

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

1

1 of 2

Submitter

Name	Grant Desmond SMITH
Contact Person (If different from above)	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	Woolworths / Fresh Choice
Address of Proposal	134 Main Street, Greytown
Application No.	
Description of Proposal	Proposed New Access to Existing Supermarket

Details of Submission

My submission:

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input checked="" type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☐ No

- ☒ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
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SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

1

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

Safety of pedestrians with many large trucks turning into this driveway every day.
Heritage of the village is being placed at risk by this commercial development.
Following this initial application Woolworths have now made an application to cut down the 85
year old Copper Beech tree which is a major feature of Main Street
Safety on nearby pedestrian crossing which is used by many children going to nearby school.
Loss of parking on Main Street where parking is already at a premium.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name Grant Smith
Date 15 May 2023

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
2. This form is for your convenience only. You may make a submission that addresses the points above in a letter or other suitable format.
3. Submissions will not be returned, so please keep a copy.
4. A copy of your submission must be sent to both Council and to the applicant.

SUBMISSION ON ANOTIFIED RESOURCE
CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Hōwhiri Tōtara

2

1 of 2

Submitter

Name	Michelle Dawson and Ian McDonald
Contact Person (If different from above)	Michelle Dawson
Postal Address	
Home	
Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	Woolworths NZ Limited
Address of Proposal	2-12 Hastwell Street, 105 West Street, and 134 Main Street, Greytown being Lot 1 DP 311712 and PT lots 7-9, PT Lot 2 DP 18242, Lot 3 DP 18242
Application No.	260423
Description of Proposal	<p>The South Wairarapa District Council has received an application from Woolworths NZ Limited for a land use consent to:</p> <ul style="list-style-type: none">• Undertake demolition of a building within the Greytown Historic Heritage Precinct.• Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct.• Establish a sign located in the Greytown Historic Heritage Precinct exceeding the maximum size.• Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown.• Undertake associated landscaping and site works.

Details of Submission

My submission:

- ☐ Supports the whole proposal
☒ Opposes the whole proposal

- ☐ Supports part of the proposal
☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☒ Yes ☐ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON AN NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kiri Harehahi Tāhau

2

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

2-12 Hastwell Street, 105 West Street, and 134 Main Street, Greytown being Lot 1 DP 311712 and PT lots 7-9, PT Lot 2 DP 18242, Lot 3 DP 18242 land use consent to:

- Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct.
- Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown.
- Undertake associated landscaping and site works.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

We fully oppose the resource consent application by Woolworths NZ Limited access via 134 Main Street, Greytown.

Attached:

1. Reasons for Opposition to Woolworths NZ Limited access via 134 Main Street, Greytown
2. Carrying Out Noise Assessments for Proposed Supermarket Developments by Matthew Harwood

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.



Name *Michelle Dawson*

Date *15/5/2023*

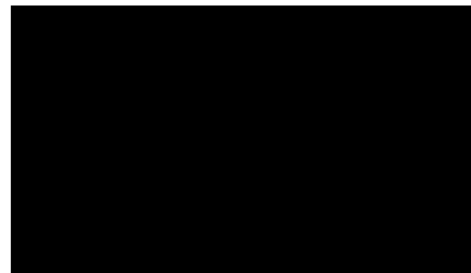
Important notes for the Submitter

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4. A copy of your submission must be sent to both Council and to the applicant.

Michelle Dawson [REDACTED]
Ian McDonald
[REDACTED]

14 May 2023

Planning Team
South Wairarapa District Council
Po Box 6,
Martinborough 5741
Attn: Submissions – Duty Planner
planningteam@swdc.govt.nz



Re: Woolworths Submission

Dear Sir and Madam

Reasons for Opposition to Woolworths NZ Limited access via 134 Main Street, Greytown

Strategic Arterial Road

This resource consent is now applying for large delivery trucks left turn only, and customers and light delivery vehicles (vans and light trucks) turning both left in and right into the 134 Main Street accessway. It is proposed an average of 6 vans, 2 light trucks and 10 b-train trucks providing deliveries to the supermarket throughout the day. Main Street, Greytown is a Strategic Arterial Road that forms part of State Highway 2 that predominantly carries through local traffic and transient through Greytown and a significant number of pedestrians (school children, locals, visitors), mobility scooters, pushchairs and wheelchairs. Travelling through Greytown can be slow already due to pedestrian crossings in use, pedestrians crossing the road anywhere, and cars turning across traffic into several side streets in the town when travelling south.



Customers and light delivery vehicles (vans and light trucks) turning both left in and right into proposed Vehicle Access Way on 134 Main Street accessway will have to wait for a break (estimated 10 seconds) to turn right heading southbound as there will need to be a break in northbound traffic on State Highway 2, affecting and congesting the flow of traffic heading south with significant potential still to cover the pedestrian crossing, increasing safety of the pedestrian users..

Northbound large delivery trucks on Main Street turning left into the proposed Vehicle Access Way on 134 Main Street will have to wait for a break (estimated 10 seconds) as there will need still need to be a break in southbound traffic on State Highway 2 allowing enough turning room for 23 metre vehicles (refer to David Lloyd's submission, which we support for more information), affecting and congesting the flow of traffic heading north. Large B-train trucks (estimated 10 per day) will need to cross the centre line of State Highway 2 while turning left into 134 Main Street due to the turning radius of such large trucks.

There is also a significant potential visibility risk should delivery vehicles, especially vans to large delivery trucks (eg b-train trucks) park and cue on the roadside before 134 Main Street waiting for access to the loading dock.

Health and Safety

While this land use consent application has now changed to limit large vehicles (eg b-train trucks) turning into 134 Main Street from the south, it should be noted that no change to the proposed access for customer vehicles, vans and small trucks turning right into the proposed accessway. As there is a pedestrian crossing 20 metres north of 134 Main Street that is in high use for residents, students, pushchairs, mobility scooters and wheelchair users. There is a significant risk that pedestrians will try and use the crossing behind any stopped vehicle queue waiting to turn across traffic into 134 Main Street and the vehicles coming on the north side of the road will not see them until they step out from behind a truck or van straight into oncoming traffic.

Data from the Waka Kotahi NZ Transport Agency traffic monitoring site (00200908 located outside 119 Main Street) should show the average and peak daily traffic, direction and time, and given it is an under-road traffic counter, designed to count the heavy vehicles (logging trucks, aggregate trucks, container trucks, haulage trucks, B-Train trucks, etc) it will show that the volume of traffic on Main Street, State Highway 2 is high and has increased over the last 7 years since the supermarket last proposed this accessway.

Emergency vehicles travelling regularly through Main Street will have an increased potential to encounter stationary B-Train Trucks and other delivery vehicles waiting to turn into proposed 134 Main Street Fresh Choice customer and delivery vehicle entrance that cannot pull aside to let them past.

There is a significant risk that large delivery vehicles (eg b-train trucks) turning left into the 134 Main Street access way will not be able to see pedestrians once they start their turn. Children, mobility scooters and wheelchair users will not necessarily have a clear view of large turning vehicles or especially for children have the thinking capability for caution watching out for large trucks turning, given it is not a tight left turn for large delivery trucks (refer to David Lloyd's submission for more information).

Historic Heritage and Character

Greytown has a rich history with historic buildings and a character retail and restaurant area that attract a high number of visitors for holidays and shopping. The entrance for the proposed accessway to enable large trucks and customer vehicle access, as well as the revised gaudy signage proposed at 134 Main Street completely disrupt the Heritage Trust guidelines for the maintenance of the appearance of the town. Greytown residents and the Heritage Trust work to ensure that all buildings, attractions and events enhance this Heritage aesthetic.

Wairarapa Combined District Plan

10. Historic Heritage:

The Wairarapa's rich cultural and spiritual heritage is found in:

- *Buildings, features and trees of historic heritage value;*
- *Sites of archaeological importance;*
- *Sites of significance to Wairarapa Maori, including waahi tapu;*
- *Precincts – areas of buildings or other features that, collectively, have significant historic heritage value.*

These historic resources are important as they represent links to the past and provide insights into the way the Wairarapa's communities and settlements have developed. They also contribute to the character and amenity values of localities, particularly where there are neighbourhoods containing relatively numerous historic heritage buildings and features.

...

*Some areas of the Wairarapa have significant historic heritage as a consequence of the combined character and values associated with a number of buildings and structures within a locality, many of which individually may not be regarded as significant. Such 'precincts' include the town centres of the South Wairarapa ... **Most of the Wairarapa's historic heritage requires active management in a way to ensure its continued existence and enhancement.***

Neighbouring historic building opposite 134 Main Street





Neighbouring new sympathetically built buildings next door to 134 Main Street



Neighbouring new sympathetically built addition to historic building next door to 134 Main Street



Road Degradation

Woolworths NZ Limited have stated in their application that deliveries via State Highway 2, and on the proposed accessway will be undertaken by heavy vehicles as long as 23 meters.

It can only be assumed that these vehicles will be 9 axle B-Train, or truck trailer combinations with a gross weight of 44 to 50 tonnes Gross Vehicle Weight at any given time. As the crown of State Highway 2 is considerably higher than the footpath, and the proposed concrete driveway/apron will be raised higher than the footpath, so it appears that a vehicle entering at a hard right turn to enter the site will inevitably cause damage to the road, and footpath surfaces. Clearly damage will be caused by the Tri-

axle combination of each trailer being dragged sideways across the road for the unit to access the gateway in a straight line, due to the narrow driveway.

It should be noted that any new developments manoeuvring large heavy vehicles off main roads or streets onto say fuel stations, or distribution centres in towns, and cities all over New Zealand have very large well engineered areas on which to transition safely. The proposal by Woolworths NZ Limited in no way meets the norm.

Mr Stephen Flynn, a civil engineer and former resident of 119 Main Street at the time of the last proposal submitted an affidavit to South Wairarapa District Council demonstrating that State Highway 2 was in no way able to support the load of these trucks into the future as the water table beneath, the increase in impervious areas above ground with this access road and the water race and pipe system was not up to the standard required (South Wairarapa District Council should already have this document on file).

Stormwater

With the creation of the proposed accessway at 134 Main Street involves the construction of a large covered roof, and a significant concrete apron area, where large heavy vehicles will enter the site and unload. At present the section at 134 Main Street is lower than street level, and there is a fair amount of grassed area within the site, where excess rain water can soak away in medium rain events, there was one rain event in the first half of 2023 that flooded the current front lawn as the lawn area was already sodden, so the rain water had nowhere to go. The only exit for excess water to leave at the site at present is via an open drain, one of many which are part of the original underground streams. The open drain would not be suitable to tap into, as it would add problems further down main street, of which water re-emerges outside 129 Main Street, next to the church, flows in the gutters and floods the corner (footpath and road) of Church Street and Reading Road.

In the normal course of attaining a building consent for the construction of any new commercial entity in the town of Greytown, an engineered soak pit to deal with excess rainwater is required, and must be a part of any consent to construct. As an example, a very similar situation arose in Blenheim not too many years ago, whereby there was a lack of council stormwater drains to service a new development. Future rain events were deemed a major risk, and the council made the developer build large open water storage areas adjacent to the site to contain what they deemed would be required in these large future rain events. As most of Greytown has next to no ability to carry away a lot of the stormwater it presently receives, other than natural soakage, the applicant should need to address site stormwater issues, especially in regard to the burgeoning problem of climate change and more frequent large rainfall events, yet addressing this is not in their proposal.

Impacts Directly on Greyfriars Motel, 138 Main Street

Greyfriars Motel is an Affected Party to the Woolworths NZ Limited resource consent application as it is a direct neighbouring property with effects from the works and ongoing operation resulting from this resource consent application.

Greyfriars Motel guests are made up from approximately 20% corporate/contractors, wedding parties, 5% stopover travellers (north/south bound), 20% retirees, 45% holidaymakers/weekend guests and 10% overseas guests. They find Greyfriars Motel a relaxed place to visit, nice and quiet at night, restful and close the local shops, restaurants and cafes. Built early 2010's, the motel windows are double glazed facing the car park but not on the back facing 134 Main Street (2.06 metres from the building to the fence). Our concern after guest pedestrian safety is the potential for noise pollution with the proposed

loading dock location and height of refrigeration truck motors (usually located on top of trucks up to 3.8 metres).

Greyfriars Motel is located in a Commercial Zone with Historic Heritage Precinct Overlay (as is 134 Main Street) and it is able to provide its accommodation services, the neighbouring businesses their services and residential homes with minimal impact on each other.

The distance from the closest motel building (Rooms 14 and 15) to the fence is 2.06 metres, and the proposed pedestrian walkway 2 metres, car entry 5 metres, equals 9.06 metres from the motel building to the trucks being unloaded. The hours of operation of the proposed loading dock would have an impact given that many Greyfriars Motel guests are sleeping between 9 pm until 8 am. Currently the loading dock states deliveries 7am – 3pm but noise can be heard outside these times even though the current operations are not fully behind the motel currently and is proposed to be as part of the Woolworths NZ Limited land consent application and supporting documentation. The proposed 2.4 metre acoustic fence would not mask noise from refrigeration engines at 3.8 metres.

Forme Planning Appendix 6 – Planning Assessment

7.5.2 Standards for permitted activities	Max height 10m Height to boundary 3m plus 45 degrees Min setback from front boundary 5m Min setback from all other boundaries 1.5m - 3m Max fence height 1.8m No. dwellings N/A	Not strictly applicable given proposal is not permitted activity but no change from existing in residentially zoned portion of site.
6.5.2 Standards for permitted activities	Max height 15m Height to boundary 3m plus 45 degrees where site adjoins residential zone Min setback from residential zone boundary 3m Max fence height 1.8m for boundaries with the Residential zone	Complies – canopy over loading area comprises just over 5m in height and is located more than 5m from site boundary. Proposed 2.4m high acoustic fence proposed along southern boundary – continuing existing acoustic fence – is not located adjacent residentially zoned land. Therefore, no consent required.
	Noise limits as experienced in residential zone Daytime 7am – 7pm 55dBA Night-time 7pm – 7am 45dBA	Likely to be able to comply / no change from consented / condition can address

Wairarapa Combined District Plan

Policy 6.3.2(a) and 6.3.8(a)

(e) Noise Limits

(i) *The sound level from activities within any site in the Commercial Zone shall not exceed the following limits within any measurement time interval in the stated time frames when assessed at any point within the notional boundary of any dwelling on any site within the Rural zone, and at any point within the boundary of a site in a Residential Zone:*

Daytime	7.00am – 7.00pm 55dBA L10
Nighttime	7.00pm – 7.00am 45dBA L10
	9.00pm – 7.00am 75dBA Lmax

(ii) *All sound levels shall be measured in accordance with NZS 6801:1999 "Acoustics – Measurement of Environmental Sound", and assessed in accordance with NZS 6802:1991 "Assessment of Environmental Sound".*

Carrying Out Noise Assessments for Proposed Supermarket Developments by Matthew Harwood AAAS (2009), Vol. 22 / # 1 New Zealand Acoustics (Attached)

Noise and Sound Services, St Ives, NSW 2075, Australia

The potential for noise impacts from supermarket developments is considerable. A thorough assessment of all potential noise sources associated with the development should be undertaken. Ideally such an assessment should be conducted at the design stage to assist in minimising the noise impact on the surrounding community, as far as reasonably practicable... The perception of noise and its level of offensiveness depend greatly on the broader situation within which it occurs. Noise that might intrude into a resting or sleeping place may be found offensive whereas the same noise occurring in a market place or noisy working area may pass unnoticed. The concept of 'background + 5 dB' derives from this consideration... Noise levels emitted from delivery vehicles can vary considerably depending on the size of the truck, whether or not they are refrigerated and how they are unloaded whilst in the dock... An example of the range of noise levels produced by delivery vehicles is shown in Table 2. These are from Noise and Sound Services database previous noise measurements and consist of a range of rigid refrigerated trucks being unloaded manually at loading docks. The reversing alarms were used during the operation and refrigerator motors were also running throughout.

Mitigation Measures

Acoustic screens can be erected around the loading dock to block line of sight to residences and these must be high enough to account for refrigeration motors, often a minimum of 3 metres from ground level.

Management plans should be put in place to ensure trucks do not queue up on the street waiting for access to the dock or remain waiting with engines running. However, it is not always practicable to expect refrigeration motors to be turned off, even whilst unloading.

All deliveries should be kept to day time hours including waste collection and truck sizes limited where necessary and practicable.

Truck Type and Length	Noise Level dBA (Leq, 15 min)	
	At Measurement Distance	Normalised to 20 metres
Rigid Refrigerated Truck about 13 metres	54 dBA @ 7 metres	45 dBA
Rigid Refrigerated Truck about 13 metres	59 dBA @ 6 metres	49 dBA
Rigid Refrigerated Truck about 19 metres	68 dBA @ 8 metres	60 dBA
Rigid Refrigerated Truck about 13 metres	73 dBA @ 3 metres	57 dBA
Old Isuzu Truck	64 dBA @ 5 metres	52 dBA
Milko Truck	57 dBA @ 3 metres	41 dBA
Rigid Refrigerated Truck about 19 metres	66 dBA @ 6 metres	56 dBA

Figure 2 Measurements of Trucks in Loading Docks

No information has been provided about actual refrigeration delivery truck and supermarket loading dock noise decibels or the proposed density of the acoustic fencing. The proposed land use consent has included 2.4-metre-high acoustic fencing to attempt to block noise. We do not consider this tall enough and while the recommended Mitigation Measures recommends a minimum of a 3-metre acoustic fence, we would recommend a 4-metre acoustic fence considering the trucks are stationary 9.06 metres away with refrigeration units running up to 3.80 metres high.

As noted earlier there is also a significant potential visibility risk should delivery vehicles, especially vans to large delivery trucks (eg b-train trucks) park and cue on the roadside before 134 Main Street waiting for access to the loading dock and blocking view for vehicles exiting the Greyfriars Motel, Tommy's Real Estate and Alluminus Beauty Therapy shared driveway.

Recommended Resource Consent Conditions

While we completely oppose this resource consent application by Woolworths NZ Limited, should it be granted, we recommend the following resource consent conditions.

- That loading dock operations and vehicle deliveries operate between 7.30am – 6pm.
- That Fresh Choice have a Just-In-Time Delivery Programme to schedule the timing of delivery vehicles (all sizes);
- That delivery vehicles are not allowed to cue on the side of the street outside 134 Main Street waiting for the previous delivery vehicle to leave;
- That the design of any new construction be sympathetically built/painted to reflect the style of the buildings surrounding it;
- That a suitably future (considering the impacts of climate change and increased rain levels) sized engineered soak pit to deal with excess rainwater be required for 134 Main Street;
- That a 4-metre acoustic fence with suitable decibel rating to absorb refrigeration truck and loading dock noise be constructed alongside 138 Main Street and 132 Main Street.

Summary

In summary, this resource consent application by Woolworths NZ Limited runs contrary to the very nature of what the residents of Greytown hold dear – the pride and enjoyment of a small village of preserved historic buildings in which to live, pedestrian friendly as possible considering State Highway 2 runs through the centre, and a lovely place to live and for visitors to enjoy spending their time.

We would like to see the Woolworths NZ Limited resource consent rejected with the view of laying the issue to rest for once and for all.

Kind regards



Michelle Dawson and Ian McDonald
Greysfriars Motel

Carrying Out Noise Assessments for Proposed Supermarket Developments

Matthew Harwood AAAS

Noise and Sound Services, St Ives, NSW 2075, Australia

ABSTRACT

Whether they are small independent stores or larger multi faceted complexes, the potential for noise impacts from supermarket developments is considerable. A thorough assessment of all potential noise sources associated with the development should be undertaken. Ideally such an assessment should be conducted at the design stage to assist in minimising the noise impact on the surrounding community, as far as reasonably practicable. The aim of this paper is to discuss the various issues encountered when assessing proposed supermarket and associated developments, the variety of noise sources and mitigation measures.

INTRODUCTION

New supermarket developments can evoke mixed feelings in the community. Whilst offering a new, often more convenient shopping experience they bring with them the potential for significant impacts to neighbouring residents in the immediate vicinity.

To ensure a strong customer base and remain financially viable sites are often chosen close to existing residential areas. Alternatively existing stores near residences may be upgraded and renovated into larger supermarkets, increasing both their size and operating hours.

As well as determining and applying the relevant noise criteria there are a wide variety of potential noise sources associated with these developments to consider. For instance the refrigeration and air-conditioning plant not only for the supermarket but also any specialty shops may run 24 hours per day, seven days per week.

Noise levels from on site waste collection may often cause sleep disturbance. Trucks in the loading bay with or without refrigeration motors running should be assessed in addition to the increase in on-road traffic noise. Will there be cafes or restaurants in the specialty shops?

Consideration may need to be given to alfresco dining patron noise; will they sell liquor and have amplified music? Does the development incorporate its own residential premises?

The cumulative affect of these noise sources can be significant and may require extensive mitigation measures to meet the relevant noise goals.

SITE SITUATIONS

The location of a proposed development has a significant influence on the success of acoustical aspects of the development application. Generally supermarkets are located within or close to residential areas to ensure their viability. It is good practice to locate noise producing aspects of the development as far away from neighbouring residences as practicable, particularly for example, loading docks.

It is therefore preferable for an acoustical consultant to be involved at the design stage where suggestions can be made to the proponent to minimise noise impacts from the outset. Unfortunately however, in many instances the layout and design of the supermarket development is already determined or the buildings currently exist and are to be upgraded or refurbished before the acoustical consultant becomes involved.

In some instances a noise impact assessment may also be required for an existing development with no proposed alterations, for example, as a result of noise complaints.

The extent of the noise impact will also be affected by the operating hours of the development. From an acoustical point of view the worst-case scenario for a supermarket development is therefore one operating past 10 pm and / or before 7 am with residential neighbours at each of the shared boundaries.

Consideration may also need to be given to any potential new residences associated with the new development. Whilst this may not often occur, some proposed developments may incorporate a supermarket, specialty shops and

residential premises; generally units above the commercial areas. Where this does occur the proposed residential premises may often be closer to noise making aspects of the development than existing residential neighbours.

There is also the potential for existing commercial or industrial neighbours and although noise criteria are less stringent, these too must be considered.

NSW NOISE CRITERIA

The New South Wales (NSW) Government, via the Department of the Environment and Climate Change - DECC (incorporating the Environment Protection Authority - EPA) provides guidelines for many industrial, commercial and domestic types of noise sources.

There are various noise criteria which may be applicable to the various aspects of supermarket developments. This paper covers NSW criteria and criteria for other states or countries can be obtained from the local regulatory authorities.

Protection of the Environment Operations Act

The legal framework and the basis for managing unacceptable noise within the environment is given in the NSW Protection of the Environment Operations Act 1997 (POEO Act) and the Protection of the Environment (Noise Control) Regulation 2008.

The POEO Act identifies and allocates responsibility for regulating noise, provides a range of tools to address noise and identifies offensive noise. Offensive noise is defined in the POEO Act as being noise:

- a) that, by reason of its level, nature, character or quality, or the time at which it is made, or other circumstances:
 - i. Is harmful to (or is likely to be harmful to) a person who is outside the premises from which it is emitted, or
 - ii. Interferes unreasonably with (or is likely to interfere unreasonably with) the comfort or repose of a person who is outside the premises from which it is emitted, or
- b) that, is of a level, nature, character or quality prescribed by the regulations or that is made at a time or in other circumstances, prescribed by the regulations.

Local Council Requirements

Often the local council assessing the development application will have their own Development Control Plan (DCP) that may address noise from commercial premises. It is important to check with the relevant local council or the proponent to determine if such a DCP exists. In many cases noise from commercial premises criteria contained within a DCP is based on the NSW Industrial Noise Policy 2000 (INP), in part, although may be adapted to become more or less stringent.

The following is an example of a typical council DCP noise condition.

All noise generating equipment such as mechanical plant or equipment, air conditioning units, swimming pool filters, fixed vacuum systems, mechanical ventilation from car parks, driveway entry shutters, garbage collection areas or similar must be designed to protect the acoustic privacy of residents and

neighbours. All such noise generating equipment must be acoustically screened. The noise level generated by any equipment must not exceed a LAeq, 15 minute of 5 dB above background noise at the property boundary.

These are usually generic by nature to cover a wide variety of noise sources. In addition to a generic requirement within a DCP, council may set specific development consent conditions for the proposal and again these may be more or less stringent than those given in the INP.

NSW Government's Industrial Noise Policy 2000

The Industrial Noise Policy 2000 (INP) is non-mandatory and designed for scheduled premises (premises where a scheduled activity is undertaken, as defined by the POEO Act 1997). However local government find the policy useful in carrying out its land-use planning responsibilities when setting targets for supermarket developments.

The assessment procedure for industrial noise sources given in the INP has two components:-

- Controlling intrusive noise impacts; and
- Maintaining noise level amenity;

In assessing the noise impact of industrial or commercial noise sources all components must be taken into account for residential receivers, but, in most cases, only one will become the limiting criterion.

The project-specific noise goals (day, evening and night) reflect the most stringent noise level requirement. It is derived from intrusive and amenity criteria and this is used to set a

benchmark against which noise impacts and the need for noise mitigation are assessed.

Intrusiveness Noise Impacts

The Industrial Noise Policy (2000) states that:-

The intrusiveness of an industrial noise source may generally be considered acceptable if the equivalent continuous (energy-average) A-weighted level of noise from the source (represented by the LAeq descriptor) measured over a 15 minute period, does not exceed the background noise level measured in the absence of the source by more than 5 dB. Thus, when considering the environmental consequence of noise from a specific source, any increase above the background sound pressure level, which exceeds 5 dB, may be offensive.

The perception of noise and its level of offensiveness depend greatly on the broader situation within which it occurs. Noise that might intrude into a resting or sleeping place may be found offensive whereas the same noise occurring in a market place or noisy working area may pass unnoticed. The concept of 'background + 5 dB' derives from this consideration.

The NSW Government state that where the existing background noise level at the receptor is less than 30 dBA, as may occur in a quiet suburban or rural area, then 30 dBA should be assumed to be the existing background noise level.

Where the noise source contains characteristics such as prominent tonal components, impulsiveness, intermittency, irregularity or dominant low-frequency, content adjustments to the measured level are applied to allow



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industrial noise control

Nigel Lloyd, phone 04 388 3407, mobile 0274 480 282, fax 04 388 3507, nigel@acousafe.co.nz

for the increase in the annoyance value. These can be seen in detail in the INP, Section 4, Table 4.1.

Protecting Noise Amenity

The INP provides acceptable ambient noise levels that should not be exceeded by industrial sources in order to limit continuing increases in noise levels in given areas. These are shown in the INP, Section 2, Table 2.1. As an example, for residential areas in a suburban area the acceptable noise levels ANL (L_{Aeq}) are 55 dBA daytime, 45 dBA evening time and 40 dBA night time. The maximum allowable noise levels are 60 dBA, 50 dBA and 45 dBA respectively.

In assessing supermarket developments these project-specific noise goals from the INP will apply to noise levels arising from, for example, mechanical plant and loading dock activity.

Sleep Arousal Criteria

The NSW Government recognises that many short-term high-level noises which occur at night may comply with criteria (given in the INP) and yet be undesirable because of the sleep disturbance or arousal effect. Sleep arousal is a function of both the noise

level and the duration of the noise.

Not all people are affected to the same degree by noise and, at different times, a person will be more or less affected by the same noise.

Even in cases where a person is not awoken by noise, that person's sleep may be affected. The effects of noise on sleep therefore cannot be predicted with any degree of accuracy. Noise control should be applied with the general intent to protect people from sleep disturbance. If the noise level that is exceeded for 1% of any one-minute period ($L_{A1 \text{ minute}}$) of any specific noise source does not exceed the background level ($L_{A90, 15 \text{ minute}}$) when the source noise is not present, by more than 15 dB when measured outside of the bedroom window sleep disturbance is unlikely to occur. (Noise Guide for Local Government 2004).

Sleep arousal criteria will only apply to noise that occurs after 10.00 pm or before 7.00 am, for example car park activity and waste collection.

The Noise Guide for Local Government (2004)

In addition, the Noise Guide for Local Government published by the

Department of Environment and Climate Change (NSW) states: -

A noise source is generally considered to be intrusive if noise from the source, when measured over a 15 minute period exceeds the background noise by more than 5 dB.

It is assessed at the most affected point on or within the neighbouring residential property (unless that residence is more than 30 metres from the boundary). Intrusive noise can represent offensive noise. However, it is stated in the Noise Guide for Local Government that this is not always the case and it can depend upon the source of the noise, noise characteristics and cumulative noise levels.

Environmental Criteria for Road Traffic Noise

New supermarket developments invariably require cause an increase in on-road traffic and hence on-road traffic noise. The NSW Government has produced criteria for road traffic noise 'Environmental Criteria for Road Traffic Noise' (May 1999). This provides criteria for land use developments with

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potential to create additional traffic on various roads.

The criterion for developments with potential to create additional traffic on local roads is 55 dBA ($L_{Aeq, 1 \text{ hour}}$) for day time (07:00 hours until 22:00 hours) and 50 dBA for night time (22:00 hours until 07:00 hours). For developments with potential to create additional traffic on collector roads, free-ways or arterials the criteria are 60 dBA ($L_{Aeq, 1 \text{ hour}}$) for day time and 55 dBA for night time.

Where the criterion is already exceeded the document states:-

In all cases, traffic arising from the development should not lead to an increase in existing noise levels of more than 2 dB.

These criteria refer to additional traffic created by the development not to the existing traffic or traffic from other developments.

On-road delivery vehicles should be assessed as part of on-road traffic noise predictions against the traffic noise criteria. Once delivery vehicles enter the site to gain access to the loading dock and whilst in the dock they are subject additionally to the INP criteria as outlined previously.

Liquor Administration Board

The Liquor Administration Board (LAB) has produced standard conditions for noise emissions from licensed premises as follows:-

The L_{A10} noise level emitted from the licensed premise shall not exceed the background noise level in any octave band frequency (centred on 31.5 Hz - 8 kHz inclusive) between midnight and 07:00 am at the boundary of any affected residence. Notwithstanding compliance with the above, the noise from licensed premises shall not be audible within any habitable room in any residential premise between the hours of mid-night and 07:00 am.

For the purposes of this condition, the L_{A10} can be taken as the average maximum deflection of the noise emission from the licence premises.

The LAB noise conditions may be applicable to aspects of a supermarket

development if any associated shops or commercial premises sell alcohol. For example licensed restaurants or cafes, particularly with potential for alfresco dining and amplified music.

Australian Standard AS 2107

The Australian Standard AS 2107 - 2000 'Acoustic - Recommended Design Sound Levels and Reverberation Times for Building Interiors' provides recommended design sound levels for different areas of occupancy in buildings. This includes recommended design sound levels for various areas within residential buildings on either minor or major roads. For example the satisfactory recommended design sound level (L_{Aeq} dBA) for sleeping areas in residences near minor

Noise Source	Sound Power Level dB Octave Band Frequency (Hz)						Overall 'A' Weighted dBA
	125	250	500	1K	2K	4K	
Air-Conditioning Condenser (High Fan Speed)	85	82	82	80	77	70	85
Refrigeration Condenser (High fan speed)	86	86	83	84	80	74	88

Figure 1: Example of Manufacturer's Sound Power Levels for Air Conditioning and Refrigeration Plant.

roads is 30 dBA with a recommended maximum of 35 dBA. For living areas these are 30 dBA and 40 dBA respectively.

In some instances supermarket developments may also comprise residential components. For example a multi-storey development with a supermarket on the ground floor with one or more residential levels above. The recommended design sound levels from AS 2107 may therefore be used for the proposed residences in these instances for noise levels arising from, for example, mechanical plant.

In many cases the INP and Environmental Criteria for Road Traffic Noise may be the only criteria to address in a noise assessment for a new supermarket development. However, depending on the type of development, operating hours and usage of any additional specialty shops consideration may need to be given to the additional criteria above.

BACKGROUND NOISE LEVELS

Background and ambient noise level assessments must be undertaken in accordance with the NSW Industrial Noise Policy 2000. If the supermarket is existing it is important to ensure background noise levels are taken at a location considered representative of the nearest residential receiver whilst being far enough away from the development so as not to be affected by existing noise levels.

SOURCE NOISE LEVELS

There are many and varied potential noise sources associated with supermarket developments and they must all be considered, as well as the

cumulative affect at each of the neighbouring residences. The two major noise sources within the site are generally mechanical plant and loading dock activity.

Mechanical Plant

The main mechanical plant is predominantly the air-conditioning and refrigeration condensers, generally located on the roof of the supermarket.

Details of all plant should

be obtained from the proponent however; particularly at the development application stage this information is not always available. The size, number of fans, fan speed and make and model of condensers will have a bearing on the noise levels emitted.

Table 1 shows an example of a typical air-conditioning condenser and refrigeration condenser with the respective octave band sound power levels in decibels, re: 1 picowatt (10-12 Watts) and the overall 'A' frequency weighted sound power levels (LWA) in decibels, re: 1 picowatt.

There may often be more than one of each condenser or a number of different size condensers. In addition to the air-conditioning and refrigeration plant on the condenser deck there are likely to be supply and exhaust fans at varying locations across the supermarket roof. These may include, for example, fans for; kitchen, bakery, chicken oven, toilets, car park and smoke extraction.

A plant room is also likely to be located on the roof near to the condenser deck and contain, for example, supply air fans, compressors and a return air chamber. Further mechanical plant not located on the roof of the supermarket may include fans in the car park and a transformer often within a sub station.

From Noise and Sound Services database and previous noise measurements and experience, transformer noise levels are generally centred around 100 Hz. It is likely that the noise characteristics of transformers will be considered tonal in line with the INP. Cardboard compacting machines should also be considered, particularly if located externally.

Mechanical plant may be required for any specialty shops and the type and amount of plant will depend upon the proposed occupancy of the shops. Each may require air-conditioning either via a centralised system or individual units for each premise. If any shops are to be restaurants or cafes they may require refrigeration plant of their own in addition to kitchen and toilet exhaust fans.

Every item of mechanical plant for both the supermarket and any specialty shops must be assessed. Where details of individual plant are not available the proponent should be advised on the maximum sound power level (L_{WA}) that any plant must not exceed in order to meet the relevant noise goals. This advice must consider the cumulative affect of all plant combined, where there is potential for that to occur.

Depending on the operating hours of the development it is generally only the refrigeration plant that is required to run 24 hours per day, seven days per week. However, other plant may operate during night time hours (i.e. between 10.00 pm and 7.00 am Monday to Saturday and 10.00 pm to 8.00 am Sundays and Public Holidays). For example, a store that opens at 7.00 am may require the air-condition plant to

switch on at 6.00 am in order to achieve the necessary ambient temperature inside the supermarket for the arrival of customers.

Delivery Vehicles

Noise levels emitted from delivery vehicles can vary considerably depending on the size of the truck, whether or not they are refrigerated and how they are unloaded whilst in the dock.

Reversing alarms should also be considered, particularly if deliveries are accepted during night time hours as these can cause sleep disturbance.

An example of the range of noise levels produced by delivery vehicles is shown in Table 2. These are from Noise and Sound Services database previous noise

restaurant, café or bar patron noise.

If the occupancy of any proposed specialty shops is not known at the time of the assessment an additional assessment may be required following the development application stage.

On-Road Traffic Noise

The noise from road traffic vehicles entering and leaving a site depends mainly upon vehicle flow rate and the speed and distance to the receiver point.

The type and condition of vehicles and driver technique has a large influence on the noise levels at close distances where there are low flow rates. Road gradients and road surfaces can also influence the noise level.

If a traffic study has been undertaken the projected vehicle flow rates can be obtained from this document.

The proponent should also be able to provide a delivery schedule for heavy vehicle deliveries.

If this data is not available some assumptions will need to be made in order to determine a realistic worst-case scenario of vehicle

Truck Type and Length	Noise Level dBA ($L_{Aeq,15\text{min}}$)	
	At Measurement Distance	Normalised to 20 metres
Rigid Refrigerated Truck about 13 metres	54 dBA @ 7 metres	45 dBA
Rigid Refrigerated Truck about 13 metres	59 dBA @ 6 metres	49 dBA
Rigid Refrigerated Truck about 19 metres	64 dBA @ 5 metres	60 dBA
Rigid Refrigerated Truck about 13 metres	73 dBA @ 3 metres	57 dBA
Old Buick Truck	64 dBA @ 5 metres	52 dBA
Milko Truck	57 dBA @ 3 metres	41 dBA
Rigid Refrigerated Truck about 19 metres	66 dBA @ 6 metres	56 dBA

Figure 2 Measurements of Trucks in Loading Docks

measurements and consist of a range of rigid refrigerated trucks being unloaded manually at loading docks. The reversing alarms were used during the operation and refrigerator motors were also running throughout.

An assessment of truck noise levels whilst in the loading dock and traversing the development site should be compared with the INP criteria. Trucks approaching or leaving the site, once on the road way are subject to the Environmental Criteria for Road Traffic Noise.

Further Noise Sources

In addition to mechanical plant and on site delivery vehicles there is potential for further noise sources to be associated with the development, particularly the specialty shops. These will depend on the occupancy of the shops and may include amplified music noise and

movements.

This will depend on, for example, the number of car parking spaces, operating hours and size of the development.

The predictions of noise levels from road traffic using the proposed facilities can be calculated using standard formula as given in, for example, the Calculation of Road Traffic Noise from the UK Department of Transport and Welsh Office (1988).

With regard to delivery vehicles alone, the calculation procedure given in CoRTN is untested for small traffic flows. Therefore a calculation based on a sound exposure level (L_{AE}) of one truck can be used to predict an hourly noise level ($L_{Aeq,1\text{hour}}$) from delivery vehicles.

For example, using a previously measured sound exposure level for one truck of 85 dBA at 15 metres, the

predicted hourly noise level is 55 dBA (from $L_{Aeq, 1 \text{ hour}} = L_{AE} - 10 \log_{10}(T) + 10 \log_{10}(N)$ where T is one hour in seconds and N is the number of trucks (i.e. 4 in this example)). This level can then be adjusted to suit the required distance (r_2) from 55 - $10 \log_{10}(r_2/15)$ dBA.

On Site Vehicle Noise

Car parks may be located on or close to shared residential boundaries and noise levels arising from cars starting, doors opening and closing as well as cars accelerating can cause sleep disturbance depending on the operating hours of the development. Table 3 shows examples of previously measured noise levels ($LA_{1, 1}$ minute) of these activities, normalised to 5 metres.

NOISE MODELLING AND ASSESSMENT

The modelling of each noise source to all sensitive receiver locations can be done using computer modelling software (e.g. Soundplan or ENM) or by using the International Standard ISO 9613-2 (1996(E)) 'Acoustic - Attenuation of sound

Source	Sound Pressure Level ($LA_{1, 1}$ minute) at 5 m (dBA)
Car Starting	52
Car Door Closing	60
Car Accelerating	60

Figure 3: Sound Pressure Levels at 5 Metres for Car Movements.

during propagation outdoors Part 2 General method of calculation'. This Standard specifies methods for the description of noise outdoors in community environments. The method described in the Standard is general in the sense that it may be applied to a wide variety of noise sources, and covers the major mechanism of sound attenuation.

The equivalent continuous downwind sound pressure level (L_{Aeq}) at the main receiver points can be calculated for each point source using the equation below:-

$$L_{Aeq} = L_w + D_c - A$$

Where:

L_w is the sound power level of the noise source;

D_c is directivity correction; and

A is the attenuation that occurs during the propagation from source to receiver.

The attenuation term A in the equation above is given by:-

$$A = A_{div} + A_{atm} + A_{gr} + A_{bar} + A_{misc}$$

Where:

A_{div} is the attenuation due to geometric divergence;

A_{atm} is the attenuation due to atmospheric absorption;

A_{gr} is the attenuation due to the ground effects;

A_{bar} is the attenuation due to a barrier; and

A_{misc} is the attenuation due to miscellaneous other effects.

The last term (A_{misc}) generally refers to miscellaneous propagation through foliage, industrial sites and areas of houses. These are seldom applicable in supermarket noise assessments, particularly with neighbouring



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residential properties.

Once each noise source has been modelled the overall predicted noise level at each receiver location can be determined from a summation of all relevant noise sources at those locations.

An assessment can then be made to determine compliance with the appropriate noise criteria and mitigation measures recommended where necessary.

MITIGATION MEASURES

In all instances mechanical plant should be located as far as reasonably practicable from neighbouring residences and quieter plant should be chosen where available.

Mitigation measures for mechanical plant may include constructing an acoustic screen around the condenser deck. The screen should be made from any impervious material such as sheet steel, fibre cement, dense PVC or timber and must not contain any acoustically untreated holes or gaps.

It is important that the screen meets the roof of the supermarket building in the direction of the residences. However, this may meet opposition from the refrigeration engineers as it can restrict the necessary air flow to the condensers.

At least one side of the deck should therefore be left open to allow air flow where practicable and consultation with the refrigeration engineers may be required. If a four sided screen is used it should be lined internally with an acoustic absorbent material to minimise the reverberant build up of sound.

If screening the deck is not sufficient, acoustic enclosures or fan attenuators may be required. Setting the refrigeration condensers to run at low speed during night time hours can reduce noise levels and consequently the impact on neighbouring residences. No mechanical plant should run at night time when it is not essential to do so.

At the design stage the plant room should be located between the condenser deck and the nearest affected residence to act as a noise barrier. The building elements of the plant room may need upgrading from those proposed to reduce noise levels. Where ventilation

is required acoustic louvres or other attenuated air path may be necessary.

Acoustic screens can be erected around the loading dock to block line of sight to residences and these must be high enough to account for refrigeration motors, often a minimum of 3 metres from ground level.

Management plans should be put in place to ensure trucks do not queue up on the street waiting for access to the dock or remain waiting with engines running. However, it is not always practicable to expect refrigeration motors to be turned off, even whilst unloading.

All deliveries should be kept to day time hours including waste collection and truck sizes limited where necessary and practicable.

Car parks should be screened with acoustic fences between neighbouring properties. A management plan may be implemented to restrict the use of sensitive car parks after 10.00 pm and before 7.00 am so as to minimise the possibility of sleep disturbance.

Car park access and egress points should be designed to avoid neighbouring residences where practicable. Signage should be placed around the car park to remind customers to keep noise levels to a minimum when arriving or leaving during night time hours.

CONCLUSION

Noise assessments for supermarket developments must consider a range of individual noise sources and the combined affect on all receiver locations.

The main noise sources are mechanical plant, loading dock activity and on-road traffic, although various other noise producing aspects of a development may exist.

