularly our historical trees. While not all trees are officially protected for their historical significance, it doesn't diminish the fact that there are more trees deserving of this recognition.

The Copper Beech tree is estimated to be between 75 and 170 years old, likely around 85 years old. This tree might very well have been a part of Greytown even before the town was established and certainly existed when the first Arbor Day was celebrated. To endanger or cut down such a symbol of the town's essence would be a travesty. Greytown's community values its heritage, including preserving its history, which prominently features the trees that define our town.

While this tree might not be listed as protected currently, its ongoing significance is undeniable. Consideration of its importance has not been conclusively determined.

## Appendix 15

Ladies and gentlemen,

Good Morning

*Full Support  
Greytown Heritage  
Trust.*

My name is Latasha Boyce, and I stand before you today as the owner of Alluminus Beauty Therapy, and 136A Main Street Greytown. I am here to express my strong opposition to the proposal put forth by Woolworths Progressive Ltd, and I believe that my concerns echo the sentiments of many in our community including my valid local clientele.

I opened Alluminus in November 2011, with a vision of creating a tranquil haven for both our local female and male clients. Our clinic is not just a business; it is a place where people come to find solace, relaxation, and rejuvenation. It is a space carefully designed to provide a calming and quiet atmosphere, where individuals can destress and escape from the pressures of daily life.

One of the main reasons I chose 136A Main Street in November 2015 was its ideal location. It is situated just out of the town center, which allows us to avoid the noise levels prevalent there and provides a degree of privacy for our clients. Additionally, the proximity to the magnificent Copper Beach tree aligns perfectly with Greytown's identity as the town of Arbor Day.

Now, the Woolworths proposal threatens the very essence of what I have built at Alluminus. I have serious concerns about how this development will impact my business, my building, the safety on Main Street, and the heritage of our beloved Greytown.

First and foremost, the noise generated by the trucks and chillers running outside our clinic is a significant concern. This noise would disrupt the tranquil environment ~~we~~ we have worked so hard to create, making it challenging for our clients to find the relaxation and calm they seek during their visits.

Moreover, I fear for the safety of my building. The narrowness of the road and the potential for trucks to have insufficient turning space could

result in accidents that could damage my property and, more importantly, pose a danger to passersby's and nearby businesses.

The safety of Main Street as a whole is another critical issue. Trucks being forced to cross the center white line due to the road's narrowness is a clear safety hazard. Greytown has a rich history, and we must preserve its charm while ensuring the safety of all who visit and reside here.

I propose that Woolworths Progressive Ltd considers alternative access routes, such as Humphries and North Street taking West Street, to mitigate these concerns. This approach aligns with safety initiatives practiced by responsible organizations like Fonterra, which prioritize the well-being of our communities.

Lastly I do agree something grand could be done with the property 134 Main Street but not by creating a truck drive way.

The impact on our infrastructure and the character of our town deserves to be preserved.

In closing, I implore you to consider the well-being of our local businesses, the safety of our community, and the preservation of Greytown's heritage.

I have worked tirelessly to create a place of serenity for my clients, and I hope that my voice is heard in this important decision-making process.

Thank you for your time.



## Becks Geddes- Planning Coordinator

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To: Becks Geddes- Planning Coordinator

**Subject: Greytown**

Good morning, I'm Lorraine Hall resident & proprietor of "Hall Concept Store" - 132 Main Street, neighbour to 134 Main Street, Greytown.

I am also a trustee of Greytown Heritage Trust. A member of Greytown Village which was founded by Adam Blackwell some 7 years ago now - I was on the original GV board for some 5+ years. I'm a member of Destination Wairarapa. I believe all three organisations are what helps Greytown retain its unique heritage assets & thriving town centre.

To give some background of 132 Main Street; it is a historical Victorian timber Villa which hosts both a store & home within Greytown's Historical Heritage Precinct. Built in 1894 it was Greytown's first bakery known as Duff's Bakery. For the past 129 years this charming old villa has been both a store on the high street & the proprietors accommodation/home to the rear. The property once went from Main Street through to West Street where FreshChoice is currently situated.

Interestingly, yesterday morning one of the speakers on behalf of WWNZ referenced the dwellings on either sides of 134 Main Street application to being of "no heritage importance" & that these properties are only 10 years or so old, when in fact mine as already mentioned is 129 year old. A touch misleading I felt.

In 2015 I began restoration of the building including a sympathetic store extension along the south side of the original shop street frontage - maybe this was what the speaker was referring to ?

Apologies as I cannot recall his name.

A timeline of these above properties;

- FreshChoice/Woolworths Nz was opened in June 2012 by business operators Mr & Mrs Ward.
- in December of that year 2012 I purchased 132 Main Street
- 134 Main was then owned then by the developer of the supermarket Mr David Borman.
- in 2013 Borman sold 134 Main Street to WWNZ/Progressive Enterprises
- 2015 I began the process with my architect, Greytown Heritage Trust ( I wasn't then a trustee of) & SWDC to gain approval to begin my shop extension.
- in that same year prior to the construction commencing Chris Ward (FreshChoice proprietor) casually came into my business with plan in-hand of what he & WWNZ were proposing to do onsite at 134 Main - a small driveway in & out of the supermarket he explained to me off Main Street. At first glance of this plan I was surprised, concerned & shocked for the following reasons;
- the "small driveway" was in fact a intersection
- The Copper Beech Tree had vanished & was replaced by carparks.
- the Pylon signage was massive & boarding hard up onto my southern boundary.
- the carparks along Main Street outside my business & others including 134 Main St had also vanished.

My questions & concern to Mr Ward were;

- where's the Copper Beech Tree ? His reply was "we've been given advice about the tree". I knew it wasn't a protected tree but surely they weren't going fell this stunning tree ? This is the first town to honour Arbour Day in NZ after all.
- I also commented of the massive Pylon signage, I explained to Mr Ward that I was about in embark the shop extension. That half of their given signage would not be visible to their potential south bound customers, that the top of my building parapet was around 5mts in height their original signage plan was in fact higher than that.

I said to Mr Ward this is within the Greytown's Historical Heritage Precinct - we can only have 0.5sqm in signage this was my understanding. His reply was "yup I explained that to Woolworths they said there are ways & means around these things" !

.....needless to say this conversation was extremely alarming & concerning to me. How did this business owner our indeed WWNZ not understand who their customers are, what the essence of Greytown is, why people choose to live & visit this charming historic village like township.

We now move on some 8 year later & still this is a topic of great concern to me personally & many others both residents & visitors alike.

Woolworths have never contacted me personally as an affected party during this time. I say this as now Chris Ward says this has nothing to do with him, that it is out of his control. Last year when WWNZ application was submitted, part of my veranda to the south end of my shop frontage would have been removed due to the arch into the driveway had that application gone ahead.