Noise goals should be set from the relevant NSW Government noise criteria and will depend on the noise sources associated with the particular development as well as the consent authority's requirements.

The noise goals can be met through a variety of mitigation measures including screening the condenser deck, the loading dock and implementing management plans with regard to delivery times and size and number of

trucks.

Where specific details of mechanical plant are not known at the time of the assessment, maximum sound power levels (L_{WA}) not to be exceeded should be supplied. These must be checked with manufacturers prior to purchase and may often result in the need for additional assessments.

The expected on-road traffic using the proposed development can be calculated. The success of meeting the traffic noise goals will depend on the location of access and egress points as well as the number of vehicles.

REFERENCES

- Australian/New Zealand Standard AS/NZS 2107 - 2000 'Acoustic - Recommended Design Sound Levels and Reverberation Times for Building Interiors'. www.saiglobal.com/PDFTemp/Previews/OSH/as/as2000/2100/N2107.pdf
- Department of Environment and Climate Change (NSW) Noise Guide for Local Government (2004) DEC 2004/59, NSW. www.environment.nsw.gov.au/noise/nglg.htm
- EPA/NSW Environmental Criteria for Road Traffic Noise (1999) EPA 99/3. www.environment.nsw.gov.au/resources/roadnoise.pdf
- International Standard ISO 9613-2 Acoustics - Attenuation of sound during propagation outdoors - Part 2: General method of calculation. www.saiglobal.com/shop
- Liquor Administration Board - Standard Noise Condition www.olgr.nsw.gov.au
- New South Wales Industrial Noise Policy (2000) EPA 00/1, NSW. www.environment.nsw.gov.au/noise/industrial
- NSW Protection of the Environment Operations Act (1997) No 156 www.legislation.nsw.gov.au
- NSW Protection of the Environment Operations (Noise Control) Regulation (20008). www.legislation.nsw.gov.au
- Sutherland Shire Council - Development Control Plan (SSDCP2006) www.sutherland.nsw.gov.au/SSDCP2006/SSDCP2006.pdf □

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Hurewhiri Titahi

3

1 of 2

Submitter

Name *Kitty Nunns-Smith*

Contact Person
(If different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant

Address of Proposal *Main Street, Greytown*

Application No.

Description of
Proposal *Driveway to Freshchoice*

Details of Submission

My submission:

☐ Supports the whole proposal

☒ Opposes the whole proposal

☐ Supports part of the proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Teitei Te Kaitiaki

3

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to,

The driveway. It's a health & safety
issue.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.



Name Kitty Nums Smith

Date 16.05.23

Important notes for the Submitter

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3. Submissions will not be returned, so please keep a copy.
4. A copy of your submission must be sent to both Council and to the applicant.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Take Kōwhiri

4

1 of 2

Submitter

Name	Rob Slater
Contact Person (If different from above)	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	Woolworths
Address of Proposal	Main St Greytown
Application No.	
Description of Proposal	Vehicle access off Main Street

Details of Submission

My submission:

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input checked="" type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☒ Yes ☐ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

4

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

All of it - I think its a terrible idea that will result in serious harm at some point to a member of the public, there is no reason what so ever that this needs to proceed.

Deliveries have been arriving quite happily since the day it opened, this is nothing more than wanting illuminated signage on the main road and nothing to do with trucks delivering.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name R Slater

Date 16 May 2023

Important notes for the Submitter

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SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

5

1 of 2

Submitter

Name	Helen Fielding
Contact Person (If different from above)	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	
Address of Proposal	
Application No.	
Description of Proposal	Undertake demolition of a building within the Greytown Historic Heritage Precinct. Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct.

Details of Submission

My submission:

<input type="checkbox"/> Supports the whole proposal	<input type="checkbox"/> Supports part of the proposal
<input checked="" type="checkbox"/> Opposes the whole proposal	<input type="checkbox"/> Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Take Kōwhiri

5

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

Undertake demolition of a building within the Greytown Historic Heritage Precinct.

Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct.

Establish a sign located in the Greytown Historic Heritage Precinct exceeding the maximum size.

Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown.

Undertake associated landscaping and site works.

I do not want the site used for the sole benefit of the applicant, to the detriment of the activity, the safety and the ambiance and character of our Main Road. an entrance from the main road

Decisions you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

I ,do not want there to be an entrance from the main road for the sole benefit of the applicant to the detriment of our town.

I strongly oppose the application.

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Helen Fielding

Name

Date

16 May 2023

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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4. A copy of your submission must be sent to both Council and to the applicant.

**SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION**

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
137(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



**SOUTH WAIRARAPA
DISTRICT COUNCIL**
Kaitake Street, Greytown

6

1 of 2

Submitter

Name **BEVERLEY MURRAY**

Contact Person
(if different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant **WOOLWORTHS - FRESH CHOICE**

Address of Proposal **134 MAIN ST, GREYTOWN**

Application No. **WOOLWORTHS**

Description of Proposal **DEMOLISH HOUSE 134 MAIN ST, GREYTOWN
AND CONSTRUCT TRUCK DRIVEWAY FOR
ACCESS TO WEST ST, GREYTOWN.
ERECT ILLUMINATED SIGN, REMOVAL OF BEECH TREE.**

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing, do you wish
to be heard in respect of your submission?

☐ Yes ☐ No

☒ If others make a similar submission I will consider
presenting a joint case with them at the hearing

**SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION**

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WEST
DISTRICT
COUNCIL

6

Submission Statement

The specific parts of the Proposal that this submission relates to:

I OPPOSE ALL WOOLWORTHS PROPOSALS.
DECLINE ALL CONSENT ON WOOLWORTHS
PROPOSALS.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

BEVERLEY MURRAY

BEVERLEY MURRAY

Name

Date

16/5/2023

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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**SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION**

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kōwhiri Kaitiaki

7

1 of 2

Submitter

Name

JOHN CARTWELL

Contact Person
(if different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant

WOOLWORTHS - FRESH CHOICE

Address of Proposal

134 MAIN ST, GREYTOWN

Application No.

WOOLWORTHS

Description of
Proposal

DEMOLISH HOUSE 134 MAIN ST.,
GREYTOWN AND CONSTRUCT TRUCK
DRIVEWAY FOR ACCESS TO WEST ST, GREYTOWN.
ERECT ILLUMINATED SIGN, REMOVAL OF BEECH TREE

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☐ Yes ☐ No

☒ If others make a similar submission I will consider
presenting a joint case with them at the hearing

**SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION**

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Take Kōwhiri

7

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to:

I OPPOSE ALL WOOLWORTHS PROPOSALS.
DECLINE ALL CONSENT ON WOOLWORTHS
PROPOSALS.

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted signature]

Name JOHN CARTER
Date 16/5/2023

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Take Kōwhiri

8

1 of 2

Submitter

Name **DAVID CATTY**

Contact Person
(If different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant **WOOLWORTHS NEW ZEALAND LIMITED**

Address of Proposal **134 MAIN STREET GREYTOWN**

Application No. **N/A 13 APRIL 2023**

Description of Proposal **DEMOLITION OF EXISTING DWELLING AND CONSTRUCTION AND OPERATION OF HEAVY VEHICLE ACCESS ON MAIN STREET FOR SERVICE AND CUSTOMER VEHICLES**

Details of Submission

My submission:

☐ Supports the whole proposal

☒ Opposes the whole proposal

☐ Supports part of the proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☒ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kaitiaki Kaitiaki

8

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

I AM CONCERNED ABOUT TRAFFIC MANAGEMENT AND
PEDESTRIAN / CYCLIST SAFETY IF ACCESS IS INTRODUCED FROM
MAIN STREET.
FREQUENTLY WITNESSING LARGE VEHICLES ACCESSING MAIN ST. FROM
NEARBY WOOD ST OR VICE VERSA I SEE THE POTENTIAL FOR
INEVITABLE CONGESTION, NOISE AND ACCIDENTS.
IT WILL RENDER THE WEST - HARTWELL - MAIN - WOOD BLOCK A
NIGHTMARE AREA FOR THE TRUCKS THEMSELVES AND UNWITTING
OTHER VEHICLES, PEDESTRIANS AND CYCLISTS INCLUDING SCHOOLCHILDREN.
ACCIDENTS WILL SURELY HAPPEN. INJURIES AND WORSE WILL RESULT.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted Signature]

Name **DAVID CATTY**

Date **17 MAY 2023**

Important notes for the Submitter

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4. A copy of your submission must be sent to both Council and to the applicant.

Submission on a Notified Resource Consent Application

Pursuant to Sections 95A, 95B, 95C, 96, 127(3), 137(5)(c), & 234(4) of the Resource Management Act 1991.

To: South Wairarapa District Council – duty planner
Address: planningteam@swdc.govt.nz
Cc: [REDACTED]

Submitter details

Name: Greytown School Board of Trustees
Address: [REDACTED]
Contact: David Ross
Phone: [REDACTED]
Cc: [REDACTED]

Application: Woolworths New Zealand Ltd (Fresh Choice) land use consent application at 134 Main Street, Greytown.

Our submission

Our submission opposes part of the proposal.

We wish to be heard in respect of our submission.

Greytown School is a full primary school (Years 1 – 8) located at [REDACTED]. Our current roll is 349, and we forecast consistent roll growth in the next few years. A key task of the Board of Trustees is to protect our tamariki from harm, both within school grounds and, where we can, within the community.

Greytown School is located one street to the East of Main Street, and is almost directly adjacent to the proposed new entranceway.

Greytown's flat topography and compactness, together with the school's accessible location near the centre of town, means that a high proportion of our students walk, scooter and cycle to school. One of the main routes for children commuting by foot, scooter or bike from the west side of town to Greytown School involves using the pedestrian crossing south of Hastwell Street, then travelling through Stella Bull Park to the school.

The following diagram shows common pedestrian routes in red, as well as the sites of interest.



We believe that if the proposed development goes ahead as planned, the safety of our students will be directly compromised at two locations.

1. The pedestrian crossing immediately south of the Main/Hastwell Street intersection.

We consider that southbound traffic on Main Street that is waiting to make a right turn into the site via the proposed new entranceway will create a queue at times. This queued traffic, even if not reaching back to the pedestrian crossing, will inhibit sightlines between drivers approaching the crossing from the south, and pedestrians waiting on the eastern side to cross. This is particularly dangerous for smaller children, who are less able to see or be seen over queued traffic.

There are several factors that would make the location of the proposed entrance to the supermarket site particularly dangerous. The first concerns the types of vehicles that may be queueing to turn into the new entranceway. The applicant's traffic assessment by Commute proposes that:

"All service vehicles will now enter through the new access, with large trucks (b-trains and semi-trailers) only left turning into the site." {Section 6.3}

This means that other delivery vehicles, including vans, and all trucks smaller than a b-train or semi-trailer, may turn right into the site. This could include (now or in the future) large curtain-side trucks and similar, which will create a major impediment to sightlines.

The second aggravating factor is the considerable camber of the road. The traffic assessment describes this section of Main Street as “*straight and flat*” {section 4.2}, but this description does not take into consideration the height differential between the centre of the road, where traffic will be queued, and the footpath, where pedestrians will be waiting to cross. This height differential impedes sightlines of traffic even further. The following photographs are taken from the crossing waiting area on the east side of the road, looking across toward 134 Main Street (the large copper beach tree marks the site). Camera height is approximately 130cm – the average height and viewpoint of an 8 year old child. The photographs demonstrate that a child would struggle to see, or be seen by, northbound traffic while traffic is queuing in the southbound lane.





Thirdly, child pedestrian movements at the crossing are concentrated into a small timeslot after school, between 15:00 and 15:20 in particular. Surveys conducted by staff and students indicate an average of about 50 children using the crossing at this time. On certain days it can be significantly more, and most children are unaccompanied. Children can be impulsive, and will sometimes not take as much care as they should before venturing onto a pedestrian crossing.

This increase in pedestrian numbers coincides with a significant increase in vehicular traffic flow, also due to school traffic. Many of these vehicles, having collected their children at school, will drive around the block to Main Street then stop in at Fresh Choice supermarket. If a significant proportion of that traffic uses the new entrance, this will inevitably create a queue back towards the crossing. This relatively short but intense burst of traffic is likely the busiest time of day, but was not included in the Commute traffic assessment. Attachment C of the traffic report shows that pedestrian counts were only taken between 07.00 - 08.45 and 16.00 - 17.45 on Thursday 30th March 2023.

There have been near misses involving school children at the crossing already this year, and the school has had to provide adults to monitor the crossing when local events cause additional traffic. We think any additional traffic disruption near this site creates an unacceptable safety risk to users of the crossing.

2. The proposed new entranceway at 123 Main Street

We believe the proposed entranceway itself also creates an increased risk to commuting children. Many tamariki ride scooters and bikes along the footpath at this location, as it's safer than using the busy state highway. With both private traffic and goods vehicles turning into the drive at peak after-school times, this creates a potential recipe for disaster. Right turning cars will often have to rush the turn to fit between gaps in northbound traffic, and are likely not to see fast-moving children on wheels or on foot. Left turning goods vehicles, especially larger b-trains, will have to make a 'blind turn' into the site. An experienced truck driver advises us that they would struggle to see children approaching on the footpath due to the cab height and the angle of approach, and that there would be no safe way to make this turn.

Issues with traffic assessment

We would also like to draw attention to some issues with Commute's traffic assessment which, when combined, serve to minimise the projected effects of the proposed development.

1. The sensitivity test models an increase of traffic on State Highway 2 of 1% per year for 10 years {section 6.5}. This seems very low. Waka Kotahi's monitoring site in Greytown just south of the proposed development shows an increase of 18% between 2018 and 2022 – more than 4 times Commute's figure. {Source: nzta.govt.nz}
2. Commute's afternoon weekday peak survey was run from 16:00 – 17:45. We believe that it should have included peak flows between 15:00 – 15:30 as well, for the reasons stated above concerning school traffic.
3. Commute's report states:

"The proposed works to the existing supermarket do not increase the retail floor area, and therefore no additional traffic is expected to be generated by the proposal." {Section 6.1}.

We note that the proposal also includes the erection of a large illuminated sign on Main Street. We consider that it would be reasonable to assume that the purpose of the sign would be not only to identify the site from the Main Road, but also to alert drivers to the presence of a supermarket in the area, generating additional users and associated traffic to the site. We consider that the traffic assessment has underestimated the traffic levels that will be generated by the proposal.

4. The assessment does not address any effects that will occur from southbound traffic having to 'undertake' vehicles which are waiting to turn right into the new entrance. There does not appear be sufficient room to do so considering vehicles will be

parked on the eastern side of the road, therefore traffic may need to stop, causing tailbacks to the crossing and beyond.

Summary

Chris and the team at Fresh Choice are an integral part of the Greytown community. They provide an important service, employ local people and give generously to local causes. We wholeheartedly support what they do. The Greytown School board is sympathetic to their current traffic issues within the carpark, and understands their need for a better solution. However we cannot support a proposal that aims to resolve a safety issue on a private site by creating a new safety issue on a public road that undermines the safety of our tamariki, and the wider community.

For the reasons above, the Greytown School Board of Trustees are unanimous in our request that the application is declined.

Ngā mihi nui,

A large black rectangular box redacting the signature of the representative of the Greytown School Board of Trustees.

Signed on behalf of the Greytown School Board of Trustees.

Date: 17/05/2023

**SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION**

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



**SOUTH WAIRARAPA
DISTRICT COUNCIL**
Kia Hekeheke Takou

10

1 of 2

Submitter

Name *Lucy Habberfield*

Contact Person
(if different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant

Address of Proposal

Application No.

Description of
Proposal

*Driveway Truck Access to FreshChoice
Round Main St by Allumurus.*

Details of Submission

My submission:

☐ Supports the whole proposal

☒ Opposes the whole proposal

☐ Supports part of the proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

10

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

I am a regular client of Allumans and part of the reason is the peaceful quiet environment. I travel from Wellington to this clinic. I would be concerned the driveway would allow for the creation of a great deal of noise with trucks not only driving through but also idling next to the Allumans building. I don't think it's reasonable to have this impact on a long Decision you want the Council to make: standing Greytown business

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

that brings people into the town.

The Supervisor has other alternatives already in place.

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted Signature]

18/5/2023

Date

Important notes for the Submitter

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SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kiri Rauwhiri Tāhū

11

1 of 2

Submitter

Name

Kaewyn Crowley

Contact Person
(If different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant

Woodworths NZ Limited

Address of Proposal

134 Main Street, Greytown 5712

Application No.

Description of
Proposal

To remove dwelling, Cooper Beech Tree
etc at 134 Main Street, Greytown and
replace with a driveway for delivery
vehicles and the public.

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☒ Yes ☐ No

☐ If others make a similar submission I will consider
presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Hōwhiri Tāwhiri

11

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

This driveway proposal provides for numerous large trucks and trailer units, turning off Main Street, Greytown 7 days a week. This accessway is just 20 metres from an essential pedestrian crossing which is used by residents visitors, of which there are many due to the historic nature of the town, and most particularly school children. It is unconscionable that we put these live in such danger.

Decision you want the Council to make:

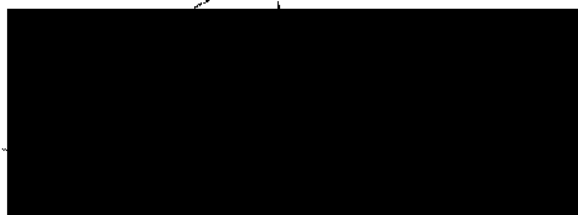
☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.



Name

Raevyn Conley

Date

15 May 2002

Important notes for the Submitter

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CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991

12

1 of 2

Submitter

Name *Stuart James Ferguson*
Contact Person
(If different from above)
Postal Address [REDACTED]
Home Phone *—*
Cell Phone [REDACTED]
Email [REDACTED]

Details of the Proposal to which this Submission Relates

Name of Applicant *Woolworths / Fresh Choice*
Address of Proposal *134 Main St
2-12 Hestvale St } Greentown 5712
105 West St*
Application No. *220081*
Description of Proposal *Demolition of building at 134 Main St.
Establish additional vehicle crossing to St 2
Establish new sign at 134 Main St
Essential associated works.*

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing, Do you wish to be heard in respect of your submission?

☒ Yes ☐ No

☒ If others make a similar submission I will consider presenting a joint case with them at the hearing

Submission Statement

The specific parts of the Proposal that this submission relates to.

The establishment of a new crossing on SH 2 at 134 Main St creates an environment contrary to the principles of The Heritage Zone, escalates already risky traffic and pedestrian management issues.

The proposed sign is outside allowable dimensions and is unnecessary - everyone resident knows the location of Fresh Choice and visitors invariably have access to GPS locator facilities.

The existing truck delivery system has worked well

Decision you want the Council to make: Since the supermarket opened.

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

more on p3 →

There is no need for additional entries to that site.

What is proposed will restrict operational practices - not enhance them - and puts people at risk.

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name Stuart James Ferguson

Date 17.05.23

Important notes for the Submitter

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1. The proposal will result in the loss of much needed SH2 parking lots.
2. The potential for major accidents and traffic flow denigration is huge. Any trucks turning into the proposed entry will need to swing onto oncoming lane traffic to effect a "safe" turn.
3. The proposed caged work area for delivery vehicles prohibits Truck Choice and Truck Operators in such a way that it will increase the risk to staff performing these functions, while serving to encourage more car borne customers to enter from SH2 rather than Hastwell or West St entries. These entries provide more than adequate vehicle egress for both cars and trucks.
4. Pedestrians crossing SH2 already face too much HT, vehicle traffic without adding more!
5. The removal of yet another "green" asset (The Copper Beech) is ludicrous given that other trees in poor condition within the Heritage Zone are protected by SWDC.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kau Hōwhiri, Teitahi

13

1 of 2

Submitter

Name *Pamela Messervy*

Contact Person
(if different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant *Woolworths Submission*

Address of Proposal

Application No.

Description of
Proposal

Details of Submission

My submission:

☐ Supports the whole proposal

☒ Opposes the whole proposal

☐ Supports part of the proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kai Ika Māori

13

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to:

1. Vehicle entry access from State Highway 2 - unsafe and likely to cause congestion. Vehicles turning pose serious risk to pedestrians, elderly, children.
2. Abuse of "heritage precinct" - signage and likely destruction of the beautiful Copperbeech tree at 134 Main Street.
3. Disingenuous nature of application - surely a company as big as Woolworths would have assessed health & safety issues prior to bulk Freshchoice - why the concern now! Why not plan properly in first place. There are alternatives.
4. Potential flooding - area prone to flooding - new porous potholes & access next to creek increased risk.

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted Signature]

Name Pamela Messervey

Date 12/5/23

Important notes for the Submitter

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**SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION**

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kiwi Friendly Council

14

1 of 2

Submitter

Name	Letitia Harrison
Contact Person (If different from above)	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	Woolworths New Zealand LTD
Address of Proposal	2/12 Hastwell Street, 105 West Street and 134 Main Street Greytown being Lot 1 DP 311712 and PT Lots 7-9, Pt Lot 2 DP18242 Lot DP18242
Application No.	220081
Description of Proposal	Undertake demolition of a building within the Greytown Historic Heritage Precinct Undertake new building, alterations and additions within the Greytown Historic Precinct Establish a sign located in Greytown Historic Precinct exceeding the maximum size Establish additional vehicle crossing to State Highway 2 (Main street) Greytown Undertake associated landscaping and site works

Details of Submission

My submission:

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input checked="" type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☒ Yes ☐ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

**SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION**

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kaitiaki 2020

2 of 2

14

Submission Statement

The specific parts of the Proposal that this submission relates to.

~~Proposed~~

I agree with the greytown heritage trust
Submission.
And Michelle dawson.

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted Signature]

Name Letitia Harrison
Date 18/5/23

Important notes for the Submitter

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3. Submissions will not be returned, so please keep a copy.
4. A copy of your submission must be sent to both Council and to the applicant.

Opposition to the Proposal

Safety:

The Woolworths/Fresh Choice driveway proposal provides for numerous large truck and trailer units (road trains) turning off Main Street, Greytown seven days a week. This accessway is just metres from a pedestrian crossing which is used by residents - and most particularly school children - to cross a State Highway.

("Allowing this to happen will mean that trucks - and cars - will be using the laneway between two buildings with pedestrians, scooter users etc 'blind' to what is around the corner. The current access to the supermarket is just fine (if it is not that should have been thought about when building the supermarket").

("The supermarket should have factored delivery access into its original plan - not now when it will impact on the safety of pedestrians on what is already a very busy Main Street.")

("The truck access and sign proposal are unsafe and unnecessary. Walking across Main Street is already dangerous. My stress levels build up everytime I approach the pedestrian crossing to Stella Bull Park. The truck access will make it even more dangerous.")

Heritage:

Greytown prides itself on its heritage values. These are being put at considerable risk by this "commercial" development. If this plan is allowed to proceed there is a real concern it might be just the start of a succession of assaults on the sanctity of Main Street.

("I am concerned that the large illuminated sign does not fit in the heritage precinct. I am worried about the beautiful copper beech tree (85 years old) being compromised.")

("Greytown embraces and celebrates its history. The heritage precinct is treasured. The proposed installation of an unnecessary and unsympathetic sign is really hurtful. Leave the Copper Beech tree alone.....")

Copper Beech Tree:

Greytown prides itself on being the first Arbor town in New Zealand. It is unconscionable that a majestic 85 year-old Main Street Copper Beech tree should be facing the chain saws to make way for unwanted truck and trailer units delivering to a supermarket.

("The removal of the tree is sacrilege.")

Pedestrian crossing:

School children and Play Centre attendees, rely on the pedestrian cross at Stella Bull park to cross the State highway. Usage is increasing as the Greytown Primary school adds classrooms. The impact of an adjacent driveway for large truck and trailer units cannot be under-estimated.

("Traffic will be a nightmare and extremely unsafe for pedestrians. A real eyesore.")

("The new traffic flow will significantly change the look of the town. If allowed it will be only the first exception of many and Greytown will no longer be considered one of the most beautiful small towns in New Zealand").

Parking:

The Woolworths/Fresh Choice driveway proposal will result in the loss of Main Street car parks adjacent to established businesses and homes in main Street.

("I hope this proposal never succeeds as it will prove to be a disaster with accidents waiting to happen.")

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIKATO
DISTRICT COUNCIL
Te Kaitiaki Take Kōwhiri

1 of 2

Submitter

Name

Nick Rutherford

Contact Person
(if different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant

Woolworths Progressive

Address of Proposal

Application No.

220081

Description of
Proposal

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
3rd Brindley Drive

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

Safety of pedestrians - especially school children
Removal of the Copper Beech - Greytown was
the first Arbor town in New Zealand
Heritage which Greytown prides itself on
Pedestrian crossing to Stella Bull park will be
compromised

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name

Date 18.5.23

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
2. This form is for your convenience only. You may make a submission that addresses the points above in a letter or other suitable format.
3. Submissions will not be returned, so please keep a copy.
4. A copy of your submission must be sent to both Council and to the applicant.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96, 127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



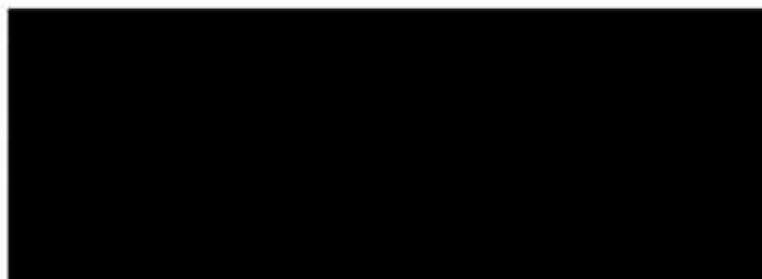
SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kaitiaki Te Aroaro

16

1 of 2

Submitter

Name **Danielle Genty-Nott**
Contact Person
(if different from above)
Postal Address
Home Phone
Cell Phone
Email



Details of the Proposal to which this Submission Relates

Name of Applicant **Woolworths NZ Limited**
Address of Proposal **2-12 Hastwell Street, 105 West Street, and 134 Main Street, Greytown**
Application No.
Description of Proposal

- Undertake demolition of a building within the Greytown Historic Heritage Precinct.
- Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct.
- Establish a sign located in the Greytown Historic Heritage Precinct exceeding the maximum size.
- Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown.
- Undertake associated landscaping and site works.

Details of Submission

My submission:

- ☐ Supports the whole proposal ☐ Supports part of the proposal
☒ Opposes the whole proposal ☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

- ☐ Yes ☒ No
☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kōwhiriwhiri Kōwhiri

16

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

I support the submission made by the Greytown Heritage Trust. This application should be declined in full.

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.



Name Danielle Genty-not

Date 19 May 2023

Important notes for the Submitter

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SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96, 127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekai Kōwhiri

17

1 of 2

Submitter

Name Alexandra Hutchings

Contact Person
(If different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant Woolworths New Zealand LTD

Address of Proposal 2/12 Hastwell Street, 105 West Street and 134 Main Street Greytown being Lot 1 DP 311712 and PT Lots 7-9, Pt Lot 2 DP18242 Lot DP18242

Application No. 220081

Description of Proposal
Undertake demolition of a building within the Greytown Historic Heritage Precinct
Undertake new building, alterations and additions within the Greytown Historic Precinct
Establish a sign located in Greytown Historic Precinct exceeding the maximum size
Establish additional vehicle crossing to State Highway 2 (Main street) Greytown
Undertake associated landscaping and site works

Details of Submission

My submission:

☐ Supports the whole proposal

☒ Opposes the whole proposal

☐ Supports part of the proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☒ Yes ☐ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

17

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

I fully support Greytown Heritage Trusts submission and support Michelle Dawson

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.



Name Alexandra Hutchings

Date 19.5.23

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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4. A copy of your submission must be sent to both Council and to the applicant.

SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Te Whakaheke Kahurangi

18

1 of 2

Submitter

Name	Lady Lee Ortega
Contact Person (If different from above)	[REDACTED]
Postal Address	[REDACTED]
Home Phone	[REDACTED]
Cell Phone	[REDACTED]
Email	[REDACTED]

Details of the Proposal to which this Submission Relates

Name of Applicant	Woolworths New Zealand LTD
Address of Proposal	2/12 Hastwell Street, 105 West Street and 134 Main Street Greytown being Lot 1 DP 311712 and PT Lots 7-9, Pt Lot 2 DP18242 Lot DP18242
Application No.	220081
Description of Proposal	Undertake demolition of a building within the Greytown Historic Heritage Precinct Undertake new building, alterations and additions within the Greytown Historic Precinct Establish a sign located in Greytown Historic Precinct exceeding the maximum size Establish additional vehicle crossing to State Highway 2 (Main street) Greytown Undertake associated landscaping and site works

Details of Submission

My submission:

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input checked="" type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☒ Yes ☐ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

Opposition to the Proposal

Safety:

The Woolworths/Fresh Choice driveway proposal provides for numerous large truck and trailer units (road trains) turning off Main Street, Greytown seven days a week. This accessway is just metres from a pedestrian crossing which is used by residents - and most particularly school children - to cross a State Highway.

("Allowing this to happen will mean that trucks - and cars - will be using the laneway between two buildings with pedestrians, scooter users etc 'blind' to what is around the corner. The current access to the supermarket is just fine (if it is not that should have been thought about when building the supermarket").

("The supermarket should have factored delivery access into its original plan - not now when it will impact on the safety of pedestrians on what is already a very busy Main Street.")

("The truck access and sign proposal are unsafe and unnecessary. Walking across Main Street is already dangerous. My stress levels build up everytime I approach the pedestrian crossing to Stella Bull Park. The truck access will make it even more dangerous.")

Heritage:

Greytown prides itself on its heritage values. These are being put at considerable risk by this "commercial" development. If this plan is allowed to proceed there is a real concern it might be just the start of a succession of assaults on the sanctity of Main Street.

("I am concerned that the large illuminated sign does not fit in the heritage precinct. I am worried about the beautiful copper beech tree (85 years old) being compromised.")

("Greytown embraces and celebrates its history. The heritage precinct is treasured. The proposed installation of an unnecessary and unsympathetic sign is really hurtful. Leave the Copper Beech tree alone.....")

Copper Beech Tree:

Greytown prides itself on being the first Arbor town in New Zealand. It is unconscionable that a majestic 85 year-old Main Street Copper Beech tree should be facing the chain saws to make way for unwanted truck and trailer units delivering to a supermarket.

("The removal of the tree is sacrilege.")

Pedestrian crossing:

School children and Play Centre attendees, rely on the pedestrian cross at Stella Bull park to cross the State highway. Usage is increasing as the Greytown Primary school adds classrooms. The impact of an adjacent driveway for large truck and trailer units cannot be under-estimated.

("Traffic will be a nightmare and extremely unsafe for pedestrians. A real eyesore.")

("The new traffic flow will significantly change the look of the town. If allowed it will be only the first exception of many and Greytown will no longer be considered one of the most beautiful small towns in New Zealand").

Parking:

The Woolworths/Fresh Choice driveway proposal will result in the loss of Main Street car parks adjacent to established businesses and homes in main Street.

("I hope this proposal never succeeds as it will prove to be a disaster with accidents waiting to happen.")

SUBMISSION ON RESOURCE CONSENT APPLICATION



19 KITCHENER STREET
MARTINBOROUGH
PHONE: (06) 306 9611
FAX: (06) 306 9373
EMAIL: planning@swdc.govt.nz

Please send or deliver to:

Planning Department
South Wairarapa District Council
PO Box 6
19 Kitchener Street
MARTINBOROUGH

Regarding Resource Consent Application

Applicant's name: *Woolworth N.Z. Limited to access SH.1 into their site.*
Applicant's proposal: *Resource Consent Application*
Application Number *260423*

Person or Organisation Making Submission

Full name: *David Lloyd*

Contact person (if different from above):

Postal address:

Telephone numbers:

Fax and Email:

Submission

This submission (Please ✓)

- ☐ Supports the application
☒ Opposes the application
☐ Is Neutral towards the application

Do you wish to be heard in respect of your submission? (Please ✓)

☒ Yes

☐ No

Submission Statement (please use additional pages if required)

The particular parts of the application I support/oppose or am neutral towards are:

The reasons for making my submission are:

As per attached report.

The decision I/we would like the Consent Authority to make is (please include any conditions you would like to see attached to the consent if it were granted):

Decline!



Signature

Signature:

(or person authorised to sign on behalf of submitter)

Date: 19th May 2023

Note

- You are required to send a copy of this submission to the applicant as soon as reasonably practicable.
- A faxed or emailed submission must be followed by the original in the post.
- This form is for your convenience only. You may make a submission that addresses the points above in a letter or other suitable format. The deadline for submissions is the 20th working day after publication is given under s93 or notice is served under s94(1) of the RMA.

David Lloyd [REDACTED]
19 Humphries Street
Greytown

10th May 2023

Planning Team
South Wairarapa District Council
PO Box (6)
Martinborough 5741
Attn: Submissions - Duty Planner
planningteam@swdc.govt.nz

Forme Planning Limited,
[REDACTED]

Re: Woolworths Submission

Complete Rejection Of Resource Consent Application To Create New Access off 134 Main Street Greytown

Dear Sir and Madam,

"Introduction"

I am a retired member of the Greytown community, and have been so for about a year now. I have always taken a keen interest in community affairs, wherever I have resided, and feel I am a reasonably fair minded person, who accepts that change is a must sometimes, if we want to build better outcomes for our communities.

I would firstly like to explain my own work experience over the last 50 years that has predominantly revolved around road transport in one way or another. I started as a truck driver, as my father had done, at the age of 18, before going out on my own in the late seventies purchasing our first heavy vehicle. Over the next few years my wife, and I went on to build a medium sized haulage business (Ten heavy trucks) that serviced both the meat, and brewing industries, along with other corporate clients.

We exclusively ran Mack Trucks, using a wide variety of truck / trailer combinations, but mostly B trains, and semi tankers. All of our operations were operated on a Just In Time basis, something new to the industry back then, and all operations were wrapped around a full QA (ISO9002) program to give our clients the highest possible service, as well as make our business as profitable as possible. Due to health issues though, I decided to exit the transport industry, and go farming in 2002, but my involvement in all things transport did not cease there. I continued to work as a casual heavy truck driver, in a myriad of different roles for other operators to keep my hand in so to speak.

So over the last 20 years I have operated a whole host of different heavy vehicle combinations, which included B trains, trucks, and trailers, as well as operating low loaders in the heavy haulage sector. Interestingly I drove for a time for an owner driver contracted to the Food Stuffs group, delivering refrigerated goods in the top of the south region, using an 18m truck, and semi unit. So in a way I have first hand experience of what the delivery parameters are for a supermarket chain operating here in NZ. My last employment just over a year ago before retiring was driving for a large structural steel fabricator. As a driver I was delivering their overwidth, as well as overlength loads of structural steel components, using specialized trombone stretch semis to move awkward loads into the Wellington CBD to various construction sites.

I have deliberately outlined my direct experience in the road transport sector over many years, so as to give you the reader a clear understanding of my experience in the industry, and where my thinking comes from in my assertions throughout my submission, and to give some validity to my thoughts. I make my submission to you in the true belief that to allow the Woolworths Resource Consent Application to be granted in any form would be regressive, and would not be in keeping with the long-term safety requirements needed in Greytown in relation to allowing large vehicle delivery access off SH2. As such I would expect nothing less than a complete **rejection** of their application in its entirety.

Proposal & Reasons For Declining it in its Entirety

I must say that when I was first made aware of Woolworths resource consent application, I was rather taken back by their latest approach to continue to seek permission to access their site through 134 Main Street off SH2. After looking into the application in depth, along with the objections to date, the whole idea made no sense to me whatsoever. This consent to access the Fresh Choice site from SH 2 with large heavy vehicles in my view, is a very shortsighted proposal indeed. Firstly there has been no apparent thought given to the long term road safety implications, which will become more evident, as well as hazardous, as time goes on with the future growth in traffic flows through the town on this particular section of SH2.

The initial application by Woolworths to access their site from SH2 nearly (7) years ago, which failed, being found wanting in so many different areas, was thought by most in the local community to be a dead issue. As a matter of fact a large majority of community members were genuinely surprised that Woolworths had now reignited the whole proposal yet again, after such a long period of time, and after so much local opposition. Woolworths approach to date has clearly annoyed a great deal of locals immensely, and a great deal of locals feel quite aggrieved that the applicant has taken such a hard stance, while proffering very little information in relation to their application.

The main focus of my submission is to get some context around public safety, which is in the minds of most, and of great concern. The future of our small communities ability to cope with the ever increasing traffic flows on SH2, as stated earlier is top of mind by all I have spoken to. As told by the Woolworths group themselves, their whole focus to date has been on getting the best outcomes for themselves in regard to Health & Safety issues at their site, specifically in regard to delivery vehicles entering their site in reverse from West street.

I quite understand their concerns in regard to the safety issues that they face with very large truck / trailers now entering, and exiting the site for delivery purposes, but transferring their safety problem from one area, their own to another, well this will certainly not provide the outcomes the community wants for the future of the town. This proposal gives only operational comfort to the applicant by dumping a myriad of issues onto the community.

We must all assume that the Woolworths group came to Greytown to firstly make a profit, and secondly provide a good service to the local community, while maintaining a good relationship with those very towns folk who would be using their facility, and of course part with their money for their service, and products. To date I believe this whole issue has caused a great deal of aghast for locals, as Woolworths has gone, and done its level best to push an agenda that modifies their site to fit their own logistical needs, and business model without any thought towards the future repercussions that those affects will have on the very community they claim to serve, and care about.

Both supermarket chains that operate in NZ, one being Woolworths have a set business model that guides how they drive every aspect of their operations, and it's completely built on cost outcomes, as those types of businesses are. But it's now clear that the logistical issues of getting large volumes of grocery items into supermarket sites at the lowest freight cost has become a major problem for everyone, with the use of delivery vehicle sizes getting bigger, and bigger, while a lot of sites have remained the same size, as in Greytown.

The size, and positioning of the Fresh Choice store, and its facilities, as it presently operates, is a very good example of how little thought, and planning went into the onsite operation of large vehicles that would be used in the future for delivery purposes. Health & Safety appear to have been very low on their overall agenda from the very beginning it seems, when the planning, and design of the store was first muted. Deliveries have been done in the same manner over the past few years, as they are today. So in my view, to come forward now, and to try to force what's clearly a bad solution on our community in trying to solve their own self made problems in my mind is totally unacceptable behavior on their part, and the application should be totally rejected.

The Real Issue

I believe the applicant's real issue is its own inability to look outside the square from the start of their decision to move, and do business in Greytown. They clearly should have dealt with any Health & Safety issues associated with their delivery vehicles, as part of their planning process. From the very beginning the supermarket operator, as I understand it, has had large delivery vehicles operating in the current manner on his site for many years.

The usual policy of supermarket chains, being a policy of having a drive thru area, where vehicles can enter, and exit safely is normally taken into consideration at the very beginning of the planning process. This seems to not have applied to this site, when planning was approved, and for very valid reasoning. They didn't think they needed a drive through, and the plan they made then was to do exactly what they do today, which of course no longer fits the size, and locality of the site. One would assume that it was considered a small satellite operation.

Things change, and creating a major accessway off SH2 for long heavy vehicle activity to make multiple deliveries on this present site does not make any sense either. The use of any vehicle, or vehicle combinations of up to 23 meters long, is just all wrong for this location, when one considers all the different health and safety issues which I will cover later in my submission. This type of "Suck it and See" planning policy clearly shows how they were thinking at that time, and this is proven by what they have today.

Vehicle Types

The following are the types of heavy vehicles most likely to be used, which would cause safety problems on SH2, if the resource consent application was granted. All of them would in my opinion pose grave safety issues, for the public, whether they be motorists in cars, or other heavy vehicles, as well as cyclists, and of course pedestrians, mothers with prams, along with users of wheelchairs. The three most widely used large heavy vehicle combinations currently on the road in NZ that are used predominantly for **bulk** freight deliveries are truck /trailer combinations, consisting of (9) axles overall, and there is the (6) axle B train combination towed by either 8x4 or 6x4 tractor units. Another option would be the (4) axle semi trailer pulled by either of the aforementioned tractor units. All are considered line-haul vehicles, and all of these units apart from the semi combination (at 18 meters) are a maximum of (23) meters long. There are also different trailer lengths that come into play, especially with B trains, whereby a rear trailer could be longer than the lead trailer, or vice versa. These are exactly the type of vehicles that would be accessing the site off SH2, through a new access at 134 Main street, if Woolworths resource consent application is successful.

Existing Traffic Conditions In The Greytown Town Centre

I must say as an experienced truck driver, I would find it extremely unnerving, and daunting accessing the site myself, if having to use the suggested new access, and operating any of the above combinations, knowing what the usual driving conditions are in the area. All truck drivers will always evaluate all of the hazards in accessing the various sites that are part of their daily work schedule, and the less potential hazards they have to face the better it is for everyone concerned. I spend a great deal of my time in the town center of Greytown, and would like to give you the reader a clear understanding of what I consider are the normal road traffic, and footpath conditions that prevail most of the time on this stretch of highway. More so Wednesday through to Sunday.

As most are aware, the state highway speed limit in the Greytown town center has now been reduced to (40) kilometers per hour, as it should be, being such a busy area, but to be honest this move has made the traffic flow a lot more compacted. To make matters worse there are always a lot of heavy vehicles interspersed with cars, and cyclists, such as logging trucks, milk tankers, and other bulk carriers, all running at their maximum weight, which approach en masse to the said area at 134 Main street from both ends of the town, often nose to tail.

Traffic flows are frequently brought to a halt at regular intervals at different spots, due to cars making their way onto, or off SH2 into side streets located along the main street. Traffic flows are also slowed, and stopped by regular foot traffic on the three main pedestrian crossings, that service not only shoppers, but also small children making their way to school, or library. It's worth mentioning at this juncture that the pedestrian crossing close by 134 Main street, where the access is proposed is the main crossing that serves all primary, as well as secondary school students, along with others wishing to cross the street to head south through the neighboring park, from the northern side of town.

To top it off there is also the constant stopping or slowing of traffic, due to cars entering or exiting car parks that are situated all along the main street. The point I'm trying to get across in my statement here, is that SH2 between Kuratawhiti street at the northern end of town, and Church Lane at the southern end of town is an extremely busy piece of main highway, and it's already hazardous enough for all the existing participants. So in my view to have large vehicles, and small ones as well exiting from SH2 during the constant heavy traffic flows that currently prevail, and will only grow over time will only add more hazards to the mix, which in my view is just not a safe, viable way to move forward, and again on that basis this resource consent application should be totally rejected.

Accessing The Site

After studying all the relevant information pertaining to how heavy vehicles are expected to approach, and enter the site using the new access, I believe the following maneuvers would be required to get the vehicle off the road, and into the site in a fit, and proper fashion.

In my estimation, in order to enter the site with either a B train, or truck/trailer combination at 23 meters long, using the suggested route that's been designed, the driver would have to position the entire vehicle combination to be close to the center of the road in a reasonably straight line. The truck's cab would be positioned opposite the right hand side of the entry point, prior to turning into the site. To enable the trailer units to be able to track into the gateway, it is my view that the driver would have to make a 90 degree left turn across the road hugging the right side of the new entryway to get his turning line in order. Once the truck cab is just inside the gateway, this is where unfortunately the trailer, or in the case of B trains trailers will still be on the road, and across the footpath, at right angles to some degree to where the driver sits in his cab.

Being at right angles when turning in I will have a very diminished view of what's actually happening behind me on both the road, as well as the footpath. During this maneuver it must be a given that there will always be cars, trucks, cycles, pedestrians, kids on scooters to some extent, busy, or not so much, and here lies the risk that things could go wrong. Various entry time frames measured in seconds have been suggested for these combinations to complete their turning in maneuver, to avoid holding up the heavy traffic flows. This talk is irrelevant I believe, as no driver in my estimation would try to speed up through this turning maneuver, when the total weight of the whole combination could be as heavy as 54 tonnes, so any driver would I believe be showing as much care as possible when completing the maneuver.

It must also be remembered that all drivers must **always** drive to the conditions, and when the conditions are in my view very precarious, as is the case with this proposal the driver must take a cautious approach in this situation, and show extreme care. In my own experience when turning large heavy vehicle combinations off a main highway in a tight, and busy traffic situation, certain procedures must be taken by the driver to achieve the maximum safety standards to reduce any risk of serious accidents. This especially applies if the area you are operating in is a proven multiple hazard area, which is clearly the case in where the proposal to exit SH2 into 134 Main street applies in the resource consent application by Woolworths.

So if I were looking to exit SH2 with any of the larger, longer combinations that will inevitably be used, this would be the strategy I would follow. I would first get the truck, and trailer, or trailers, as already stated in the best possible position on the highway in a stopped position, before entering, so that I would be able to make my turn in one clear movement, as I would not wish to have to stop, and backup the whole unit in order to reconfigure my position. This is definitely a one shot strategy, and once underway it must be completed using forward motion all the way into the site.

Once I was completely happy that a safe turn could be made into the site, I would choose a low gear only, and proceed very slowly to make the turn in as slowly as possible. I would proceed in this manner in order to have as much control over the situation as possible, afterall we can all agree there are an awful lot of variables to take into account, when making a turn in this type of busy traffic situation. This turning movement will naturally take time, as the entire vehicle moves into the site, and driving in this manner would allow me the driver to watch what is happening in real time with the vehicle. At the same time I would be keeping the truck moving in the correct direction, so as to complete a successful maneuver into the site.

My main worry at this juncture, is when the truck cab has left the road, and I lose complete visual contact with a large proportion of the trailer, or trailers, once they start on their journey from the highway onto the site. There will be approximately 19 meters, or 65 feet of the unit still moving slowly across the road, with much of it not in my line of sight. This aspect would give me pause for great concern. It's clear to me that when rounding up all my thoughts about what I believe is actually going to go on during this simple maneuver, where there are so many different possibilities of accidentally involving myself in accidents, causing injury, or even causing a fatality without being aware of what is actually going on behind, well that's a real problem.

What you don't see you will not know, and the type of situation I have described will exist, and certainly does not meet the threshold of good road safety, let alone traffic management standards, when you take into account the location, with all its present problems that can not be overcome.

I truly believe from a driver's point of view this is not a delivery situation that I, or other drivers would want to be involved in, and later in my submission I will delve deeper into where large line-haul vehicles are actually meant to fit into our modern day transport environment. To add to this thinking, I also believe that the transport operators themselves do not want to be utilizing their largest line-haul units in what I am sure they also believe is quite clearly an unsafe work environment, like the one being applied for in this application.

The equipment owners themselves have a fiduciary responsibility, along with their drivers for any accidents that arise from using this proposed accessway.

The safety of the general public resides squarely in this case with them operationally, and not for the applicant who is applying for the resource consent to pursue this unsafe direction. It is more than likely that the applicant's engineers have designed a route into the site that is very precise, and in their view a workable one on paper. But the reality of what will finally take place with all that careful planning in mind is not always in line with what really happens everyday operationally in real time. There will undoubtedly be a multitude of drivers making deliveries, as in the past, who will be servicing this site through this new entry point, if permission is granted for a new access, and I will guarantee you that for most of the time nearly all drivers entering the proposed new accessway will use the technique I have described to some degree. There will also be some who due to inexperience, or other reasons will cause them to undercut their turn, and this is where pandemonium will ensue, as the drivers only recourse is to reverse back into SH2 to reconfigure their line of approach. The old adage of whether the juice is worth the squeeze really comes into play with this issue, and in my view the juice is not. Issues involving road safety, along with the damaging effects that will be caused by the proposed vehicle movements on the state highway under their control will I'm sure will be discussed by Waka Kotahi in a more indepth report.

I'm quite sure they will have some very searching questions in regard to this application. I realize that the enclosed report with my submission by Waka Kotahi, refers in the main to right turning heavy vehicles accessing the Fresh Choice site from SH2, as first applied for in their first resource consent application, but because the applicant is still pursuing a right to enter the site from the north with smaller vehicles turning to the right across SH2, such as vans, and light trucks, along with possible customer vehicles, this report gives valuable insights into why this is once again a very bad idea.

Road Degradation (Actions & Consequences)

In my last chapter in regard to heavy vehicles entering the proposed accessway at 134 Main street, I mentioned the fact that I believe a hard left turn was needed to get large combinations through the gateway in a fit, and proper manner. It's a proven fact that as a consequence of turning heavy trucks, and trailers in sharp tight turns to either the left, or the right in a confined area, when heavily loaded, road surfaces tend to get damaged due to sledging of multiple axle groups, most notably on tri-axle groups. Tri- axle bogies, these being three heavy axles setup in row, each having (4) tyres on each axle, two wheels per side are the most commonly used combination used in most B- train combinations, as they give the vehicle owner the ability to carry more weight, in regard to gross payloads of up to 58 tonnes, and to save on running costs. The tractor units that pull these trailers use high horsepower engines, coupled to tandem drive axles, which like the tri axle bogies fitted into trailers they tow all tend to screw the road surface. If, and when these truck, and trailer combinations are put into a hard tight turn, when heavily loaded, a sledging action will certainly occur.

This will certainly happen on SH1, when heavily loaded vehicles of this type are entering the proposed accessway at 134 Main street. To complicate the turning maneuver even further there are two different road, and footpath surface levels to contend with, the first being the SH highway itself, which is quite a bit higher than the second level, that being the footpath area. There has been no discussion around a new carriageway across the footpath area so far, but I would expect that to be part of any council consent process. This would I believe would entail the complete redesign, and reconstruction of the footpath area outside 134 Main street. A new road crossing, or carriageway would have to be constructed from heavily reinforced concrete, to enable heavy vehicles to access. One would also assume that the footpath would have to meet all council requirements for safe pedestrian movements, as well as wheelchair access, and as such would have to remain at its current height, as well as direction.

Thoughts should be given to the fact that there are three separate vehicles in motion, once a B train unit starts its entry, and the driver has begun to make his turn into the site, those being a tractor unit with three axles, and the two trailers, both fitted with tri axle bogies, so there are (9) axles in all turning off the road as one moving in an arc over uneven surfaces while in motion. In my own experience this scenario causes racking to occur (that is twisting of the units as a whole) with the unit, as the surface heights change, which is a normal reaction that happens for this type of equipment in these described circumstances. But as a consequence of having multiple axles bearing down on uneven road surfaces during racking, or twisting, different weight pressures to the uneven road surface come into play, when all these axle groups start to sledge. Similar effects to the highway surface will occur when using 23 meter long truck and trailer units. Once again these units use multiple axles, nine in all, (4) axles on the truck, and (5) axles on the trailer, so the same issues will come into play as this type of unit will follow much the same path as the B train option.

The consequences of all of the above happening while turning, in my view would cause long-term maintenance issues for SH2 in this particular location. My last observation would be that as a consequence of these long units starting out in a straight line close to the centerline of SH2, then executing a hard left turn into the site, they will inevitably cause other consequences to occur as well. In the case of the truck trailer combination the overhanging deck portion behind the drive axles of the truck will appear momentarily to oncoming drivers to swing out to the right, and into their line of vision, as the truck's passing maneuver gets underway. Another issue of the truck turning hard left is that the trailer tow hitch which is mounted towards the rear of the truck chassis will move to the right as well, as the turn takes place, directing the drawbar to move in the same direction, which will lead the frontend of the trailer to appear to cross the road, as well. Once the truck is well into its turn the trailer's front axle group will start to follow, and turn with the truck, and as a consequence of this the (2) axle steering bogie at the head of the trailer will start to turn to the left, as it should, whereby the second axle on that bogie will appear to move outwards, being outside the trailer deck itself, as normal.

To the ordinary car driver viewing these huge vehicles leaving the highway, and first observing two (4.3) meter high curtain sider truck, and trailer bodies, and then a set of dual wheels finally appearing to move over into their lane of the road, and into their line of sight.

This poses a daunting prospect to the majority of drivers, other than other truck drivers, who know the vagaries of their equipment. This situation poses a problem.

Don't forget that once the truck is well into its turn, this is where the driver has no idea, and can not see what is happening with his trailer, that is still well, and truly still on SH2. All the while this is happening there is wear, and tear going on, affecting the roads surface, due to the sledging effects of the heavily loaded axle groups bearing down on the roads surface. I would be most interested in Waka Kotahi's perspective to the applicant's proposal, especially with regards to safety, as well as extra wear, and the damage that will surely occur to SH2, as already mentioned above, which is sure to come about if this resource consent application is allowed to proceed. In this section I have endeavored to give my best opinion based on my own experience using especially tri axle combinations, which were a predominant application used with the trailers I owned, and have operated for many years.

Building Structures & Drainage Issues

As there has been very little said by the applicant in relation to the above, I will give my own thoughts that are based on "**Knowns**" that usually take place on most of the supermarket sites located both here in NZ, as well as Australia already. One would assume that to accommodate large heavy delivery vehicles a large concreted area, consisting of driveway in, which will be connected to an even larger concrete apron style area to allow forklifts to operate safely in order to unload pallets of goods in a safe environment. There will have to be room for the storage of rubbish bins, as well M/T(empty) pallets, along with other miscellaneous items, large and small. Although the pallets will arrive mostly in plastic shrink wrap form, all pallets will I believe have to be put undercover to prevent rain, or sun damage, or in the case of refrigerated products, and vegetables to prevent health issues, and spoilage.

I would also like to note that no real information has come forth on how a division between the work, and public areas interact. So once again one would assume that some type of large building, or warehousing structure with a connecting veranda would have to be built to meet these last requirements. It is expected by me that if this resource consent application were to proceed at all, the copper beech tree currently to the south of the site would indeed have to be removed, which is a great shame. The removal will take place, as the design of the access simply won't work without it either being severely compromised by pressure from excavating the site, and the laying of thick concrete over its root structure. It's also clear, and always has been that the tree would have had to be severely pruned. Why the applicant has thought to include it in their design plans, when they clearly knew that it was not going to be saved is a mystery to me.

Moving onto my main concern which is over how the applicant is going to overcome the vast amounts of stormwater, which is sure to accumulate from any roof structures that are installed on the site. This problem will only be exacerbated by the runoff that will occur from the large areas of concrete planned for apron/driveway, and car parks that are mentioned in the application. I am wholly aware of the stormwater issues that Greytown has, due to the fact that there is no viable stormwater pipe system in the town.

Apart from the water canals that were installed early in the last century, the only way that excess rainwater can drain away is through ground soakage, or through the construction of soak pits. I am aware there is a water canal that borders the boundary between 132 and 134 Main street, and I believe at times stormwater can, and does make its way through that system at times when under pressure, but this is not meant to be. Although I have only been here one year, I have witnessed two floods that have compromised the town center to the degree that shops were inundated with water. As I understand it a land owner is not allowed to build any structures, or make alterations to his/her property whereby those alterations will lead to adverse effects to their neighbors properties. All the work that the applicant is possibly looking at would require a building consent, and to date no real information about drainage, or the building of new structures has been put forward.

Again I make the point that while there was an overabundance of information pertaining to the keeping of the copper beech tree, which they clearly intended not to keep, then on the other hand supplying no, or very little information on this vital subject is a mystery to me. Greytown is known to flood, and the main street is no exception, so the question for me is how does the applicant intend to deal with any flooding issues. Flooding issues will clearly come about by their possible building alterations, with such a possible large roof catchment, along with the large concrete areas already drawn in plans, that being the driveway. The unloading apron, as well as car parks, and don't forget the proposed footpaths will add to it all. I have some experience with stormwater, as I developed some apartments in Wellington, and in my opinion it would be very difficult to build enough capacity to cope with the future volumes of rainwater, and the types of weather events we need to allow for in the future on such a crammed site.

Overcoming The Past

From the outset Woolworths have been applying for resource consent changes to the traffic rules that will make entry into their site less safe, with the express wish to try, and dig themselves out of a self dug hole to save themselves money, and all under the guise of health and safety. It's very clear now that they have either made strategic design mistakes of their intended operation at the outset of their entry into Greytown market in order to save on setup costs, or they have had other ideas in the background all along on how they would proceed at a future time. Either way it's clear that they have compromised their own long term viability along with the future growth of that particular site in its present form at least from a delivery logistics perspective.

This policy of short-sighted fixes, which Woolworths have proposed, a direction which has pervaded in many industries in NZ for so long, has I'm glad to say started to disappear, as better long-term outcomes have been sought through solid rules, and regulations to curb the type of behavior that Woolworths are now showing with their latest application in Greytown. The Woolworths resource consent application is clearly based in the past, as they are trying to circumvent these very rules at the expense of the Greytown community, and the general public at large. It must be remembered that for some years now here in NZ there has been a recognition that as heavy vehicles have gotten bigger, and heavier, and longer, all new entry /

exit areas pertaining to heavy vehicle use are now designed, and built fit for purpose. As mentioned earlier, I myself did this well over twenty years ago, so this is far from new thinking. Today in NZ you can see a multitude of sites, all over the country, which include fuel stops, and large distribution centers, transport depots, large hardware supply stores, as well as supermarkets, even entry, and exit points for large dairy tankers (23 meters long once again) that access farms off state highways. All of these sites are designed, and constructed to work with existing roadways in designated commercial areas mostly, but always with wide access ways into the above described sites.

Let's be clear, the vehicles that the Woolworths group are wishing to utilize for their multiple daily deliveries off Main street, and into the fresh Choice site are in fact line-haul vehicles. These outsize vehicles are specifically designed, and meant for point to point haulage of bulk goods into distribution centers, and where the accessways fit their size, where the goods are then redistributed on those sites, or delivered by smaller delivery vehicles elsewhere. They in fact are not meant to be moving about in built up cities, or causing major traffic issues in the provinces in small towns like Greytown. Where there is a need for larger vehicles for delivery purposes to specific towns on a delivery route, places like Greytown, it's clear that companies really need to think very carefully how they are going to achieve their aims safely, as well as accommodate any number of other community concerns that might arise from their actions. This submission only covers one portion of overall concern by the locals, as will be shown when other submissions are brought into play, and unbelievably the Woolworths group have to date shown a complete utter disregard for the communities concerns. The application to gain access off Main street, as stated earlier also involves a multitude of other vehicle types, that include small vans, as well as Metro delivery trucks, those being 4x2, and 8x4 box trucks, even customer cars that the applicant wishes to bring into their site from both directions off SH2. The type of policies that are used in these locations are in place to manage all safe vehicle deliveries now, and they are designed for future requirements. Woolworths, and dare I say other service providers wishing to ply their business in towns like ours will have to move with the times, and work harder at finding safer solutions to their logistical issues. After all this is not a new direction, it has been happening overseas for many years now, and I believe the Woolworths group are very aware of this fact. They chose still to push the boundaries with their clearly unworkable logistical solutions that fit their business model, but care little about the safety of the community they reside, and trade in. That is why I reiterate that the resource consent application by the Woolworths Group should be rejected in its entirety.

Thoughts & Possibilities

As there is now a move by councils across NZ of trying to form policy that will encourage large format retail stores, which includes supermarkets to locate to the edge of small towns. or at least in areas that fit reasonably into the community, or cities, and towns they serve. The applicant's are clearly wishing to move against such initiatives, and are clearly out of step with reality. Promoting the use of heavy vehicles to access off SH2 at this time, if permission were granted would I fear pose never ending problems for road safety, and the whole community, along with the various other parties involved in so many different ways.

What seems to be forgotten in all this talk of growth is the fact that everything always grows at the same pace, and so would the issues that come from heavy traffic flows on the narrow SH2 that runs through our town center. My suggestion would be that the Woolworths group should look at solving their logistical problems by better utilization of the existing site they currently operate. It's more than feasible for Fresh Choice to ask their haulers to continue to load their goods on a front unit, whereby the trailer could be dropped at the roadside in West street, as currently happens. Afterall trucks have been backing into their site for ten years now without any issues to date that I'm aware of. Fresh Choice staff could also be trained to assist in traffic management to help ensure safety when trucks are backing into their site to cover off any concerns.

They could also contract a traffic engineer to work on ways to better utilize the space that's currently available to them, and possibly look at using a neighboring site to gain more parking, so as to gain more room that could be provided to delivery vehicles. Another option used by similar operators in this position, is the use of an offsite storage facility, where the larger vehicles could drop bulk loads off, and goods could be moved to site by small trucks. All of these options could come into play to improve safety on their site. There is of course the possibility that the next door neighbor may sell, and further expansion is then possible at a later date.

When this resource application is rejected, as I expect it will be, all of the above options will be looked into in depth I'm sure, and it's my belief a way will be found through this whole messy business that will satisfy everyone's needs. Woolworths have attempted in my view to expand their site using a consent that in my belief is clearly riddled with future road safety problems for our community, and this attitude to date has clearly shown they have no care of duty to the town, or its inhabitants.

The latest Fresh Choice advertisement on television states that "We do things differently" an ad clearly designed to gain the confidence of their customers. I would submit to you that they do indeed follow this mantra unstintingly, and there is no better example of this in their proposal.

Overview & Conclusions

In making this submission I have used the best of my knowledge, and experience as a past transport operator, as well as heavy truck driver of many years to paint a picture that I believe shows all the cracks that are very real in the foundations of the Woolworths proposal to gain resource consent to access their site off SH2. I must also say I took this issue on directly, as a concerned citizen of the fine village of Greytown. I have never been a promoter of "not in my backyard", as I have always viewed myself as a progressive person, but at the same time I have always erred on the side of caution and safety in everything I have been involved with, whether that be in my business dealings, or my personal life. As driving has taken up a good deal of my life, there have been times where I have seen things that were most unpleasant. As a long-term line haul driver over those many years, I have seen the most horrific, and stupid things happen right in front of me, while going about my duties as a driver, where there have been horrific injuries, often fatalities, and all because of a moment's inattention.

My real worry with this proposal is not with the truck driver, as most are good operators, they have to be, as they are industry professionals, and custodians of very valuable assets, their unit for one, along with its valuable payload. There are however areas, which I have clearly identified where the truck driver is put into a position where he or she has no control over what's happening, and this must be of concern to all involved in the final decision. Ask any line haul driver about how many near misses he or she comes across in their daily travels, and their answer will be surprising to most. The resource consent application that has been applied for is not in the best interests of the truck driver I believe, as it puts him or her in the invidious position of unknowingly being involved in a possible accident not of their making.

As a volunteer driver mentor working with local high school students here at the local college, who are trying to attain their learner car drivers license, I have always drilled into them the two golden rules these young people must learn. Know your place on the road, and you, and you alone are responsible for the vehicle, and its behavior when you are in control behind the wheel. I believe that this application puts all the participants at risk, the truck drivers, other motorists, and especially pedestrians, and cyclists that might have the misfortune to be in the wrong place at the wrong time, when a large truck, and trailer arrive wishing to access the Fresh Choice site. A good driver with loads of experience gained over many years gets to know what to do if certain occurrences start to unfold in front of them, but even the most experienced drivers are caught out when a multitude of actions are happening all around them, some of them they are unaware of.

There is certainly a very high risk of accidents happening if resource consent is given to this application by Woolworths, of that there is no doubt in my mind. I am very aware that a whole host of experts employed by the applicant will be tearing apart any evidence at the coming hearing that tries to point out any of the negative sides of the proposal, but I feel confident that my own thoughts on this whole application have merit, and I would expect other experts will draw on my thoughts, and have more concise data to work from, which will more than likely strengthen my position.

In closing I would like to point out the irony of what's being asked for with this proposal. If there were instead constant deliveries of steel and construction materials being delivered to a building site at 134 Main street, using the same sized equipment, this activity would invariably require a traffic management plan to be in operation to some degree. Complete with road signs warning of impending danger, with road cones, all issued under council consent, as it would be more than likely designated as a hazardous area.

This whole issue comes down to the fact that Woolworths are essentially asking for permission to set in place for an infinite period of time a resource consent that allows them to operate in what I, and others certainly believe is not in the best interests of our community to suit their own business needs.

Yours Faithfully,

David F Lloyd

12 September 2022

Sent via: [REDACTED]

Dear Kay,

I am writing regarding the resource consent application for access to State Highway 2 for the Fresh Choice supermarket in Greytown. Waka Kotahi have reviewed the S92 information provided to South Wairarapa District Council for the resource consent application. The section 92 response provided by Commute (dated 18 August 2022) has not sufficiently addressed our concerns. The purpose of this letter is to outline our current position on the proposal.

The primary concern Waka Kotahi has with the application, is the impact of large delivery vehicles on the safety of the pedestrian crossing to the north of the site.

- Whilst it is noted that the modelling shows a queue of 4.7m currently and 8m in the future, this does not account for the larger B-train vehicles which are expected to be using the new entrance, and which would result in the blocking of the pedestrian crossing and associated sightlines.
- Stationary vehicles on or near the pedestrian crossing will obscure pedestrians from approaching vehicles, and significantly reduce or obscure sight lines for pedestrians as they are using the crossing.
- This pedestrian crossing is in a strategic location in the town centre, is extensively used and is programmed for a safety upgrade soon with a raised platform.
- Due to the proximity of the proposed access to the pedestrian crossing, the intended use and the type of vehicles using the access, it is considered that this conflict cannot be resolved, while maintaining a right turn into the site.
- Compromising the safety of this pedestrian crossing is not acceptable.

Waka Kotahi is therefore unable to support the current application for a new vehicle crossing, in particular, because of the safety effects of right turning vehicles on the pedestrian crossing.

In addition, Waka Kotahi has the following concerns with the current proposal, which would need to be adequately addressed for any access to the state highway.

Safety of pedestrians on the footpath navigating the accessway:

- The design and width of the accessway requires pedestrians to traverse a long section of footpath in conflict with turning traffic. This is compounded by the use of the access by heavy delivery vehicles.

Safety of cyclists:

- Cyclists on the inside of a vehicle slowing to turn left into the accessway may not be seen by a right turning vehicle due to the shadowing effect.

Pavement effects:

- The application did not include any assessment of the heavy vehicle movements on the pavement structure. The applicant did however state as part of their s92 response that they do not have the available information for this query but suggest that any such information could easily be conditioned via application of appropriate engineering standards. We do not consider this is necessary for an analysis of effects of the proposal at resource consent stage.

The Applicant would certainly accept a condition requiring that any damage to the public footpath be rectified / that the footpath be reinstated to Council's satisfaction following construction. In order to inform the correct design of the access and to ensure it is fit for purpose, Waka Kotahi would prefer an assessment is undertaken at resource consent stage.

Signage:

- The proposed signage in Figure 5 of the AEE does not look to comply with New Zealand Transport Agency Advertising Signage on state highway guidelines. However, these types of signs are fairly standard and if the sign is setback into the property and does not obscure visibility, Waka Kotahi would be comfortable with it.

On-street parking loss:

- Additional information is sought on the anticipated number of on-street parking spaces which will be lost as a result of the construction of the new access.

Stormwater:

- Stormwater should be hydraulically neutral or discharge into SWDC reticulation if SWDC approve.
- Effects of stormwater runoff are appropriately managed on-site before any runoff is discharged into State Highway 2 network.
- Peak stormwater flow to the State Highway 2 network will not increase with the development.

Accessway separation:

- The proposed crossing cannot meet the required separation distance of 160m from an intersection, as state in the New Zealand Transport Agency Planning Policy Manual: Appendix 5B Accessway standards and guidelines, Section 5B/3 Guidelines for minimum accessway spacings, shown below.

Table App5B/3 – Guidelines for minimum accessway spacings

Posted speed limit (km/h)	85 th percentile operating speed (or if not known, posted speed plus 10 km/h)	Recommended minimum distance between accessway and nearest intersection (m)	Recommended minimum distance between local road accessway and intersection (m)	Recommended minimum distance between accessways (m)	Desirable ⁺ spacings between accessways and between intersections and accessways on national state highways carrying over 10,000 vpd.
Not applicable	50	30	20	-	125
50	60	30	20	-	160
60	70	30	20	-	220
70	80	100	45	40	305
80	90	100	45	100	400
90	100	200	60	200	500
100	110	200	60	200	500

Restricting to left in only:

- Waka Kotahi provided preliminary advice on 11 February 2022, which included restricting the access to left in only due to the number of proposed right hand turn movements and high volume of traffic on State Highway 2, for the reasons outlined in the points above. The applicant needs to demonstrate how the accessway will be restricted to left in only. Waka Kotahi does not consider signage to be sufficient.
- In addition, a left in only option may result in additional concerns not listed above. A full assessment of this option would need to be undertaken and information provided by the applicant to demonstrate that the concerns listed in this letter can be resolved and that any additional concerns can be appropriately mitigated.

Conclusion

Waka Kotahi does not support the proposal in its current form due to the safety effects on the pedestrian crossing and the remaining unresolved concerns set out in this letter.

However, should you wish to investigate alternative options which remove the conflict between the proposed accessway and the pedestrian crossing, and resolve the additional concerns listed in this letter, Waka Kotahi would assess these based on their merit.

Detailed information, including (but not limited to) a transport impact assessment and accessway design would need to be provided to Waka Kotahi in order for a full assessment of any alternative option to be undertaken. It should be noted that any alternative options will require a full assessment by Waka Kotahi, and additional concerns not listed in this letter may be raised as relevant to that option.

If you have any questions regarding this letter, please contact me on 06 953 6072 or Kelsey.armstrong@nzta.govt.nz.

Yours sincerely,



Kelsey Armstrong
Planner

Poutiaki Talao / Environmental Planning, System Design, on behalf of Waka Kotahi New Zealand Transport Agency.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kim Heccheft Tākeu

20

1 of 2

Submitter

Name **Greytown Heritage Trust**

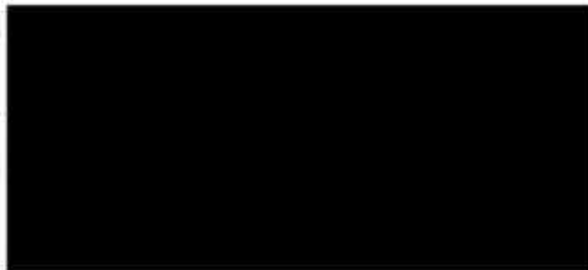
Contact Person
(if different from above) **Carmel Ferguson**

Postal Address

Home Phone

Cell Phone

Email



Details of the Proposal to which this Submission Relates

Name of Applicant **Woolworths NZ Limited**

Address of Proposal **2-12 Hastwell Street, 105 West Street, and 134 Main Street,
Greytown**

Application No.

Description of
Proposal

- Undertake demolition of a building within the Greytown Historic Heritage Precinct.
- Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct.
- Establish a sign located in the Greytown Historic Heritage Precinct exceeding the maximum size.
- Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown.
- Undertake associated landscaping and site works.

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☒ Yes ☐ No

☒ If others make a similar submission I will consider
presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Hōyohōi Tatau

20

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

Please refer to separate attached document.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name **Carmel Ferguson**

Date **19 May 2023**

Important notes for the submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
2. This form is for your convenience only. You may make a submission that addresses the points above in a letter or other suitable format.
3. Submissions will not be returned, so please keep a copy.
4. A copy of your submission must be sent to both Council and to the applicant.

19 May 2023

Planning Team
South Wairarapa District Council
PO Box 6
MARTINBOROUGH 5741
Attn: Submissions – Duty Planner
planningteam@swdc.govt.nz



P.O. Box 169 Greytown 5712
greystownheritagetrust@gmail.com
www.greystownheritagetrust.co.nz

Kia ora

Proposed New Access and Signage to Fresh Choice Supermarket (2-12 Hastwell Street, 105 West Street, and 134 Main Street, Greytown)

About Us

The Greytown Heritage Trust (GHT) is a group of committed volunteers advocating for and preserving the unique history, character and heritage features – the buildings, trees and streetscape – of Greytown in South Wairarapa; New Zealand's first planned inland town.

The Greytown Community Heritage Trust (the Trust) was established in 1993 with the Trust Deed was signed on 1 April 1994.

The Trust Deed outlines our aims:

- To encourage and facilitate the preservation of Greytown's contextual, cultural, and environmental heritage within the 'Town Centre Precinct';
- To promote awareness of heritage sites and provide education on heritage issues relating to Greytown;
- To support and promote local historic research;
- To encourage and facilitate the preservation of historic and notable trees, in and around Greytown;
- To be instrumental within the Greytown district in advancing any of these aims.

The Trust worked with the South Wairarapa District Council (SWDC) to create the guidelines included in the District Plan for the historic precinct in Greytown (Town Precinct), running from the Kuratawhiti/Jellicoe Street intersection in the north to Wood/Church Street intersection further south.

The Trust was subsequently involved in instigating the Design Guide for the Greytown Residential Extension (North Street to Humphries Street). The Residential Extension received overwhelming community support with several requests to have it extended to other streets in Greytown.

In 2021 we published a well-regarded Style Guide to assist owners of properties within the Heritage Precinct and to provide suggestions for improvements to the environment within the Heritage Precinct.

Since our inception, when given the opportunity, GHT has provided comment on resource consent applications, particularly those on Main Street. We have always had a local registered architect either as a Trustee or as architect advisor to the Trust.

Thank you / Ngā mihi

Carmel Ferguson
Chair



GREYTOWN HERITAGE TRUST SUBMISSION ON:

Proposed New Access and Signage to Fresh Choice Supermarket (2-12 Hastwell Street, 105 West Street, and 134 Main Street, Greytown)



P.O. Box 169 Greytown 5712
greytownheritagetrust@gmail.com
www.greytownheritagetrust.co.nz

EXECUTIVE SUMMARY

Overall comments regarding the application

The Trust **OPPOSES** this application. The applicant appears to have complete disregard for the fact that the site is in the Greytown Heritage Precinct and the detrimental effects it will create. In addition, construction of the large driveway will negatively impact on the health of the copper beech tree. Loss of this tree will have an adverse effect on the streetscape. Once the tree is gone – if this proposal proceeds - the detrimental effects to the Greytown Heritage Precinct can't be undone.

The single benefit from the proposal for Woolworths appears to be is that this change will alleviate perceived health and safety issues by trucks not needing to reverse on site.

The applicant fails to recognise a raft of other issues that are created beyond the impacts on their operations.

Greytown Heritage Trust would like to be further consulted on the items in this submission.

The Trust's previous submissions to SWDC

The Trust had made two previous submissions on proposed changes to the Fresh Choice Supermarket. A number of key issues raised by the Trust in the 2022 submission have been inadequately addressed in the current application, for example the way in which the changes will support heritage aspects, traffic issues, landscaping, and the health and safety issues it creates.

Missing / confusing information

It is extremely disappointing that the Trust has had to point out numerous fundamental errors and omissions in the application. For example:

- Several referenced documents relating to the Copper Beech tree are not available.
- Diagrams and full analysis are not provided for right-turning traffic (trucks other than B-trains, other vehicles, and B-trains who didn't receive the memorandum re left turning).
- The driveway will cover 75% of the property, but details are not provided regarding construction of the driveway or the vehicle crossing, both of which we would expect given the drainage and the tree protection required.
- Detail not provided on modification of the water race and how this will prevent flooding.
- Satisfactory detail on stormwater drainage for the large area of driveway – we understand that stormwater cannot be discharged into a water race.
- The Commute Report (7.3.2) recommends a speed bump be provided within the customer vehicle lane to slow vehicles. This is not shown on any of the drawings.
- In relation/regards the illumination of the sign, there is not mention of:
 - how the proposed 'external' illumination will work, and issues associated with this (e.g. foundations for light standards, trenching for cables, dark sky compliance, light spill etc) and how this would work within the Tree Protection Zone.
 - The hours the sign will be illuminated.

- The applicant has not addressed the in-ground services in the existing public footpath at the entry to the proposed footpath.
- The applicant shows the Property Brokers building as part of the site (2 Hastwell Street). The way it is shown within the Forme Planning assessment is not correct, we understand that the section at 2 Hastwell Street was sold at the time the supermarket was created.
- There is no acoustic report to support the type of acoustic treatment required to mitigate the new activity.
- The landscaping that is only shown on the Woodhams Meikle Zhan's illustration on drawing 2 View from Main Street needs further consideration with regard to the water race, sign, maintenance, etc.

There are also fundamental errors in the submission material such as confusing scales in the drawings, the size of the copper beech tree, and the number of car parks on the supermarket site.

Archaeological Authority

This site is part of one of the original town acres and there may have been pre-1900 buildings/structures on the site (the water race system was created pre-1900). That being the case, an Archaeological Authority is required for this site under the Heritage New Zealand Pouhere Taonga Act 2014.

Destruction of Greytown heritage

This proposal is not consistent with the character of the Greytown Heritage Precinct and does not consider the Town Centre Design Guidelines or the village atmosphere of the town centre.

Proposed sign

The signage proposed is a significant departure from the signage allowable under the Combined Wairarapa District Plan and the Town Centre Design Guidelines and will create a negative contrast in scale and colour to the adjacent heritage-listed buildings.

In addition, the sign will be erected over a water race which we understand is not permitted. There is no explanation of how this would be achieved and still allow the flow of the water race.

Noise

An acoustic report to mitigate noise to neighbours for the b-trains, trucks and other vehicles traversing and idling on the site has not been provided.

Fagus sylvatica 'purpurea' (Copper Beech)

Details on the construction of the driveway and vehicle crossing have not been provided. We are concerned that with only the first 5m of the new footpath beyond the tree trunk shown as permeable paving that the Copper Beech tree is at great risk.

European beech trees are particularly sensitive to root disturbance. It is likely that construction of such a large driveway would result in the tree's death. This may be the reason why Woolworths have submitted an application to remove the tree as a permitted activity.

Pseudopanax ferox (Lancewood/Horoeka)

The Lancewood/Horoeka is identified in the Peers Brown Miller Ltd Assessment of Proposed Works (the PBM Report) report as being a particularly large specimen tree and that it would be regrettable if it were removed.

The Trust would like to see this tree retained and for it to be added to the SWDC Register of Notable Trees. This was included in our submission on the District Plan review in December 2022.

Traffic issues and pedestrians

Main St is a busy state highway. West Street was widened to be able to divert vehicles from Main Street. This diversion needs to be encouraged.

The tracking diagrams provided on drawings A1 and A2 in the Commute report for a AT HPMV 23m truck and a 17.9m semi-trailer *show both crossing the centre line on Main Street* in order to undertake the manoeuvre of turning left into the site. Left turning large trucks are also turning on to a blind side and can't see what is happening on the footpath. These are significant safety risks.

The Commute report does not explain the route the b-trains will be taking to do a left turn only – or how they will know they are only allowed to do a left turn (and how this will be enforced).

Safety issues for pedestrians

We outline a number of safety issues for pedestrians with the proposal for b-train, trucks and other traffic to enter the supermarket from Main St. This includes:

- The footpath on the supermarket side and the pedestrian crossing and Stella Bull Park form a well-used passageway for children walking to and from school and on bikes.
- Large trucks which are turning left (the driver on the right side of the cab) are turning on a blind spot where they can't see what's happening on the foot path. This puts pedestrians at risk.
- Vehicles queuing to turn right from Main Street into 134 Main St will block the pedestrian crossing – and potentially block the vision for drivers in the other direction which would inhibit them from seeing pedestrians entering the crossing.

Loss of street parking

On-street parking is at a premium in the Greytown village. All the associated businesses around 134 Main St will be impacted by the loss of two car parks - in particular the pizza shop which operates a take-away service.

Traffic vs. Pedestrian Safety

The Trust has lobbied for traffic calming measures in Main St on a number of occasions, for example raised pedestrian crossings and additional crossings, street tree planting to calm traffic outside of the town centre and moving heavy vehicles from Main Street and onto West Street as it was designed.

While Main St is a State Highway and large trucks can't be prevented from being on the highway, activities which encourage an increased number of b-trains and trucks destined for the supermarket to be in the town centre and cross a busy footpath when they formerly didn't, creates risks and is incompatible with the vision of a calmer street in the Greytown Heritage Precinct.

Stone Wall

The stone wall is in poor condition, yet several reports identify the wall would be retained with modifications. A new wall is likely to be required - information on the style of wall is critical in order to ensure it is sympathetic to heritage.

Water race

A water race, which is known to flood, traverses the right-hand side of the site. Measures to manage this have not been included in the application.

SUBMISSION FROM THE GREYTOWN HERITAGE TRUST

Key issues

This revised application, would appear to not provide any benefits to the community but rather provide a raft of negative issues together with several health and safety risks.

The single benefit from the proposal from Woolworths appears to be is that this change will alleviate **perceived** health and safety risks by trucks not needing to reverse on site. The applicant fails to recognise all the health and safety risks and other issues that are being created and appears to have complete disregard for the fact that the site is in the Greytown Heritage precinct and the detrimental effect it will create.

Reversing trucks have not caused any incidents in over a decade that the supermarket has been operating. In our opinion, this change if approved will create more health and safety risks for the public.

GHT earlier comment on applications

In June 2022 GHT made a submission to SWDC on the application where the following key issues were identified:

- Lack of consultation;
- Proposal is unsympathetic to the heritage area;
- Archaeological Authority;
- Noise;
- Traffic issues and safety;
- Necessity for three entrances and additional car parking;
- The vehicle crossing;
- Trucks;
- New 'driveway';
- Footpath;
- Onsite Carparking;
- Loss of street parking;
- Signage;
- Alteration to the Neighbour's Veranda (without their knowledge) – this aspect is considered bullying by the applicant and has caused undue stress to the building owner;
- Exterior Lighting;
- General Landscaping;
- Fagus sylvatica 'purpurea' (Copper Beech).

We note that most of these have been inadequately addressed in the current application.

In 2015 we objected to both the signage and proposed access to the Fresh Choice Supermarket. We understand that these consents were surrendered in 2016. Woolworth's new proposal is similar to this earlier one with a few changes – a one-way entry from Main Street, retention of the Copper Beech Tree, fewer new carparks and a new enlarged loading area.

That earlier proposal caused considerable dissent in the town, a petition which the Trust instigated along with a public meeting (attended by 139 Greytown locals), a court case, considerable coverage in the media and Friends of Historic Greytown was established to oppose the application. The 2022 application also caused a lot of public dissent with a standing room only public meeting on 30 August 2022 (170 attending), and comments from several truck drivers about issues they would

experience when turning left on to the site. The Wairarapa Times Age article from the 2022 public meeting is outlined in **Appendix 1**.

Around 2011, GHT also made a submission on the original consent for the supermarket which largely objected to the size and style of the pylon sign which would be visible from Main Street.

Material missing from the application related to the Copper Beech tree

We note that there are several key pieces of information missing from the Application:

- The Arboricultural Impact Assessment, by Treecology Tree Consultancy referred to in the Peers Brown Miller Ltd Assessment of Proposed Works (the PBM Report) affecting Copper Beech Tree, is missing from the material provided with the Resource Consent Application. SWDC advise that the applicant has been advised about this, but the document has not yet been provided to them. The PBM report notes that *“it is thorough, and demonstrates a comprehensive analysis of the tree and its environment, and of the potential impact of various activities proposed to be undertaken in its root zone”*. It is critical that this material is provided.
- The accompanying information referred to in the PBM Report affecting Copper Beech Tree has not been provided.

This makes it very difficult to understand proposals regarding trees and their protection.

Errors in the Application

There are fundamental errors in the submission material provided which have an impact both on the understanding of the documents and the analysis. SWDC was advised about this on 24 April 2023.

The errors are in the documents within the Woolworths application:

- 220081-Arborist-tree-condition-report-13042023
- 220081-Concept-civil-plan-13042023
- 220081-Topographical-survey-13042023

Information follows on the errors.

(1) Confusing scales of drawings

The two plans provided, a proposed plan from the civil engineer and an existing plan from the surveyor, are drawn at different scales (1:250 and 1:200) making them very hard to compare – particularly for laypeople who may want to make a submission. The 1:250 from the civil engineer, is the proposed drawing which makes the proposal seem to have less impact than if it were drawn at the same scale as the plan as existing (1:200). We note that 1:250 is not regarded as a standard drawing scale.

(2) Fagus sylvatica ‘purpurea’ (Copper Beech) Size

The All Seasons Tree Services arborist tree condition report notes the spread of the tree to be 17m – when the two drawings supplied from the engineer and the surveyor scale at 10m – in other words, it is shown at **58%** of its actual size.

On the drawings we commented on in June 2022, the Woodhams Meikle Zhan Architects Proposed Site Plan showed the tree at 16m diameter. The applicant has provided a survey drawing showing the tree shrinking in diameter over the past 9 months from 16m to 10m. Onsite checks by the Trust show this is certainly not the case.

Printed aerial photographs from Wairarapa Maps (to scale) show that the arborists size of the tree spread at 17m is correct. We were so concerned about this on the Summit Survey drawing that Survey and Spatial NZ was contacted to make a complaint about the author, who also surveyed, checked, and approved the drawing, only to find that they were no longer members (despite advertising that they are on their website).

(3) Pseudopanax ferox (Lancewood/Horoeka) Size

The size of the of Lancewood/Horoeka referred to in the PBM report is shown on the surveyors drawing scales at 2m diameter, however from the aerial photographs from Wairarapa Maps (to scale) this scales at 6m – that is, it is shown as **33%** of its actual size. Again, this is extremely misleading.