#### CARPARKS

The current application this year would impact massively to my business with the loss of carparks along Main Street.

Also potentially with Waka Kotahi relocating the pedestrian crossing which is currently at the northern side on my driveway to be relocated some 10mts towards Hastwell St. The new modern crossings are much wider with the potential loss of an additional 1 to 5 carparks I believe.

Collectively the 6 business between Property Brokers on the corner of Hastwell & Main St south to Allumius & Tommy's Real Estate at 136 Main St, we currently only have 5 carparks anyway. If these parks are to be depleted or removed entirely how do we receive our deliveries for our business ? Where do our customers park ? How do people access the recently established recycling bins located across the road at Stella Bull Park ? As it is I have many cars & camper-vans pull up outside my dwelling, parking illegally along the yellow dotted lines that flank the pedestrian crossing to empty their bins, boxes & bags of recycling, blocking the view & putting themselves & other pedestrians a risk from oncoming traffic not seeing.

In my submission against this proposal at 134 Main Street I touched on many issues in some depth. To abbreviate these I have listed some below. Many have already been covered during this hearing:

#### - GREYTOWN HISTORICAL HERITAGE PRECINCT

- PYLON SIGNAGE; being built on our adjoining boundary - how do I maintain my southern facing shop wall ?

- HEALTH & SAFETY this has been covered by many already. However I would like to point out the many near misses I have personally witnessed particularly from school aged children doing the commute to & from school each day. These children walk, bike & scooters on the footpath mainly - keeping safe from the SH2 traffic. The pedestrian crossing often gives these young people a false sense of security as many seldom stop & wait but simply step out. Living & working onsite overlooking this each day greatly concerns me. If this application goes ahead not only will the pedestrian crossing welcome more dangerous to these children, they will also need to negotiate the new wider entrance-way with its estimated 50 vehicles per hour. A terrifying thought !

- HERITAGE TREES: the Copper Beech & horoeka (Lancewood) have been mentioned. They are two stunning trees that I see each day from my home - my borrowed landscape. A home for many bird life in the area. The Copper Beech was mentioned yesterday by one of WWNZ speakers - it was referenced that it was not on the Notable Tree List. It is of my understanding that all the criteria needed has been covered other than one box to be ticked - that is the approval of the property owners Woolworths who have refused to do so.

- ASBESTOS; due to the age of the stucco clad house, outbuildings, internal lining, switchboard & pipes to be potentially demolished. If so I would like to receive a "Asbestos Clearance Report" before hand for the health & safety of those of us that work & live in this community.

- NOISE & PRIVACY ; currently I am woken around 6am or before by the beeping of delivery trucks, the removal of materials from FreshChoice - general supermarket noises. With this proposal the thought refrigerated trucks idling along my boundary, the up to 500 vehicles per day ! I'm speechless....! This is our family home, our haven.

- THE AUTOMATIC SLIDING GATE & TRUCK CANOPY some 1-6mtrs away from my garden, living areas & bedrooms. Once again both NOISE & EYE POLLUTION all viewable from the street within the Historical Heritage Precinct not to forget our home once more.

#### COURTYARD GARDEN:

Since purchasing I have developed a Courtyard garden, that "had" become established in both design & growth. We've been featured in NZ House & Garden both in their magazine & on their 2019 tour - raising money for Breast Cancer research. In 2020 we were featured in the Waiarapa Pukaha Garden Tour, fundraiser for the Pukaha National Wildlife Centre. For these events the garden was named Dogwood Hall reflecting on the 21 Dogwood Trees that I had planted along two boundaries - a play of words of my name & that of the business. However in 2021 the Dogwoods on the southern boundary of 134 Main Street all began to die. I contacted SWDC to seek advice, Wellington Waters to see if the Water-race at 134 Main Street (on the other side of the fence) had been contaminated. Their findings came to nothing after an onsite visit of the water-race. I engaged Lyn Eglinton of Stablehouse Design along with Richie Hill Arborist of Paper Street Tree Company they both felt that a 'hormone spray' had been used however not by me. The loss of these trees has been devastating. The planting of these trees was key to give shade & establish a natural barrier between our property & that of 134 Main incase their application was ever approved. To help give some privacy & as a noise buffer. Now I'm back to square one with both & massively out of pocket not to leave out the years of growth.

Equally with my fence line between this boundary. When the shop extension was under construction back in 2016 it became very clear that the then existing timber fence was rotten & needed to be replaced. I contacted Woolworths, provided photographs of the rotten fence posts & requested that we shared the cost along this boundary as the fence was no longer fit for purpose. My request was declined as apparently they did not have the funds to maintain this property. The property in question was once a well maintained one however over the last 10 years under the ownership of the current owners WWNZ this is no longer the case.

#### SUMMARY

Greytown is a stunning wee township made up of a well preserved, village like heritage precinct. Our unique & independent stores & cafes housed in beautifully destroyed Victorian buildings are a massive draw card to many.

We are a holiday & shopping destination. We need to continue to nurture & preserve the essence of what Greytown is whilst allowing growth in a well managed environment.

We need to protect & retain our stunning heritage trees - especially with global warming.

Above all we need to protect our children, our elderly, our families, our many visitors.

I believe this application by Woolworth/FreshChoice does not add any value to Greytown.

FreshChoice is already established. Greytown already knows where it is. Our visitors will simply engage 'google' of their smart phones if in doubt.

FreshChoice need to address their H&S carpark issue within their own business model not by putting the wider community at risk.

Warmest  
Lorraine Hall

## Appendix 17

Thank you for giving me time to speak here today

I can see that Woolworths experts have pored over the regulations and legislation and carefully defined the meaning of words to meet their definition. They have measured driveways, they have worked out probabilities and formulas to justify their view. The majority of that work done at a desk. Woolworths can not compare other driveways in Greytown which enter private property and are used by the occupants of that property and the occasional visitor to the "driveway" they are proposing. What Woolworths are proposing is a public thoroughfare, a street. Not a driveway.

I am not a road safety expert, but I am a mother. A mother whose child was the driver of a car that was dragged 150 meters in front to a logging truck and into a metal road barrier. This was in a low speed area, a two lane roundabout. The truck driver did not know he had hit anything until he got out of his cab. The truck driver did not know he had hit her car and dragged her 150 meters into a metal barrier.

This happened on a roundabout. Traffic was moving slowly. The truck was in the right hand lane of a two lane roundabout, my daughter on the left. He moved into her lane. He could not see her. She was in his blind spot. It had the potential to be fatal. The truck driver said he had trouble steering and thought he had blown a tyre. He didn't realise he had a car under the front of his truck until he got out.

This was a logging truck. Logging trucks travel our Main Street frequently each day. All vehicles have blind spots. Trucks' blind spots are just so much bigger. This situation could very easily happen here in our Main Street. A very large delivery truck entering or exiting Main Street from the proposed public thoroughfare would take more than one lane to exit or enter, thus an oncoming logging truck, or any other vehicle, would need to move to the left, their blind spot.