(4) Speed Limit

The Forme Planning Assessment of Environmental Effects notes the speed limit as being 50 km/hr when it is now 40 km/hr (it was lowered prior to the date of the report).

(5) Number of carparks

The Forme Planning Assessment of Environmental Effects notes on page 12 that '*A total of 65 parking spaces are proposed within the supermarket site for use by its customers, an increase of one space on the existing total*'. This is not correct – there is a **net loss of onsite carparks**.

- The Woodhams Meikle Zhan Existing Site Plan shows a total of 69 customer carparks (both in words and when counted) plus three staff carparks, making a total of 72 carparks. A count of the existing number of carparks from an aerial photograph from Wairarapa Maps shows 67 customer carparks and three staff carparks, a total of 70.
- The originally consented Woodhams Meikle Zhan drawings for the new supermarket show a total of 72 carparks (69 customer and 3 staff). However, a count of the numbers on the plan shows $64 + 3 = 67$ carparks.
- The Woodhams Meikle Zhan Proposed Plan shows a total of 64 carparks as existing (in words) and as drawn, no staff carparks and an additional 1 new one, making a total of 65 carparks.

Either way this is a **net loss of onsite carparks**, either $72 - 65 = 7$ as expected in the original Resource Consent; or $70 - 65 = 5$, or $67 - 65 = 2$. The way this is presented is confusing and well below the standard expected of an architect in their documentation.

Together this information is misleading making it impossible for people, particularly laypeople, to make informed comment.

(6) 2 Hastwell Street is not part of the site

The applicant shows the Property Brokers building as part of the site (2 Hastwell Street). The way it is shown within the Forme Planning assessment is not correct, we understand that the section at 2 Hastwell Street was sold at the time the supermarket was created.

(7) Diagrams and full analysis are not provided for right-turning trucks and other vehicles.

History of the site

Supermarket Site

A 1941 Retrolens aerial photograph appears to show a number of dwellings on the supermarket site with access off Hastwell Street as well as two dwellings off West Street. Sometime after this, these dwellings were removed and the site became home to clothing manufacturer Bouzaid and Balleben, who were caught up in its parent company receivership in 2009. In its heyday, clothing factory Bouzaid and Ballaben employed 300 workers. This is where the industrial listing for the site comes from within the District Plan.

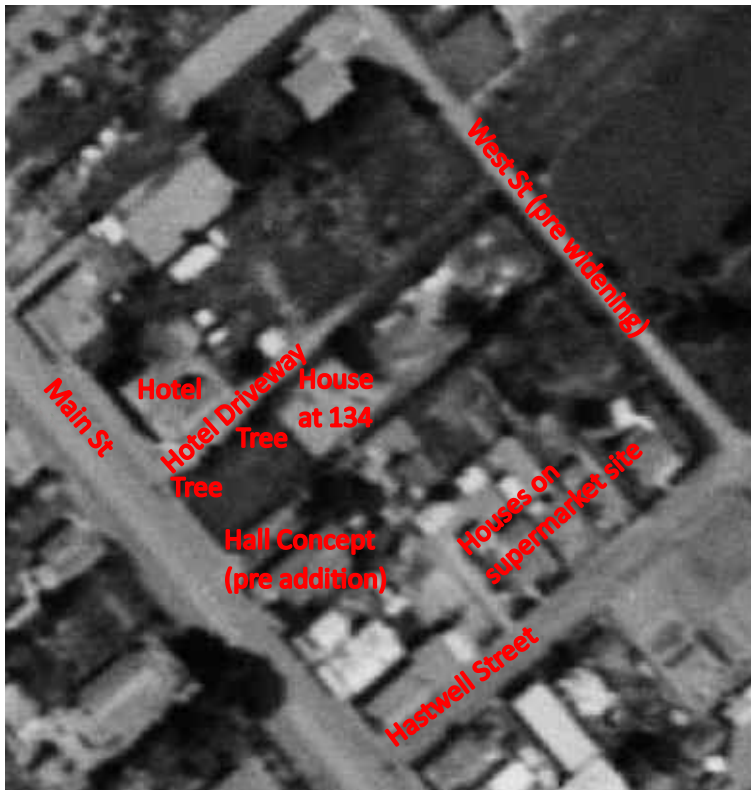


Figure 1 Retrolens 1941 aerial



Figure 2 Former Bouziad and Ballaben factory on site

The Fresh Choice supermarket opened on 2 July 2012 in the remodelled buildings and operates successfully and is well supported by the community.

134 Main Street

There is a building shown in the 1941 Retrolens aerial photograph which appears to be the existing house at 134 Main Street (refer to earlier Figure above). Other information shows it was built in 1955.

Greytown as a destination

Greytown is a **boutique, heritage visitor destination** that is an easy distance from Wellington. It is often compared to other quaint heritage destinations in New Zealand such as Akaroa and Arrowtown.

It is critical that Greytown is safeguarded as a heritage visitor destination, **the proposal will negatively affect this.**

At a recent public meeting the point was made that this proposal would never be accepted in Arrowtown – a place considered by many in the same vein as Greytown.

Archaeological Authority

This site is part of one of the original town acres and there appears to have been an earlier building on the site. That being the case, an Archaeological Authority is required for this site under the Heritage New Zealand Pouhere Taonga Act 2014.

Pedestrian crossing

GHT is concerned that trucks and other vehicles queuing to turn right from Main Street into 134 Main St will block the pedestrian crossing nearby. The pedestrian crossing and Stella Bull Park form a well-used passageway for children walking to and from school and on bikes. Many pedestrians (including the elderly and physically challenged) also use this crossing.

Similarly, the footpath – in both directions - is well used by children making their way to and from school (refer to the discussion on blind spots for drivers of large trucks below).

The camber of the road at the crossing is such that there have already been incidents with pedestrians in wheelchairs falling over. This was commented on at the August 2022 public meeting by Greyfriars co-owner and wheelchair user Ian MacDonald. *"I am a lot lower. I've had to stop halfway across because people don't see me. For me, it's dangerous already"*. The owner of Hall Concept Store has had to pick up a toppled wheelchair user from the crossing.

We are concerned that drivers will be focused on reaching the entry and not on the pedestrian crossing.

Trucks

The truck shown on the Woodhams Meikle Zhan Proposed Plan scales at 23m long. If this was stopped immediately outside the sliding gate (no details are provided as to how it operates) this gives a length of around 5m for a car to be entering the site behind it and not obstruct the footpath

(for context an Audi A1 is 4.620 m long and a Ford Ranger is 5.35m long). So, if one car was behind the truck (with a gap of say 1m) then it is going to be sitting over the footpath creating risks for pedestrians. This does not allow any other vehicles to enter the site.

The Commute report does not explain the route the b-trains will be taking when they arrive from the Palmerston North Distribution Centre to enable them to do a left turn only – or how they will know they are only allowed to do a left turn (or whether they will actually adhere to this).

The tracking diagrams provided on drawings A1 and A2 in the Commute report for a AT HPMV 23m truck and a 17.9m semi-trailer show both **crossing the centre line** on Main Street in order to undertake the manoeuvre of turning left into the site. At the public meeting held last year to discuss the earlier proposal there were several truck drivers present who commented that they would not be able to turn left to enter the site without crossing the centreline (and this was with the wider driveway). They also commented on the blind spots they experience.

Truck Blind spots

Driver Knowledge Test (NZ) note that the main blind spots for a truck driver are:

- *“Immediately behind the trailer, in a narrowing triangle. The longer the truck, the longer this triangle, so watch for road trains. This space means vehicles tailgating the truck are not visible to the driver. Pedestrians walking behind the truck are not visible either.*
- *Immediately behind the cab (unless driving a day cab with a rear window), or the body of the truck, for example between a truck and trailer combination.*
- *Immediately in front of the bonnet. This can hide a child or smaller adult crossing the road while the driver is waiting at an intersection – never cross in front of a truck while it’s waiting to go, unless you’ve made eye contact with the driver.*
- *Next to the passenger door, out around 1-2 metres (unless there’s a top mirror), and in a gradually broadening arc extending around 45 degrees backwards behind the B pillar*
- *Next to the driver’s door, out around 0.5-1 metres, and in a gradually broadening arc extending around 45 degrees backwards behind the B pillar”...*
- *“The driver will also find it difficult see the front quarter of the top metre or so of the truck or trailer, if it is taller than the cab. This presents a risk when low-speed manoeuvring around awnings and low tree limbs.”*

They provide the following image to illustrate this:

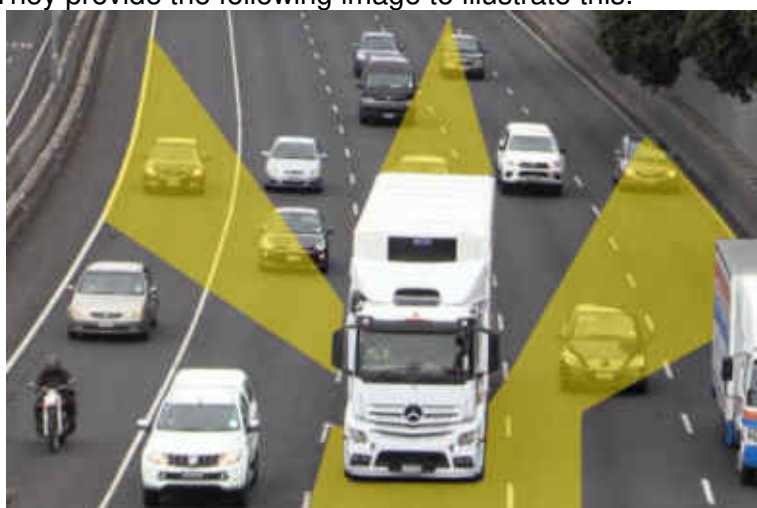


Figure 3 Driver Knowledge Test (NZ) illustration of truck blind spots

The figure below extrapolates this to the driveway at 134 Main St for a truck turning left into the site. Note that this image is for a much smaller truck than a b-train which can be expected to have much bigger blind spots:

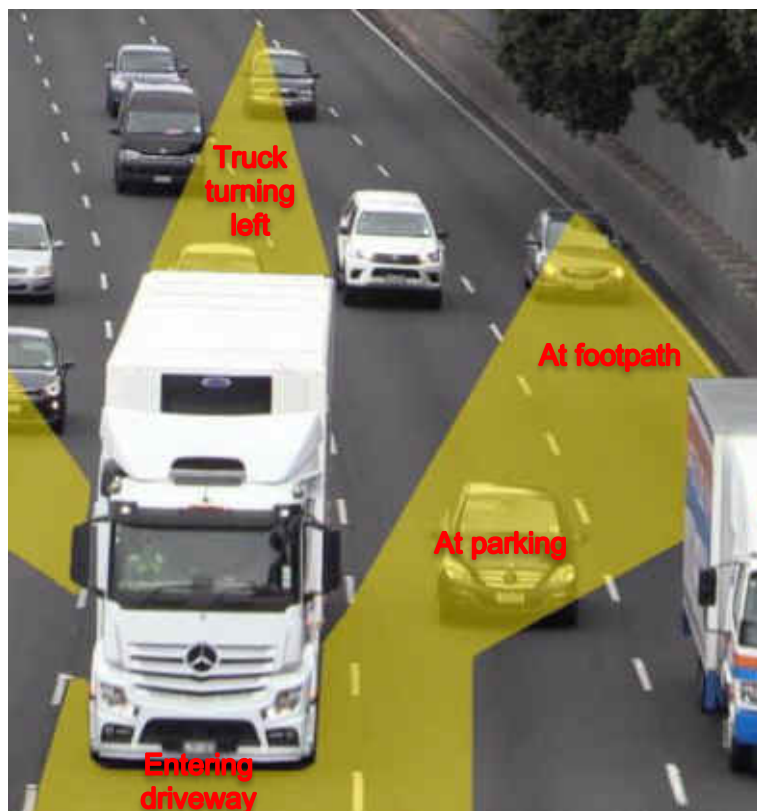


Figure 4 Blind spots for truck entering the driveway

This puts the public – in both vehicles and as pedestrians - at hazardous risk. The risk to children going to and from school is extremely concerning.

In addition, they note the following factors increase blind spots for (heavy vehicle) drivers (this actually applies to all drivers):

- "Poor weather
- Passenger (can obstruct view)
- Poor mirror placement
- Dirty mirrors
- Dirty windows
- Tall seating position (e.g., the bottom of the windscreen on a Kenworth cab-over prime mover is over 2m from the ground; even an adult can be in the blind spot)
- Sunstrike."

Sunstrike is a common winter problem in Greytown when travelling north. AA NZ notes, "*In winter months, New Zealand motorists are vulnerable to sun-strike. This is when the angle of sunlight hitting a car's windscreen creates a blinding glare; with the sun low in the sky on clear winter mornings and evenings, sun-strike can be genuinely dangerous.*" Locals know that SH2 is perfectly aligned for this over the winter months. "*Crash analysis by the AA reveals there were 21 deaths from crashes involving sun-strike over the past five years; from 2013 to 2017, 780 motorists were injured, 141 seriously*". This coupled with truck (and other vehicle) blind spots would put the public at unnecessary dangerous risk.

The existing situation, which has had **no accidents or reported near misses** in the over a decade the supermarket has been operating, is safer with the use of a spotter when reversing than what is proposed. Many trucks will also now have reversing cameras.

Driveway

There are 13 vehicle crossings to laneways/driveways on the west side of Main Street, north of the proposed vehicle crossing within the town centre. These widths vary from 2.883m to 7.350m with a median width of 3.548m and an average width of 3.943m. None of these provide access or turning for large trucks. None result in the loss of street parking (as a result of the driveway). The proposed vehicle crossing at 8.3m is over TWICE the size of the average driveway width. This is not a greenfield site as in Hamilton, it is in the Heritage Precinct of the Greytown where there is a premium for on-street parking.

The driveway also has splays of 0.5 and 1.0m, making an effective width of the driveway of 9.8m wide. This is effectively over 2.5 times the size of the average driveway width and almost 2.5m wider than the widest driveway.

The proposed vehicle crossing, and driveway are more akin to a new street. It is not clear why the proposed vehicle crossing at 9.8m wide needs to be wider than the width of Hastwell St (one of the entrances to the supermarket) at around 7m (when there are cars parked either side). We are not aware of any reported issues or accidents with trucks that use Hastwell Street.

West Street was widened to the width it is to divert vehicles from Main Street. This diversion needs to be encouraged.

Unloading

We note that forklifts will take twice as long to unload as they will only be able to access one side of a truck – they presently can unload on both sides.

Noise

The Trust is concerned about the additional noise the driveway will create. As with many properties in the town centre, the three properties to the north of the proposed driveway all have a residential component to them. This mixed use on Main St is part of Greytown's charm. The large b-trains, trucks and other vehicles proposed to use this entry will create unnecessary additional noise for these residents.

Details of the acoustic fence to the south (which has been reduced in height since the earlier application) are not provided, and there are no mitigation measures proposed to the north side of the driveway. There is no acoustic report to support the type of acoustic treatment required to mitigate this activity.

The increased noise will directly impact on Hall Concept Store, Alluminus Beauty Therapy and Greyfriars Motel which are directly adjacent to 134 Main St. Additional noise is expected with trucks slowing past residential properties as they approach the driveway. At the public meeting in August 2022, the owner of Greyfriars Motel (the neighbour to the south) commented on their concerns about the noise generated by this new activity "*the noise pollution created by extra trucks was also concerning for a motel business*". In addition, we note that the new acoustic wall is now only shown as 2.4m high and not 3m high. There is also no discussion about the noise generated from idling vehicles.

Speed quietening at driveway

The Trust is concerned that the new driveway is likely to be used as a shortcut by impatient drivers from the south if the pedestrian crossing is in use – these drivers are likely to drive at speeds through the carpark creating further health and safety concerns. We note that the Commute Report (7.3.2) recommends a speed bump be provided within the customer vehicle lane to slow vehicles. This is not shown on any of the drawings. (We suggest that more than one is likely to be needed).

Most locals are likely to retain their existing driving habits and only those approaching from the south on the eastern side of town are likely to use the proposed entry - however, many of these will keep their habit of using West Street rather than the busier Main St to get to the supermarket.

Onsite vehicle conflicts

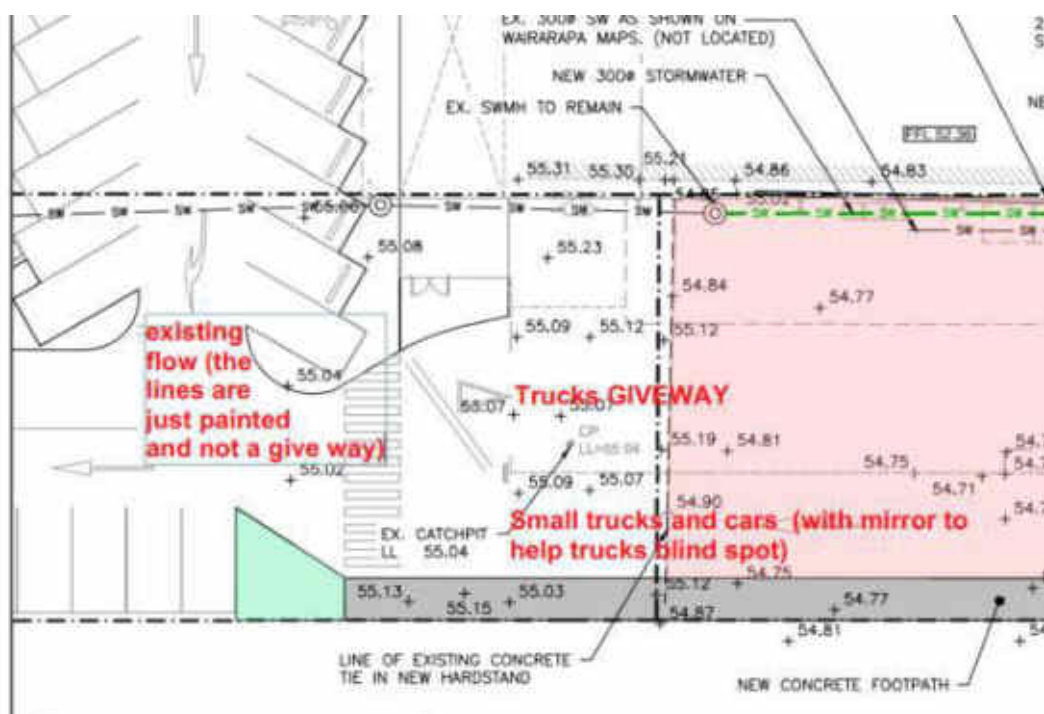


Figure 5 Diagram showing vehicle conflicts

The proposal creates far more risks on site than it resolves. At present there is excellent flow around the site for the supermarket users (other than the carpark on the SW boundary which receive very little use). There are two existing painted lines near the single new carpark, the purpose of which we are unsure of (they are not indicated as a give way). Traffic just flows easily around the site. The existing situation is excellent as it lowers risk for drivers – particularly those with young children in the car who may be distracted – or the many elderly in our community.

The proposal creates a risky pinch point where the trucks and the new entry merge (with trucks giving way and a mirror provided to presumably help with blind spots as they won't be able to see vehicles approaching in the adjacent lane (see the earlier diagram). Vehicles then merge with the general carpark traffic which we believe creates a far bigger risk than it mitigates (compared to reversing trucks using a 'spotter' and cones). In addition, there is a new pedestrian crossing at this point - which is probably in the truck's blind spot to the front – certainly for children. This creates far more Health and Safety risks than it resolves.

Loss of street parking

The Commute report notes that there are TWO on street carparks lost with the new 'driveway'.

There are six small 'retailers' at this location – Property Brokers, Cuckoo Restaurant, The Lolly Shop, Hall Concept Store to the north of the proposed vehicle crossing and Alluminus Beauty Therapy and Tommy's Real Estate to the south. Greyfriars Motel is also to the south of the crossing.

There are currently five carparks in the vicinity. With this proposal these are reduced to three. This would severely impact on these businesses. In particular, the pizza shop which operates a take-away service would be severely impacted by this.

These retailers already face lower pedestrian visitation being located south of Hastwell Street, therefore the reduction of two valuable carpark spaces would further have a strong impact on their businesses.

The view of GHT is that these retailers are the heart of Greytown and any impediment to their business is not acceptable. They are clearly severely impacted by this proposal.

The recent change to the speed limit to 40km/hr in the town centre has reinforced this practice and intention – a village for village-scaled activities.

Traffic vs. Pedestrian Safety

More and more, the Greytown town centre is becoming a pedestrian and cycling precinct, particularly with the development of the Five Towns Trail Network and other tourism initiatives. The GHT supports this direction. Cycling is predicted to have massive growth in the region.

The Trust has lobbied for traffic calming measures on a number of occasions which includes:

- moving heavy vehicles from Main Street and onto West Street as it was designed (or elsewhere as proposed by others);
- street tree planting to calm traffic outside of the town centre;
- providing islands where pedestrians can cross the road more safely;
- raised crossings, additional crossings, cycling and encouraging locals to park off the Main Street.

The Commute report notes the b-trains come from the Palmerston North distribution centre and the remaining deliveries are sourced locally. If they know the streets, drivers will opt to avoid Main Street and turn off one of the side streets to get to the supermarket via West Street. The proposal changes this. It is not known how the trucks get to be facing north on Main Street or what additional streets they will traverse. Local drivers (which will include the delivery drivers) know that the quickest way to the supermarket is via West Street. This proposal is effectively attempting to divert this traffic to Main Street and increasing risks and delays.

We understand from a truck driver who did this run that they *"always turned right at North Street and then left into Hastwell. This gave me a right turn into Fresh Choice"*. Local social media notes, *"The majority of these come from the north [street] so they will need to drive past the West Street entrance to Fresh Choice, and then turn left into Wood Street and then left into Main Street in order to turn left into the access way"*. The truck driver's comments to this were, *"Any truck driver would look at Wood Street and say it isn't happening. Driving down to Humphries Street would be an option, but then you have to add in the extra mileage and time, plus for the bigger trucks, you would find they would have to cross the centre line into the south bound lane just to make the entrance. Most would prefer to come from the north directly down main street to turn right. It would be quicker"*

than the option suggested [in the application] as long as we have courteous car driver heading north stop and allow us entry". So it is likely that if this application is approved drivers, would ignore being told the route they needed to travel.

Attempting to divert traffic to Main Street is not compatible with a more pedestrian precinct. We note from the Commute report there is no additional delivery traffic expected (since they use the existing data for their analysis), the usual 6 vans, 2 light trucks and 10 b-trains throughout the day is expected to remain. We find this to be unlikely given the current and future growth in Greytown.

While the District Plan 6.5.2(g)(ii) allows one point per frontage we question the need for this additional entry – why is this needed when the two currently in use operate well and without incident?

The new access point creates negligible benefits and creates many more risks to Greytown community. The only benefit seems to be for perhaps the 10 b-train movements per day not needing to reverse (but this may create additional risks in getting them to be facing the right direction to do this – it certainly creates more risks within the site with the new pedestrian crossing and merging vehicles).

Fagus sylvatica ‘purpurea’ (Copper Beech)

While the Trust is supportive of the retention of the *Fagus sylvatica* ‘purpurea’ (Copper Beech), we have a number of concerns about this proposal in relation to the tree.

The Trust, who also has a connection to Friends of the Park, is concerned about the health of the Copper Beech with the proposed new roadway, footpath and loads imposed on the root zone. Henri van de Weyer’s report describes the tree as *‘a beautiful tree in excellent health with great vigor’* and notes about the roots *“There is consistent root flair around the base of the tree with good placement of the main holding roots... Being situated where it is, with a big lawn space around it, I would imagine the root run to be excellent and there to be plenty of nutrient and water availability”*.

The Tree Protection Zone in the PBM Report (and it seems the Treecology report) *“has correctly been calculated as a radius of 15m – shown diagrammatically as Figure 1 in the report [this is the missing report in the application]”*. We have illustrated this by overlaying this on the Riley Civil Proposed Site Plan.

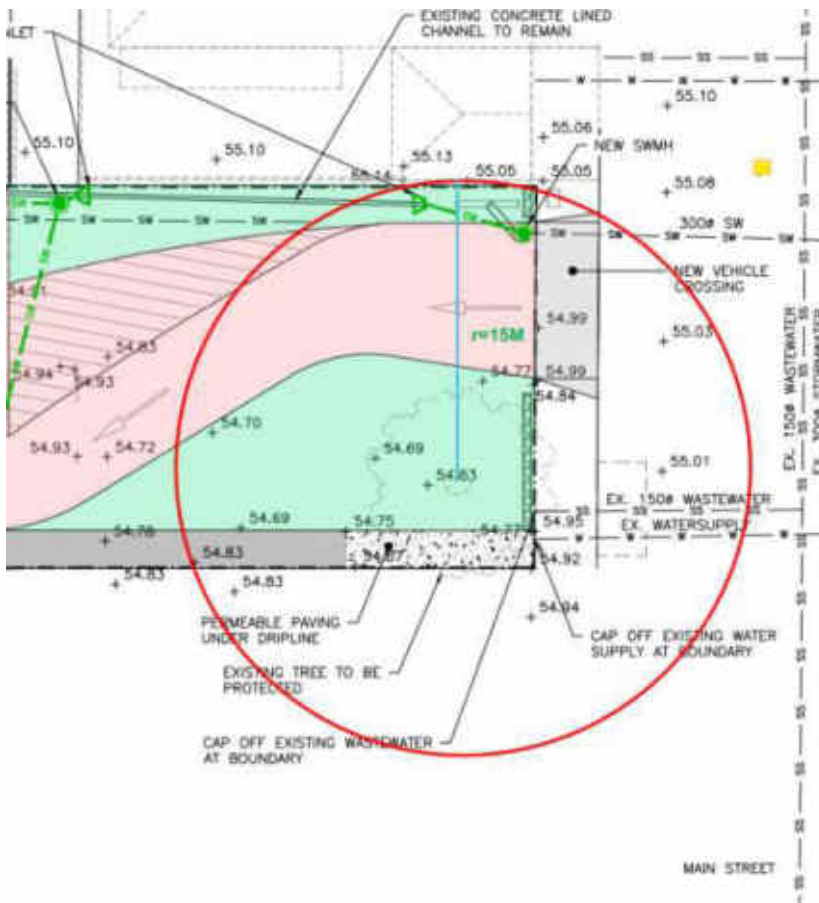


Figure 6 15m radius Tree Protection Zone on Riley Civil plan

The Riley Civil Proposed Site Plan fails to indicate ANY protection of the tree other than approximately the first 5m beyond the tree trunk. This is unacceptable particularly as the PBM report notes *“As Mr Partridge has stated, and I agree, based on my own experience and observations, European beech is particularly sensitive to root disturbance”*. Further it notes *“I would be uncomfortable in supporting any driveway design that involved impermeable surfacing at that proximity to the tree. Indeed, it would be preferable if even a permeable surfacing were not that close to the tree”*.

We note that no successful examples of a driveway for large b-train trucks (or indeed any vehicle driveway) have been provided in the illustrations in the PBM report. There are also no construction details provided for the driveway and vehicle crossing - which we would expect given the drainage and tree protection required.

We understand from local roading contractors that to form such a driveway the likely excavation needs to be around 300mm. An earlier report commented on the root plate and roots, *“The ground around the tree has been raised by the root plate and this is also consistent around the circumference of the tree. There is some minor damage to the exposed roots, cause perhaps by mowers or foot traffic.”*

We are concerned that when the driveway is formed across the roots the digging required to create a new heavy-duty surface for trucks will cause damage to critical root structures. We are also concerned about the ongoing root compaction caused by heavy vehicles.

The applicant's claim of safeguarding the copper beech is possibly optimistic, naïve, or just bluntly disingenuous. Compaction, disruption and excavation will likely brutalise the tree. As mentioned in the PBM report European beech trees are particularly sensitive to root disturbance. Should the tree

be lost the suggested tussock landscaping as replacement is a miserable compromise. As Judge Melinda Dickey recently determined in a case involving a protected copper beech tree removal in Auckland – “*the removal of the beech tree had deprived the community of its benefits “for a generation”*”.

The extent, surface and run-off from the driveway

Information on the type of driveway covering has not been provided. The Riley Civil drawing shows only the first 5m beyond the tree trunk of the 2m wide *pathway* being permeable paving (*with none of the driveway included as permeable paving*).

It is assumed then that the extensive driveway will be impermeable, and if this is the case, there is no way the tree would survive. This may be the reason why Woolworths have submitted an application to remove the tree as a permitted activity.

Another concern for the Trust is the extent of the driveway – covering around 75% of the site. The subsequent covering of the lawn area with the driveway and compaction from dynamic loads from heavy vehicles will inhibit the tree’s ability to take in both water and oxygen and may result in the tree’s death. In the context of the Greytown heritage precinct the visual appearance will be totally unsympathetic to heritage.

We are also concerned about water run-off with such a massive driveway. It is mentioned that storm water will be diverted to the water race, however the details of how this will be achieved are not provided – refer to discussion on the Water Race.

Certificate of Compliance Application

In the Assessment of Environmental Effects, the applicant notes with regard to the proposed protection of the tree within the district plan, “*The Council has issued correspondence to the Applicant identifying an interest in scheduling the Copper Beech tree, however this does not yet have legal effect.*” In the same document they also note “*the Copper Beech tree, which for the avoidance of doubt is proposed to be retained*”. This application for resource consent, appears to have been received by SWDC on 13 April 2023.

On 27 April 2023, the same applicant applied for a “*Certificate of Compliance Application, Proposed Tree Removal, 134 Main Street, Greytown*” for the Copper Beech Tree.

The applicant commented in that application “*The request was made in April 2023. At the date of the request the Plan Review of the Wairarapa Combined District Plan has not been notified, albeit it is acknowledged that the Council may be undertaking a review of the subject tree as part of the forthcoming PDP process*” – they did this knowing that the Council had already issued correspondence “*identifying an interest in scheduling the Copper Beech tree.*”

The applicant’s intentions are dubious.

Greytown prides itself on being the town that gave New Zealand Arbor Day on 3 July 1890 and has many century-old trees that are essential to the town’s character.

The tree would help shield the view of the loading bay from the street. The figure below shows the loss of amenity and barren streetscape with the tree removed.



▲ Streetscape with the tree

▼ Streetscape without the tree (artist impression)



Figure 7 Streetscape with and without tree

The Trust wishes to reiterate that there are a myriad of intangible psychological and aesthetic benefits related to trees. More critically trees enhance our urban climate, foster ecological diversity, and mitigate pollution.

The Trust also notes that urban tree removal is against worldwide environmental trends to create an urban canopy to help offset the effects of climate change – we need to be doing this one tree at a time, and not just in large forests. For instance, the City of Sydney has a greening Sydney strategy where they will “*increase our overall green cover to 40% across the local area, including a minimum of 27% tree canopy by 2050.*” This provides multiple benefits as shown in the figure below. The Trust supports this initiative for Greytown.



Figure 8 Benefits of urban trees. Credit: Food and Agriculture Organisation of the United Nations/City of Sydney

Pruning

The PBM Report refers to pruning the tree to lift the canopy - the height of a b-train is 4.15m – presumably the canopy would need to be lifted to almost 5m to account for yearly growth and the height of the driveway above existing ground level. This is to about the height of the neighbouring building (from their resource consent application). The Trust is concerned about the ongoing maintenance and potential of future damage of the tree if this is not regularly maintained. We would also like to see the 'short Cobra strop' referred to in the PBM report inserted to brace the stem securely.



Figure 9 Copper Beech with the extent of the proposed pruning shown (April 2023)

New Footpath from Main St to the Supermarket

The Riley Civil drawing shows only the first 5m beyond the tree trunk of the 2m wide pathway being permeable paving.

The PBM Report notes that this is required 10m past the tree – we assume this distance is required to encompass the Tree Protection Zone of 15m radius (from the tree trunk).

The proposed civil works are clearly not acceptable and do not meet the requirements in the PBM report. GHT would also like to see any path able to be navigated by elderly, disabled and those using strollers.

There are no proposals for lighting to provide safety for users. This needs to be carefully considered (e.g., foundations for light standards, trenching for cables, dark sky compliance, light spill, etc).

Prior to any consent being granted GHT would like to see proposals for lighting. This is required for the safety of pedestrians and road users.

In addition, the applicant has not addressed the inground services in the existing public footpath at the entry to the proposed footpath, and where these would be relocated to (or the practicality of doing so) – refer to the photo below.



Figure 10 Entry to footpath and existing in- ground street services

Pseudopanax crassifolius (Lancewood/Horoeka)



Figure 11 Lancewood from Alluminus Beauty and Tommy's Real estate carpark (April 2023)



Figure 12 Lancewood and Copper Beech from supermarket carpark (April 2023)

The PBM Report proposes retention of this tree, noting *“it is unusual to see such a large specimen of this native species in an urban environment and it would be regrettable if it were to be removed”*. This proposal has been ignored by the applicants. It would appear to be an easy design solution to route the path around the tree (with appropriate protection at the roots as for the Copper Beech).

Early survey plans from circa 1856 of Greytown show that this site was close to the edge of a bush clearing. Janice Lord, Associate Professor Botany Department at University of Otago has advised that *“Pseudopanax crassifolius, lancewood/horoeka, would have very likely been a component of forest on the Wairarapa plains as it is abundant in the hill country to the west.”* In addition, she noted, *“it is difficult to age the tree from its size except to say it is likely much more than 50 years old given what I can see of the trunk diameter. It’s impossible to say if it was 170 years old but the straight trunk form (not branched from the base) does suggest it grew up within existing vegetation.”* Early photos on Retrolens (1941) appear to indicate that there was a tree in the location of the Lancewood.

The Trust would like to see this tree retained and for it to be added to the SWDC Register of Notable Trees.

Stone Wall

The application is confused as to what is happening with the wall at the front:

- The Richard Knott Urban Design and Heritage Assessment Report (RN Report) notes “the existing low stone wall along the front of the site will be retained (and adapted to accommodate the proposed widened vehicular access”.

- The Forme Planning Assessment of Environmental Effects (FP Report) notes all of the following:
 - *“Retention of the existing low stone wall will contribute to the street frontage character, framing the site boundary and providing a consistent theme to that frontage.”*
 - *“The existing wall along the site frontage makes a contribution to the continuity of the site frontage and has therefore been retained, although the gap for the vehicular access will require being widened to accommodate the updated access”.*
 - *“Retention of the Copper Beech tree and the low stone wall are considered to assist in mitigating potential adverse effects on historic heritage values associated with Main Street.”*
 - *“Retention of the existing white low stone wall along the frontage of the site”.*
- Woodhams Meikle Zhan Architects note on their drawing *“existing stone wall to remain (check on site)”*.
- The PBM report notes that *“it is proposed to remove the existing masonry wall at the street boundary and replace it with a new stone wall”*.
- The Riley Civil drawing shows a new wall (within the boundary – the existing wall either straddles the boundary or is over it from the survey plan), with no indication of either its size or materials. The wall in a different location, which is closer to the tree, puts the tree at further risk.

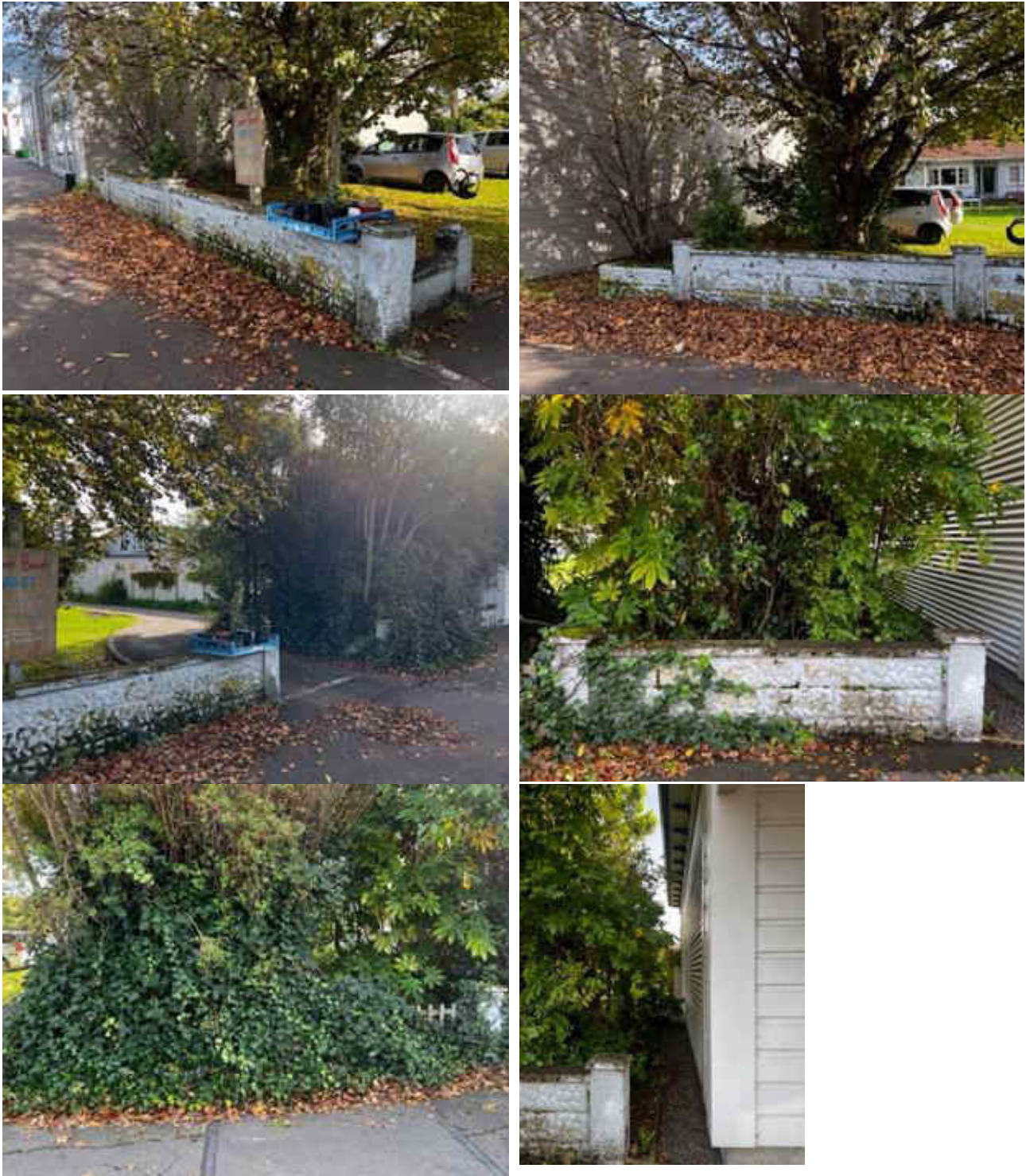


Figure 13 Existing wall - in poor condition

The stone wall is in poor condition as is shown in the photos. Given the condition of the wall and the need for major modification it is most likely that the wall will need to be replaced. Also, the proposed opening for vehicles is far wider than the existing one.

If a new wall is erected the Trust is concerned about the height of the wall, which, depending on the overall height and hence the size of the footing could be problematic in terms of both the tree's survival and visibility of the wall to drivers.

We note the comments in the PBM report “*The wall is actually not footed that deep into the ground and it is rather narrow [i.e. read as likely to be unstable]. Therefore, it is likely that the new wall, if it were to be designed to have a strip-footed base, would require deeper and wider excavation than the trench that would be made available after the removal of the existing wall. This would not be desirable, given the close proximity to the base of the tree and the likelihood of roots being bunched at the base of the wall*”.

It is imperative to the health of the Copper Beach that the recommendations in the PBM report are followed.

Finally, the style of the any proposed new wall is important to GHT, namely it needs to be sympathetic to heritage e.g., built using local stone as the existing one. The GHT would like to see a wall, possibly higher for visibility (the current wall is very low), constructed in a similar style to the existing one.

Water race

The water race, which is referred to in the PBM Report as a water course and a stream and on the Riley Civil drawing as a concrete lined channel, has been in existence since circa 1890 (part of the Moroa water race which is 240km long). The original purpose of the water races was for stock watering purposes and drainage, with intake water from the Waiohine river to provide stock drinking water to surrounding farmland.

The Riley Civil drawing shows part of this is planned to be replaced with a 300mm diameter stormwater pipe and then discharging this water along with all the stormwater from the driveway into the remaining concrete lined channel.

However, there is no further discussion on the implications of the Water Race on the site.

GHT makes the following comment on this:

- Wellington Water controls the water supply to the water races from river to the NW of Woodside. They regulate this to ensure optimum flow i.e., so that the water races don't flood and also, so the water doesn't become too low. Another consideration is ensuring that the water doesn't become contaminated when it discharges further downstream.
- Our understanding from local plumbers and drainlayers is that stormwater cannot be discharged into the Moroa water race.
- The GHT is extremely concerned about the proposed 300mm diameter pipe replacing part of the Moroa water race and the size of the existing water race. The channel on this property is VERY small compared to most other local water races, which when they are piped typically use a 600mm diameter pipe (as was done at the fire station and in other locations).
- We note that the water races are home to eels and koura (as well as presumably other species). The small channel at this location may already be disrupting this habitat. The existing ecosystem within the wider water race system need to be supported.
- The owner of Hall Concept Store adjacent to the water race reports that this channel floods on occasion (presumably due to the inadequate capacity of the channel - as other Greytown water races do not flood), and that when it floods it “*floats towards the back of the house at 134 Main St and under it*”.
- Stormwater needs to be disposed of in an appropriate manner. There have been too many recent flooding incidents for it not to be.

New landscaping adjacent to the Hall Concept Store

New landscaping is proposed adjacent to the Hall Concept Store building – but no consideration has been given to requirements with the water race below it and access for maintenance. The

landscaping is only shown on the Woodhams Meikle Zhan illustration on drawing 2 View from Main Street. This needs further consideration.

House Demolition

If the house is to be demolished then we would suggest, given the age of the house, that it be dismantled as it is likely to have been built from native timbers.

Given the age of the house an asbestos clearance report should be required prior to demolition. Asbestos is likely in the stucco cladding of the house, carport, sheds and stone wall, as well as any old vinyl, switchboards, internal linings etc.

Sign

As is pointed out in the PBM Report the sign is shown being placed OVER a short existing piped section of the water race. The Riley Civil plan makes no mention of how this is resolved. The other consultants also ignore this issue.

Smaller signs (2100mm h x 1200mm w) which the Trust have installed at the Rail Trail and Stella Bull Park required engineered foundations which were 500mm d and 2000mm w) all illustrated on the drawing below. Extrapolating this for a 3600mm h x 1800mm w sign we would expect a foundation of around 750mm d x 3000mm w. This is clearly a problem, with the sign in relation to the water race and that the foundations would be within the Tree Protection Zone.

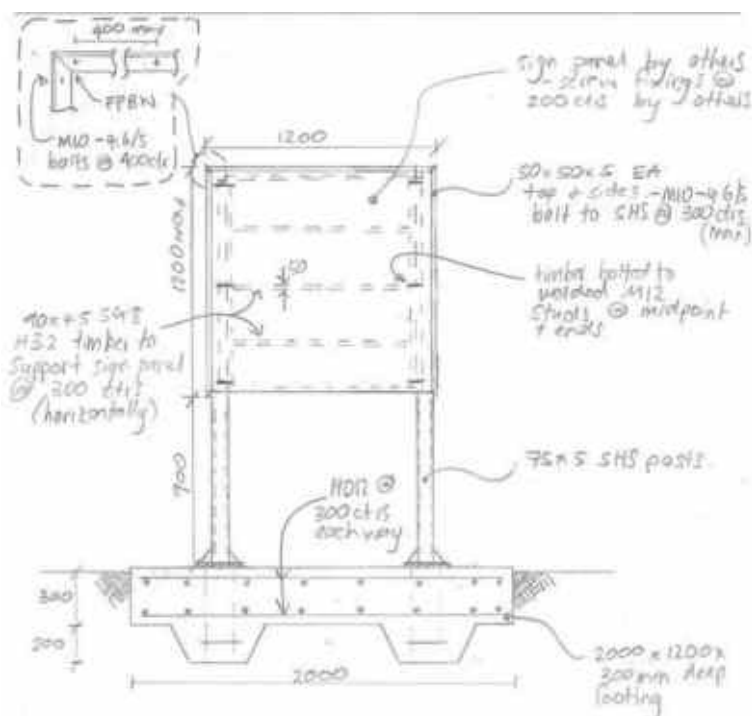


Figure 14 Rail Trail sign and foundation

In addition, there is no mention on how the proposed 'external' illumination will work and issues associated with this (e.g., foundations for light standards, trenching for cables, dark sky compliance, light spill, etc) and how this would work within the Tree Protection Zone.

We do not understand the need for the proposed sign. Greytown residents already know where the supermarket is having used it for the past decade – there is no need for any additional signage (it will not be visible when travelling south and making a right turn). Non-residents should be easily

able to find the supermarket via the internet/google maps, or additionally found in AirBnB/commercial accommodation compendiums. The existing, non-complying but consented sign is visible from Main Street, and there is street signage to provide direction to the supermarket.

The signage proposed is a significant departure from the signage allowable under the District Plan. The Trust strongly opposes any further signage for the supermarket, particularly the signage proposed on Main St.

Regardless of the existing signs on this site, the proposed sign contravenes the standards for permitted signs in the District Plan for a commercial zone with a heritage precinct overlay, namely:

The proposed sign has an overall size of $1.8\text{m} \times 3.6\text{m} = 6.48\text{ sqm}$, actual face of sign is $2.45 \times 1.5 = 3.675\text{sqm}$.

- The proposed new sign is **83%** larger than the 2sqm in area allowable;
- The location of the sign is free standing rather than above or suspended within a buildings verandah;
- The sign as a freestanding sign is **over 7 times larger** than the 0.5sqm allowable (or nearly **13x larger** when the frame of the sign is included)
- The supermarket already has a freestanding sign larger than the district plan standards.
- The supermarket already has an illuminated sign far greater 2m^2 allowable. This sign alone (excluding the base) is 9.68 m^2 or nearly **five** times the allowable size.

The proposed large, externally illuminated sign will be visible from residential properties across the road and will detract from their properties. The hours the sign will be illuminated – or how this will be achieved is not clear from the application.

In addition, within the application, there has been NO consideration of the requirements set out in Wairarapa Combined District Plan 21.1.3 Historic Heritage Precincts and in Appendix 8 – South Wairarapa Town Centres Design Guidelines 35.1.8 Signage:

- The sign is not at all sympathetic in scale, colour and design with amenities and historical qualities of the area.
- While the materials may be neat and durable, they are not appropriate to the historic qualities of the area.
- The sign exceeds the 2m^2 area allowance (all faces) and the 4m^2 for the site. We presume it will be heavily illuminated (as is the Hastwell Street sign) - the 'light' pollution will detract from the ambience of the street and area). This detracts from intrinsic Greytown qualities where signs are not illuminated.

The proposed sign is a similar height to the adjacent listed building and is considerably more colourful which will create a negative contrast in scale and colour to the adjacent listed heritage buildings. It would only be visible from the south.

The proposed sign and the pedestrian crossing and Hastwell/Main St intersection

The proposed sign is approximately 24m from the pedestrian crossing and within 100m of what is a busy intersection for locals using the supermarket. The pedestrian crossing has heavy use before and after school with children and their caregivers walking/cycling/scootering on the footpath along Hastwell Street, to the crossing, across the park and to school.

The NZTA Traffic Control Devices Manual Part 3, Sec.5.51 clearly states that in urban areas advertising signs should not be located within 100m of intersections and pedestrian crossings. NZTA note with regard to these advertising signs that “*Hazardous situations can arise as a result of a lack of road user’s (driver, pedestrian and cyclist) concentration or excessive demands on road users at the location*”.

Unsympathetic to the heritage area

The Trust is concerned that the application totally ignores the town and the context. 134 Main St is within the Greytown Heritage Precinct and adjacent to three listed heritage buildings Greytown risks losing what is special to it with proposals such as these.

- If approved, the proposal would fundamentally change the entry to the town centre in Greytown and is at odds with the Town Centre Design Guidelines. It appears to ignore the aims of the District Plan.
- No effort has been made to comply with the signage requirements.
- The proposal is completely unsympathetic to the surrounding streetscape with the proposed steel framed loading bay canopy visible from Main Street.
 - As identified in the Bowman Heritage Impact Assessment “*The activity involves the demolition of a residential property within the Historic Heritage Precinct and one that is adjacent to three listed heritage buildings. The character of the site will be disturbed as it will change from typical residential character to a highly visible commercial character with a wide entry to the supermarket car park and associated signage. The new entry will allow 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.*”
- Greytown is the town that gave New Zealand Arbor Day on 5 June 1890. The proposal fails to consider the wider context of Greytown, for instance south-west of the town centre the copper beech tree is significant as it stands alone in an immediate landscape of fewer trees. There are several other trees clustered further south but it’s a direct contrast to the east side of the Main Street which has many more trees.
- While we can see why an enlarged loading bay area could be needed, we suggest a better overall solution would be to retain existing vehicle movement, and build an enlarged loading, skip pallet and storage area. This could take up much of the width between the supermarket and boundary. As a suggestion, a building which respects the Town Centre Design Guidelines and is outside the Tree Protection Zone, for example, a café complying with the Design Guide which opens onto a retained grassed area and retained trees.

We have reviewed the Bowman Heritage Impact Assessment (August 2022) and the Richard Knott Urban Design and Heritage Assessment and comment as follows:

¹ <https://www.nzta.govt.nz/assets/resources/traffic-control-devices-manual/docs/part-3-advertising-signs.pdf>

10.3.1 Objective HH1 and 10.3.2 HH1 Policies		
Objective HH10.3.1	To recognise and protect the important historic heritage of the Wairarapa.	We agree with the Bowman report that this application does not comply.
HH1 Policies		
(a)	Identify significant historic heritage	Without an archaeological authority this does not comply.
(b)	Avoid, remedy or mitigate the potential adverse effects of subdivision, development and use on historic heritage.	<p>We disagree with the Knott report – the proposal is NOT sympathetic to the heritage values of the Historic Heritage Precinct.</p> <p>We agree with the Bowman analysis that the proposal does not avoid the demolition of a residential building in the Historic Heritage Precinct, nor does it mitigate the loss of the building or impact on four neighbouring listed heritage buildings. Adverse impacts of the proposed sign are not avoided, remedied or mitigated. We also note that while the sign has been redesigned it does not comply with the District Plan standards and that the proposal is effectively adding a street which is far too close to the pedestrian crossing.</p>
(c)	Ensure the important attributes of historic heritage is not disturbed, damaged or destroyed, by inappropriate subdivision, use and development.	<p>We disagree with the Knott report and agree with the Bowman one that this does not comply, where he notes, <i>“The activity involves the demolition of a residential property within the Historic Heritage Precinct and one that is adjacent to three listed heritage buildings. The character of the site will be disturbed as it will change from typical residential character to a highly visible commercial character with a wide entry to the supermarket car park and associated signage. The new entry will allow 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.”</i></p>
(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.	<p>We disagree with the Knott report – the changes to their design does not mitigate the issues raised. We agree with the Bowman assessment that this does not comply, where he notes, <i>“The proposal does not provide for the use of historic heritage nor is it sympathetic or compatible with the prevailing character of the Historic Heritage Precinct. The proposal demolishes an existing house within a predominantly single storey residential area, a number of houses being set back from the street matching the location of 134, to construct an entry into a carpark with the effect of making visible a large supermarket and its steel loading dock canopy from Main Street. Neither the supermarket nor the canopy are compatible with the heritage values of the precinct.”</i></p>
(e)	Provide for land subdivision to create conservation lots to protect recognised historic heritage.	We agree with both that this is not applicable.

(f)	Increase public awareness of historic values and their importance, and encourage the community to support the protection and conservation of historic heritage.	We agree with Bowman that the proposal does not comply (and disagree with Knott that this is not applicable).
6.3.16 Objective Com6 – South Wairarapa Town		
Objective	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.	Bowman does not comment on this. We disagree with Knott that the proposal is in keeping with the existing character and amenity values of Greytown. We disagree that there is a H&S issue which needs further mitigation. The mitigation measures have been working successfully for over a decade without incident. The applicant is creating problems for the sake of it!
Com6 Policies		
(a)	Recognise the town centres of Featherston, Greytown, and Martinborough as Historic Heritage Precincts.	We agree this is not relevant.
(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	We agree with Bowman (and disagree with Knott) the proposal is not in keeping with the historic heritage values of the historic precinct
(c)	Avoid new development that is out of character with the historic heritage values of	<i>We agree with Bowman, that “the activity involves the demolition of a residential property within the predominately residential heritage precinct with resulting negative impacts on adjacent listed heritage buildings. The proposal creates a vehicular entry which will allow visibility from Main Street of</i>

	the Featherston, Greytown and Martinborough Town Centres.	<p><i>a supermarket building, the design of which is not sympathetic with the character and predominant styles of the historic precinct. In addition, the proposal allows for an extension to the supermarket building of a steel framed loading bay canopy which will also be visible from Main Street.</i></p> <p><i>The colourful sign as proposed does not reflect the historic signage characteristics of the historic precinct.”</i></p>
(d)	Promote a pleasant pedestrian-oriented retail environment.	<p>We disagree with Knott’s assessment – just because they have changed their proposal does not mean it complies. We agree with Bowman that this does not comply.</p>

Historic Heritage Precincts 22.1.4 Assessment Criteria		
(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.	We disagree with Knott's assessment – that because the proposal does not mimic the neighbours, this does not mean it complies. We agree with Bowman that this does not comply – <i>"The proposal is not consistent with the heritage values or character of the heritage precinct"</i> .
(ii)	Any measures proposed to protect or enhance the character of the street, including the implementation of any planting or landscaping.	<p>The proposal does not fully illustrate how the Copper Beech tree will be retained.</p> <p><i>We agree with the Bowman assessment that this does not comply, and he notes. "The general character of the street includes discretely located residential and commercial buildings of the late Victorian and Edwardian period with a number of buildings constructed in the past few decades. A number of 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.</i></p> <p><i>Although constructed in the 1950s the proposed 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 described above, while impeding pedestrian access along Main Street. In addition, the revealing of the supermarket and new loading structure included with the proposal will further erode the character of the historic area."</i></p>
(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)	We agree with both.
(iv)	Where a proposal involves the addition or alteration to a building, or the erection of a new building, the proposal's consistency with	We agree with Bowman that this does not comply.

	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.	We agree with both that this is not relevant.
(vi)	The extent to which the heritage value, integrity and character of the Historic Heritage Precinct will be maintained or enhanced.	We disagree with Knott and note that it is most unlikely that the front wall will be able to be retained (see earlier discussion). We also disagree with Knott that the proposal mitigates the negative effects. We agree with Bowman that the proposal does not comply.
35.1.7 We have not assessed this – it does not seem relevant		
Historic Heritage Precincts 22.2.10 Signs		
		We note that Knott has assessed against 35.1.8 Signage rather than the criteria relating to historic heritage. We also note that the sign has been reduced in size since the Bowman report.
(i)	The location (outside of or within the site), design and appearance of the sign.	We agree with Bowman that the sign still does not comply. The sign is proposed to be located at the north of the new entry adjacent to a listed historic building. It is a similar height to the adjacent listed building and is considerably more colourful which will create a negative contrast in scale and colour to adjacent listed heritage buildings.
(ii)	Whether the proposed sign will be visibly obtrusive, particularly from roads or public areas in the vicinity.	The sign is designed to be visibly obtrusive so that it can be seen! We agree with Bowman that this does not comply and that the sign will be visibly obtrusive in its location on the road frontage while its colours, height, scale and content do not relate to the immediate historic precinct character or heritage values.
(iii)	Effects on the streetscape's openness and attractiveness.	We agree with Bowman that this does not comply and that the negative contrast of the design, location, scale and colour of the sign with the surrounding historic environment will have a consequent negative impact on the attractiveness of the streetscape.
(vii)	Compatibility with the scale, character, nature and proximity of	We agree with Bowman that this does not comply and that the 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.

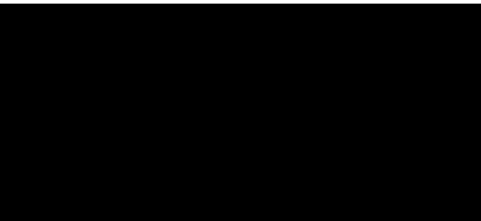
other signage within the area.	The proposed stand-alone, brightly coloured sign is not consistent with this pattern.
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Summary

In summary, the Trust **OPPOSES** this application.

Greytown Heritage Trust would like to be further consulted on the items in this submission.

Thank you / Ngā mihi



Carmel Ferguson

[Redacted contact information]

[Redacted contact information]

APPENDIX 1 – WAIRARAPA TIMES AGE ARTICLE REGARDING THE PUBLIC MEETING ON 30 AUGUST 2022

Tensions rise over access

MARY ARGUE
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Tensions and tensions are rising as the debate about Fresh Choice's future reaches fever pitch.

It was a stifling room only at a public meeting last week to discuss the latest resource consent application for an additional access at Greytown's supermarket.

It was a vocal meeting with many issues raised, including safety concerns about increased traffic on Main St, noise pollution, visual pollution and damage to a heritage copper bench tree.

The application, lodged by Woolworths New Zealand in June, was stayed on day 16 of the 20-day consent process for South Wairarapa District Council (SWDC) in seek more information from Waka Kotahi NZTA and Woolworths.

The consent is similar in scope to one granted in 2015 but abandoned in response to the threat of legal action and a High Court case.

The application proposed a driveway at 134 Main St connecting State Highway 2 to Fresh Choice, creating a thoroughfare, and thereby mitigating the current health and safety risk of trucks manoeuvring in the carpark.

Woolworths proposed a 9 metre wide vehicle crossing for service and customer use, a 2m wide pedestrian footpath, and a 4m high fence on the southern boundary.

Of great concern to the public was the proposed 2m by 6.4m "gaudy" Fresh Choice sign at the Main St entrance.

A report by Auckland transportation consultants Commute said a daily average of six vans, two light trucks, and 10 b-trains (4.25m high, double-axle trucks) would use the access from the north.

Resident Sandy Palmer said the purpose of the public meeting was two-fold: inform residents of the proposal's details, and launch action to oppose it.

She said Greytown



Top: A previous iteration of the proposed Fresh Choice access on Main St and left: the public meeting to discuss it.
PHOTOS SUPPLIED

issue that needed resolving.

"We don't want to make this an us vs them. I have lived in Australia and in small towns who fought Woolworths tooth and nail and they lost."

"Don't make them the enemy. Find solutions."

Fresh Choice owner Chris Ward said he was the unfortunate most in the sandwich of Woolworths and the public and was unaware of the application until it had already been lodged.

However, he said something had to be done to mitigate the significant risk with trucks manoeuvring in the carpark.

"The nub of the issues is health and safety. A dedicated entry for goods vehicles means it's a forward-moving process."

"A truck can unload and drive off into the sunset so to speak. I don't think there is another option, we're landlocked."

Ward said if pedestrian safety was compromised on Main St by idling trucks he would request truck drivers access the driveway from the south.

He said he agreed with residents that the proposed signage for Main St was "stupidly big", but said a sign on SH2 was necessary.

Last time the council simply went ahead without consulting or notifying anybody.

Sandy Palmer

residents could not simply wait politely for the application to go through.

"Last time the council simply went ahead without consulting or notifying anybody. It is possible that they will do the same again."

Many residents objected to more trucks on Main St citing a safety risk to pedestrians,

exacerbated by 23 5m trucks idling at the nearby crossing.

Co-owner of Greyclare Motel and wheelchair user Ian MacDonald said the crossing was already a hazard.

"I'm a lot lower. I've had to stop halfway across because people don't see me. For me, it's dangerous already."

He said the noise pollution created by extra trucks was also concerning for a motel business.

Palmer said trucks using the new access would damage a nearby heritage copper bench tree.

One resident said the proposal to replace the beech tree with grasses should it die was equivalent to giving the town that launched Arbor Day "two fingers".

Others, however, urged a measured response, arguing Fresh Choice had a current health and safety

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Hōreahua Ekei

21

1 of 2

Submitter

Name
Contact Person
(if different from above)
Postal Address
Home Phone
Cell Phone
Email

Stephen Ford



Details of the Proposal to which this Submission Relates

Name of Applicant
Address of Proposal
Application No.
Description of
Proposal

Fresh Choice (Woolworths) Greytown
Public Notification

Details of Submission

My submission:

- ☐ Supports the whole proposal
☒ Opposes the whole proposal

- ☐ Supports part of the proposal
☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

- ☐ Yes ☒ No

- ☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

21

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

Appended

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted Signature]

Name

Stephen Ford

Date

20/5/2023

Important notes for the Submitter

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SUBMISSION STATEMENT

FRESH CHOICE (WOOLWORTHS) GREYTOWN PUBLIC NOTIFICATION

SAFETY

The proposed truck access is unsafe. Pedestrians, and particularly school children, use the pedestrian crossing metres from the proposed access way. Turning trucks will have a blind spot creating further danger as they will not always be able to see pedestrians.

The supermarket currently has two access ways. If further access is necessary it should have been included in the original plans and/or Woolworths should have considered this when purchasing the supermarket.

Fresh Choice (Woolworths) should consider other options for additional access ways, not one that will endanger pedestrians.

Truck drivers advise that the space available for the proposed access is not sufficient to allow big units to turn without veering across the centre-line of Main Street, causing delays to southbound traffic and risk to traffic.

PARKING

The proposal will result in the loss of carparks adjacent to the established business in the area.

HERITAGE

The proposed signage does not conform with the values and guidelines for the Heritage Precinct. The heritage aspect is what brings tourists/visitors to Greytown. Degrading this puts at risk a vital resource for our community.

A further sign (Fresh Choice have a huge one on the corner of Hastwell and West Streets) as visitors to Greytown can use Google, GPS etc.

COPPER BEECH TREE

Greytown is Arbor Town, and although the Copper Beech is not protected, it is an integral part of Main Street and must be left untouched. Without it the area will look like an industrial area. Further, the proposed drive will ultimately result in the tree dying as heavy trucks damage the root system.

INACCURACIES IN THE PLANS SUBMITTED BY FORME

It is worrying to think that the proposal may approved based on the plans/diagrams submitted. These contain inaccuracies and omissions and are at best misleading or at worst disingenuous;

- In the plan showing driveway the measurements of the Copper Beech Tree are inaccurate and understated
- The plan does not indicate the water race on the north side of the driveway. There is a water race where the proposed trees are to be planted. Either the planners are not aware of the water race or they are deliberately ignoring it. Either way, they cannot plant over the water race.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kaitiaki Kaitiaki

22

1 of 2

Submitter

Name
Contact Person
(If different from above)

Sylvia Smith & Robert MacDonnell

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant

Woolworths NZ Limited

Address of Proposal

2-12 Hastwell Street, 105 West Street, and 134 Main Street,
Greytown

Application No.

Description of
Proposal

- Undertake demolition of a building within the Greytown Historic Heritage Precinct.
- Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct.
- Establish a sign located in the Greytown Historic Heritage Precinct exceeding the maximum size.
- Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown.
- Undertake associated landscaping and site works.

Details of Submission

My submission:

☐ Supports the whole proposal

☒ Opposes the whole proposal

☐ Supports part of the proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider
presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kaitiaki Hānau

22

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

I support the submission made by the Greytown Heritage Trust. This application should be declined in full.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted signature area]

Name *Sylvia Smith & Robert MacDonnell*
Date *19/5/23*

Important notes for the Submitter

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SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kaitiaki Te Aroaro

23

1 of 2

Submitter

Name PRUE VINCENT

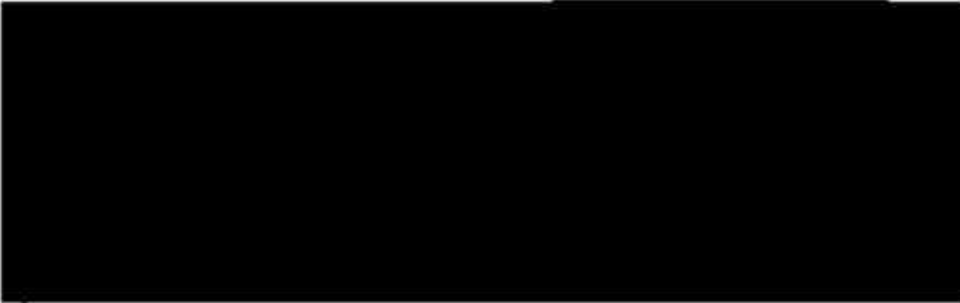
Contact Person
(if different from above)

Postal Address

Home Phone

Cell Phone

Email



Details of the Proposal to which this Submission Relates

Name of Applicant Wodwaths NZ Ltd

Address of Proposal 2-12 Hastwell St, 105 West St
134 Main St, Greytown

Application No.

Description of Proposal Demolition building in Heritage Precinct
New buildings within Heritage Precinct
Sign in Heritage Precinct above maximum
An additional vehicle crossing to St 2,
Landscaping and site works Greytown

Details of Submission

My submission:

- ☐ Supports the whole proposal
- ☒ Opposes the whole proposal

- ☐ Supports part of the proposal
- ☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

- ☐ Yes
- ☐ No

☒ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

23

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

Please see attached 2 pages headed
'Submission Statement (attached to Prue
Vincent Submission)

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name PRUE VINCENT

Date 20.05.2023

Important notes for the Submitter

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Submission Statement (attached to Prue Vincent Submission)

Signage

I oppose the proposed signage which is outside the Council and District Guidelines. The size, colour and lighting effects are not in keeping with the heritage area in which it will be sited. It would be well placed in a North American strip mall, not a small village with heritage character.

It is difficult to see why Woolworths needs the sign. The Greytown community which is the main customer base of the supermarket already knows where the supermarket is. The explanation may be to attract passing trade. These days most people 'google' a location. I note that some towns do not have supermarkets on the state highway through them e.g. Masterton, Dannevirke, nor do they have any signage like the one proposed. They have not closed as a result!

Safety on the main highway

I oppose an access being developed on the main highway. There are already two access points through Hastwell Street and West Street. The supermarket campus could be reconfigured for large trucks and B trains, and consideration could be given to purchasing property to the south side of the existing campus. The current arrangements appear to work and I am not aware of them presenting any hazards or actual harm wonder why why the supermarket did not consider these issues when developing the site.

The presence of trucks turning on the main road from the south and other trucks and cars turning into the new access way from north and south will lead to increased traffic, on an already busy highway, and, blind spots. Particularly on the pedestrian crossing near the proposed access and on the footpath around the access entry. The pedestrian crossing is an important, direct route to the primary school and to The Orchards retirement village and to the Stella Park, which is used for a number of community activities. Young and older age groups are particular vulnerable on pedestrian crossings.

The copper beech tree

I oppose any road access around the copper beech, and the 27 April 2023 Application for a Certificate of Compliance Application to remove it. This tree is an integral part of the heritage landscape of Greytown, and should be preserved. Not only does Greytown have a fine heritage area but it is also an 'Arbor' town. Any roading seal around it is likely to starve the tree of water and nutrients leading to its demise. Possibly Woolworths is anticipating this by applying for its removal because it is likely to die. I note that there is also a notable lancewood tree on the site too, which is unusually large for an urban area and worthy of being kept.

The access way off the State Highway

This will create an ugly division of the heritage street area, a hazard for pedestrians and others on the footpath having to cross the accessway, and the loss of carparking in that area. The change to the carparking will be gain for Woolworths, but a loss for small business in the area.

Comment

I am surprised that Woolworths continues to progress its goal (since the first application in 2016) and does not consider the greater community good and the views of people in the community. After all, a good working relationship with the community is likely to serve its business better than antagonising the community it depends on. One must read into the current situation that the supermarket is unsympathetic to the impact on the character of the heritage precinct and the safety issues involved. Commercial interests will come at a cost to Greytown.

Submitter

Name Raymond + Susie Matthews

Contact Person
(if different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant Woolworths NZ Limited

Address of Proposal 2-12 Hastwell Street, 105 West Street, and 134 Main Street, Greytown

Application No. 220081

Description of Proposal

- Undertake demolition of a building within the Greytown Historic Heritage Precinct.
- Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct.
- Establish a sign located in the Greytown Historic Heritage Precinct exceeding the maximum size.
- Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown.
- Undertake associated landscaping and site works.

Details of Submission

My submission:

- ☐ Supports the whole proposal
- ☒ Opposes the whole proposal
- ☐ Supports part of the proposal
- ☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

Submission Statement

The specific parts of the Proposal that this submission relates to.

I support the submission made by the Greytown Heritage Trust. This application should be declined in full.



Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.



Name *Lucie Mathews*

Date *21st May 2023*

Important notes for the Submitter

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SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96, 127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Rereatohi Tāhau

25

1 of 2

Submitter

Name	Ann-Marie Nansett
Contact Person (If different from above)	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	Woolworths NZ
Address of Proposal	Main, West and Hastwell streets, Greytown
Application No.	220081
Description of Proposal	Undertake demolition of a building within the Greytown Historic Heritage Precinct. Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct. Establish a sign located in the Greytown Historic Heritage Precinct exceeding the maximum size. Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown. Undertake associated landscaping and site works.

Details of Submission

My submission:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Reetahi Tāhau

25

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

I support the proposal in its entirety on safety grounds. Requiring trucks to back across a footpath and through a carpark, as they currently do, to deliver goods is not safe. The proposed option - to have trucks turning off SH2, moving forwards - is a safer option. As multiple roads already come off SH2, I have not seen any evidence to suggest that this will be less safe than the current situation. The property due to be demolished has no heritage value, nor do the exotic trees on the property, and the proposed use of the property is permitted under the appropriate plans.

Decision you want the Council to make:

☒ Grant the Consent ☐ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name

Date 21 May 2023

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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**SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION**

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



**SOUTH WAIRARAPA
DISTRICT COUNCIL**
Kaitiaki Takekōwhiri

26

1 of 2

Submitter

Name	<input type="text" value="Latroha Laire Bayce"/>
Contact Person <small>(if different from above)</small>	<input type="text"/>
Postal Address	<input type="text"/>
Home Phone	<input type="text"/>
Cell Phone	<input type="text"/>
Email	<input type="text"/>

Details of the Proposal to which this Submission Relates

Name of Applicant	<input type="text" value="Woolworths New Zealand LTD"/>
Address of Proposal	<input type="text" value="2/12 Hastwell Street, 105 West Street and 134 Main Street Greytown being Lot 1 DP 311712 and PT Lots 7-9, Pt Lot 2 DP18242 Lot DP18242"/>
Application No.	<input type="text" value="220081"/>
Description of Proposal	<input type="text" value="Undertake demolition of a building within the Greytown Historic Heritage Precinct
Undertake new building, alterations and additions within the Greytown Historic Precinct
Establish a sign located in Greytown Historic Precinct exceeding the maximum size
Establish additional vehicle crossing to State Highway 2 (Main street) Greytown
Undertake associated landscaping and site works"/>

Details of Submission

My submission:

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input checked="" type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing, Do you wish to be heard in respect of your submission?

- ☒ Yes ☐ No
- ☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

**SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION**

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



**SOUTH WAIRARAPA
DISTRICT COUNCIL**
Kōwhiri Whakarara

26

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to:

Attached word doc.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

No vehical access from main street.

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.



Name *Lateisha Bouce.*

Date *20-5-2023*

Important notes for the Submitter

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19 May 2023

Planning Team South Wairarapa District Council

PO Box 6 MARTINBOROUGH 5741

Attn: Submissions – Duty Planner

planningteam@swdc.govt.nz

Proposed New Access and Signage to Fresh Choice Supermarket (2-12 Hastwell Street, 105 West Street, and 134 Main Street, Greytown)

Latasha Boyce

[REDACTED]

[REDACTED]

I OPPOSE the Woolworths New Zealand Ltd proposal entirely!

Reasoning's that stand to effect myself, my values and my Business Alluminus at 136A Main Street, south side of 134 Main Street.

I am the owner of both Alluminus and the building 136A Main Street (Building owned by my company, L Herrick Ltd)

I stand to lose the tranquillity of which my clinic values are based upon. The Copper Beach tree being a part of this tranquil setting in our small Heritage town.

People come to Greytown to view our trees as we are the town of Arbor Day plus some while visiting choose to book in at Alluminus and enjoy a skin or beauty treatment in the tranquil quieter part of town. The tranquillity of when it is raining and the noise of the rain hitting the roof off the Copper Beach tree leaves is something you can only understand once you have experience this for yourself let alone the beauty of it before entering Alluminus.

This to me holds great value in the values on which our town is built upon.

Our look, our feel as a historic and well-preserved part of New Zealand!

Further more my opposal is for good reasoning due to the lack of information and details from the Woolworths NZ Ltd proposal.

They lack information regarding sound and noise level of the trucks passing plus idling with their chillers going. This to me will be of grave consequence!!!!

Documents relating to the copper beach tree, arborist reports updated and in full are missing. Documentation given are misleading in size and information with regards to the age of the tree itself.

Car parks are said to be removed on main street, but they are not theirs to remove!

There is a stream running along the side of the property and there is not enough information regarding keeping the water flowing. To me this could be a potential for flooding of surrounding buildings plus main street itself and it is a State Highway.

State highway YES so why can a driveway for trucks in such a small town be added when it poses such danger to all motorises not to mention all humans and animals who pass on the pedestrian crossing.

I see many many people cross this crossing daily from children to elderly. It is quiet possibly the most used pedestrian on the main street throughout the entire week.

Greytown school did a survey with the usage of this pedestrian if you are able to view that document from the school.

Trucks also have blind spots, and this has not been mentioned.

The supermarket should have been better thought out in the first place!

I also saw the other day a truck removes its trailer and park it on west street to then enter the supermarket and did so well. (No need for a entry off main street)

In my picture attached I see to be plenty of room and even more so if the right side looking at the picture parks were removed.

The signage is completely out of the guidelines of the Heritage precinct which the rest of the town businesses adhere to and do to keep in with the towns look and feel.

The distraction the signage would cause and there is a pedestrian crossing a few meters down, plus again it is a state highway!

I have read the Greytown Heritage trust submission and that of my neighbouring properties Grey Friar Motel, Michelle and Ian plus Hall Concept, Lorraine Hall. I agree completely with their submissions.

Kindest regards

Latasha Boyce



SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kōwhiri, Tōrangā

27

1 of 2

Submitter

Name	Jacobus Botha
Contact Person <small>(if different from above)</small>	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	Woolworths New Zealand LTD
Address of Proposal	2/12 Hastwell Street, 105 West Street and 134 Main Street Greytown being Lot 1 DP 311712 and PT Lots 7-9, Pt Lot 2 DP18242 Lot DP18242
Application No.	220081
Description of Proposal	Undertake demolition of a building within the Greytown Historic Heritage Precinct Undertake new building, alterations and additions within the Greytown Historic Precinct Establish a sign located in Greytown Historic Precinct exceeding the maximum size Establish additional vehicle crossing to State Highway 2 (Main street) Greytown Undertake associated landscaping and site works

Details of Submission

My submission:

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input checked="" type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

- ☒ Yes ☐ No
- ☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

**SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION**

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



**SOUTH WAIRARAPA
DISTRICT COUNCIL**
Blue Mountains - Golden Bay

27

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

Attached plus agree with Greytown Heritage Trust submission.

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted Signature]

Name *Joubert Botha*

Date *20-5-2023*

Important notes for the Submitter

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4. A copy of your submission must be sent to both Council and to the applicant.

Opposition to the Proposal

Safety:

The Woolworths/Fresh Choice driveway proposal provides for numerous large truck and trailer units (road trains) turning off Main Street, Greytown seven days a week. This accessway is just metres from a pedestrian crossing which is used by residents - and most particularly school children - to cross a State Highway.

("Allowing this to happen will mean that trucks - and cars - will be using the laneway between two buildings with pedestrians, scooter users etc 'blind' to what is around the corner. The current access to the supermarket is just fine (if it is not that should have been thought about when building the supermarket").

("The supermarket should have factored delivery access into its original plan - not now when it will impact on the safety of pedestrians on what is already a very busy Main Street.")

("The truck access and sign proposal are unsafe and unnecessary. Walking across Main Street is already dangerous. My stress levels build up everytime I approach the pedestrian crossing to Stella Bull Park. The truck access will make it even more dangerous.")

Heritage:

Greytown prides itself on its heritage values. These are being put at considerable risk by this "commercial" development. If this plan is allowed to proceed there is a real concern it might be just the start of a succession of assaults on the sanctity of Main Street.

("I am concerned that the large illuminated sign does not fit in the heritage precinct. I am worried about the beautiful copper beech tree (85 years old) being compromised.")

("Greytown embraces and celebrates its history. The heritage precinct is treasured. The proposed installation of an unnecessary and unsympathetic sign is really hurtful. Leave the Copper Beech tree alone.....")

Copper Beech Tree:

Greytown prides itself on being the first Arbor town in New Zealand. It is unconscionable that a majestic 85 year-old Main Street Copper Beech tree should be facing the chain saws to make way for unwanted truck and trailer units delivering to a supermarket.

("The removal of the tree is sacrilege.")

Pedestrian crossing:

School children and Play Centre attendees, rely on the pedestrian cross at Stella Bull park to cross the State highway. Usage is increasing as the Greytown Primary school adds classrooms. The impact of an adjacent driveway for large truck and trailer units cannot be under-estimated.

("Traffic will be a nightmare and extremely unsafe for pedestrians. A real eyesore.")
("The new traffic flow will significantly change the look of the town. If allowed it will be only the first exception of many and Greytown will no longer be considered one of the most beautiful small towns in New Zealand").

Parking:

The Woolworths/Fresh Choice driveway proposal will result in the loss of Main Street car parks adjacent to established businesses and homes in main Street.

("I hope this proposal never succeeds as it will prove to be a disaster with accidents waiting to happen.")

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96, 127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kaitiaki Titahi

28

1 of 2

Submitter

Name	Robyn Blue
Contact Person (If different from above)	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	Woolworths NZ Limited
Address of Proposal	2-12 Hastwell Street, 105 West Street, and 134 Main Street, Greytown
Application No.	220081
Description of Proposal	<ul style="list-style-type: none">• Undertake demolition of a building within the Greytown Historic Heritage Precinct.• Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct.• Establish a sign located in the Greytown Historic Heritage Precinct exceeding the maximum size.• Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown.• Undertake associated landscaping and site works.

Details of Submission

My submission:

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input checked="" type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

- In the event this application is subject to a resource consent hearing
- ☐ ☐
- ☒ I wish to be heard
- ☒ If others make a similar submission I will consider presenting a joint case with them at the meeting.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kōwhiri Kōwhiri

28

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

I support the submission made by the Greytown Heritage Trust. This application should be declined in full.

Further information attached.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Robyn Blue

Name


Date 22 May 2023

Important notes for the Submitter

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Submission from:

Robyn Blue



Heritage and the Copper Beech Tree

By approving this application SWDC would not be following their own guidelines - *Greytown Town Centre Historic Heritage Precinct and Heritage Buildings - Guidelines to making changes to buildings in heritage precincts* [HeritageGuide Greytown.pdf \(swdc.govt.nz\)](#) where it is stated that ***"The maintenance and restoration of heritage buildings, as well as alterations/ new developments in this area, should be sympathetic to this heritage character so that they add to the value of the streetscape"***.

This proposal is within the Greytown Heritage Precinct and adjacent to heritage-listed buildings. The charm of Greytown's heritage will be irrevocably lost with this proposal.

Once this proposal proceeds with a garish sign, wide driveway, and large loading bay in the background (and the copper beech gone) the damage can not be undone.

With such a large impermeable drive it is unlikely the tree will survive (noting the applicants are also seeking a certificate of compliance to remove it).

As a town/ municipality we need to be nurturing trees. The photo in the Greytown Heritage Trust's proposal with the magnificent Copper Beech gone is extremely sad - the streetscape is completely bare and lifeless.

Sign

The signage proposed is a significant departure from the signage allowable under the Combined Wairarapa District Plan and the Town Centre Design Guidelines and will create a negative contrast in scale and colour to the adjacent heritage-listed buildings.

Fresh Choice already has an extremely large sign in West/Hastwell Streets. A heritage sign that complies with size restrictions and has a small Fresh Choice logo would be more sympathetic to heritage.

Traffic and safety

I understand that Waka Kotahi did not support the previous application from Woolworths with south-bound trucks turning right into 134 Main St.

In order to enter 134 Main St, large b-train trucks travelling north need to cross the centre line to turn into the (extremely large) driveway. With the driver in the right side of the cab, a significant blind spot is on their left as they are turning. The footpath they cross is frequented by the public and school children on their way to Greytown Primary School using Stella Bull Park that is opposite, and puts them at risk.

If this proposal proceeds it is not known how truck drivers will be aware of the required route.

Alternative options

In 2010 the supermarket used the existing Bouzaid and Ballaben building to become a supermarket. The owners could do well to look to the future and remodel the site to be sympathetic to heritage and allow large trucks to simply drive in and drive out from West St. It would be wonderful to see a supermarket with a heritage façade and signs! Maintaining the copper beech tree with a grassy area underneath would support the streetscape. A small heritage building (new or old) behind the copper beech tree would add value to this area of the town.

The shop at 144 Main St is a new house that fits completely with Greytown (photo below). It can be done!



SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Take Kōwhiri

29

1 of 2

Submitter

Name

Annabelle O'Meara

Contact Person

(If different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant

Woolworths NZ Limited

Address of Proposal

2-12 Hastwell Street, 105 West Street, and 134 Main Street,
Greytown

Application No.

220081

Description of
Proposal

- Undertake demolition of a building within the Greytown Historic Heritage Precinct.
- Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct.
- Establish a sign located in the Greytown Historic Heritage Precinct exceeding the maximum size.
- Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown.
- Undertake associated landscaping and site works.

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider
presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kaitiaki Kaitiaki

29

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

For the submission to be made, the applicant must be a person who is a member of the public.

I support the submission made by
Greytown Heritage Trust.
This application should be declined
in full.

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name Annabelle O'Meara

22-5-23

Important notes for the Submitter

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Submission on a notified resource consent application

Submitter

Name: Janette Keddie Wallace Gedge

Postal address:

[REDACTED]
[REDACTED]
[REDACTED]

Details of proposal to which this submission relates

Name of Applicant: Woolworths NZ Ltd

Address of proposal: 2-12 Hastwell Street, 105 West Street, and 134 Main Street, Greytown being Lot1 DP 311712 and PT lots 7-9, PT Lot 2 DP 18242, Lot 3 DP18242

Application No: 220081

Description of proposal:

Undertake demolition of a building within the Greytown Historic Heritage Precinct.

- Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct.
- Establish a sign located in the Greytown Historic Heritage Precinct exceeding the maximum size.
- Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown.
- Undertake associated landscaping and site works.

Details of submission: **my submission opposes the whole proposal.**

In the event this application is subject to a resource consent hearing **I do wish to be heard in respect of this submission. If others present a similar submission, I do not wish to consider presenting a joint case.**

Submission Statement.

The specific parts of the proposal that this submission relates to are:

- 1) Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown.**

I submit that a vehicle crossing at this point on Main Street (SH2) is particularly inappropriate given the proximity to a well-used pedestrian crossing. This crossing is the primary crossing for children from the west side of Greytown to access both the primary school and the college. It is also a well-used crossing during the day for people wishing to access the east side of the village. There is no other crossing south of this one on Main Street. Drivers of large trucks or even small vans turning left into the proposed driveway would not be able to see pedestrians approaching from the south and give them right of way (as should happen while a vehicle is crossing a pedestrian right of way.) Large trucks, turning left into the driveway, would also have to swing out into the path of south bound traffic to be able to negotiate their way into the driveway.

Although the proposal suggests that delivery vehicles arriving from the north will be requested to turn into West Street, and continue down to the next left turn to then turn left again to arrive on Main Street facing the correct direction to turn left into the proposed new driveway this means that there will be a considerable increase in the volume of traffic down West Street. The first possible left turn goes into a very narrow side street, Wood Street which barely allows for two normal cars to pass each other and would certainly not be suitable for trucks to pass a car coming either from SH2 or through from the east. The next possible left turn would be into Humphries Street which is a considerable distance further down West Street and would mean passing the pensioner housing at WestHaven.

In summary, I believe that safety would be severely compromised in Main Street and the surrounding area if this proposal is allowed to be built.

2) Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct.

The first submission I make to this part of the proposal is concern for the **safety of the Copper Beech Tree**. The new driveway would certainly pass over the roots of this tree and having heavy vehicles passing over the roots would not encourage this tree to remain in the excellent condition it currently enjoys. I was concerned to see that a contiguous application for consent for removal of the same tree has been lodged. This does make me believe that the applicant doesn't believe the tree will survive either. Greytown celebrated the first arbor day in NZ and has continued to celebrate Arbor Day ever since. Part of the essential character of Greytown is the number of well-established trees. We are very proud of our trees and wish to make sure they survive into the future.