Further, the proposed public thoroughfare onto Main Street is not easy to see. The vision of drivers from both directions is limited by the existing businesses. The Main Street driver would not have a lot of warning to slow or pull over even though this is in a 40km area. The road is too narrow and too close to the pedestrian crossing to have a turning lane.

The proposed public thoroughfare also crosses a footpath. Existing businesses limit the vision pedestrians have to the proposed entrance, combine that with the known limited vision of truck drivers, this is a recipe for the loss of life or extensive injuries. A pedestrian has absolutely no protection in an encounter with any vehicle and much less with a heavy vehicle.

I strongly oppose this application

I would like to reiterate that Woolworths are a multinational company with lots of resources and with huge experience in setting up supermarkets. They knew that the site did not meet all their requirements, particularly access to and from Main Street. But they made that decision using all their experience, resources and access to the best minds available for hire. This was their business decision. A commercial decision.

Over the years there have been several parcels of land for sale on the Main Road that would have met all Woolworths Main Road requirements. They could have designed a supermarket that met all their requirements. A supermarket that would not have a negative impact on our village. But Woolworths chose a site that did not meet their Main Road access requirements. This was their business decision. A commercial decision.

life in the area. The Copper Beech was mentioned yesterday by one of WWNZ speakers - it was referenced that it was not on the Notable Tree List. It is of my understanding that all the criteria needed has been covered other than one box to be ticked - that is the approval of the property owners Woolworths who have refused to do so.

- ASBESTOS; due to the age of the stucco cladded house, outbuildings, internal lining, switchboard & pipes to be potentially demolished. If so I would like to receive a "Asbestos Clearance Report" before hand for the health & safety of those of us that work & live in this community.

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Equally with my fence line between this boundary. When the shop extension was under construction back in 2016 it became very clear that the then existing timber fence was rotten & needed to be replaced. I contacted Woolworths, provided photographs of the rotten fence posts & requested that we shared the cost along this boundary as the fence was no longer fit for purpose. My request was declined as apparently they did not have the funds to maintain this property. The property in question was once a well maintained one however over the last 10 years under the ownership of the current owners WWNZ this is no longer the case.

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Above all we need to protect our children, our elderly, our families, our many visitors.

I believe this application by Woolworth/FreshChoice does not add any value to Greytown.

FreshChoice is already established. Greytown already knows where it is. Our visitors will simply engage 'google' of their smart phones if in doubt.

FreshChoice need to address their H&S carpark issue within their own business model not by putting the wider community at risk.

Woolworths, a multinational company knew the limitations of the site, but decided they "could make it work", after all they have very deep pockets and we are just a small rural village with a very small Local Council. All with very shallow pockets.

Woolworths did not consider us. How could they when all you are looking at was their computer and only considering their needs.

We as a community value our history, you can see that in the way we look after our old buildings, we ensure new building fit comfortably into our heritage. We abide by the regulations restricting the size of business signage. We care for our environment and our trees. Arbor day started here in Greytown. We even fundraise to look after and preserve our old trees. We care about each other. We have free range children who are encouraged to get to school under their own steam. We walk, we cycle around our beautiful village.

Our village businesses are small owner operated and bespoke. We have an artisan butcher and baker, antiques, art gallery, crafts people, collectables, lovely cafes, a lolly shop and a bespoke chocolate maker. Model toy soldier makers. Beautifully curated dressmaking, fabric, knitting, book, cycle, shoe, pet, clothing and home design stores. Along with our hairdressers, beauty clinics, tattoo artist, dentist, chemist, accountants, builders, joiners, mowers and chainsaws, timber and farm supplies. We have regular markets, Studio 73, The Stall Keepers Market at the town Hall, the Greytown Country Market in Stella Bull Park and Cobblestone Museum which holds regular fairs. All these businesses work together putting in many voluntary hours and created this place. They have also given us a wonderful Festival of Christmas each July.

We are a village where people come to for an experience and they charter buses to come here. They love being able to safely walk around our beautiful village. We are part of the cycle way. Cycling is an everyday activity here. At Easter there is the super popular Tweed bike ride.

There is however, a win win solution to all this. Woolworths, find a property that meets their needs on the outskirts of our village. Woolworths work with the Council, Waka Kotahi and us to build a new supermarket. After all our community is growing and the reality is the current site is going to be too small in the next 10 years. We win because we will be safe, get to keep our trees and our streetscape, they win as they will get their deliveries, a win win.

I am concerned that this tribunal will allow Woolworths application in some form and I would like to remind the commissioner, that this was their business decision. Woolworths made this decision and they are experts in their field, therefore the consequences of that decision lie solely with them.

We are a small community and a great number of our community have come forward and opposed this application. We, our local community, would be the ones severely affected if you grant this application and yet we had no say in Woolworths business decision to located the supermarket on a site that they now see as not meeting their needs. We do not want to be left with an ugly, dangerous scar on our streetscape.

I am also very concerned that Woolworths will not accept the decision if this tribunal that opposes their application. I fear a that Woolworths will appeal, using their multinational resources, thus drawing our community and local council into a lengthy and very expensive legal process. I have been considering setting up a cake stall to raise funds to fight a legal challenge.

Carolyn Wait



# Truck drags car 150m



**HORRIFIC EXPERIENCE:** A car was dragged under a truck and pushed through the metal barrier on Takitimu Drive.

## Woman endures horror crash in Tauranga

By Amy McGillivray  
news@bayofplentytimes.co.nz

A woman can thank her lucky stars today after the car she was driving was dragged by a logging truck 150m down the expressway.

The driver of the truck was unaware he had hit anything until he climbed out of the cab.

Emergency services were called to the crash on Takitimu Drive, between Elizabeth St and Eleventh Ave in

Tauranga, about 8.50am yesterday.

Constable Dean O'Connor said the logging-truck driver drove through the Elizabeth St roundabout in the right lane, then indicated to move into the left to let faster traffic by, when the accident happened.

"He's had a car sitting right on his blind spot. He's not even seen it. You can't see it. It had potential to be a fatal but it wasn't, thank goodness," Mr O'Connor said.

He said the driver had trouble

steering, which also led him to believe a tyre had blown.

"He's not even realised he's had a car under the front of the truck until he's got out," the constable said.

The truck had pushed the car, with a female driver in her 30s inside, about 150m down the road and into the metal barrier. The woman walked away without injury although her car was written off. "We have one very, very lucky driver," Mr O'Connor said.

The driver may have been

unscathed but her emotions were running high as she emerged from the ambulance, jumped a fence and began to leave the scene before police convinced her to speak to them.

The truck driver told the *Bay of Plenty Times* that he heard a bang and thought he had blown a tyre. "I tried to move off the road," he said at the scene.

Mr O'Connor said there had been three similar accidents in recent years. The latest occurred on Hewletts Rd in Mount Maunganui where the truck driver had no idea he was dragging a car until he stopped at the traffic lights.

Mr O'Connor said the driver was also unhurt and only minor damage

was done to the car as the truck was travelling at a slower speed.

He likened the experience for the car drivers as being trapped in a room that was slowly filling with water.

"It would be horrific for them, absolutely horrific," he said.

He said the blind spot on trucks needed to be addressed.

"The truck driver can't see his front-left side at all. They can't even see a vehicle down beside them. They need something, like some sort of mirror, that can actually reflect down to that part of the vehicle."

Mr O'Connor said it was too early to say whether charges would be laid.

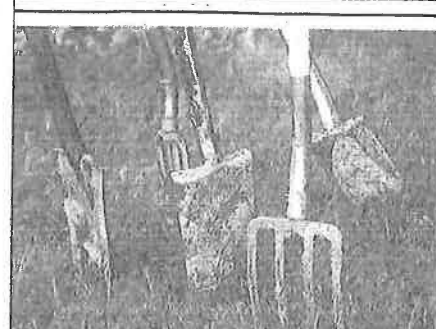


**Quirky ways  
to say 'I do'** A4

**SPECIAL INVESTIGATION:  
DANGEROUS  
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**Bay's  
architecture  
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**Gardening  
& Outdoors**  
FROM PAGE C1

Bay of Plenty Times 13/10/2012

## **Oral Submission**

“Good Morning Commissioner Dayish, and other participants”.

### **Introduction**

My name is David Lloyd, and I am a resident of Greytown

I am a professional heavy truck driver with just over (50) years of experience in Road Transport

Although I am considered a lay submitter in these proceedings today, I believe I am probably the only person here that has the technical driving experience to point out all the deficiencies in this proposal.

No disrespect to Mr Hills, but I try to deal with realities in regard to my views on what really happens when operating heavy vehicles.

I have laid out my thoughts in my submissions in regard to what I believe will be the consequences of allowing Truck trailer combinations accessing off SH1 and into a new access at 134 Main street.

So who am I?

I gained my class (5) heavy truck and trailer licenses back in 1973

I have maintained a Bridge Engineering Self Supervision license for some years, commonly known as Bess.

I along with my partner purchased our first truck in 1978

Over the next (24) years my wife and I built up a medium sized haulage company employing (16) staff.

We operated Mack trucks predominantly pulling B trains, truck trailers, and semi trailers.



We owned two depots. One in Palm Nth, the other in New Plymouth.

I had a deep involvement in the design of depot accessways, and yard layouts that we owned, as well as designing a lot of our equipment, some of which were very innovative at that time.

Our core clients were Tegel Foods, Richmond Meats, Colgate Palmolive, and Lion, and DB breweries, with a smattering of smaller clients.

All of our operations were run under a strict ISO9002 quality management umbrella.

I personally ran our driver training program with my management team, as part of our QA program, with a high priority on road safety.

Our company was well run, highly successful, and profitable.

Furthermore we were recognized as a good operator by the CVIU, NZ's road transport police

I would consider my experience in all things to do with road transport as comprehensive, and practical.

Road safety is today, and always has been a high priority for me,

I carry that thinking through to the present day, as a driver trainer here at the local Kuranui College

But sadly none of this experience I believe is recognised in this hearing. Yes you will do me the favor of listening, but it's the planners, and lawyers who duke it out that make up the evidence for the final decision.

Yesterday I was so troubled by the events that took place at the hearing I binned most of my original oral presentation, and would like now to make the following comments.

I was not a member of this community when this whole business of FC's access proposal first popped up to gain access off 134 Main street in 2016.

My own involvement began after inadvertently joining in a town meeting about the new application. Seven years later.

The proposal first put forward seven years previously, as I understand it was soundly beaten back.

This was because, and only because a very knowledgeable citizen of this community Stephen Flynn, who took the time, and spent a vast sum of his own money to prove the proposal unsound in regard to the access. Which I believe he did convincingly.

Most people that I spoke to here in the community were gobsmacked, when once again the issue popped its head up again quite by accident.

It soon became clear 6 months ago that Woolworths representatives had been quietly working in the background with the local council SWDC to slip the proposal through again, but this time without public notification.

To gain a better understanding around the issues with SH2, I took the liberty of contacting the chief planner at Waka Kotahi Owen Jeffries to ask what their position was in relation to the application being sought.

He seemed very surprised by what was happening, although it was admitted that a few minor questions had been asked by the Woolworths team some months before.

It was explained by them to me that in normal circumstances WK would be brought in at some stage of the process.

It is my believe my call to them explaining that the application was moving towards being a non-notifiable consent led them to want further clarification from the SWDC to what was happening, and was an application in the pipeline. They clearly had an interest.

Quite a long time passed before finally the SWDC announced that they would be employing an independent commissioner, and here we are today.

In the back of my mind all through this process to date, I have always found one thing totally inexplicable about this particular case.

How does a proposal that was so comprehensively rejected seven years ago, and shown to be unworkable, and having no merit.

How does that near same proposal have merit, and is somehow workable today?

After listening closely to all the evidence presented yesterday, one statement really stuck in my mind that explained it all. Thank you Mr Hills.

Working precedent. Example: The Featherston site.

Words to the effect of. This is being done at other sites, including Featherston, which it most certainly is.

There is no better evidence to a commissioner than a precedent.

In regard to the tree, well it's going to die if interfered with in the way that this proposal wants to move. No doubt in my mind.

The arborist for the applicant has done his work well, and covered off all the issues for his client, allowing for every contingency.

I must say I was rather disappointed with one part of WK's evidence, in regard to your question in relation to pavement wear.

Let's face it, any evidence presented by a pavement expert would have highlighted highway deficiencies WK face across the entire country.

The commissioner knew W/K had no expert, which left you to question their logic, and try to make them prove their point, which they could not do.

Clearly this process comes down to the planners, and looking at their record of success they have had around the entire country, in regard to the type of decisions concerning an application such as the one before us, it really grieves me.

Unfortunately I believe it's planners that have got us into this type of conundrum.

My objection throughout has been the applicant's plans to operate vehicles that are the biggest, as well as heaviest currently operating on NZ's roads today, through this new access application for 134 Main street.

These vehicles can weigh up to 58 tonnes  
They are 23 meters long (that's 76 foot in old terminology)  
With a box body height being 4.2 meters

This category of vehicle is termed a Permitted Heavy Vehicle, or PHV.

These vehicles can be recognised by a small square plate with an **H** on it, which is mounted on the front, and rear of the vehicle.

Interestingly for me yesterday was that in all the evidence presented so far, no mention of using PHV's by the applicant's experts came up.