The second concern I have is for the proposed sign. This proposal indicates a sign more than seven times the allowed size in the heritage precinct under the district plan. Approving a sign of this size would create a precedent that would make it difficult to refuse such signage in the future. Greytown's essential character is inherent in the heritage precinct. People live in, and visit Greytown because of the village feel of the Main Street and the charming Victorian frontages. A great deal of the attractiveness to visitors depends on the village retaining the look and feel of our Victorian Heritage. There is also a concern that the lighting will affect our dark sky. We are in the middle of the newest dark sky reserve and must be careful with our lighting. In summary this proposal is not in keeping with the kaupapa of the village of Greytown and I request the council decline this proposal.

Fresh Choice has a huge car park which I have never seen fully utilised and surely alternative ways could be found to effect deliveries without making a mockery of the very setting that makes Greytown such a successful village (or small town) to live in.

Thank you for the opportunity to make a submission on this proposal.

Signed

A solid black rectangular box used to redact the signature of the person submitting the proposal.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kerehohi Tatau

31

1 of 2

Submitter

Name

Sandra Palmer

Contact Person
(If different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant

Woolworths New Zealand Ltd.

Address of Proposal

134 main street, Greytown.

Application No.

n/a.

Description of
Proposal

Proposed New Access to Existing
Supermarket

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☒ Yes ☐ No

☒ If others make a similar submission I will consider
presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kaitiaki Mōhiohio

31

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

The accessway to the supermarket being both right turn and left turn from state highway 2. The loss of the Copper Beech tree. The compromising of the Greytown Streetscape through loss of tree and signage. The health and safety issues rising from the additional presence of delivery vehicles on SH2 at pedestrian crossing and driveway access across pavement to # 134 Main Street.

Decision you want the Council to make:

☐ Grant the Consent



Decline the Consent

☐ Grant the Consent with Conditions

because of the aspects stated above - danger to pedestrians congestion of SH2, destruction of streetscape and signage being oversized and contrary to the district plan specifications noise pollution, wear and tear on the road, danger to other vehicles on the road, including cyclists.

For all these reasons and more, I request that the Council declines the consent.

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.



Name Sandy Palmer

Date 21-5-23.

Important notes for the Submitter

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SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kerehahi Tātau

32

1 of 2

Submitter

Name **SCOTT PARKER**

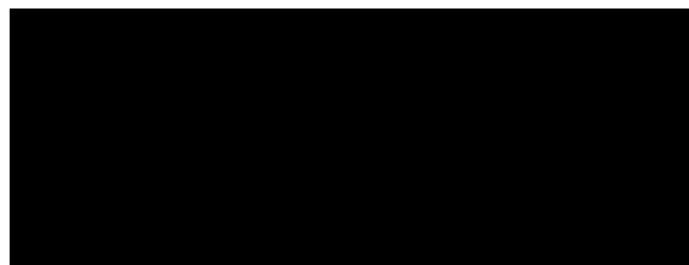
Contact Person
(If different from above)

Postal Address

Home Phone

Cell Phone

Email



Details of the Proposal to which this Submission Relates

Name of Applicant **WOOLWORTHS NEW ZEALAND LTD.**

Address of Proposal **134 MAIN STREET, GREYTOWN.**

Application No.

Description of Proposal **PROPOSED NEW ACCESS TO EXISTING SUPERMARKET.**

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Hōreahī Tūāhu

32

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

- The accessway being implemented from Main St footpath - beyond to the safety of pedestrians, interference with traffic flows north & south, delays for emergency vehicles etc.
- signrage on Main St being in contravention of guidelines in the district plan
- Risks to the health of the Gifford beech forest at 134 Main St.

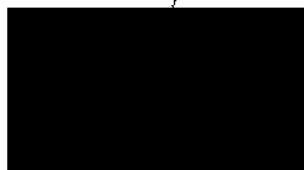
Decision you want the Council to make:

- ☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

For the reasons noted above, I recommend that Council declines the consent in its entirety.

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.



Name SCOTT PARKER

Date 21-5-23

Important notes for the Submitter

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**SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION**

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991

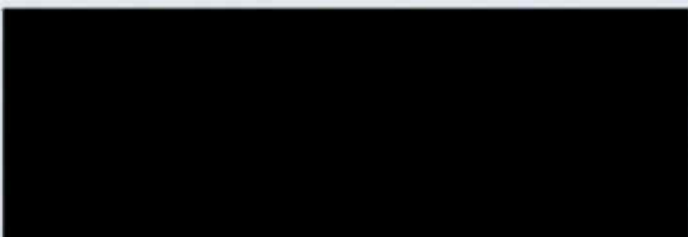
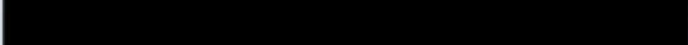


SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kaitiaki Kōwhiri

33

1 of 2

Submitter

Name PETER RATNER & CAROL WALTERS
Contact Person PETER RATNER
(If different from above)
Postal Address 
Home Phone 
Cell Phone 
Email 

Details of the Proposal to which this Submission Relates

Name of Applicant WOOLWORTHS NZ LIMITED
Address of Proposal 134 MAIN STREET, 2-12 HASTWELL STREET
AND 105 WEST STREET, GREYTOWN
Application No. RM 220081
Description of Proposal DEMOLITION OF BUILDING, NEW BUILDING ALTERATIONS
AND ADDITIONS, ESTABLISH A SIGN, ESTABLISH
AN ADDITIONAL VEHICLE CROSSING TO MAIN
STREET, AND UNDERTAKE ASSOCIATED LANDSCAPING ETC.

Details of Submission

My submission:

- ☐ Supports the whole proposal
☒ Opposes the whole proposal
☐ Supports part of the proposal
☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

- ☒ Yes ☐ No
☒ If others make a similar submission I will consider
presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

33

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

See ATTACHMENT

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted signature area]

Names PETER RATHER
CARON WALTERS
Date 22/5/2023

Important notes for the Submitter

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4. A copy of your submission must be sent to both Council and to the applicant.

SUBMISSION STATEMENT

This submission is made by Peter Ratner and Carol Walters, both residents of Greytown, in opposition to the application from Woolworth NZ (Application Number: RM220081) to:

- Undertake demolition of a building within the Greytown Historic Heritage Precinct.
- Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct.
- Establish a sign located in the Greytown Historic Heritage Precinct exceeding the maximum size.
- Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown.
- Undertake associated landscaping and site works.

At the following location: 2-12 Hastwell Street, 105 West Street, and 134 Main Street, Greytown ("the Application").

The submitters have owned and occupied their home on Udy Street for 13 years and have been full time residents of the town since January 2019. Like numerous other people we were attracted to Greytown by its special character which is embodied in Greytown's Heritage Precinct, which runs along Main Street from Kuratawhiti and Jellicoe Streets to Wood and Church Streets. This is also the Greytown retail area. The Precinct is an essential part of the history, culture and economy of Greytown. Without it Greytown is just another suburban town on the road from Wellington.

In broad terms we oppose the Application because:

- It will cause substantial adverse health and safety issues on Main Street endangering pedestrians and motor vehicles.
- It will significantly impede traffic and increase congestion on Main Street.
- Create a visual eyesore in the center of the Heritage Precinct by:
 - The erection of a large sign which is totally inappropriate in size, design and nature for the area,
 - The inevitable destruction of the existing copper beech which is an attractive feature of the Main street, and
 - Making the new loading bay operations, equipment and trucks visible to traffic and pedestrians on Main Street.

Finally, it must be said, that this Application is not designed to increase the health and safety of the customers of Fresh Choice. This is a cynical attempt by the Applicant to attract additional custom by having a large sign on, and vehicular access to its store from, Main Street, with no regard to the values or wishes of residents. The Application is at best disingenuous and at worst deliberately misleading.

The Consent requested by the Applicant should be declined.

The reasons for our opposition are set out below:

1. Health and Safety and Traffic Congestion

- 1.1. In the Urban Design and Heritage Assessment by Richard Knott Limited dated 13 April 2023 ("the Knott Report") which is included with the Application and referred to by the Applicant, states at page 3 that:

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

- 1.2. The implication is that proposal will alleviate those issues.
- 1.3. As a matter of fact and common sense this is simply not true.
- 1.4. To the best of my knowledge as a regular user of the existing carpark and a resident of this town, there has never been a single health and safety incident in the existing carpark involving delivery trucks. None are referred to in the application.
- 1.5. There is almost no pedestrian traffic in the southern portion of the carpark where the trucks maneuver.
- 1.6. More importantly, the existing entrances to the carpark have clear and unobstructed views in all directions. See photographs below:



View looking south from Hastwell Street along West Street



View looking south from Hastwell Street along West Street



View looking east down Hastwell Street from West Street

- 1.7. There is relatively little vehicle and pedestrian traffic on Hastwell Street even on weekends and even less on West Street.
- 1.8. Both streets are wide with sufficient room for vehicles to pass other turning vehicles.
- 1.9. Contrast this with the situation on State Highway 2 (Main Street) which as the main thoroughfare in the center of Greytown's retail district is constantly busy with both

pedestrian and vehicular traffic.

- 1.10. Because there are cars parked on both sides of the street, any northbound vehicle, be it a car or a truck, will block traffic.
- 1.11. A look at the drawings and photographs supplied by the Applicant all show that the visibility afforded to turning vehicles, both north and south bound, will be severely restricted as will the visibility afforded to pedestrians who will be required to be on the lookout for turning vehicles from both directions.
- 1.12. Interestingly, while the Applicant provides some information about additional traffic from delivery vehicles, both the Applicant and its experts give almost no weight to the additional congestion and dangers posed in particular by north bound customer vehicles driving across Main Street.
- 1.13. These may have been addressed in the Commute Transportation Assessment Report (TAR), dated 2 June 2022 referred to in the August Report but which is not included.
- 1.14. In its expert report dated 18 August 2022 Commute Transportation Consultants ("Commute") says at page 5:
the proposed works to the existing supermarket do not increase the retail floor area, and therefore no additional traffic is expected to be generated by the proposal.
- 1.15. Commute also says, that since, existing customers will *continue to use the access they currently use ... a relatively even distribution can be anticipated between the three accesses upon introduction of the new crossing* (Commute Report, page 5).
- 1.16. This is simply nonsense – if existing customers will use the existing entrances and there will be no additional traffic, then who are the 40% of customers who will use the new access?
- 1.17. An honest assessment is that the entire purpose of the erection of a 3.7 square meter sign is to attract additional customers.
- 1.18. This fact is acknowledged by the Knott Report which states that the intention of the Applicant is to provide, "more direct vehicular access to the customer car park" from Main Street (See Knott Report, page 3).
- 1.19. The majority of the additional customers who will be attracted by the proposed very large north facing sign which the Applicant seeks to erect will be non-residents heading north through Greytown on weekends and public holidays when State Highway 2 and the sidewalks will be most congested.
- 1.20. Put simply, if it is a health and safety issue for *delivery lorries to pass immediately in front of the main pedestrian entrance to the supermarket building*, then surely it is a much bigger issue for delivery lorries and additional vehicles to pass regularly across State Highway 2 and across the sidewalk on Main Street.
- 1.21. If the Applicant genuinely believed that such an issue exists **and** that an entrance on Main Street would fix the problem (neither of which are true), then it could accomplish its supposed purpose at a lesser cost by having an access solely for delivery trucks who would not need a large sign to identify the Applicant's loading area.

- 1.22. The Applicant also states (Application, page 12, Section 5.4, first bullet point):
The existing access to Main Street will be removed and replaced with the proposed entry-only access.
- 1.23. This statement, like many in the Application and the accompanying reports, is inaccurate and misleading:
- (a) There is no *existing access* to the supermarket from Main Street;
 - (b) There is a small existing driveway to the existing house (which since its acquisition by the Applicant for the purpose of demolition is looking run down) which was only available to be used by the occupant.
2. **Adverse Visual Impact**
- “When I use a word,” Humpty Dumpty said in rather a scornful tone, “it means just what I choose it to mean — neither more nor less.” Lewis Carroll (Charles L. Dodgson), Through the Looking-Glass, chapter 6, p. 205 (1934). First published in 1872*
- 2.1. The Applicant asserts through its expert Mr. Knott that:
- The free-standing sign that is proposed on the Main Street frontage is nominally larger than the permitted dimensions for signage in the Commercial zone and Historic Heritage Precinct. However, it is not considered to give rise to adverse design and amenity effects given the sign remains consistent with the scale, bulk and design of property along the Main Street frontage, and does not exceed the maximum height limit for the zone overall, nor the eaves height of adjacent historic buildings. Further, given its location, it is only visible to passers-by from the south, being screened by adjacent commercial development to the north. (Knott Report at page 23)*
- 2.2. The only way to assert with a straight face that a 3.7 square meter modern sign that will be 3.6 meters high and which has no relationship to the existing character buildings on Main Street will not give rise to adverse effects is if there is some hitherto unknown meaning to the word “adverse.”
- 2.3. The statement is almost as absurd as the assertion that because the sign will be *constructed in painted timber* it will somehow magically be *in keeping with the heritage values of the historic heritage precinct*. (Application, page 23)
- 2.4. It is worth noting that Mr. Knott does not say that the proposed design, **is** in keeping with the area’s heritage values, rather he says that it is **designed to be** in keeping with those values (Knott Report, page 9, emphasis added).
- 2.5. In fact a careful reading of the Knott Report shows that Mr. Knott seeks to retain some level of integrity by finding that the new entryway has, **been designed to be sympathetic to the heritage values of the Historic Heritage Precinct. In particular it seeks to minimise the width of the proposed access, [and] seeks to retain the existing tree located close to the site frontage.** Knott Report, page 24.
- 2.6. The proposal may seek to do those things, but it does not achieve the allegedly desired outcome.
- 2.7. Further, while it is surprisingly asserted that the design of the new entry *will not*

result in uninterrupted views from Main Street to the supermarket car park (Knott Report, page 22), it seems to ignore the uninterrupted view from Main Street of the new loading area, with its sliding gate, pallets trucks and other equipment – a definite eyesore and one that is currently hidden from view.

- 2.8. The statement repeated throughout that Woolworth's intends to retain the lovely copper beech is belied by common sense – the creation of a driveway over its roots regularly traversed by heavy vehicles will inevitably kill the tree.
- 2.9. Furthermore, if it is true as reported in the *Wairarapa Times Age* on 2 May 2023 that Woolworths NZ has applied for a certificate of compliance that would allow removal of the tree from its site, this is the outcome which is expected by Woolworth's NZ.
- 2.10. This submission would suggest that Mr. Knott's creative use of language extends to that part of his report in which he describes himself as being "independent" while acknowledging (at page 3) that he has worked with Woolworths NZ Ltd (and their predecessor companies) for the past 10 years.
- 2.11. There is a reason why Greytown has created a Heritage Area – it is to preserve the identity and character of this town.
- 2.12. The only one who will derive any benefit from the proposed new access will be Woolworth's which imagines that by destroying a portion of Greytown's Main street it will attract enough new customers to justify the expense it will incur.
- 2.13. The Submitters respectfully suggest that if Woolworth's genuinely wants to increase its business it should decrease its exorbitant prices and keep its shelves better stocked.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kiri Kiriwaka Tōhira

34

1 of 2

Submitter

Name **MARK CRAWFORD**

Contact Person
(if different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant **Woolworths NZ Limited**

Address of Proposal **2-12 Hastwell Street, 105 West Street, and 134 Main Street,
Greytown**

Application No.

Description of
Proposal

- Undertake demolition of a building within the Greytown Historic Heritage Precinct.
- Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct.
- Establish a sign located in the Greytown Historic Heritage Precinct exceeding the maximum size.
- Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown.
- Undertake associated landscaping and site works.

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider
presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kāia Raukōwhiri Tōhau

34

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

I support the submission made by the Greytown Heritage Trust. This application should be declined in full.

Also

I believe that the next things to happen would be that the extra car parks are too dangerous with the trucks going by so they will be removed. Then it will be too dangerous for pedestrians & customers to use the entrance so they will be stopped. There will be too much traffic chaos so they will demand a turning bay in the middle of the road which will make the area more industrial.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.



Name MARK CRAWFORD

Date 22 May 2023

Important notes for the Submitter

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4. A copy of your submission must be sent to both Council and to the applicant.

SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kaitiaki Tātau

35

1 of 2

Submitter

Name

LANCE MCCLURE

Contact Person
(If different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant

FRESH CHOICE (WOOLWORTHS N2)

Address of Proposal

134 MAIN STREET, GREYTOWN

Application No.

Description of
Proposal

REMOVE TWO HISTORIC TREES, THE
~~BEECH~~ COPPER BEECH TREE OUT FRONT
AND A LANCEWOOD AT REAR OF PROPERTY
TO MAKE WAY FOR A 3RD DRIVEWAY!

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☐ Yes

☒ No

BUT !!

☒ If others make a similar submission I will consider
presenting a joint case with them at the hearing

1. As a truck driver myself, it is common knowledge that in both directions into the proposed 3rd entrance, there are safety and congestion issues. Presently all trucks enter the supermarket from West Street and the inconvenience is best described as minimal or negligent.
2. Driving southbound on Main Street with a stated 5-fold increase of trucks going to site, the congestion cannot be underestimated.
3. The other proposal to allow northbound B-Trains will have to cross the State Highway centreline to get into the 134 Main Street, and the Tractor/4 axle Trailer will need even more of a swing out over the centreline to get into the driveway.
4. There becomes a considerable mirror blind-spot when both the B Train and the tractor/trailer execute a wide left hand turn when traversing a kerb-crossing and there are plenty of Greytown school pupils that currently walk unassisted to and from school utilising the State Highway pedestrian crossing.
5. There have I understand been no reported incidents with the current arrangement, and best practice is excepted that a poorly designed layout of this supermarket, where the supermarket structure should have been designed at a right angle to the State Highway instead of the current parallel way. Lack of foresight on Woolworths behalf does not allow this company to make the intended changes. They would be far better off to approach the owners of the property immediately adjacent on West Street, negotiate privately to purchase the property for the purpose they currently intend.
6. The Copper beech tree was there well before Woolworths and adds special character to the township that is recognised as the first village to celebrate Arbor Day. We do not need another well-established tree to make way for a garish sign that Woolworths want to erect, which will add to the light pollution of the Dark Skies status the Wairarapa region recently won.
7. Deleting any more carparks on Main Street will have a negative effect on parking for those wishing to park and spend money in the village shopping precinct.
8. This proposal was declined in 2016 and Woolworths want a 5-fold increase in truck volume to visit Fresh Choice, which will be primarily on the local authority roads and not the state highway network when travelling south from Carterton, this will involve a right turn from SH2 into West Street, followed by a left turn into West Street. Heres' where it gets of interest to the time frames and logbook hours constraints of truck drivers keeping to allowable schedules and rest times. They will be forced to drive past Fresh Choice on their left, travel further south, and either swing left into Wood Street, which the B Train and the Tractor/Trailer configuration practically will take up the entire roadway to left turn back onto Main Street. The current issues with drainage at the Wood Street/ Main Street standing water in moderate and heavy rain will only be worsened due to regular repair/maintenance being escalated due to an increase of 5-fold truck crossings, impacting on the SWDC maintenance budgets.
9. We need the council to say No to the removal of the Copper Beech tree proposal and a hard NO to the driveway into Fresh Choice at 134 Main Street please. You said no previously as a council, nothing has changed, and in fact the village has had some beautification undertaken recently and this proposal is as great leap backwards and has the effect of sending the wrong signal if it were to be granted, that Woolworths can play by own rules, and don't have to consider the effects they have on a special character village like Greytown.
10. None of the dangers to the children can be mitigated, with the Min Street/ Haswell Street intersection so close to the proposed kerb crossing within such a short distance.
11. Current an adjacent business that would be on the south side of the driveway would have the serenity it currently enjoys disturbed by trucks right beside them, with the noise and vibration that a truck causes less than 4 metres away.
12. This proposal is nothing short of an outrage and as our council, we expect you to also voice disapproval, just as Waka Kotahi NZTA has, previously and now.

1. As a truck driver myself, it is common knowledge that in both directions into the proposed 3rd entrance, there are safety and congestion issues. Presently all trucks enter the supermarket from West Street and the inconvenience is best described as minimal or negligent.
2. Driving southbound on Main Street with a stated 5-fold increase of trucks going to site, the congestion cannot be underestimated.
3. The other proposal to allow northbound B-Trains will have to cross the State Highway centreline to get into the 134 Main Street, and the Tractor/4 axle Trailer will need even more of a swing out over the centreline to get into the driveway.
4. There becomes a considerable mirror blind-spot when both the B Train and the tractor/trailer execute a wide left hand turn when traversing a kerb-crossing and there are plenty of Greytown school pupils that currently walk unassisted to and from school utilising the State Highway pedestrian crossing.
5. There have I understand been no reported incidents with the current arrangement, and best practice is excepted that a poorly designed layout of this supermarket, where the supermarket structure should have been designed at a right angle to the State Highway instead of the current parallel way. Lack of foresight on Woolworths behalf does not allow this company to make the intended changes. They would be far better off to approach the owners of the property immediately adjacent on West Street, negotiate privately to purchase the property for the purpose they currently intend.
6. The Copper beech tree was there well before Woolworths and adds special character to the township that is recognised as the first village to celebrate Arbor Day. We do not need another well-established tree to make way for a garish sign that Woolworths want to erect, which will add to the light pollution of the Dark Skies status the Wairarapa region recently won.
7. Deleting any more car parks on Main Street will have a negative effect on parking for those wishing to park and spend money in the village shopping precinct.
8. This proposal was declined in 2016 and Woolworths want a 5-fold increase in truck volume to visit Fresh Choice, which will be primarily on the local authority roads and not the state highway network when travelling south from Carterton, this will involve a right turn from SH2 into West Street, followed by a left turn into West Street. Heres' where it gets of interest to the time frames and logbook hours constraints of truck drivers keeping to allowable schedules and rest times. They will be forced to drive past Fresh Choice on their left, travel further south, and either swing left into Wood Street, which the B Train and the Tractor/Trailer configuration practically will take up the entire roadway to left turn back onto Main Street. The current issues with drainage at the Wood Street/ Main Street standing water in moderate and heavy rain will only be worsened due to regular repair/maintenance being escalated due to an increase of 5-fold truck crossings, impacting on the SWDC maintenance budgets.
9. We need the council to say No to the removal of the Copper Beech tree proposal and a hard NO to the driveway into Fresh Choice at 134 Main Street please. You said no previously as a council, nothing has changed, and in fact the village has had some beautification undertaken recently and this proposal is as great leap backwards and has the effect of sending the wrong signal if it were to be granted, that Woolworths can play by own rules, and don't have to consider the effects they have on a special character village like Greytown.
10. None of the dangers to the children can be mitigated, with the Main Street/ Haswell Street intersection so close to the proposed kerb crossing within such a short distance.
11. Current an adjacent business that would be on the south side of the driveway would have the serenity it currently enjoys disturbed by trucks right beside them, with the noise and vibration that a truck causes less than 4 metres away.
12. This proposal is nothing short of an outrage and as our council, we expect you to also voice disapproval, just as Waka Kotahi NZTA has, previously and now.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Reretahi Tatau

35

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

SEE ATTACHMENT

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.



Name LANCE MCCLURE

Date 22-5-2023

Important notes for the Submitter

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SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kaitiaki Tūwhiri

36

1 of 2

Submitter

Name

Frank Minehan

Contact Person
(if different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant

Woolworths NZ. Ltd.

Address of Proposal

134 Main Street Sneytown

Application No.

Not provided in Public Notice

Description of
Proposal

demolition/removal of house sited 134 Main St.
Road access from Main St. into 134
Creation of a sign
landscaping - effects on a Copper beech tree
etc.

Details of Submission

My submission:

☒ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☒ Yes ☒ No

☒ If others make a similar submission I will consider
presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kōwhiri Māori

36

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

I reluctantly oppose the proposal/applications
because:
the proposed sign is non-complying;
the applicant, I honestly believe, has acted in
bad faith re the retention of the Copper Beech
tree - big oppy for a Section 139 Application -
confirmation

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Personally I believe the 'traffic proposal' promotes
safety - broadly large truck access from Main
Street. However - the sign and the ~~threat~~ ^{to the Copper Beech tree} force me to oppose in
total Woodworth's application.
why did Woodworth's apply for the 139 ????

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted Signature]

Name Frank Minchen
Date 22-05-25

Important notes for the Submitter

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**SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION**

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kāi Hīrangi Kōwhiri

37

1 of 2

Submitter

Name Graeme Gray

Contact Person
(If different from above) —

Postal Address

Home Phone

Cell Phone

Email



Details of the Proposal to which this Submission Relates

Name of Applicant WOOLWORTHS NZ LTD

Address of Proposal 134 Main Street Greytown.

Application No.

Description of Proposal Accessway on main Street To FreshChoice Super Market.

Details of Submission

My submission:

☐ Supports the whole proposal

☒ Opposes the whole proposal

☐ Supports part of the proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☒ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

37

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

My concern as a resident of Greytown is
The safety of The general Public WITH in our
Retail area,

AS THESE TRUCKS WILL be coming and going most of the
day The pedestrian crossing which is used by adults and
SCHOOL CHILDREN WILL ALSO be an area of concern for
Safety.

THIS PROPOSAL WILL ALSO NOT COMPLIMENT our Heritage
Decision you want the Council to make: Precient.

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name Graeme Gray .

Date 21-5-2023

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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4. A copy of your submission must be sent to both Council and to the applicant.

Chris Gorman-Temp Planner

From: GCB-Warren Woodgyer
Sent: Monday, 22 May 2023 4:00 pm
To: Planning Team
Cc: [REDACTED]
Subject: Woolworths Submission

Submitter

Greytown Community Board
Warren Woodgyer
[REDACTED]

Details of the proposal to which this Submission Relates

Woolworths

134 Main Street Greytown, 2-12 Hastwell Street Greytown, 105 West Street Greytown

Application No 220081

Woolworths Submission Proposed New Access and Signage to Fresh Choice Supermarket and Remove entirely the Copper Beech at 134 Main Street { 2-12 Hastwell Street, 105 West Street and 134 Main Street, Greytown }

Our submission opposes the whole proposal

We wish to be heard if this proposal goes to a hearing.

We will present our own submission

Submission Statement

To begin we would like to say that the Greytown Community Board fully supports the submission by the Greytown Heritage Trust, unanimously

Roading

The new plan indicates that B-trains will only be entering the proposed new entrance from the south a left turn only. However, this means trucks coming from the north will now have to travel down West Street and turn into either Wood or Humphries Street. Wood Street wouldn't work due to it being pretty much a lane, which leaves Humphries Street. The section between SH2 and West Street has the highest traffic count of any SWDC road, and is one of the hardest intersections to cross for traffic coming out of Humphries Street. It is difficult to see how a B-train could negotiate a left turn without crossing the centreline going north.

Even with the Copper tree gone it's difficult to see how trucks making a left turn into 134 Main Street can do so without crossing the road centreline. There appears to be no plan indicating the travel path of turning trucks from the south.

Even though trucks are not going to be making right turns into the proposed new entrance cars can. At present there is traffic congestion from vehicles making a right turn from SH2 into Hastwell Street. This occurrence will be repeated only a short distance up the road. One of the concerns with the trucks making a right-hand turn was the blocking of the pedestrian crossing. A buildup of cars can achieve the same thing.

The loss of parking in Greytown is an issue, especially on the weekend. Greytown is a destination town and from a business perspective cannot afford to lose parks on the main street.

Storm water

I have seen water ponding on numerous occasions at 134 Main Street from excess water in the water race. The two road sumps on the east side of SH2 are blocked and at times water discharges from them up into the gutter and runs down to Church Road then along Church Street discharging into a sump on the corner of Church Street and East Street. The stormwater sumps along SH2 need urgent attention. The extra runoff from the proposed sealed area versus the status quo presents a dilemma. From the proposed sealed area, you get 100% runoff which will add to an existing stormwater problem in the area.

Well being

There have been two previous submissions made on proposed changes to the Fresh Choice supermarket by the Greytown Heritage Trust. The feeling in Greytown is that this new proposal by Woolworths is like the "smell that doesn't go away". It is a major talking point and people who are directly affected are under considerable pressure.

Under the Local Government Act 2002 Greytown Community Board has a responsibility to "represent, and act as an advocate for, the interests of the community". In essence we feel those effected in Greytown, that their wellbeing is being jeopardised by this proposal.

Copper Beech Tree

Greytown celebrated the first Arbor Day on 3 July 1890. Since then, Greytown has prided itself on the longstanding history of being an Arbor first town. We celebrate and treasure our heritage and in particular our historical trees. Whilst not all trees have earned the title of protected for historical significance it does not mean that there are not still more trees that deserve this recognition.

The Copper Beech tree is estimated to be approximately between 75 and 170 years with a likely age of about 85 years old. The reality is this tree could quite likely have been an original tree before Greytown was constructed and certainly present within the town when the first Arbor Day was celebrated. To cut down or endanger such a reflection of the embodiment of this town would be a crime in itself. Greytown community is about recognising the importance of our heritage as well as retaining or restoring our history which includes greatly the trees that mark and reflect our town.

Whilst this tree may not be protected on a register currently its significance is still ongoing and consideration of it be noted has not been determined.

**SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION**

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



**SOUTH WAIRARAPA
DISTRICT COUNCIL**
Kaitiaki Takekōwhiri

39

1 of 2

Submitter

Name

SUSAN RHODES

Contact Person
(If different from above)

Postal Address

Home Phone

Cell Phone

Email



Details of the Proposal to which this Submission Relates

Name of Applicant

WOOLWORTH NZ LTD.

Address of Proposal

2612 Hasknell St, 105 West St, 134 Main St
- Greytown.

Application No.

220081.

Description of
Proposal

The Woolworths / Fresh Choice driveway
proposal.

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☒ Yes ☐ No

☐ If others make a similar submission I will consider
presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Tekeke Tekeke

39

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

Safety of people crossing the road.

Damage to Roads by heavy vehicles they were not built to take.

Tourism - huge trucks not in keeping with the "look" or "vibe" of Greytown.

Ecosystem - destroying of a tree that has been in Greytown for many years.

Parking - taking away necessary spaces to provide for the changes.

Noise pollution - again, not in keeping with

Decision you want the Council to make: Greytown.

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted Signature]

Name Susan Rhodes

Date 22/05/2023.

Important notes for the Submitter

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4. A copy of your submission must be sent to both Council and to the applicant.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Take Kōwhiri

40

1 of 2

Submitter

Name HELEN FLETCHER

Contact Person
(If different from above)

Postal Address

Home Phone

Cell Phone

Email



Details of the Proposal to which this Submission Relates

Name of Applicant WOOLWORTHS NZ LTD

Address of Proposal 2-12 HASTWELL ST, 105 WEST ST +
134 MAIN
ST GREYTON

Application No. 220081

Description of
Proposal The Woolworths/Fresh Choice
driveway/proposal

Details of Submission

My submission:

☐ Supports the whole proposal

☒ Opposes the whole proposal

☐ Supports part of the proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider
presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kaitiaki Tūhono

40

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

Concern for disabled, children & elderly using
the pedestrian crossing
Signage not in keeping with character of GT
Damage to roading on SH2
Concern for the beech tree
Concern for local businesses close by to
turning on main street.
Congestion concerns on Main St.

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted Signature]

Name HELEN FLETCHER

Date 22/5/23

Important notes for the Submitter

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4. A copy of your submission must be sent to both Council and to the applicant.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kāia Pūwhiri

41

1 of 2

Submitter

Name
Contact Person
(if different from above)

JULIA BARNETT

Postal Address

Home Phone

Cell Phone

Email



Details of the Proposal to which this Submission Relates

Name of Applicant

Woolworths NZ LTD

Address of Proposal

2-12 Hastwell St, 105 West St & 134 Main
Street, all Greytown

Application No.

220081

Description of
Proposal

The Woolworths/Fresh Choice
driveway proposal.

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider
presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Mānaki Te Aho

41

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

Safety

The lack of vision for pedestrians created by blind spot for truck drivers.

The blockage of the state highway when trucks are turning - this is busy enough stretch of road without trucks turning

The huge sign & removal for tree dying are not in keeping with this "heritage" village

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.



Name

Julia Barnett

Date

22 May 2023

Important notes for the Submitter

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Submitter

Name
Contact Person
(If different from above)
Postal Address
Home Phone
Cell Phone
Email

David Baird



Details of the Proposal to which this Submission Relates

Name of Applicant: Woolworths NZ Ltd
Address of Proposal: 2-12 Hastwell St, 105 West St, & 134 Main St
GREYTOWN.
Application No.: 220081.
Description of Proposal:
• Undertake demolition of a building within the Greytown heritage precinct.
• Undertake new building, alterations & additions within Greytown heritage precinct.

Details of Submission
My submission:
• Establish a sign exceeding the maximum size
• Establish a vehicle crossing from State H (Way 2 (Main St))

☐ Supports the whole proposal
☒ Opposes the whole proposal

☐ Supports part of the proposal
☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☒ If others make a similar submission I will consider presenting a joint case with them at the hearing

Submission Statement

The specific parts of the Proposal that this submission relates to.

I support the Greytown Heritage Submission

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted Signature]

Name D.W. BARR

Date 21/05/2023.

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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4. A copy of your submission must be sent to both Council and to the applicant.

Submitter

Name Carmel Ferguson
Contact Person 1
(if different from above)
Postal Address
Home Phone
Cell Phone
Email



Details of the Proposal to which this Submission Relates

Name of Applicant Woolworths / Fresh Choice
Address of Proposal 2-12 Hastwell St, 105 West St, 134 Main St
Application No. 220081
Description of Proposal Demolition of building at 134 Main St
Establish additional vehicle crossing from State High
Way 2
Establish new signage at 134 Main Street
which exceeds the maximum size

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☐ No

☒ If others make a similar submission I will consider presenting a joint case with them at the hearing

Submission Statement

The specific parts of the Proposal that this submission relates to.

I support the submission made by Greytown Heritage Trust. This application should be declined in full

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted Signature]

Name Carmel Ann Ferguson
Date 23/05/23

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

44

1 of 2

Submitter

Name

Paul Dodge

Contact Person
(if different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant

Woolworths NZ Ltd

Address of Proposal

2-12 Hastwell Street, 105 West Street,

Application No.

134 Main Street, Greytown 5712

Description of
Proposal

Demolition of building in heritage precinct,
New building in heritage precinct

Sign in heritage precinct above main road. Additional vehicle
crossing on SH2, Greytown, and site works

Details of Submission

My submission:

☐ Supports the whole proposal

☒ Opposes the whole proposal

☐ Supports part of the proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☐ Yes ☐ No

☒ If others make a similar submission I will consider
presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Whakahaere i te Ora

44

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

See attached pages (2), titled "Submission Statement
attached to Paul Dodge's submission,

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name Paul Dodge

Date 22/05/23

Important notes for the Submitter

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Submission Statement (attached to Paul Dodge Submission)

Signage

I oppose the proposed signage which is outside the Council and District Guidelines. The size, colour and lighting effects are not in keeping with the heritage area in which it will be sited. It would be well placed in a North American strip mall, not a small village with heritage character.

It is difficult to see why Woolworths needs the sign. The Greytown community which is the main customer base of the supermarket already knows where the supermarket is. The explanation may be to attract passing trade. These days most people 'google' a location. I note that some towns do not have supermarkets on the state highway through them e.g. Masterton, Dannevirke, nor do they have any signage like the one proposed. They have not closed as a result!

Safety on the main highway

I oppose an access being developed on the main highway. There are already two access points through Hastwell Street and West Street. The supermarket campus could be reconfigured for large trucks and B trains, and consideration could be given to purchasing property to the south side of the existing campus. The current arrangements appear to work and I am not aware of them presenting any hazards or actual harm so wonder why the supermarket did not consider these issues when developing the site.

The presence of trucks turning on the main road from the south and other trucks and cars turning into the new access way from north and south will lead to increased traffic, on an already busy highway, and, blind spots. Particularly on the pedestrian crossing near the proposed access and on the footpath around the access entry. The pedestrian crossing is an important, direct route to the primary school and to The Orchards retirement village and to the Stella Park, which is used for a number of community activities. Young and older age groups are particular vulnerable on pedestrian crossings.

The copper beech tree

I oppose any road access around the copper beech, and the 27 April 2023 Application for a Certificate of Compliance Application to remove it. This tree is an integral part of the heritage landscape of Greytown, and should be preserved. Not only does Greytown have a fine heritage area but it is also an 'Arbor' town. Any roading seal around it is likely to starve the tree of water and nutrients leading to its demise. Possibly Woolworths is anticipating this by applying for its removal because it is likely to die. I note that there is also a notable lancewood tree on the site too, which is unusually large for an urban area and worthy of being kept.

The access way off the State Highway

This will create an ugly division of the heritage street area, a hazard for pedestrians and others on the footpath having to cross the accessway, and the loss of carparking in that area. The change to the carparking will be gain for Woolworths, but a loss for small business in the area.

Comment

I am surprised that Woolworths continues to progress its goal (since the first application in 2016) and does not consider the greater community good and the views of people in the community. After all, a good working relationship with the community is likely to serve its business better than antagonising the community it depends on. One must read into the current situation that the supermarket is unsympathetic to the impact on the character of the heritage precinct and the safety issues involved. Commercial interests will come at a cost to Greytown.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96, 127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Reetahi Tāhau

45

1 of 2

Submitter

Name	<input type="text"/>
Contact Person (If different from above)	<input type="text"/>
Postal Address	<input type="text"/>
Home Phone	<input type="text"/>
Cell Phone	<input type="text"/>
Email	<input type="text"/>

Details of the Proposal to which this Submission Relates

Name of Applicant	Woolworths NZ Ltd
Address of Proposal	2/12 Hastwell Street, 105 West Street, and 134 Main street, Greytown, Lot DP311712 & PT Lots 7-9, PT Lot DP18242, Lot DP181242
Application No.	22008
Description of Proposal (use additional pages if required)	Undertake demolition of a building within the Greytown Historic Heritage Precinct (GHHP), undertake new building, alternations and additions within the GHHP. Establish a sign in the GHHP which exceeds the maximum size. Establish additional vehicle crossing to State Highway 2 in Greytown.

Details of Submission

My submission:

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input checked="" type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☒ Yes ☐ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

45

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to (use additional pages if required):

I disagree with the entire proposal. I do not think such a small supermarket needs a 3rd street access for trucks. I have watched many trucks arrive and they drive in off Hastwell Street, turn right towards West Street and then reverse into the loading area. I have seen cars wait while this occurs, and have never seen any issues with this. I think having an access off the Main Road is dangerous for pedestrians and cyclists, as the driver is on the 'other' side of the truck when they're turning in off the Main Road, and as they are also high up in the cab they will not be able to see pedestrians or cyclists while trying to turn in. I also think the proximity of the proposed new vehicle access is too close to the zebra crossing which many children use when going to and from school, many are unaccompanied by parents. I think the special character of Greytown also needs to be maintained and improved, the proposed new vehicle access, and in particular the excessively large sign will totally detract from the unique beauty and character of Greytown, we do not need such a large, ugly, permanently lit sign on our Main Road. The beautiful Copper Beach Tree also needs to be retained, it has a very significant profile on the Main Road.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name Sija Spaak

Date 5/22/23

Important notes for the Submitter

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SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96, 127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

46

1 of 2

Submitter

Name	John Argue
Contact Person (If different from above)	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	Woolworths NZ Limited
Address of Proposal	2-12 Hastwell Street, 105 West Street, and 134 Main Street, Greytown being Lot1 DP 311712 and PT lots 7-9, PT Lot 2 DP 18242, Lot 3 DP18242
Application No.	
Description of Proposal (use additional pages if required)	Supporting GREYTOWN HERITAGE TRUST SUBMISSION ON: Proposed New Access and Signage to Fresh Choice Supermarket (2-12 Hastwell Street, 105 West Street, and 134

Details of Submission

My submission:

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input checked="" type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Reetahi Tāhau

46

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to (use additional pages if required):

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name John Argue

Date 5/22/23

Important notes for the Submitter

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SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



47

1 of 2

Submitter

Name	Aimee Davoren
Contact Person (If different from above)	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	Woolworths NZ Ltd
Address of Proposal	2-12 Hastwell Street, 105 West Street, 134 Main Street, Greytown
Application No.	220081
Description of Proposal (use additional pages if required)	Proposed New Access and signage to Fresh Choice Supermarket

Details of Submission

My submission:

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input checked="" type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☐ No

- ☒ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Reetahi Tāhau

47

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to (use additional pages if required):

The pedestrian safety element of this proposal I have objection to.

The issue I have is my concerns with the pedestrian crossing on Main Street which has access to Stella Bull park and the lane way through the listed site.

Children and other members of the public use this crossing often as its access to Greytown school. With the proposed large trucks turning left from Main Street into the site entrance will be a road hazard. The trucks will need to pass close or cross to the centre line on the road as they turn into the driveway. Hindering the crossing users view of the road and cause distraction to drivers and pedestrians.

The sun strike in the morning in the spring months makes viewing very difficult at the pedestrian crossing for all uses and drivers. This also will hinder truck drivers views of pedestrians using the current footpath the proposed new laneway pedestrian footpath.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name Aimee Davoren

Date 5/23/23

Important notes for the Submitter

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SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96, 127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Take Kōwhiri

48

1 of 2

Submitter

Name	Carolyn Wait
Contact Person (If different from above)	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	Woolworths NZ
Address of Proposal	2-12 Hastwell Street, 105 West Street, and 134 Main Street,
Application No.	RM220081
Description of Proposal (use additional pages if required)	Undertake demolition of a building and new building, alterations, and additions within the Greytown Historic Heritage Precinct. Establish a sign located in the Greytown Historic Heritage Precinct exceeding the maximum size. To remove the Copperbeech and Lancewood

Details of Submission

My submission:

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input checked="" type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☒ Yes ☐ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kōwhiri Te Whenua

48

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to (use additional pages if required):

See attached file

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Decline the consent and make a declaration that Fresh Choice, Woolworths can not make further consents applications in respect of these matters.

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.



Name Carolyn Wait

Date 22 May 2023

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
2. This form is for your convenience only. You may make a submission that addresses the points above in a letter or other suitable format.
3. Submissions will not be returned, so please keep a copy.
4. A copy of your submission must be sent to both Council and to the applicant.