Unbeknown to many in 2010 a new (50) tonne plus law change was introduced for NZ, which in my view has ultimately proved disastrous. I have detailed that information in my addendum submission.

.

It's very clear now these changes unfortunately brought about unintended consequences in many areas, with one being the intent of the PHV's true function, and where they should be utilized.

**So there is a gap**, which has brought about the unintended consequences I mentioned earlier.

Woolworths have taken advantage of this gap, and built the bulk of their logistics fleet around using PHV's, even though a lot of their sites are clearly unsuitable for their use.

I have no problem with PHV's, as long as they operate them legally, and more importantly responsibly.

The vehicle shown on screen currently uses North, West, and Humpries streets to deliver goods to the Fresh Choice site here in Greytown, leaving its trailer parked on the roadside in West street.

The vehicle shown here, then uses the Hastwell entrance to enter the site, as do other rigid trucks, which has happened successfully for ten years.

### **Continuation Of A Bad Policy**

To my knowledge the applicant has not undertaken to look at any other options at all to overcome their supposed health, and safety issues, other than the proposal before us all today.

This application to operate a drive through access off 134 Main street is strangely similar to the exact same situation that exists at the Super Value store in Featherston, which backs up Mr Hill's assertion.

The vehicle shown on the screen is the same PHV that services the Featherston site.

Please note its position on the road, as it makes its turn, right here in Greytown. Elaborate about the photo.

In the Featherston situation this vehicle makes a hard turn right, while heading south crossing SH2, onto the footpath directly beside the Super Value supermarket entrance door.

It then makes its way carefully through the car park, and pedestrian traffic on the site, before **reversing** into the load in area.

**The Featherston situation is clearly a good example of the dangerous approach this company took to their site safety, when operating their normal transport model, entering, and exiting these smaller sites.**

**The use of a (PHV), as a whole combination (Truck Trailer) interacting closely with both cars, and pedestrians is clearly dangerous in my view.**

**It shows that the delivery option Woolworths continues to use at the very constrained Featherston site, is in my opinion a mistake.**

**To them of course it is quite acceptable to want to use the same model in Greytown.**

I would recommend that you visit the Featherston site, and gauge the situation for yourself Mr Daysh.

## **The Future**

Very little has been agreed, and nailed down in regard to the heavy vehicle numbers that would be expected to visit the site via a new access at 134 Main street on a daily basis.

Seven vehicles per day to me sounds vague.

What type of vehicles are we talking about? There is a range of options. Show white board, and explain.

If permission is given to use larger combinations, and the application is granted for access off SH1, and into 134 Main street, what's to stop other haulage operators servicing the site using PHV's, as their option of vehicle choice.

Under the above scenario the game has now changed completely.

Also Woolworths could, I believe at some point, decide to cease operating their own fleet, and use a whole host of contract carriers, using larger vehicles in a common circuit to deliver small parcels, meaning multiple vehicle movements.

A change in direction for them completely makes sense to me, as a former road carrier.

Logistics models change.

### **Options Available**

In my opinion the only viable option the applicant has in regard to deliveries is to continue delivering via Hastwell street, as the proposed access off 134 Main street is completely unsuitable, and will I fear prove to be so.

The use of a regional warehousing, say in Masterton, and then having smaller vehicles delivering to the site is a much better option. I might add sir that this is normal practice for goods distribution right across Europe, when servicing cities, as well as regional towns, where larger vehicles have no place.

### **Conclusions**

This application shows to me there is no duty of care with their delivery model, and the Featherston situation confirms my thinking.

I listened carefully to the applicants' experts, and lawyers yesterday claiming that risks, especially with traffic safety, were very minor.

My two grandchildren use that crossing twice a day, as do many others to go to school dealing with the traffic as it stands now, and Mr Hills is selling this proposal as having very minor effects in regard to road safety.

Woolworths are just one of many corporate entities that are pushing the boundaries across their freight operations in any way they can to improve their bottom line profits.

My company did the same, using Kaizen, or what was commonly known then as "continuous improvement", which we used very successfully in all of our business processes.

That was the mantra that made our business so successful.

This proposal does not involve continuous improvement in any way.

It is clear that this whole proposal before us today has shown very clearly that Woolworths have made a strategic error in presupposing that they could in fact impose a goods delivery model that does not fit in today's environment.

The fact is Woolworths are paying all the bills for this proposal.

But if anything goes wrong operationally in the future if the application is granted, such as a death, or serious injury occurs. Unfortunately that responsibility will not lie with them. It will be with the innocent driver.

I say unfortunately because that person does not have a choice, they are following the parameters set out in a decision, and only doing their job.

If this application is successful, then ultimately the operational parameters will be set out by yourself sir, and so we all must trust in your judgment.



Personally I, and many others within our community look forward to a complete rejection of this application in its entirety by yourself.

I would further ask that your decision sets a precedent with this case, so that the regressive planning direction we have all witnessed in these proceedings with the Woolworths application can be totally avoided in any future applications of this scope.

I thank you for the opportunity to speak today.

David Lloyd  
19 Humphries street  
Greytown



## Appendix 20

### SUMMARY OF HERITAGE EVIDENCE

- 1 Having listened to the applicant, Waka Kotahi, other submitters and questions from the Commissioner, I believe the following points deserve some elaboration and further explanation.

### AIMS OF THE HHP AND ODP POLICIES RELATING TO HISTORIC HERITAGE

- 2 The house at 134 that is proposed for demolition is located within the Special Character and Historic Heritage Precinct (HHP) on Main Street that extends between North Street and Papawai Road.
- 3 The relevant aims to this hearing of the HHP, as extrapolated from Part D, Appendices, Appendix 8 South Wairarapa Town Centres Design Guide are:  
  
*(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*  
(emphasis added)  
  
*(vi) To ensure that new development within Historic Heritage Precincts is compatible with the heritage character of existing buildings and landscape settings.....* (emphasis added)
- 4 The relevant objectives, policies and rules in the ODP relating to heritage require the retention of heritage values and character. Of particular importance is 6.3.17 Com6 Policies  
  
*(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.*
- 5 The Wellington Regional Policy Statement (WRPS) policy 46 and HNZPT guide documents 16 and 17 also recommend retention of heritage values when developing a site in a heritage area.

### SIGNIFICANCE OF 134 MAIN STREET

- 6 134 Main Street is not listed by HNZPT nor is it individually listed in the ODP; however, the building elements, form, location, and garage are

consistent with the description of housing in the HHP in the SWDC-published *Greytown Centre Historic Heritage Precinct and Heritage Buildings, Guidelines to making changes to buildings in heritage precincts* (n.d.). As has been noted by Mr Knott, this document is not a statutory document but, nevertheless, is a useful local, Council-published guide to building typologies in the area.

- 7 As the house at 134 complies with most of these criteria I consider it to be a contributory building to the HHP, rather than a neutral building as suggested by Mr Knott.
- 8 The issue of it being set back on its section has been a reason others have dismissed its contribution to the HHP. There has been evidence suggesting that the HHP comprises buildings all of whose frontages align with the street boundary. However, as is noted in the guide, and is obvious from observation of Main Street, it is not uncommon for buildings in both the commercial and the residential zones for there to be varying front yard dimensions, like 134, such as the house directly opposite 134, and the Greytown Centre Building, the building we occupied yesterday. This variety of street frontages to Main Street is an important element of the character and streetscape of Greytown.
- 9 The house, in the **Californian Ranch**<sup>1</sup> style, was built in the 1950s. There are several other buildings of a similar age in Greytown that also contribute to the heritage character of Greytown.
- 10 The effects of the proposal to demolish the dwelling at 134 Main Street are not limited to the impacts on the site, but on the whole of the HHP in which the site is located as well as the residential extension. The HHP and the residential extension are a continuum that are not seen or experienced as separate, unrelated, distinct areas, but as an homogenous, related grouping.

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<sup>1</sup> [https://en.wikipedia.org/wiki/Ranch-style\\_house](https://en.wikipedia.org/wiki/Ranch-style_house) and Bowman, I., *Where East*

*Meets West, Exploring the Californian Ranch Precinct of Hamilton East, New Zealand*, Association of Preservation Technology Bulletin Volume XLIII, Number 1, 2012

## IMPACTS OF THE PROPOSED DEMOLITION

- 11 Therefore, the proposed demolition of a contributory building to the heritage HHP is inconsistent with the aims of the HHP and many of the ODP policies relating to Historic Heritage as well as the WRPS and relevant HNZPT guidance documents. The result will be an irreversible, permanent, more than minor, negative, physical and visual impact on the heritage character, visual appeal, streetscape and setting of the HHP.

## PROPOSED NEW ACCESSWAY AND IMPACTS

- 12 The proposal includes for the creation of an 8.3 m wide accessway to allow the movement of large goods vehicles to the supermarket. Not only does the accessway create a deep and wide gap in the largely consistent streetscape described by a submitter as like the loss of a front tooth, but it will also allow visibility of the supermarket building, generally agreed as not consistent with the heritage character of Main Street, as well as the proposed tall metal gates and a new 5.5m high, industrial-styled loading bay roof and dock, as illustrated in figure 1 below in the evidence of Ms Kay Panther Knight, page 53.



### PROPOSED ELEVATION - MAIN STREET

N.T.S.

*Figure 1 Evidence of Ms Kay Panther Knight, page 53, showing the fence, gates (closed), loading dock and supermarket behind*

- 13 In addition, the proposal demolishes most of the existing domestic fence, an important element in the existing landscape setting, also altering its design by removing returns and gates in order to create the wide opening for the large trucks.

14 I understand that the beech tree is to have the lowest 4.25 m of branches removed. This will increase the visibility of the existing and proposed supermarket structures that are incompatible with the HHP.

15 In addition to the negative visual impacts of the newly revealed buildings to the rear of the site are the negative physical, visual and social impacts of the increase in the scale of vehicles crossing Main Street into the proposed accessway, in particular contrary to 6.3.17 Com6 Policy to

*(d) Promote a pleasant pedestrian-oriented retail environment.*

16 In summary, the deep and wide gash in the streetscape created by the proposed accessway, the demolition of much of the fence, the revealing of the existing supermarket building, the visibility of the proposed loading dock canopy and the movement of large-scale vehicles through the site compound the negative impacts of the demolition of the house. These additional effects will contribute to negative, physical, visual and social impacts that are irreversible, permanent, and cumulative on the heritage character, streetscape and setting of the HHP.

#### **OTHER ISSUES**

17 Additional to the negative impacts on the HHP of the proposed house demolition and new accessway is the negative impact on the 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.

18 The proposed sign on the northeast corner of the site on Main Street will have a negative visual impact on the HHP because of its excessive height, size and colour, all of which are contrary to HHP 22.1.10 Signs. The consequence will be the reduction of associated heritage values of the precinct.

Ian Bowman

3 October 2023

## Harriet Fraser Summary of Transport Matters

I make the following comments with regard to my Section 42A Report:

1. At para 4.2(e) I discuss the access design and that a bespoke design would likely be needed. If consented, I recommend that a condition is included requiring approval of the detailed design of the vehicle crossing from both Waka Kotahi and Council. I understand that Waka Kotahi are the Road Controlling Authority and that Council manage the part of the corridor between the kerb and the property boundary.
2. My para 4.2(h) refers to a busier level of truck activity than now included in the application.
3. Regarding my para 4.2(j), Mr Hills has now assessed the efficiency of the access connection with Main Street, including entering vehicles giving way to pedestrians.
4. My main concern with regard to traffic effects is adverse safety effects for pedestrians on the Main Street footpath as set out in my para 4.3(a) and 4.4. Effects associated with customer vehicles will be from 7am to 9pm seven days a week. I also note that the Safe System principles include allowing for people to make mistakes, such as a driver failing to see and give way to a pedestrian. Given that pedestrians have right of way along the footpath, they can reasonably be expected to be distracted by conversations, phones etc and not focussing on vehicle activity.
5. Regarding my para 4.3(c) and 4.5, Mr Hills has now demonstrated the truck paths through the local road network. If consented, the intended approach and departure routes should be set out in a Servicing Management Plan along with the instruction to truck drivers to no longer use the Hastwell Street driveway. Paths are demonstrated for a 23m long B-train and a 17.9m long semi-trailer. The largest semi-trailers have more conservative swept paths than a B-train and as such if consented, I recommend that a condition is included to restrict semi-trailer access to the site to the 17.9m length that has been demonstrated.
6. The main areas where I consider the proposal is not well aligned with the transport-related objectives and policies of the District Plan are with regard to:
  - a. '...enhancing pedestrian safety and convenience where appropriate'. Com2 Policy (a)
  - b. 'promote a pleasant pedestrian-oriented retail environment'. Com6 Policy (d)
  - c. '... avoid, remedy or mitigate any effects of the land use on the safe and efficient functioning and operation of the road network..'. TT1 Policies (b) and (c)
  - d. 'support and encourage the safe provision of non-vehicular forms of transport within the road network, including cycling and walking'. TT1 Policy (e)
7. If consented, and in response to submissions, I recommend that:
  - a. truck parking on Main Street is prevented via a scoping point of a Servicing Management Plan.
  - b. The detailed design of the vehicle crossing demonstrates that both the road and footpath pavement will be able to withstand the loadings, including laden trucks making tight turns into the site.