I, Carolyn Wait, of 30 Kempton Street ,Greytown strongly object to the consent application of Fresh Choice Woolworths NZ for an access on Main Street and the removal of the Copper Beech Tree..

Grounds of objection:

1 Dangerous traffic:

I am not a road safety expert, but I can see the horrific safety issues this proposal creates. Truck drivers do not have any vision on the left hand side of a turning vehicle. The trucks are so large the driver would not notice if they ran over a pedestrian or a cyclist. The road is too narrow and too busy. This proposed entrance is only 20 meters from a well used pedestrian crossing. This crossing services not only the nearby school, it is constantly used by locals who love to walk and cycle.

Greytown is a village and has a lot of foot traffic and cycle traffic. Foot traffic has not been managed by this supermarket, there is no safe or dedicated pedestrian access at the existing West Street entrance. Creating a new entrance off Main Street does not address this issue, in fact this proposal creates many more dangers for our small community. Our lives and our children lives will be at risk.

2 Bullying Behaviour:

This constant attack on our small town by a multinational corporation is nothing but bullying behaviour. Supermarkets were new and exciting 40 years ago, since then we have seen them swallow up large areas of land, build large ugly buildings and signs and produce tons and tons of waste. Everything has a life cycle and supermarkets do not hold the place they once did. This is a small town with a population around 2420 (June 2020).

Fresh Choice, Woolworths made the business decision to set up Fresh Choice in Greytown, and knew or should have known the limitations of the site they chose. This decisions was yours alone and you have no right to impose your mistakes on our community.

Our Community has successfully objected to your plan a number of times in the past and yet you appear to think that your might and wealth will get you what you want. You want to disrupt traffic and put our lives at risk. You want to kill our trees and destroy our peaceful and beautiful environment. You are insensitive to our local community and all the work our local community and local businesses have built. You want to impose your greedy, insensitive multinational corporate ego signs on our town. What you are proposing could easily “kill the goose that laid the golden egg.”

3 Two significant trees will be damaged or removed:

The loss of two significant trees from our main street is plainly unacceptable to our community. Arbor Day originated in Greytown in 1890 and has been celebrated annually since 1977. Our trees are a part of who we are. Our community has already communicated this fact to you, please listen to us. Your more recent application to have the Copper Beech tree removed demonstrates to me that you have absolutely no respect for our community.

4 Dark Sky:

Our communities in the Wairarapa value our unique valley and have worked together so we can all enjoy the the benefits of looking up into the dark sky. A multinational corporation does not have the right to deny our communities of what is in our backyard. Your large lit signs do not belong here. They do not benefit us or our environment. We all know where you are, you don't need large ugly signs to find you. Greytown is so small, visitors too can find the supermarket easily.

5 Negative impact on local businesses:

Greytown has become a destination town, not because it has a multinational supermarket, but because of the local business people. They have had the ideas, worked together and put in the significant voluntary time need to make these great ideas not only come to fruition but continue into the future. Your business benefits from this environment which our local business people have

created. I am sure a significant percentage of your business is created by the hands and minds of these business owners, who not only put in many voluntary hours of work they have also paid for the promotion of the events and the town. They have also worked together to create a beautiful town. It is hard to understand why you do not embrace what this community has to offer, and one that you clearly benefit from. Your proposed entrance is not only dangerous and puts lives at risk, it destroys our trees and will have a negative impact on the historic beauty of our town.

6 Disrupt the quiet enjoyment of adjoining properties:

Large trucks not only make noise, they shake the ground and create light pollution which will significantly disrupt the quiet enjoyment of the properties affected by your proposal. This is totally unacceptable.

We also have choice, we have access to locally grown produce, we can buy online and we can also shop elsewhere. You need us more than we need you.

Carolyn Wait

Submitter

Name *Down To Find Wines Ltd*
 Contact Person *Richard Ferguson*
 (if different from above)
 Postal Address
 Home Phone
 Cell Phone
 Email

Details of the Proposal to which this Submission Relates

Name of Applicant
 Address of Proposal
 Application No.
 Description of
 Proposal

Details of Submission

My submission:

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input checked="" type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Māori

49

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted Signature]

Name *Richard Ferguson*

Date *22/05/23*

Important notes for the Submitter

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3. Submissions will not be returned, so please keep a copy.
4. A copy of your submission must be sent to both Council and to the applicant.

Submitter

Name *Richard Ferguson*

Contact Person
(If different from above)

Postal Address

Home Phone

Cell Phone

Email



Details of the Proposal to which this Submission Relates

Name of Applicant

Address of Proposal

Application No.

Description of
Proposal

Details of Submission

My submission:

☐ Supports the whole proposal

☒ Opposes the whole proposal

☐ Supports part of the proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

50

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name *Richard Ferguson*

Date *22/05/23*

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
2. This form is for your convenience only. You may make a submission that addresses the points above in a letter or other suitable format.
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4. A copy of your submission must be sent to both Council and to the applicant.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Take Kōwhiri

51

1 of 2

Submitter

Name	Gary Dunnet
Contact Person (If different from above)	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	Woolworths NZ Ltd
Address of Proposal	2-12 Hastwell Street, 105 West Street, 134 Main Street, Greytown
Application No.	220081
Description of Proposal (use additional pages if required)	Proposed New Access and signage to Fresh Choice Supermarket

Details of Submission

My submission:

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input checked="" type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Reetahi Tāhau

51

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to (use additional pages if required):

I have a number of concerns with regard to this application, but mainly around safety, heritage and protecting the environment.

In terms of safety, I see significant issues with trucks turning into or from the exit onto Main Street given the limited visibility due to the adjoining buildings, parked cars and proximity to the pedestrian crossing. That segment of footpath is used frequently by children going to school (through Stella Bull Park), persons accessing shops, and their parked cars. As trucks turn in or out of the access way, there will be traffic congestion on the Main St - just adding to the traffic problems along this stretch of highway.

I do not think the signage is in keeping with the heritage appeal of Greytown Heritage Precinct.

I do not want to see the tree of significance be removed.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

 Gary Dunnet

Date 5/23/23

Important notes for the Submitter

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SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

52

1 of 2

Submitter

Name

Anna Mills

Contact Person

(If different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant

Woolworths NZ Ltd

Address of Proposal

main Rd
Fresh to Choice Supermarket, West St, Greytown

Application No.

Description of
Proposal

Signage on highway
Drive way from main road - vehicle crossing SH1
Demolition of building + alterations

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider
presenting a joint case with them at the hearing

Submission Statement

The specific parts of the Proposal that this submission relates to.

I attach my submission statement.
\$

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.



Name *Anna Mills*
Date *23. May 2023*

Important notes for the Submitter

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I oppose the application by Woolworths.

I oppose the new driveway and the destruction of the house and the subsequent death of the copper beach tree in order to create the driveway , and I oppose the new signage.

I oppose the application on the grounds that it adversely impacts on the protection of natural and physical resources and on the social and cultural wellbeing of the community (section 8 of the RMA) for very little economic gain for the applicant and no evidence of any gain for the health and wellbeing of supermarket users.

The applicant does not provide evidence of the claims of economic benefits that may accrue to the community as a result of these proposals. There is no evidence in the submission that the changes sought by Woolworths will increase the economic wellbeing of the community of Greytown. On the other hand there is evidence from submitters that these changes will cause distress and offence (particularly with respect to the death of the tree) and increase traffic harm to users of the main road.

I particularly oppose the creation of the conditions likely to result in the destruction of the large copper beach tree on the site of the driveway. This will significantly and adversely impact on my cultural and social wellbeing, for no economic or financial gain.

The application says the copper beach will not be cut down but I understand that a different application has already been filed separately to remove the tree. This does not increase trust that the applicant will save the tree. At a bare minimum, the applicant must allow access to an independent arborist to assess the impact of the driveway and demolition of the house on the trees' survival.

I am a regular user of the supermarket and the parking and access are more than adequate for current and increased usage. Access is safe and unimpeded already from West St and the trucks supplying the supermarket have no difficulties getting in and out of the car park. Having lived in Wellington for many years, by comparison this supermarket car park and access are by far the safest for truck access that I have seen.

I oppose the sign on the grounds that it is not in keeping with the heritage zoning because it is large and modern with "modern" bright garish colours and a modern shape and size. It is not clear what they mean in the application by external lighting. Is it still going to be lit up all blue and yellow through the night and day? There is no evidence provided by the applicant that the business is adversely impacted by a lack of a large sign on the state highway. It is unnecessary and reduces the amenity provided by the heritage zone of reduced commercial signage. The heritage zoning creates an aesthetic of muted colour, small size and good design. The proposed sign impacts adversely on all these aesthetics.

I oppose the creation of the driveway on the grounds that it will increase traffic congestion on SH 2 and increase the risk of crashes and danger to pedestrians. Currently trucks can make a safe uncongested entry to the West St Access to the supermarket where there is a central turning lane by the Challenge Service Station. It might add 3 minutes to their journey at most to turn into West St there rather than directly into the supermarket. No evidence is provided by the applicant of any economic necessity or commercial benefit from the new driveway over the current arrangement.

The proposal will mean large trucks waiting on the SH2 to turn right and holding up traffic all along this already busy road. They will reduce visibility for pedestrians and increase frustration of drivers

with another stop possibly for many minutes as the opposing traffic provides a gap to turn. It is likely to be a longer hold up than the pedestrian crossing.

The small amount of benefit claimed by the applicant is not sufficient to warrant a significant increase in road hazards in an area of the road that had no room for a turning lane.

If Woolworths want more signage then I suggest they put it down by the (owner's other business) at Challenge which is an commercial light industrial area and has a turning lane from the north and would be visible to people coming in from the south.

Anna Mills

23 May 2023

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Beretahi Tōtahi

53

1 of 2

Submitter

Name Vicki P. ECKFORD

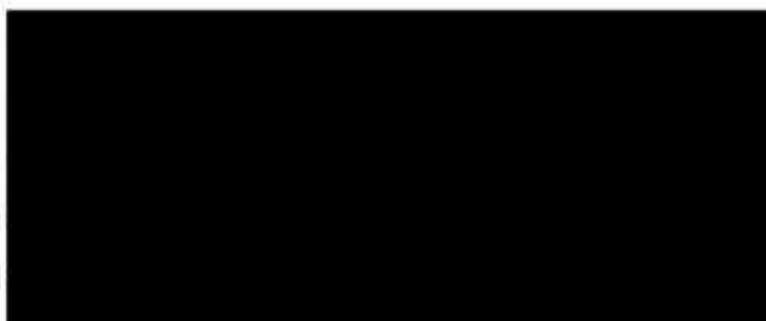
Contact Person
(if different from above)

Postal Address

Home Phone

Cell Phone

Email



Details of the Proposal to which this Submission Relates

Name of Applicant

WOOLWORTHS N.Z.

Address of Proposal

134 MAIN STREET
GREYTOWN, 5712.

Application No.

22081

Description of
Proposal

SEE ATTACHED EMAIL

Details of Submission

My submission:

☐ Supports the whole proposal

☒ Opposes the whole proposal

☐ Supports part of the proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kaitiaki Takau

53

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

SEE ATTACHED EMAIL

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

SEE ATTACHED EMAIL

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.



Name

V. P. ECKFORD

Date

22 MAY 2023

Important notes for the Submitter

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TO WHOM IT MAY CONCERN

Attached please find my Submission on a Notified Resource Consent Application Form 13 in which I am registering my opposition to the Submission that Woolworths NZ have proposed to remove the existing house at 134 Main Street to provide an additional driveway off 134 Main Street to the Fresh Choice supermarket (currently using the originally planned accessway off West Street that has been used since 2012) in order to provide large truck and trailer units to turn off State Highway 2 to make supermarket deliveries, and for the removal of the 85 year old copper beech tree on the same site. The reasons I am opposed to the proposed plans are as follows:-

SAFETY CONCERNS

In order for these large (and no doubt some very large) truck and trailer units i.e. road trains and B-trains), whether they are coming from the North and turning right into the proposed new driveway, or approaching from the South and turning left in to the property, are so long in length (up to 23 M) that they are always going to be having to cross the centreline of Main Street/SH2 in order to swing into the driveway, and this in turn will create a totally dangerous situation for other traffic, and for pedestrians (especially small children, who use that particular part of Main Street on a daily basis coming and going from the Primary School). These large truck and trailer units have notoriously large blind spots, making it very difficult for their drivers to see what is going on around their trucks - making this alternative entrance into the back of the supermarket a very dangerous exercise. If the traffic flow is heavy, any build-up of traffic at a standstill will block the pedestrian crossing situated just a few metres from the proposed new entrance, creating more danger for pedestrians. Fresh Choice supermarket has been using the West Street entrance since 2012, and it is not necessary for them to have an additional entrance off Main Street. This is a dangerous health and safety issue, and must be prevented from happening - before someone is killed or injured.

PARKING

This new proposed driveway will mean 2 fewer carparks on Main Street, and this will have a detrimental effect on the small businesses in the immediate vicinity! It is not fair! It will not add any carparks for the supermarket either.

THE NEW SUPERMARKET SIGN

This will be a monstrosity! It does not fit within any of our Heritage Trust guidelines for size or colour.

The late, great architect Max Edridge would have called this proposed sign 'visual pollution'!! It is not necessary for Fresh Choice to have such an enormous, ugly sign on Main Street in our Heritage Precinct! All the local residents know where Fresh Choice is, and any visitors that come to town that don't know where it is, can consult their GPS, or ask a local for directions. And what is this large, and overly bright signage going to do to our Dark Sky compliance?

The fact is, the house at 134 Main Street, which is proposed for removal, will also expose the canopy and the supermarket from Main Street, which is also against the Heritage Trust guidelines for the Main Street Heritage Precinct.

THE COPPER BEECH TREE

Greytown is very proud of it's wonderful trees. We were the first town in New Zealand to have Arbor Day, and to remove this 85 year old tree from the Main Street Historic Precinct would be a travesty, all for the sake of a driveway that is not necessary. It is unforgivable that Woolworths New Zealand should even consider putting a driveway anywhere near the roots of this tree that may cause damage to it. Please don't allow this to happen.

OUR VICTORIAN HERITAGE STATUS

We residents of Greytown are very proud of our heritage values, and we have spent many years protecting the appearance of our beautiful Victorian Heritage Precinct. I feel that the proposed driveway, the removal or death of the Copper Beech tree, and the proposed sign do not 'fit in' or 'sit well' within these heritage values. This proposal does not take into consideration the feelings of the residents of Greytown, nor is it of any benefit to our residents. This is a commercial development that we don't need here.

Vicki P. Eckford

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96, 127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



54

1 of 2

Submitter

Name	<input type="text" value="Vivienne O'Reilly"/>
Contact Person (If different from above)	<input type="text"/>
Postal Address	<input type="text"/>
Home Phone	<input type="text"/>
Cell Phone	<input type="text"/>
Email	<input type="text"/>

Details of the Proposal to which this Submission Relates

Name of Applicant	<input type="text" value="Woolworths NZ Limited"/>
Address of Proposal	<input type="text" value="2-12 Hastwell Street, 105 West Street, and 134 Main Street, Greytown"/>
Application No.	<input type="text" value="220081"/>
Description of Proposal	<ul style="list-style-type: none">• Undertake demolition of a building within the Greytown Historic Heritage Precinct.• Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct.• Establish a sign located in the Greytown Historic Heritage Precinct exceeding the maximum size.• Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown.• Undertake associated landscaping and site works.

Details of Submission

My submission:

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input checked="" type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☐ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Reetahi Tāhau

54

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

I support the submission made by the Greytown Heritage Trust. This application should be declined in full.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name Vivienne O'Reilly
Date 23 May 23

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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4. A copy of your submission must be sent to both Council and to the applicant.

Waka Kotahi NZ Transport Agency Reference: 2022-0063

23 May 2023

South Wairarapa District Council
C/- Adrienne Sutcliffe
Martinborough 5711

Via email: planningteam@swdc.govt.nz

Dear Sir or Madam,

Submission on Fresh Choice (Woolworths NZ Limited) land use – 134 Main Street (State Highway 2), Greytown.

Attached is the Waka Kotahi NZ Transport Agency submission on the proposed land use development by Woolworths located at 134 Main Street (State Highway 2), Greytown.

We welcome the opportunity to discuss the contents of our submission with council officers and the applicant as required.

If you have any questions, please contact me.

Yours sincerely
Owen Jeffreys

Planner – Poutiaki Taiao / Environmental Planning
System Design, Transport Services

Phone:



FORM 13, SECTION 95B, RESOURCE MANAGEMENT ACT 1991
**Submission on Woolworths land use development – 134 Main Street (State Highway 2)
 – Woolworths**

To: South Wairarapa District Council
 C/- Adrienne Sutcliffe
 Martinborough 5711

Via email: planningteam@swdc.govt.nz

From: Waka Kotahi NZ Transport Agency
 Wellington Office/ Level 7, The Majestic Centre
 100 Willis Street
 PO Box 5084
 Wellington 6140

Via email: [REDACTED]

1. **This is a submission on a land use application from Woolworths to establish signage and a new access to State Highway 2, to service the existing FreshChoice supermarket in Greytown – specifically:**
 - (i) Resource consent as a Discretionary activity is sought to demolish the existing residential building at 134 Main Street and construct a new entry only vehicle access on Main Street for customer and delivery vehicles. The application also proposes the establishment of a freestanding, externally illuminated sign adjacent to the new access.
2. **Waka Kotahi NZ Transport Agency (Waka Kotahi) could not gain an advantage in trade competition through this submission.**
3. **Role of Waka Kotahi**
 - (ii) Waka Kotahi is a Crown entity with its functions, powers and responsibilities set out in the Land Transport Management Act 2003 (LTMA) and the Government Rounding Powers Act 1989. The primary objective of Waka Kotahi under Section 94 of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.

- (iii) Waka Kotahi has a mandate under the Land Transport management Act 2003, the Government Rounding Powers Act 1989, and the Government Policy Statement on Land Transport to carry out its functions in a way that delivers the transport outcomes set by Government.
- (iv) An integrated approach to transport planning, funding and delivery is taken by Waka Kotahi. This includes investment in public transport, walking and cycling, local roads and the construction and operation of state highways.
- (v) Waka Kotahi is also a Requiring Authority under section 167 of the RMA. As such it is financially responsible for designation 076 (State Highway 2) within the Combined Wairarapa District Plan (CWDP).

4. State highway environment and context

- (vi) The subject site fronts Main Street (State Highway 2) in Greytown. State Highway 2 (SH2) is a two laned highway with an average of 9,998 vehicle movements per day, 8% of which consist of heavy vehicles. The proposal property is located within the 40km/h speed limit area (the speed limit was reduced from 50km/h to 40km/h in January 2023).
- (vii) Pedestrian numbers on Main Street fronting the site during the week are between 150-250 per day, whereas at the weekend this increases to between 750-1000 pedestrians per day.
- (viii) The One Road Network Framework Classification (ONF) is a tool used to identify place function and movement function for roads and streets in New Zealand. The section of SH2 fronting the proposed access is classified as an Activity Street under the ONF, with place and movement ranking of P3 and M2. Place ranking is informed by the function of the specific location, in this case being a neighbourhood centre with residential and commercial land use, and the user experience that transport needs to support. Movement ranking is informed by transport modes and in this instance, prioritising goods and people movement safely. These rankings support the classification of SH2 in this location as an Activity Street under the ONF.
- (ix) As an identified Activity Street, this section of SH2 can be considered to provide access to various destinations with people accessing these destinations by walking, cycling, public transport and motor vehicles (including freight). The place and movement ranking identify this as a location where people spend a significant amount of time working, shopping, eating, residing, and undertaking recreation, as well as supporting medium to high levels of people walking and cycling. SH2 is also a key commuter route that links Wellington to Masterton route and provides for the movement of people and freight through Greytown.

5. Proposal site context

- (x) The FreshChoice supermarket currently has two access points from the local road network (Hastwell and West Street). These provide for both ingress and egress to the supermarket carpark for customer vehicles and delivery vehicles. The existing access to the supermarket via Hastwell Street is located approximately

55m to the north of the new proposed access. The Hastwell Street intersection is a priority-controlled give way intersection and it is understood that this is the primary access from the SH2 to the FreshChoice supermarket in the existing environment.

- (xi) 134 Main Street has an existing vehicle access to the state highway, however it is noted that there are very few state highway access points provided within the Commercial Zone.
- (xii) There is on-street parking situated on either side of the highway on this stretch of SH2. It is noted there are approximately 9 m of no-stopping line markings that restrict the stopping and parking of vehicles by the access point to the existing dwelling at 134 Main Street.
- (xiii) Approximately 30 m north of the 134 Main Street is a non-signalled pedestrian crossing which is extensively used. The pedestrian crossing is programmed for a safety upgrade later this year. The upgrade will relocate the crossing approximately 10 m to the north of the existing crossing and will include marked cycle lanes either side of the crossing.
- (xiv) There are limited pedestrian crossings on this stretch of highway, with the next pedestrian crossing located approximately 180 m to the north of the existing crossing. It is therefore considered that this crossing is important in providing for the safe movement of pedestrians on Main Street, given the high number of pedestrians in the area. The movement of people accessing destinations through walking and cycling is recognised through the ONF classification as an Activity Street, and the pedestrian crossing facilitates this movement.
- (xv) In order to serve its function as a national route, SH2 requires protection from inappropriate land use and development. Inappropriate land use and development adjacent to or in the vicinity of the state highway undermines its ability to operate safely, serve the community, and support ongoing economic growth. Land use and development needs to provide an appropriate balance of the functional needs of commercial businesses in this location with the place function recognised in the ONF classification and the operation of SH2.
- (xvi) Waka Kotahi have reviewed the information in the application and outline the matters that are considered to be relevant in this instance below. Addressed in turn are the effects of the proposal on both the immediate and wider environments.

6. The specific parts of the application that this submission relates to are:

- (xvii) The proposed new access to Main Street (SH2) and illuminated signage at 134 Main Street, and the effects and interaction with the safety and functionality of the road network including the state highway network.

7. The submission of Waka Kotahi is:

- (xviii) Waka Kotahi opposes the proposal to the extent outlined in this submission.

8. Purpose

- (xix) Waka Kotahi understand that the applicant is seeking to address an existing safety and operational issue relating to the movement of pedestrians, customer vehicles, and delivery vehicles within the supermarket carpark. Whilst Waka Kotahi does not offer comment on the existing issue, it is noted that this proposal would establish a significantly more prominent presence of FreshChoice on Main Street through new signage and a new access. Waka Kotahi support the intent of improving safety within the supermarket carpark, but note that the safe function of the wider environment needs to be considered and provided for, which this proposal does not adequately consider.
- (xx) With two existing access points from the local road network available, Waka Kotahi seek that the applicant considers alternative approaches to addressing the internal safety issue. The application as submitted does not provide any consideration of alternative options for addressing this issue besides the proposed new access.
- (xxi) Waka Kotahi considers that there needs to be a robust and justified reason for establishing the new access to SH2 given the potential for adverse effects on the safe operation of the state highway, as outlined in the below paragraphs.

9. Immediate Environment

- (xxii) As set out above, the ONF classification identifies Main Street in this location as an Activity Street. Therefore, the focus in the area relates to active modes, including people spending a significant amount of time working, shopping, eating, residing, and undertaking recreation, and medium to high levels of people walking and cycling. The newly configured access introduces a prominent and relatively wide vehicle crossing into this location which will serve for delivery and customer vehicles and increase motorised traffic movement. This is in direct conflict with pedestrians and cyclists moving through the area and is considered to result in adverse safety effects on the movement of pedestrians and cyclists. This is inconsistent development with the Activity Street classification under the ONF.
- (xxiii) Whilst it is noted that there is an existing vehicle crossing in this location that serves the established dwelling, the proposal will significantly increase the number of vehicles using the crossing, which will include heavy vehicles. The proposal will increase exposure and safety risks for road users as a result. Therefore, the proposed new access is not considered to be appropriate when considering the existing environment, the function of Main Street in this location, and in particular, the impact on pedestrian and cyclist movement on Main Street.
- (xxiv) It is not clear whether the SIDRA traffic modelling which has been completed in support of the application has incorporated the impact of pedestrian movement on Main Street. As the new access will provide for pedestrian priority over the access, the movement of pedestrians will affect the ability for vehicles to turn into the access as they wait for pedestrians to pass. Subsequently this leads to the queuing of customer and delivery vehicles on Main Street, creating a safety concern due to impacts on the pedestrian crossing

to the north of the proposed access. This is especially relevant for weekends when pedestrian numbers are higher.

- (xxv) The applicant has considered that potential effects on the pedestrian crossing to the north of the proposed access have been mitigated by the restriction of delivery vehicles from right turning into the new access. Customer vehicles and some delivery vehicles (vans and light trucks) will still be able to turn right into the access. The supporting transport assessment notes that South Wairarapa District Council (SWDC) agree that this mitigation is sufficient to maintain the safety of the pedestrian crossing.
- (xxvi) However, the potential for queuing to be greater than currently modelled in the supporting assessment could result in physical and visual obstruction to the pedestrian crossing. Waka Kotahi consider that the supporting SIDRA modelling assessment underestimates the operational effects with safety and delays at the new access.
- (xxvii) A safe system assessment of the proposal has been completed to understand alignment with the safe system approach. The safe system approach acknowledges that mistakes are made by road users, but through the application of safe system principles in decision making, a road transport system can mitigate the effects of these mistakes by creating a safer operating environment¹. The assessment compares the existing environment and the proposed access, to understand if the proposal has improved safety outcomes for road users.
- (xxviii) The safety assessment concluded that the proposal has an increased exposure and severity score in comparison to the existing environment, specifically in relation to pedestrians and cyclists on Main Street. The new access creates a conflict between vehicles using the crossing and the movement of pedestrians and cyclists on Main Street. The assessment also identified that intersection crashes are also considered to increase when introducing a high-volume access or intersection, and therefore increase risk to all road users.
- (xxix) Overall, the proposal has not sufficiently mitigated the as identified safety effects on the movement of pedestrians and cyclists on SH2, which should be a priority given the classification of SH2 in this location as an Activity Street under the ONF.
- (xxx) The proposal identifies that there will be no right-turning of southbound large delivery vehicles into the newly formed access, with all large delivery vehicles turning left into the access via the northbound carriageway. Customer vehicles of all types and light delivery vehicles (vans and light trucks) will turn both left and right into the new access.
- (xxxi) Waka Kotahi note that no physical works are proposed which would restrict the right turning of larger delivery vehicles into the new access. This means that the restriction would be on the basis of delivery drivers following operational directives that they will not be permitted to turn right into the access. This is

¹ <https://www.nzta.govt.nz/safety/partners/road-to-zero-resources/safe-system-solutions/>

considered to be insufficient by Waka Kotahi to address the potential adverse effects of right-turning vehicles. This includes potential effects of queuing vehicles on the pedestrian crossing to the north and the lateral movement of vehicles across the carriageway. The absence of physical prevention means there is still the opportunity for delivery vehicles to turn right into the access.

10. Wider Environment

(xxxii) There is also an absence of information on the anticipated manoeuvring that larger delivery vehicles travelling southbound will need to perform to undertake a left turn into the access. The supporting transport assessment states that all b-train delivery vehicles will be coming from the distribution centre in Palmerston North, and will therefore enter Greytown from the north. The vehicles will therefore need to use the local road network to join the northbound carriage south of the proposed access. Waka Kotahi consider that this could lead to queuing and disruption of vehicle movements of the state highway further south, creating a safety issue for the movement of traffic downstream of the proposed access which has not been adequately assessed.

(xxxiii) Waka Kotahi consider that the supporting SIDRA modelling assessment underestimates the operational effects with safety and delays at the new access, as it is not known if the impact of pedestrian priority movement over the new access has been considered. SIDRA is not a tool that predicts crashes, and it is noted that crashes (nose to tail) have been recorded on Main Street as a result of failing to notice slow and stationary cars. Therefore, the new access could lead to greater queuing than predicted in the immediate and wider environment, and an increase in crash risk through the construction of the new access which the SIDRA modelling has not adequately assessed.

(xxxiv) Overall, the potential effects of the new access on the wider environment are not considered to be appropriately addressed in the proposal, specifically the absence of physical prevention of right turning vehicles and potential deficiencies in the supporting SIDRA modelling.

11. Signage

(xxxv) Whilst it is recognised that the proposed signage in Figure 5 of the AEE is considered standard for this type of development, Waka Kotahi submit that the establishment of the proposed signage without a formed access in this location would be inappropriate. On the basis that the proposed access should not be established due to identified adverse effects on the safe and efficient operation of the state highway, the proposed signage is not supported.

12. District Plan Objectives and Policies

(xxxvi) Under the Wairarapa Combined District Plan, Objective 6.3.4 seeks efficient pedestrian flows, traffic movement, and parking in the Commercial Zone. This is supported by Policy 6.3.5(a) which has strong wording to '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'. Policy 6.3.5(c) also seeks to ensure 'all development is safely accessible from the roading network, without compromising the safe and efficient operation of the network'.

(xxxvii) Waka Kotahi considers the proposal is not appropriate when considered against Objective 6.3.4 and Policy 6.3.5. Whilst the proposal includes pedestrian priority over the newly formed access, the width of the proposed accessway (8.3 m) requires pedestrians to traverse a crossing with a large number of vehicles, including heavy goods vehicles. This is not considered to enhance the safe and convenient movement of pedestrians through Greytown. Whilst it is acknowledged that the intent of the proposal to address internal safety effects aligns with Policy 6.3.5, the solution proposed does not achieve the outcomes of the policy.

(xxxviii) Due to the identified effects in relation to safe movement of pedestrians and cyclists, and the downstream effects of larger delivery vehicle movements, the proposal is considered to be inconsistent with the direction of Objective 17.3.1 which seeks to maintain the safe and efficient operation and development of the road network. This is supported by Policy 17.3.2(c), which supports the establishment of controls and standards on new access points to avoid, remedy or mitigate adverse effects on the safe and efficient functioning of roads.

5. Waka Kotahi seeks the following decision from the consent authority:

- (i) Waka Kotahi seeks the application as submitted be **declined**.
- a) Waka Kotahi **does** wish to be heard in support of this submission.
- b) If others make a similar submission, Waka Kotahi will consider presenting a joint case with them at the hearing.
- c) Waka Kotahi is willing to work with the applicant in advance of a hearing.

Signature:



Principal Planner – Poutiaki Taiao / Environmental Planning
System Design, Transport Services
Pursuant to an authority delegated by Waka Kotahi NZ Transport Agency

Date: 23 May
2023



Address for service: Waka Kotahi NZ Transport Agency
Private Bag 6995, Marion Square
Wellington 6141

Contact Person: Owen Jeffreys

Telephone Number:

E-mail:



SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,

127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991

Submitter

Name: Richard and Sarah Kirton

Contact Person:

(if different from above)



Details of the Proposal to which this Submission Relates

Name of Applicant: Woolworths NZ Limited (Freshchoice)

Address of Proposal: 2-12 Hastwell Street, 105 West Street and 134 Main Street, Greytown

Application No. 220081

Description of Proposal:

Land use consent to:

- Undertake demolition of a building within the Greytown Historic Heritage Precinct.
- Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct.
- Establish a sign located in the Greytown Historic Heritage Precinct exceeding the maximum size.
- Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown.
- Undertake associated landscaping and site works.

Details of Submission

My submission (use X to indicate your choice):

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input type="checkbox"/> Opposes the whole proposal | X <input checked="" type="checkbox"/> Opposes part of the proposal |



In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission? (use X to indicate your choice)

☐ Yes ☐ No

☐ **Yes** If others make a similar submission I will consider presenting a joint case with them at the hearing

Submission Statement

The specific parts of the Proposal that this submission relates to.

We are a family living in Greytown and have 2 young children who attend Greytown Primary School.

We are concerned that if the proposed development proceeds there will be adverse effects on pedestrian and traffic safety for the following reasons:

- The site is located in close proximity to Greytown School. Greytown school is located one block to the east of Main Street. The main pedestrian route from children travelling (on foot, bike or scooter) from the west side of town is to cross the existing pedestrian crossing at Main Street, and walk through Stella Bull park to school (and return via this route after school).
- The location of the pedestrian crossing in proximity to the site entrance means:
 - Southbound traffic on Main Street waiting to make a right turn into the supermarket site via the proposed new entranceway will create a queue at times. Queued traffic will reduce sightlines for drivers approaching the crossing from the south, and pedestrians waiting to cross.
 - The Main Road has a camber, that means the centre of the road is elevated from the footpath. This will also reduce visibility for children waiting at the crossing.
 - Many children use the main road footpath past the proposed entrance of the site of the site to get to the pedestrian crossing, travelling to and from school.
 - The applicants traffic assessment (Appendix C of the Application) has taken pedestrian counts on one Thursday in March. It is noted that counts were only undertaken between 7.00am -8.45am and 4.00pm and 5.45pm. The pedestrian counts exclude the timeframe of 2.50pm-3.15pm when children and parents are leaving school. The assessment has been therefore based on pedestrian counts that exclude timeframes where peak usage occurs.
- The location of the proposed entrance way at 124 Main Street
 - Creates an increased risk to commuting children. Our children ride scooters and bikes along the footpath at this location, as it's safer than using the Main Road.
 - Private traffic and goods vehicles turning into the drive at peak after-school times creates concern for pedestrian safety. We are particularly concerned that right turning traffic into the proposed supermarket entrance (trying to rush to turn in



**SOUTH WAIRARAPA
DISTRICT COUNCIL**
Kia Reretahi Tātau

between gaps in northbound traffic which can be very heavy) will not see children using the footpath.

- The increase in trucks on Main Street
 - Many times I have witnessed and heard trucks and other vehicles having to break suddenly for the crossings along Main Street. Greytown enjoys a large number of visitors especially towards the end of the week filling up all the parking spots on Main Street. Site lines are impeded and unfortunately drivers still don't seem to be cautious enough around our crossings in general. Adding more trucks to Main Street is only going to exacerbate this issue.

For the reasons above, we request that the application is declined.

Decision you want the Council to make:

(use X to indicate your choice)

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.



Name: *Richard + Sarah Kinton*

Date: *23 May 2023*

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
2. This form is for your convenience only. You may make a submission that addresses the points above in a letter or other suitable format.
3. Submissions will not be returned, so please keep a copy.
4. A copy of your submission must be sent to both Council and to the applicant.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96, 127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



57

1 of 2

Submitter

Name	SHELLY O'NEILL
Contact Person (If different from above)	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	WOOLWORTHS NEW ZEALAND LTD
Address of Proposal	2-12 Hastwell Street, 105 West Street, and 134 Main Street, Greytown being Lot1 DP 311712 and PT lots 7-9, PT Lot 2 DP 18242, Lot 3 DP18242
Application No.	220081
Description of Proposal (use additional pages if required)	Undertake demolition of a building; Establish a sign located in the Greytown Historic Heritage Precinct; Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown. Removal of Copper Beech tree.

Details of Submission

My submission:

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input checked="" type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



57

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to (use additional pages if required):

Proposed new access to Fresh Choice from Main Street, Greytown;
New signage on main street
Removal of copper beech tree.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

New road access to Fresh Choice creates a public safety hazard. It is dangerous to both pedestrians and cars. The proposed new sign on main street is not in keeping with the historic look of the town. It is unnecessary and will be unsightly both during the day and night. The new development of the site will adversely effect the streetscape and heritage look that attracts people to the town. The removal of the copper beech tree at 134 Main Street will also have a very negative impact on the look and feel of the town that prides itself on the establishment of Arbor Day.

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name SHELLY O'NEILL

Date 5/22/23

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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3. Submissions will not be returned, so please keep a copy.
4. A copy of your submission must be sent to both Council and to the applicant.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Hōkaka Te Aho

58

1 of 2

Submitter

Name
Contact Person
(if different from above)

Robert & Cindy Hunter

Postal Address

Home Phone

Cell Phone

Email



Details of the Proposal to which this Submission Relates

Name of Applicant Woolworths New Zealand Ltd

Address of Proposal 2/12 Hastwell Street, 105 West Street and 134 Main Street
Greytown being Lot 1 DP 311712 and PT Lots 7-9,
PT Lot 2 DP 18242 Lot DP 18242.

Application No. 220081

Description of
Proposal

- To demolish a building within the Greytown Heritage Precinct
- undertake new building alterations and additions within the Greytown Historic Precinct.
- Establish a sign located in Greytown Historic Precinct exceeding the maximum size.
- Establish additional vehicle crossing to State Highway 2 (Main St)
- Undertake associated landscaping and site works

Details of Submission

My submission:

☐ Supports the whole proposal

☒ Opposes the whole proposal

☐ Supports part of the proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☐ No

☒ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Te Kaitiaki Takekōwhiri

58

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name Cindy Hunter
Date 21 May 2023

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kūia Wairarapa

59

1 of 2

Submitter

Name *Helen Gray*

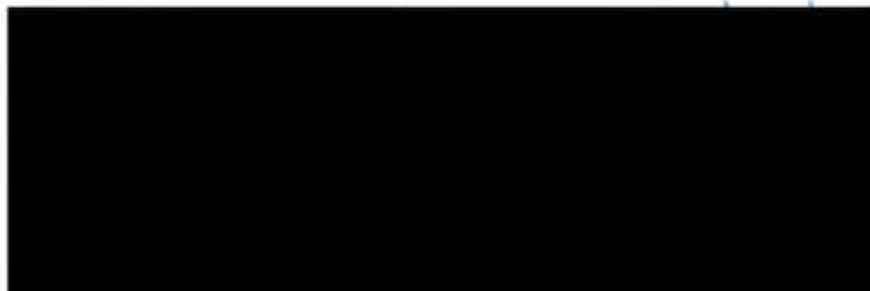
Contact Person
(if different from above)

Postal Address

Home Phone

Cell Phone

Email



Details of the Proposal to which this Submission Relates

Name of Applicant *Wood Harts NZ Ltd.*

Address of Proposal *134 Main Street. Greytown.*

Application No.

Description of
Proposal

*Accessway on Main Street to Freshchoice
Supermarket*

Details of Submission

My submission:

☐ Supports the whole proposal

☒ Opposes the whole proposal

☐ Supports part of the proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☐ Yes ☒ No

☒ If others make a similar submission I will consider
presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kāia Hōrewhi Tāhau

59

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

The proposal to have a entrance off Main street, Greytown into Freshchoice Supermarket will present a high risk for safety with the large trucks needing to take most of the width of the road to enable them to turn in there. The Pedestrian crossing is very near this proposed access so again a safety issue for residents & school children. This is the main highway through town - its madness to allow this disruption to traffic flow and the safety of people

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature



To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name Helen Gray

Date 22.5.2023.

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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4. A copy of your submission must be sent to both Council and to the applicant.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Rearea! Tātua

60

1 of 2

Submitter

Name

Kirsty N Findlay

Contact Person

(if different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant

Woolworts April 2023 Fresh Choice re-application

Address of Proposal

Application No.

Description of
Proposal

Demolish house + remove Copper Beech tree etc.

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☐ No

☒ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kōwhiri Tātou

60

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to. *The Copper beech tree.*
A building may be demolished or, if of value, removed and re-sited.
A mature tree cannot be re-located; once felled, it's gone.
This tree has immense heritage and amenity value. It adds to the
pleasure which residents and visitors experience. It gives character to
that part of Main Street.
Residents are attached to it as to a friend. It cannot be replaced.
It is a good shape and in good health. It should be cherished,
protected, and promoted as a community asset. It adds to the value
of Greytown and to the pleasure of
Decision you want the Council to make: *residents and tourists.*

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name *Kirsty B Nichol Findlay*
Date *22 May 23*

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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3. Submissions will not be returned, so please keep a copy.
4. A copy of your submission must be sent to both Council and to the applicant.



SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,

127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991

Submitter

Name: RONALD WALTON

Contact Person:

(if different from above)



Details of the Proposal to which this Submission Relates

Name of Applicant: WOOLWORTHS NEW ZEALAND LIMITED

Address of Proposal:



Auckland 1010,

Attn:



Application No. RM220081

Description of Proposal:

Demolition of existing dwelling at 134 Main Street GREYTOWN ;
construction and operation of a new vehicle access on Main
Street for service and customer vehicles; reconfiguration of
loading area; along with new signage (one free-standing
sign adjacent the new access), landscaping and site works
to accommodate construction

Details of Submission

My submission (use X to indicate your choice):

☐ Supports the whole proposal

☐ Supports part of the proposal



☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission? (use X to indicate your choice)

☐ Yes

☒ X

No

☒ If others make a similar submission I will consider presenting a joint case with them at the hearing

Submission Statement

The specific parts of the Proposal that this submission relates to.

1. PEDESTRIAN SAFETY

The Woolworths proposal for a driveway off Main Street which will allow traffic to turn west into the Fresh Choice site will significantly impact on pedestrian safety.

The pedestrian crossing close to the proposed vehicle entrance is one of only two on Main Street Greytown which facilitate pedestrians crossing State Highway 2. State Highway 2 is a heavily trafficked road with high volumes of heavy through traffic as well as local movement. This traffic volume (including frequent logging trucks, stock trucks, dairy tankers and tourist buses) is already a significant hazard for pedestrians. I believe that additional traffic heading by right and left turn into Fresh Choice from Main Street, as proposed by the Application, will be a severe additional adverse risk to pedestrian safety.

TOURISTS - Greytown is a resort and tourist town which attracts thousands of out-of-town visitors throughout the year. Visitors tend to congregate in the town centre in the area where Fresh Choice is located. They tend to move in groups and are unfamiliar with the local environment. They will be exposed to additional risk as a result of obstacles created by traffic turning into the proposed driveway, both on the footpath and the highway, especially intermittent stop and go traffic backed up on the highway across the pedestrian crossing.

SCHOOL CHILDREN - The pedestrian crossing is heavily relied on by school children making their way from their homes west of the highway to Greytown School on the east side. Most homes in Greytown are located west of the highway, so there are significant numbers using the crossing twice daily.

I am frequently in the area and often see quite young children, on foot, on scooters or on cycles, using the crossing. I also regularly see parents taking great care with training their children on how to use the crossing. As a community, I believe that it is our duty to avoid adding to the challenging traffic risks already faced by these children and to do what we can to enable them to move around independently and safely.



2. HERITAGE

The strong heritage values and protections enjoyed by Greytown are highly valued and underpin the resort and tourism base of the local economy. They are the key point of difference between Greytown and the many failing country towns throughout New Zealand. As such any encroachment on these aspects is strongly resisted by the community. This is not merely resistance to change. It is advocacy for the care and protection of the created and historic features of our local environment which differentiate us from others.