Matters arising since I prepared my Section 42A Report and during the hearing:

1. Waka Kotahi seek that the proposed internal footpath continues through the site to West Street. With the nearby footpath along Hastwell Street that connects Main Street with West Street, I agree with Mr Hills that the connection through to West Street is not needed.
2. Waka Kotahi are concerned about the lack of a right turn bay on Main Street for vehicles turning right into the site. I agree with Mr Hills that a right-turn bay is not needed. There are no flush medians or right turn bays along Main Street in Greytown with the existing driving experience through Greytown including stop/ start driving as vehicles slow at pedestrian

crossings and as vehicles turn into driveways and sideroads. The proposed driveway would not significantly change this. The provision of a right-turn bay would lead to the loss of a significant number of kerbside parking spaces.

3. I agree with Mr Hills that the removal of two on-street parks will not have a significant effect. At times of peak parking demands, this would result in a small spread of parking into side streets but not a discernible effect compared with day-to-day fluctuations.
4. Mr Hills has looked at other supermarket driveways in Featherston and Carterton. I consider these driveways are different for the following reasons:
  - a. There are long sections of no stopping lines along the Super Value frontage in Featherston and the New World frontage in Carterton
  - b. Pedestrian activity across the driveways will be less than in Greytown
  - c. Both sites include right turn in bays from SH2. This means that drivers can wait to turn without pressure from following vehicles. It also means that following vehicles are not delayed by right-turning vehicles
5. The lack of reported crashes involving pedestrians at these supermarket driveways does not necessarily imply that there is good pedestrian amenity or that they would operate safely with busier pedestrian flows.
6. The potential for increased traffic activity associated with the supermarket has been discussed. I remain of the view that with an entry from Main Street there will be an overall increase in traffic activity, primarily as a result of pass-by custom from drivers travelling north through Greytown at the start of weekends.
7. There has been discussion regarding seasonal fluctuations in traffic flows, I note that the January to March 2023 weekday daily traffic flows on SH2 of 10,025vpd included in the Waka Kotahi evidence will be equivalent to at least the 85<sup>th</sup> percentile traffic flow which is frequently used for design and assessment purposes.
8. The effect of platoons of traffic on SH2 creating long waiting times for drivers accessing Main Street was raised by submitters. With regard to the proposed entry-only access most of the traffic can be expected to be turning left into the site given that a proportion of right-turning traffic can be expected to continue to use Hastwell Street to access the site.
9. Submitters have raised concerns with regard to potential damage to the road surface. While high productivity motor vehicles (HPMVs) are restricted to travelling along SH2 Main Street in Greytown, I think that for standard trucks which are not HPMVs some use of the local road network can be anticipated provided that the manoeuvres can be made safely and that the number of trucks is small. The proposal does not change the number of trucks servicing the site. The number and size of trucks could and in my view should be controlled through conditions, if consented.
10. The possibility of banning the right turn in from Main Street has been discussed. To work, such a control would need to be supported by an infrastructure intervention such as a section of solid median and this would be out of context with the rest of Main Street and would introduce a hazard within the carriageway.
11. One of the submitters raised the concern that the removal of kerbside parking will effect the ability for trucks to service their shop. This is a matter that could usefully be considered by Waka Kotahi and Council outside of this hearing process. It may be that there is a need for a kerbside loading bay regardless of this application.



I have mentioned some condition points above, additional matters for consideration through conditions are:

1. The need for any construction traffic access to be from the rear of the site such that pedestrian activity can be maintained along the Main Street frontage. It would not be appropriate to divert pedestrians onto the footpath along the opposite side of Main Street.
2. Matters that could usefully be addressed through either specific conditions or via matters to be addressed by a Servicing Management Plan are:
  - a. Truck driver induction regarding driveway usage and routes through the local road network, timing of deliveries and what needs to happen if a truck arrives prior to the loading area opening.
  - b. No HPMV access to the site as the site cannot be serviced via approved HPMV routes. To comply all HPMV access and egress would need to be directly to and from SH2.
  - c. Consideration of mitigation to better provide for truck driver visibility to pedestrians on the Main Street frontage footpath.

I continue to not support the proposal as lodged, including with consideration of the additional information provided since lodgement, primarily due to the scale of adverse safety effects for pedestrians in the vicinity of the proposed vehicle crossing on Main Street and the lack of available options to mitigate these effects. The part of Greytown where the driveway is proposed has significant pedestrian activity associated with the retail and recreational opportunities, along with children moving to and from the nearby school, and the District Plan objectives and policies recognise and provide for pedestrian safety and amenity. The One Network Framework classification of Activity Street for this part of Main Street also emphasises the place function and the need to consider active modes. I consider that the scale of customer traffic activity and hours of operation of the store will result in significant adverse safety and amenity effects for pedestrians.

Harriet Fraser

3 October 2023

### **Sum up by Honor Clark, Consultant Planner for SWDC – presented at Fresh Choice Hearing**

Throughout the course of the hearing, questions have been asked of Kay Panther Knight, Planner for the Applicant, and Kathryn St Amand, Planner for Waka Kotahi, that the Commissioner has signalled he would want my opinion on also. I have tried to cover off these matters below.

I then provide a brief summary of my s42A report and any changes to it after listening to the Applicant's Expert Witnesses, submitters Expert Witnesses and submitters over the last two days.

#### **Matters requiring consent under the WCDP:**

1. This has been a well discussed matter, with differing assessments reached by Kay Panther Knight, Planner for the Applicant; Kathryn St Amand, Planner for Waka Kotahi, and myself.
2. Paragraph 20 of the s42A Report outlined the matters for which I believed consent was required under the WCDP. This included additional matters from the assessment provided in the application, such as matters relating to more than one free-standing sign on the site, number of vehicle crossings on the site and screening requirements. I consider that all of these matters are still relevant in requiring consent, with the exception of the breach of the Landscape and Screening standards in Rule 6.5.2(h) as the proposed solid fence and gate is sufficient screening of the loading activity from residential zoned sites across the street to meet this standard.
3. This above assessment is on the basis that 134 Main Street constitutes part of the supermarket site, referencing the definition of "site" in Section 27 Definitions of the WCDP being:  
  

***Site** – means any area of land comprised wholly in one Certificate of Title, or the titles of an activity if it occurs over more than one title.*
4. The access and loading as proposed through 134 Main Street, being for the Fresh Choice supermarket activity, leaves no doubt in my mind that this is the appropriate use of the meaning of 'site' in relation to this application.
5. In addition to the matters listed in Para 20 of the s42A Report, Kathryn St Amand in evidence has identified further additional matters relating to alterations, additions to buildings in the Historic Heritage Precinct – Rule 21.6(g)(ii), and access standards in Appendix 5. It is noted that the Applicant's agree that consent is also required under Rule 21.6(g)(ii) for the additions to the loading bay. I concur with this also. The matters relating to safe and efficient access and requiring New Zealand Transport Authority approval are also not met, although it is acknowledged these standards have a more subjective assessment.
6. Having said that, the application states that it includes all matters requiring consent under Section 6.3 – Scope of the Application. This covers the differing opinions for which those matters that are not necessarily identified in the application.

### **Activity Status**

7. The important point here is that the application and Applicant through witness statements have concluded that the proposal is a Discretionary Activity under the WCDP. I concur with this assessment of activity status on a bundled basis, as does Kathryn St Amand, Planner for Waka Kotahi.

### **Permitted Baseline**

8. There isn't one. The demolition of the building, the alterations/additions for the loading area, the sign (due to number of free-standing signs on the site including the existing one), the access (due to the number of existing accesses on the site) all require resource consent under the WCDP.

### **Possible listing of Copper Beech tree in Reviewed Wairarapa Combined District Plan**

9. The Copper Beech tree at 134 Main Street was nominated as a tree 'worthy' of historic protection through the WCDP review process. However, it is on Council record that no response was received from either the planner (sent to Kay Panther Knight) or Woolworths NZ (sent to Victoria Knobloch) when Council sent letters to landowners asking to access the site to undertake a STEM assessment of the tree. The District Plan Joint Committee resolved that if owner agreement was not obtained, an assessment wouldn't be undertaken and trees not included in the Proposed District Plan. This essentially saw the end of the potential heritage listing of the tree in the Reviewed WCDP.

### **My reference to the supermarket as being an 'Industrial-style' building**

10. This was not a criticism, just an observation that the supermarket building, particularly the elevation facing Main Street which is a two-storied, long building with high small windows, in zincalume cladding with a loading dock (as shown in Elevation 2 in the application plans), differs from neighbouring buildings. These are generally smaller, narrow, older style buildings.

### **Stormwater**

11. The open stormwater drain running through the site at 134 Main Street is part of the Moroa Water Race network, originally designed to provide for stock water associated with the Greytown Small Farm Settlement. The network has been increasingly piped over the years, particularly under roads and within sites to enable development.
12. Wellington Water, Council's contractor for 3 Waters management provided an assessment of stormwater management on the site at 134 Main Street, with proposed conditions suggested, which are included within the proposed conditions, should consent be granted.

### **Asbestos management**

13. Council's Building Manager, Sara Edney, has confirmed that the management of any asbestos material found as part of the demolition of the building on 134 Main Street is managed under WorkSafe regulations, not Council. Contractors must be certified and a Building Consent is required for the demolition of the building. The Building Consent would include a note regarding asbestos management on-site.

### **Possible closure of first section of McMaster Street to pedestrians only**

14. Yesterday a submitter raised that the first section of McMaster Street (from Main Street to East Street) has been proposed to be closed to vehicle traffic and become a pedestrian only area. Discussion with Tim Langley, Council Rooding Manager of Ruamahanga Roads, is not aware that the proposal has gone any further in Council than being submitted to the Greytown Community Board for consideration.

### **Consents for other developments in the HHP**

15. A lot of discussion has been around the Grey Friars Motel and it's entrance width. The consent for Grey Friars was publicly notified in 2008, and one of the matters raised by submitters was that the wide access resulted in a direct line of sight to the motel. They raised that the motel did not achieve the principles of the historic heritage precinct. The consent had a few variations, appeals and was a 'little controversial' (according to Council's Planning Manager) – with similar concerns as what have been raised through this hearing (heritage, trees, noise, etc). There were no traffic concerns from Council or NZTA given it provided access to three properties with different land uses.

### **Summary s42A Report**

16. Section 33 of the s42A Report outlines the relevant matters under s104(1) of the RMA that require consideration.
17. Subsequent sections of the report provide assessment against these relevant matters. Under s104(1)(c) "any other matter" could include the petition referred to in Section 32 of the s42A Report. This was also referred to by Ms Panther Knight. If the Commissioner sees this as a relevant 'other matter', the petition can be made available to the Commissioner and other parties.
18. An assessment in Sections 56-67 of the s42A Report has been provided against the relevant objectives and policies of the WCDP, and in the case of the W RPS, by Mr Bowman on relevant matters. Particularly important are WCDP Objective 6.3.1 – Character and Amenity Values and Policies 6.3.2 (a) (b); Objective 6.3.4 – Efficient Vehicle & Pedestrian Movement and Policies 6.3.5(a); Objective 6.3.16 South Wairarapa Town Centres and Policies 6.3.17 (a)-(d). The assessment is that the proposal is, on balance, contrary to the relevant objectives and policies.
19. The effects of the proposal were also assessed through Sections 68-105 of the s42A Report. In summary, I consider that the adverse effects of the proposed activity, especially those relating to Historic Heritage, Urban Design and visual effects and Traffic and pedestrian safety are more than minor and cannot be appropriately mitigated through conditions. I have relied on experts in their fields in Ian Bowan on Heritage and Harriet Frazer in Traffic matters, who you have already heard from, and who both consider effects of the proposal are more than minor. The effects on the Historic Heritage Precinct are considered to be irreversible, permanent, physical and visual on the streetscape. The concerns around pedestrian safety along Greytown's Main Street are real; I live locally and regularly see near misses between vehicles and pedestrians crossing Main Street. Other adverse effects relate to noise from loading and vehicles and economic effects on small businesses from the loss of carparks on the street.

20. My recommendation, as it was in Section 122 of the s42A Report, is that the proposal be refused consent.

### **Suggested Conditions of Consent**

21. I included a set of recommended conditions in the s42A Report, should consent be granted. The applicant, through Planner Kay Panther Knight has also provided suggested changes to these conditions in evidence. I have had a quick discussion with Ms Panther Knight regarding conditions, and comment generally on her suggested changes as follows, noting that Ms Fraser has made some suggestions of further conditions in her summary:
- I agree that reference should be made to updated plans /documents
  - I agree conditions that referenced other statutes fit better as Notes rather than conditions
  - I agree a Landscape Plan is required to be provided and prior approved
  - I agree Tree Methodology conditions should be added to reflect Mr Peers recommendations
  - I agree with minor changes and suggestions to wording where these are more specific reference to Guidelines
  - I agree the lighting of the sign should be restricted to the time that the supermarket is open.
22. As a general note regarding the proposed conditions, they are becoming an extensive suite of conditions which are complicated and onerous for on-going compliance monitoring for Council.

### **Concluding Statement**

23. I believe the Applicant has provided insufficient justification for why the existing site is not operating safely – there is no evidence of incidents in the existing supermarket carpark – this has been questioned of the Applicant’s expert witnesses and nothing could be provided. It is noted that the carpark numbers well exceed the WCDP parking requirements: 38 carparks are required for a supermarket of this size, and 65 are being provided after the proposal. There is no information on the actual parking demand generated by the supermarket, and I have never seen the carpark full. A re-design of the existing on-site carparking could be a better option. I think the proposed access off Main Street is more about customers than servicing.

Honor Clark

3 October 2023