PROPOSED SIGNAGE

The proposed sign is unduly large and out of scale. It conflicts with the guidelines for the Greytown Town Centre Historic Heritage Precinct which say that *"new developments in this area, should be sympathetic to this heritage character so that they add to the value of the streetscape"*.

3. COPPER BEECH TREE

Greytown is noted for its trees which are a distinctive part of its character, even in the town centre. It is particularly noted for its association with the establishment of Arbour Day. Because of this the possible loss of the majestic Copper Beech at 134 Main Street is concerning. Many aspects of the development plan will potentially impact on the health of the tree and news that the applicant has applied for permission to remove it indicate that its future is in doubt if it is not proactively protected.

There should be stringent requirements to protect and enhance the Copper Beech tree as part of any development consent.

Decision you want the Council to make:

(use X to indicate your choice)

☐ Grant the Consent

☒ X

Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name:

Ronald Walton

Date:

23 May 2023.

**SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION**



SOUTH WAIKATO
DISTRICT COUNCIL
FORM 13

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991

62

1 of 2

Submitter

Name *Lorraine Hall*

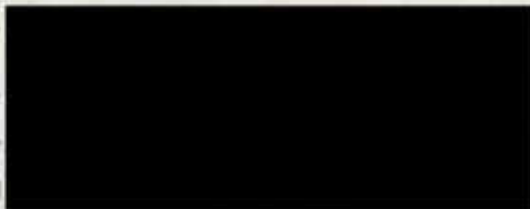
Contact Person
(if different from above)

Postal Address

Home Phone

Cell Phone

Email



Details of the Proposal to which this Submission Relates

Name of Applicant *Woodworths NZ Ltd*

Address of Proposal *2-12 Northwell Street, 105 West Street, 154 Main Street
Greymouth 5112*

Application No. *220081*

Description of Proposal *Establish a sign located in the Greymouth Heritage Precinct
exceeding maximum size
Demolition of buildings with G.H.H. Precinct
Additional vehicle crossing to S.H.2*

Details of Submission

My submission:

☐ Supports the whole proposal

☒ Opposes the whole proposal

☐ Supports part of the proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☒ Yes ☐ No

☒ If others make a similar submission I will consider presenting a joint case with them at the hearing

**SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION**

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



62

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to:

Please refer to separate attached document.

I also support the submission from:

Greytown Heritage Trust

Michelle Dawson, Ian McDonald

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Decline this consent plus all future ones that would be put in the future with this site of 134 Main Street, Greytown in regards to a 'driveway' into the Supermarket off or on St. 2.

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name Lorraine Hall

Date 23.5.23

Important notes for the Submitter

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3. Submissions will not be returned, so please keep a copy.
4. A copy of your submission must be sent to both Council and to the applicant.

Dear Reader/s

My submission opposes the whole proposal of WWNZ. I wish to be heard if this proposal goes to hearing. At this stage I will present my own submission.

SUBMISSION STATEMENT

I Lorraine Hall fully support the following submissions unanimously:
 Greytown Heritage Trust
 Michelle Dawson & Ian McDonald

I own, live & work at the neighbouring property at 132 Main Street, Greytown. This property is both my residential home at the rear plus my retail business Hall Concept Store along the streetscape on Main Street.

The current and past 8 + years have been extremely stressful & intimidating to me. I have been left feeling powerless. The fate of my living conditions/health, business & property value have been left hanging. Back in 2011 had there been entranceway to Fresh Choice with large trucks & other vehicles entering in off SH2 I would never have purchased this property. Nor would this property at 132 Main Street, have been valued at the price in which I purchased it at. I believe if this proposal goes ahead it will massive negative impact on the resale value of my property. This building which is both a home & a place of work to me is a historical building c.1894 within the GREYTOWN HISTORICAL HERITAGE PRECINCT. Which I have invested a lot of money into. It's restoration along with a large shop extension, sympathetic to the heritage precinct & age of the original historical build to ensure that it enhances the streetscape & the essence of our unique Victorian village that Greytown has become famous for & for future generations to enjoy.

I feel I have been heaved by big business. In past applications, my veranda was to have been altered - yet with no consultation from WWNZ. I consider this to be bullying by the applicant causing undue stress. CARPARKS outside my business along Main Street have been removed which will greatly impact my customers along with both pick up & drop off deliveries to my store. Yet again with no consultation from WWNZ.

Please also referee to the submission of: Greytown Heritage Trust (GHT) on the CARPARK matter.

HEALTH & SAFETY

SH2 has become massively busier over the past 12 years of living & working onsite at 132 Main Street.

I have witnessed accidents at & around the pedestrian crossing just north of my property & the proposal.

The safety of our community needs to be put before that of this one business being Fresh Choice. Only last weekend I witnessed a car accident outside at 134 Main Street. A car had stopped at the pedestrian crossing however a line of cars behind failed to do so. Resulting in this broken back window. Luckily no one was injured !

Please see images below:

~ removing broken windshield



~ broken glass on SH2 outside 134 Main St



Our vulnerable young community going to & from Greytown Primary School having to negotiate an extremely busy highway on top of the proposal at 134 Main Street. The large truck & trailer units (road trains) turning left (referred to as 'blind turning') on approaching the footpath putting these children on their bikes, scooters or walking along the footpath will be at great risk. Also in regards to Health & Safety - I suffer from asthma. The increased traffic flow & that of large commercial refrigerator trucks idling along my boundary, just metres away from my home is of great concern.

WAKA KOTAHI

Have already said no to past proposals - this new one still doesn't address all the H&S issues that Waka Kotahi stated.

PYLON SIGNAGE does not comply - it's 83% larger than permitted.

The application proposes to position it close to the southern boundary exterior wall of my building. Making maintenance (cleaning, painting) of this wall impossible.

Nor does it speak for the engineering foundation footing. How deep will it be ? How far away from a neighbouring property should this be permitted for the stability of both the sign & that of my building. Building works near/over WATER NETWORKS is not good practice as these structures can compromise the integrity, durability or accessibility of a water pipe. This will need to be assessed by WELLINGTON WATER LAND DEVELOPMENT TEAM. Generally speaking, weighted structure footings should be expected to be placed at a depth below a pipe network, such that weight is not bearing onto the the pipe.

ILLUMINATION of the sign : No mention of the hours it is to be illuminated. I am concerned with the amount of light spill affecting my home & garden.

Please refer to the submission of GHT for both Water Race & Pylon Signage

IMPACTS DIRECTLY TO 132 MAIN ST:

HALL CONCEPT STORE negative impact to our small business, our customers, our deliveries.

FAMILY HOME : Main bedrooms, living area & ensuite all run parallel to the proposed driveway impacting massively on my privacy, health & mental wellness. My private courtyard garden also runs down this side, massively impacting on our standard of living. Light pollution will enter all living areas of the family home. Fuel & noise pollution will also impact on my health & wellbeing.

HERITAGE TREES

Copper Beech & Lancewood/Horoeka

We need to focus on the importance of trees in the urban environment. Especially with CLIMATE CHANGE & GLOBAL WARMING, studies have shown that 20-40% of rainfall can be caught by a tree in their canopy, preventing the rainwater from reaching the ground & the stormwater system. The property at 134 is known to have issues with flooding. It is essential that these heritage trees remain onsite, untouched & protected on this property. Greytown is a heritage town. The first town in NZ that recognised & celebration ARBOUR DAY. Both these trees are very old & notable. Even one of the Arborists (PBM) engaged by WWNZ has commented in their report proposes the retention of this tree (horoeka) noting "it is unusual to see such a large specimen of this native an urban environment and it would be regrettable if it were to be removed". The proposal from the arborist was ignored by the applicants WWNZ.

I was also shocked to learn that WWNZ have applied for a Certificate of Compliance Application to remove the magnificent Copper Beech. I find this extremely misleading & distasteful when the WWNZ application speaks of retaining this tree, that it would help mitigate or offset any adverse impact of this development within Greytown Heritage Precinct. Shameful !

ASBESTOS

I believe that the house on 134 Main Street, plus the outbuildings & front wall pillars may have asbestos in the stucco cladding - given the age of construction. It is also very likely to be in the pipes, internal lining, switchboard, floor coverings. There needs to be a ASBESTOS CLEARANCE REPORT prior to any demolition & or alterations. As a potentially affected neighbour I & all other neighbouring properties receive a copy of such a report for the Health & Safety of not only ourselves but that of the wider community & the the natural environment.

LOSS OF CAR PARKS

Along this stretch of Main Street there are currently 6 businesses: Property Brokers, Cuckoo, The Lolly Jar, Hall Concept Store (my business) Alluminus & Tommy's Real Estate we only have 5 car parks with the reduction of a future 3 - leaving 2 car parks would severely impact on all 6 businesses

for both customers & deliveries. Greytown is a destination town, from a business perspective we cannot afford to lose carparks along Main Street.

NOISE

The delivery hours will greatly impact on both my business along with personal living environment. My sleep, rest & relaxation will be greatly impacted by idling refrigerated trucks along with other vehicles along my boundary.

The AUTOMATIC SLIDING GATE of the site plan is metres away from my garden, bedroom & living areas.

The application has no mention of trading hours for 'INWARDS GOODS' deliveries of refrigerated trucks & B-Trains.

PRIVACY

My personal privacy will be greatly impacted. In fact totally removed. The delivery/entrance runs parallel along my boundary. The large trucks will be visible over my fence. My privacy will be therefore removed allowing visibility into my bedroom, ensuite, living areas & courtyard garden by truck drivers. My lifestyle, rest & relaxation will once more be removed.

BOUNDARY FENCE-LINE (132 & 134 Main Street)

No mention in WWNZ proposal of how they are going to barrier a suitable fence line between our boundaries to help keep out noise, light pollution & privacy.

POLLUTION

The pollution will be increased from idling vehicles therefore increasing my Asthma as previously mentioned above under HEALTH & SAFETY.

DRIVEWAY (132 Main St)

Turning into & reversing out off the driveway here at my property is already extremely difficult to near impossible at times. There is no turning area of the driveway therefore we drive in & back out. Backing out onto oncoming traffic of SH2 is extremely dangerous. Currently with camper vans &/or large cars parking to the south it is vertically impossible to see oncoming north bound traffic. This proposal will make it even more difficult, more dangerous with large trucks & road trains blocking our view of traffic.

MOROA WATER RACE / STORM WATER NETWORKS

Currently the roof catchment of the my historic building flows into the water race at 134 Main Street. This connection is historical. Missing from the WWNZ proposal is an outline of the 3-water networks (both private & public). This should show my (132 Main St) private SW connection to the water race. All existing connections need to remain unless the applicant gets written consent/approval to move the connection elsewhere.

No consultation has taken place.

TREES/WATER RACE

The application shows trees planted along the north boundary - this is over the water race, piped. Not good practice as tree root can damage the pipe &/or cause blockages leading to flooding.

REGIONAL STANDARD FOR WATER SERVICES: Section 6.4.2 Network layout (c) (ii) refers to not installing mains underneath proposition tree planting locations. Final approve will need to be assessed by the WELLINGTON WATERS LAND DEVELOPMENT TEAM.

Missing from the WWNZ proposal is identification of the WATER RACE, & a assessment undertaken to ensure if piped that this does not increase the flood risk both upstream & downstream (standard

requirement for anyone wanting to culvert a section of the Moroa Water Race). The property of 134 Main Street & the WATER RACE are prone to flooding.

RECOMMENDED APPLICATION CONDITIONS

Whilst I completely oppose this WWNZ Application, should it be granted, I recommend the following conditions as a effected party:

- ~ that the loading dock operations & deliveries operate between 7.30am - 6pm.
- ~ that the design of any construction be systematically built/painted to reflect the surrounding buildings within Greytown Heritage Precinct.
- ~ that the sign is of permitted size & colours within the Greytown Heritage Precinct
- ~ that a solid 4 meter high acoustic fence with suitable decibel rating (as I have currently but higher) to absorb refrigeration truck & loading dock noise be constructed alongside 138 Main Street & 132 Main Street including along the back boundary where the Fresh Choice building currently is behind 132 Main Street.

SUMMARY

This proposal is not consistent with the character of the Greytown Heritage Precinct we have a rich history with historic buildings & heritage trees. It has no consideration to the Town Design Guidelines or the Village atmosphere of the town centre. It is unsympathetic to the area. The delivery trucks currently get in & out of Fresh Choice from West Street. Access is already there. It's tight but doable.

This is all about new Fresh Choice signage plus impulse shopping from SH2 traffic heading north - capturing that shopper for their incremental profit.

The community of Greytown have been outraged by the applicants proposals. First in 2015, again in 2022 & now in 2023. I would like to see Woolworths NZ resource consent be rejected with the view of putting a stop to this once and for all. The towns people do not want it, the town's visitors do not want it, even our town's Mayor does not want it. Woolworths NZ and Fresh Choice Greytown need to listen to the power of the people - they're customers !

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIR
DISTRICT CO
Aka Southair Coast

63

1 of

Submitter

Name
Contact Person
(if different from above)
Postal Address
Home Phone
Cell Phone
Email

Jo Woodcock

Details of the Proposal to which this Submission Relates

Name of Applicant
Address of Proposal

Application No.
Description of
Proposal

RM220081

WOOLWORKS Submission

Details of Submission

My submission:

- ☐ Supports the whole proposal
☒ Opposes the whole proposal

- ☐ Supports part of the proposal
☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kaitiaki Whāriki

63

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

Refer to sheet attached.

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name *Jo Woodcock*

Date *12/5/2023*

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
2. This form is for your convenience only. You may make a submission that addresses the points above in a letter or other suitable format.
3. Submissions will not be returned, so please keep a copy.
4. A copy of your submission must be sent to both Council and to the applicant.

I fully support the submission of the Greytown Heritage Trust.

Tree removal concern

The Copper Beech tree is estimated to be approximately between 75 and 170 years with a likely age of about 85 years old. The reality is this tree could quite likely have been an original tree before Greytown was constructed and certainly present within the town when the first Arbor Day was celebrated. To cut down or endanger such a reflection of the embodiment of this town would be a crime in itself. Greytown community is about recognising the importance of our heritage as well as retaining or restoring our history which includes greatly the trees that mark and reflect our town.

It makes me sick to think we would chop down or significantly risk a historic tree to make way for a third commercial entrance.

Safety of pedestrians

We know truck drivers have blind spots and I am worried about the implications of having trucks turning left into the proposed new entrance off the main street. This entrance is in close proximity to the pedestrian crossing. If the 8.3 metre entrance off main street is allowed to proceed this will put young children/pedestrians in unnecessary danger to navigate to get to the crossing to commute to and from school.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
And Associated Entities

64

1 of 2

Submitter

Name

Kevin Phillip Whalen

Contact Person
(if different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant

Woolworths (Fresh Choice)

Address of Proposal

134 Main Street, Greytown

Application No.

Description of
Proposal

Proposed new access ^{and signage} ~~road~~ to Fresh Choice
Supermarket from main Street through
to West Street Greytown

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☒ Yes ☐ No

☒ If others make a similar submission I will consider
presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitake Road, Greytown

64

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

- Access from main street and safety issues regarding this.
- possible removal of mature tree, that's what greytown is so well known for and one of the reasons why we moved here this year.
- loss of its main street character.

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted Signature]

Name

Kerri-P Whalley

Date

22/05/2023

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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4. A copy of your submission must be sent to both Council and to the applicant.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Revinahi Tūhau

65

1 of 2

Submitter

Name	John and Melanie Greenwood
Contact Person (if different from above)	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	Woolworth New Zealand Limited
Address of Proposal	
Application No.	None provided
Description of Proposal (use additional pages if required)	Land use consent to demolish existing building and undertake new building etc together with creating additional vehicle crossing from State Highway 2 (Main Street) Greytown

Details of Submission

My submission:

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input checked="" type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☐ No

- ☒ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

65

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to (use additional pages if required):

Submission attached.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name John and Melanie Greenwood

Date 5/23/23

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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4. A copy of your submission must be sent to both Council and to the applicant.

Submission

- 1 We wish to make the following brief submission on the basis of **not** supporting the application by the Applicant, Woolworths New Zealand Limited:
- 2 We believe it is irresponsible to allow further access from Main Street, which is a state highway, allowing very large transport of goods vehicles to turn into another access point made available to the Applicant. In this regard we note **there are already five entrance points for vehicles to access the existing West Street entry point** to the supermarket being: Humphries Street; Wood Street; Hastwell Street; Kuritawhiti Street; and North Street. All of these streets provide access from the Main Street already.
- 3 Allowing a fifth access point in an historic Precinct Zone is completely unnecessary, unwelcome and does create a significant adverse impact on the character of the Greytown Village.
- 4 We do not agree that the impact on vehicle traffic, and in particular pedestrian flow, particularly to locals, the public and school children, will constitute a minor adverse impact. The surrounding retail shops, motel and eateries on either side of 134 Main Street are likely to lose custom and be impacted in other ways such as convenient parking and providing access for customer parking. More importantly, the adverse impact on young school children accessing Greytown Primary School, across the pedestrian crossing (which is less than 20 metres away) both from 8.00am in the morning and again after 3.00pm in the afternoon, will be significant and certainly not minor. They already are confronted with large vehicle traffic like logging trucks and farm vehicles like harvest machines traversing Main Street.
- 5 It will only take one vehicle incident for a transport vehicle to create an unwelcome event should a child be impacted.
- 6 The reduced signage board, now apparently at 3.7 metres is much more than a minor adverse impact on the character and heritage status of the site. It will also be a distraction to transport flowing through a major highway and we would hope that Waka Kotahi would not support this application.
- 7 Apart from the turning dilemma into the proposed new access from Main Street, there will be additional noise resulting from turning and braking of significant transport vehicles, having its own impact on noise and concern, particularly from elderly pedestrians and children. This apart from mothers with babies and children under 5 years of age.
- 8 The suggestion in the revised application that the Copper Beech tree can remain is a very cynical approach taken by the Applicant when their own planner and experts all agree that because the tree is, as yet, not a notable tree in the Council register, it can be cut down at any time. Indeed, the application suggests that after three years if an application is granted they may replace the Copper Beech with another tree, presumably a very young tree as it would not

be of course possible to replace like with like. Also, we note that apparently the Applicant has made a separate application to seek a certificate of compliance application to seek the removal of the tree, completely against the application itself, which underpins the cynical approach adopted by the Applicant.

- 9 If the application is centred on preserving the Copper Beech tree a condition of consent, if granted, should provide that the Applicants register a covenant against the existing title on which the tree resides that the tree will be protected at all times and maintained. Also include a provision that any future application being made to extinguish the covenant that the tree be removed in future can only occur if there are at least two or three arborist reports, which indicate that the tree is diseased. We only add this last part because Wood Street has experienced the removal of very significant Elm trees on the basis of an arborist report which indicated they may be diseased but when cut down only one tree showed any signs of disease. This suggests of course that arborists, like any experts, can fall into the trap of subconscious bias in favour of their principal.
- 10 Finally, why cannot the Applicant look to create a heavy traffic **only entry** into the storage area from West Street, which is existing, and create a further carpark entry point towards the end of Hastwell Street off West Street at the northern end. It would also allow the Applicant should it wish to provide greater storage area at 134 Main Street and even provide a handsome turning point to exit via West Street with clever planning.

CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991

66

1 of 2

Submitter

Name *CHRISTOPHER JAMES NIXON*
Contact Person
(if different from above)
Postal Address
Home Phone
Cell Phone
Email

Details of the Proposal to which this Submission Relates

Name of Applicant *Woolworths Submission*
Address of Proposal *FORMER Banning, Suite 203 Achilles house
8 Commerce St. Auckland 1010*
Application No. *220081*
Description of Proposal *Application for Resource Consent, Demolition of Dwelling,
New Supermarket access, Collar Beach Tree to be felled.*

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☐ No

☒ If others make a similar submission I will consider presenting a joint case with them at the hearing

Submission Statement

The specific parts of the Proposal that this submission relates to. *This ~~proposal~~ Submission relates to all aspects of the Proposal. The Safety aspect is my greatest concern with main street pedestrians being elderly, School children, visitors, Trade vehicles, all respectful of Safety - this will change this dramatically. Playdown is renowned for its trees and the proposed felling of the Ash tree. Has not happened. This whole proposal is ridiculous and it will not be worth a serious accident or death to show this is the future. Do not let this happen!*

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name *Christopher James Nixon*

Date *22 May 2023*

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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4. A copy of your submission must be sent to both Council and to the applicant.

Submitter

Name Claire-Marie Bazalo
Contact Person
(If different from above)
Postal Address
Home Phone
Cell Phone
Email

Details of the Proposal to which this Submission Relates

Name of Applicant Woolworth's Submission
Address of Proposal former Planning Suite 208 Achilles House
8, Commerce St., Auckland 1010
Application No. 220081
Description of Proposal Application for Resource Consent -
Removal of dwelling, new supermarket
access. copper Beech Tree to be felled.

Details of Submission

My submission:

- ☐ Supports the whole proposal
☒ Opposes the whole proposal
☐ Supports part of the proposal
☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing, Do you wish to be heard in respect of your submission?

☐ Yes ☐ No

☒ If others make a similar submission I will consider presenting a joint case with them at the hearing

Submission Statement

The specific parts of the Proposal that this submission relates to.

My primary concern is the safety aspect. There are children using the pedestrian crossing along with dog/pedestrians. The entrance into this development across a pavement is asking for an accident to happen. The felling of an 85 year old tree is criminal! Greytown is renowned for its heritage buildings and trees.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name Clare Marie Beza
Date 22 May 2023

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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3. Submissions will not be returned, so please keep a copy.
4. A copy of your submission must be sent to both Council and to the applicant.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



68

1 of 2

Submitter

Name	Peter Sutherland
Contact Person (If different from above)	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	Woolworths NZ Ltd
Address of Proposal	134 Main St Greytown
Application No.	
Description of Proposal (use additional pages if required)	Demolition of existing dwelling at 134 Main Street; construction and operation of a new vehicle access on Main Street for service and customer vehicles; reconfiguration of loading area; along with new signage (one free-standing sign adjacent the new access), landscaping and site works to accommodate construction.

Details of Submission

My submission:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



68

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to (use additional pages if required):

Regarding the existing house at 134 Main St, I am of the opinion that the age of the house makes it of no heritage importance and its significant setback along with its appearance does not add to the amenity of the Greytown Heritage Precinct. Therefore the demolition of the house will have no negative effect.

Regarding the proposed construction of a new wall/fence enclosing the loading dock area and canopy providing shelter for the unloading of deliveries, it is my view that the simple design and its significant setback from the street front will result in no negative impact on the amenity of the Greytown Heritage Precinct.

Regarding the retention of the Copper Beech tree, I understand that the applicant may have decided to alter their plans regarding the Copper Beech tree at 134 Main St. I support the proposal irrespective of whether the applicant decides to retain or remove the tree. As the tree is not listed as a Notable Tree in Appendix 1.4 of the District Plan I am of the view that the decision to retain or remove the tree sits solely and entirely with the owners of the property and not the general Greytown populace. The applicant's decision regarding the retention (or not) of the tree should have nil impact on SWDC granting resource consent

Decision you want the Council to make:

☒ Grant the Consent ☐ Decline the Consent ☒ Grant the Consent with Conditions

Nil further to add.

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted signature]

Name Peter Sutherland

Date

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
2. This form is for your convenience only. You may make a submission that addresses the points above in a letter or other suitable format.
3. Submissions will not be returned, so please keep a copy.
4. A copy of your submission must be sent to both Council and to the applicant.

Dear Greytown Planning Team,

I wish to register my objection to the proposed roadway between the Greytown Historic Heritage Precinct and Fresh Choice.

- Undertake demolition of a building within the Greytown Historic Heritage Precinct.

If one Heritage Building goes – where does it stop?

It has to stop here.

- Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct.

If the Historic Heritage Precinct is up for Development? Where does it stop?

It has to stop here.

- Establish a sign located in the Greytown Historic Heritage Precinct exceeding the maximum size.

If one enormous sign is erected in the Historic Heritage Precinct? Where does it stop?

- It has to stop here.

- Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown.

If the Historic Heritage Precinct becomes a roadway? Where does it stop?

It has to stop here.

- Undertake associated landscaping and site works.

If the Historic Heritage Precinct can be veneered over? Where does it stop?

It has to stop here.

I wish that you would consider this the thin end of the wedge.

A roadway today.

A tree tomorrow.

Two corner buildings undermined by constant truck movements.

Earthquake proneness accentuated.

When Cuckoo and Property Brokers are demolished we will have a huge carpark from Main Street to Fresh Choice.

We will have sacrificed our irreplaceable Greytown Historic Heritage Precinct for Profit.

This is the Thin End of the Wedge.

Thank you,

Harry Child



SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



70

1 of 2

Submitter

Name	Mark Hay and Glenda Hodder
Contact Person (if different from above)	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	Woolworths New Zealand Limited
Address of Proposal	134 Main Street, Greytown
Application No.	None provided.
Description of Proposal (use additional pages if required)	Proposed New Access to Existing Supermarket - land use consent to demolish existing building and undertake new building etc. together with creating additional vehicle crossing from State Highway 2 (Main Street), Greytown.

Details of Submission

My submission:

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input checked="" type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☐ No

- ☒ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Rekohia Tāhau

70

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to (use additional pages if required):
All parts of the proposal

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

See attached submission.

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.



Name Mark Hay and Glenda Hodder

Date 5/23/23

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
2. This form is for your convenience only. You may make a submission that addresses the points above in a letter or other suitable format.
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Submission

In our view:

1. Negative effects in connection with the proposal are significant, considerable in number and definitely not minor. The negative effects substantially outweigh any perceived benefits (which in our view are limited and of benefit mainly only to the owner/operator of the supermarket site).
2. The proposal is at odds with the aims and intent of the Special Character Precinct zoning of the affected property and immediately surrounding areas. The various parts of the proposal (including demolition of existing building, creation of new vehicle crossing and erection of new free-standing signage board) would separately and cumulatively create a significant, real and permanent adverse impact on (and would be at odds with) the general look and flow – and preservation of the unique atmosphere, character, historic heritage and heart – of the Greytown village.
3. Strategically and visually, the unique character and historic heritage status of central Greytown would be served much better if the supermarket and associated direct access to it is kept away – and kept less visible – from Main Street.
4. The applicant's proposed mitigation of adverse issues misses the point. Even with mitigation, adverse effects would remain significant, numerous and not minor.
5. Additional access from Main Street to the existing supermarket site is completely unnecessary and unwelcome. The supermarket is already served by a number of existing access points – including via a number of surrounding streets.
6. We believe that it would be irresponsible to allow further direct access from Main Street, which is a state highway. The location – in the heart of Greytown – is generally unsuitable for turning trucks, semi-trailers and B-trains (and any additional vehicular traffic seeking access to the supermarket site). We do not agree that the impact on vehicle and pedestrian traffic flow would be minor. On the contrary, we believe that it would lead to:
 - a. severe and permanent adverse effects on vehicular, cycle and pedestrian traffic, both in the vicinity of the affected property and all along Main Street, including potential associated vehicular and pedestrian safety issues, vehicular noise pollution, vehicular obstruction of sight lines and decreased pedestrian accessibility at and over the crossing point;
 - b. substantially increased vehicular congestion and noise arising with turning/queuing vehicles (even without taking into account projected traffic growth on SH2 over the coming years);
 - c. severe and permanent adverse effects on a number of surrounding businesses (retail shops, motel and cafes on both sides of Main Street in the immediate vicinity), including from loss of or disruption to nearby parking spaces, disrupted vehicular and pedestrian traffic flows, and lost custom.
7. While we acknowledge that it is not currently a protected tree, the loss of the existing mature Copper Beech tree would be considerable.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

71

1 of 2

Submitter

Name	Brook Wilson
Contact Person (If different from above)	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	Woolworths NZ Ltd
Address of Proposal	2-12 Hastwell Street, 105 West Street, 134 Main Street, Greytown
Application No.	220081
Description of Proposal (use additional pages if required)	Proposed New Access and signage to Fresh Choice Supermarket

Details of Submission

My submission:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Reetahi Tāhau

71

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to (use additional pages if required):

Decision you want the Council to make:

☒ Grant the Consent ☐ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name

Date 23/05/2023

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Not for public release

72

1 of 2

Submitter

Name

Cecilia Alsop

Contact Person
(if different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant

WOOLWORTHS NZ LTD

Address of Proposal

12 HASTWELL ST, 105 WEST STREET, 134 MAN ST
GREYTOWN

Application No.

Description of
Proposal

PROPOSING NEW ACCESS TO EXISTING
SUPERMARKET 134 MAN ST
GREYTOWN

Details of Submission

My submission:

☐ Supports the whole proposal

☒ Opposes the whole proposal

☐ Supports part of the proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☐ Yes ☐ No

☒ If others make a similar submission I will consider
presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Mōhiohio

72

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

See ATTACHED DOCUMENTS x 3 PAGES

Decision you want the Council to make:

☐ Grant the Consent ☐ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted signature]

Name

CECILIA ALLSOP

Date

23 MAY 2023

Important notes for the Submitter

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3. Submissions will not be returned, so please keep a copy.
4. A copy of your submission must be sent to both Council and to the applicant.

From: Cecilia Allsop [REDACTED]
Sent: Tuesday, May 23, 2023 1:29:19 PM
To: [REDACTED]
Subject: Fwd: Submission to South Wairarapa District Council re Greytown's FreshChoice...

Sent from my iPhone

Begin forwarded message:

From: [REDACTED]
Date: 23 May 2023 at 1:13:47 PM NZST
To: LEE ALLSOP [REDACTED]
Subject: Submission to South Wairarapa District Council re Greytown's FreshChoice...

Submission to South Wairarapa District Council re Greytown's FreshChoice Supermarket development proposal.

I, Cecilia Allsop, strongly oppose the application by Greytown Fresh Choice for the reasons listed below:

As a Greytown resident and an employee in a business on the Main Street of Greytown, I have noted traffic volumes have increased both at peak travel times and throughout the day. Large trucks and B trains carrying livestock, goods and logs seem to also be increasing especially on Wednesdays and Fridays. I believe that any changes that will create delays to traffic using Main Street, will impact negatively on the safety of people and the prosperity of all Greytown Main Street businesses.

Pedestrian and road user safety:

- I am concerned that the delay to the transit through Greytown that will result from trucks and B trains negotiating the turn into the proposed driveway, will significantly impact on the safety of pedestrians crossing the main road and on the ability of visitors and shoppers to park at businesses to the south of and north, as far as the Town Hall.
- As well as the risk of accidents, as cars enter or leave parks in this area, there is a strong possibility that nearby businesses will be impacted negatively as people avoid the area for safety reasons.
- Safety of pedestrians on the crossing north of the proposed new entrance at 134 Main Street [REDACTED]

and on the footpath crossing the new driveway, will be compromised due to reduced visibility for truck drivers as they execute the turn and reduced visibility for car drivers as they progress past the turning trucks.

- Safety of children in particular, when using the pedestrian crossing will be compromised. The pedestrian crossing is heavily used pre and post school hours by children who are difficult to see in banked up traffic and are immature in their decision making. Increasing the complexity of crossing the main road puts all users at a significant risk when changes to traffic flow are proposed
- Safety and delays of cars turning into and out of Hastwell Street and exiting the proposed driveway, into traffic that has built up both to the north and the south due to trucks turning or waiting to turn, may increase impatience or distraction of car drivers resulting in accidents which may result in injuries and will create even more traffic delay.

Noise:

- Noise impact for nearby residential and business premises will increase with B train and trucks slowing to turn and then accelerating. Although the trucks will manoeuvre slowly, the noise will increase from the current level experienced. The slowing and acceleration of cars and other trucks in this vicinity will also significantly increase vehicular noise.

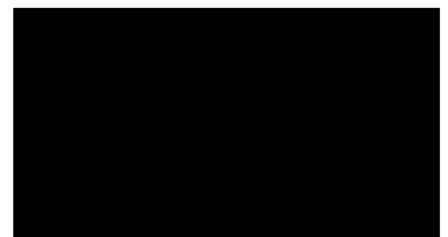
Signage:

- The proposed signage does not appear to comply with Council and District Plan guidelines and will not be in keeping with the significant efforts made by all other businesses in Greytown to maintain the Heritage status which is Greytown's 'jewel in the crown'. There should be no exceptions made to this guideline.

Copper Beach Tree:

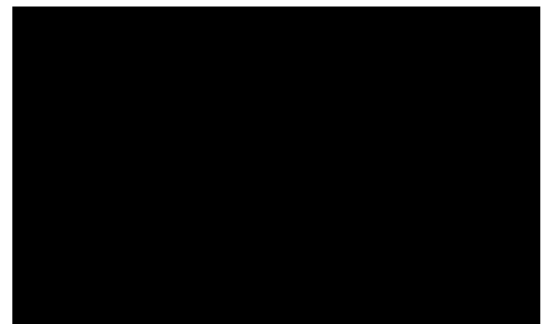
- The initial proposal undertook to retain this magnificent tree, however the subsequent application for resource consent is to fell the tree. I feel that it is not acceptable to put this tree at risk or to fell the tree due to its beauty and character that adds to the Greytown image. It is also unacceptable on a climate change level.

Small Business viability :



Greytown businesses are a draw card for visitors who come to enjoy the unique shopping in beautiful surroundings. Small businesses in Greytown are working very hard to stay afloat in this current economy and they should be supported by Council to do so. It should also be recognised that all these businesses have complied with the Council and District Plans to build Greytown into the destination shopping and activity area it is - empty shops and businesses moving elsewhere could be an outcome of this change to traffic flow and safety of residents of and visitors to the town.

Sent from my iPad



SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

73

1 of 2

Submitter

Name
Contact Person
(If different from above)

Malcolm Brodie

Postal Address

Home Phone

Cell Phone

Email



Details of the Proposal to which this Submission Relates

Name of Applicant

Address of Proposal

Application No.

Description of
Proposal

FRESH CHOICE (WOOLWORTHS) CRETOWN
PUBLIC NOTIFICATION

Details of Submission

My submission:

- ☐ Supports the whole proposal
☒ Opposes the whole proposal

- ☐ Supports part of the proposal
☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider
presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

73

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

Appendix

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted Signature]

Name

Date

Alexander Malwood
Brodie
19/5/2023

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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4. A copy of your submission must be sent to both Council and to the applicant.

SUBMISSION STATEMENT**FRESH CHOICE (WOOLWORTHS) GREYTOWN PUBLIC NOTIFICATION****SAFETY**

The proposed truck access is unsafe. Pedestrians, and particularly school children, use the pedestrian crossing metres from the proposed access way. Turning trucks will have a blind spot creating further danger as they will not always be able to see pedestrians.

The supermarket currently has two access ways. If further access is necessary it should have been included in the original plans and/or Woolworths should have considered this when purchasing the supermarket.

- Fresh Choice (Woolworths) should consider other options for additional access ways, not one that will endanger pedestrians.

Truck drivers advise that the space available for the proposed access is not sufficient to allow big units to turn without veering across the centre-line of Main Street, causing delays to southbound traffic and risk to traffic.

PARKING

The proposal will result in the loss of carpark adjacent to the established business in the area.

HERITAGE

The proposed signage does not conform with the values and guidelines for the Heritage Precinct. The heritage aspect is what brings tourists/visitors to Greytown. Degrading this puts at risk a vital resource for our community.

A further sign (Fresh Choice have a huge one on the corner of Hastwell and West Streets) as visitors to Greytown can use Google, GPS etc.

COPPER BEECH TREE

Greytown is Arbor Town, and although the Copper Beech is not protected, it is an integral part of Main Street and must be left untouched. Without it the area will look like an industrial area. Further, the proposed drive will ultimately result in the tree dying as heavy trucks damage the root system.

INACCURACIES IN THE PLANS SUBMITTED BY FORME

It is worrying to think that the proposal may approved based on the plans/diagrams submitted. These contain inaccuracies and omissions and are at best misleading or at worst disingenuous;

- In the plan showing driveway the measurements of the Copper Beech Tree are inaccurate and understated
- The plan does not indicate the water race on the north side of the driveway. There is a water race where the proposed trees are to be planted. Either the planners are not aware of the water race or they are deliberately ignoring it. Either way, they cannot plant over the water race.

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Herekahi Tatau

74

1 of 2

Submitter

Name	GRETCHEN DICK
Contact Person (If different from above)	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	Woolworths NZ Limited
Address of Proposal	2-12 Hastwell Street, 105 West Street, and 134 Main Street, Greytown
Application No.	220081
Description of Proposal	<ul style="list-style-type: none">• Undertake demolition of a building within the Greytown Historic Heritage Precinct.• Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct.• Establish a sign located in the Greytown Historic Heritage Precinct exceeding the maximum size.• Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown.• Undertake associated landscaping and site works.

Details of Submission

My submission:

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input checked="" type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☒ If others make a similar submission I will consider
presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Rewhiri Taraia

74

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

I support the submission made by the Greytown Heritage Trust. This application should be declined in full.

Trucks crossing State Highway 2
Danger to pedestrians
Possible loss of Copper Beech tree
Neon lighting in historic precinct of Greytown

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted Signature]

Name

Date 23.05.23

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kaitiaki Te Aroaro

75

1 of 2

Submitter

Name

Susan von Pein

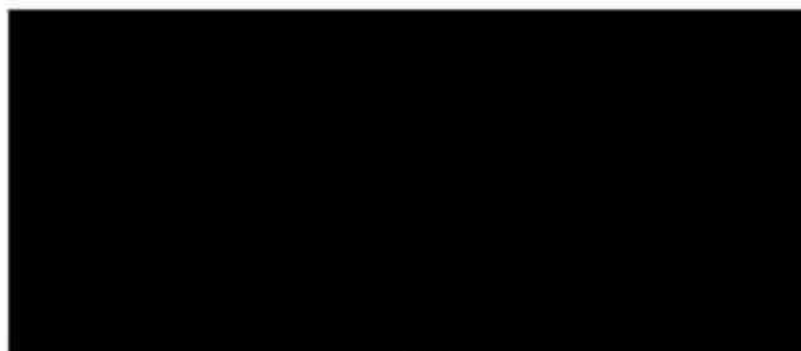
Contact Person
(If different from above)

Postal Address

Home Phone

Cell Phone

Email



Details of the Proposal to which this Submission Relates

Name of Applicant

Fresh Choice (Woolworths) Greytown

Address of Proposal

Public Notification

Application No.

Description of
Proposal

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☐ Yes ☐ No

☒ If others make a similar submission I will consider
presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekōwhiri

75

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

Safety
Heritage
Copper Beech Tree

Appended

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted Signature]

Name Susan von Rein
Date 20 May 2023

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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SUBMISSION STATEMENT

FRESH CHOICE (WOOLWORTHS) GREYTOWN PUBLIC NOTIFICATION

SAFETY

The proposed truck access is unsafe. Turning trucks will have a blind spot creating further danger as they will not always be able to see pedestrians and school children who use the pedestrian crossing metres from the proposed access way.

The supermarket already has two access points. Woolworths should have considered access when purchasing the supermarket.

If additional access is necessary other options should be considered, not one that will endanger pedestrians on Main Street.

Truck drivers advise that the space available for the proposed access is not sufficient to allow big units to turn without veering across the centre-line of Main Street, causing delays to southbound traffic and risk to traffic.

PARKING

The proposal will result in the loss of carparks adjacent to the established business in the area.

HERITAGE

The Heritage Precinct is an integral part of Greytown's appeal to visitors. The proposed signage does not conform with the values and guidelines for the Heritage Precinct. The heritage aspect is what brings tourists/visitors to Greytown. Degrading this puts at risk a vital resource for our community, and potentially Fresh Choice shoppers.

A further sign (Fresh Choice have a huge one on the corner of Hastwell and West Streets) is unnecessary as visitors to Greytown can use Google, GPS etc.

COPPER BEECH TREE

Greytown is Arbor Town, and although the Copper Beech is not protected, it is an integral part of Main Street and must be left untouched. Without it the area will look like an industrial area. Further, the proposed drive will ultimately result in the tree dying as heavy trucks damage the root system.

INACCURACIES IN THE PLANS SUBMITTED BY FORME

It is worrying to think that the proposal may approved based on the plans/diagrams submitted. These contain inaccuracies and omissions and are at best misleading or at worst disingenuous;

- In the plan showing driveway the measurements of the Copper Beech Tree are inaccurate and understated
- The plan does not indicate the water race on the north side of the driveway. There is a water race where the proposed trees are to be planted. Either the planners are not aware of the water race or they are deliberately ignoring it. Either way, they cannot plant over the water race.

SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
New Zealand's Future

76

1 of 2

Submitter

Name	<input type="text" value="A Beebe"/>
Contact Person (If different from above)	<input type="text"/>
Postal Address	<input type="text"/>
Home Phone	<input type="text"/>
Cell Phone	<input type="text"/>
Email	<input type="text"/>

Details of the Proposal to which this Submission Relates

Name of Applicant	<input type="text" value="Farne Planning / Vostwark NZ"/>
Address of Proposal	<input type="text"/>
Application No.	<input type="text"/>
Description of Proposal	<input type="text"/>

Details of Submission

My submission:

- ☐ Supports the whole proposal
☒ Opposes the whole proposal

- ☐ Supports part of the proposal
☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Tāke te haka, haka

76

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

The tree. - keep it.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name

Date

23/5/2023

Important notes for the Submitter

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SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki, New Zealand

77

1 of 2

Submitter

Name	VAL BLOUNT
Contact Person (If different from above)	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	FRESH CHOICE development application
Address of Proposal	West St. Greytown
Application No.	139
Description of Proposal	Proposed Tree removal 134 Main St.

Details of Submission

My submission:

- ☐ Supports the whole proposal
☐ Opposes the whole proposal

- ☐ Supports part of the proposal
☒ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Te Taiwhaiti-taki

77

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

*The heritage Copper Beech tree at 134 Main St.
Do not mess with this tree.*

Decision you want the Council to make:

☐ Grant the Consent ☐ Decline the Consent ☒ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name *VAL BLOUNT*
Date *23 May 2023*

Important notes for the Submitter

1. In accordance with the Privacy Act 1993, submissions will be made available for viewing by Council and members of the public.
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4. A copy of your submission must be sent to both Council and to the applicant.

SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Whaithe Māori

78

1 of 2

Submitter

Name	JOHN BLOUNT
Contact Person (if different from above)	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	FRESH CHOICE
Address of Proposal	WEST STREET, GREYTOWN
Application No.	
Description of Proposal	THE TOTAL PROPOSAL

Details of Submission

My submission:

- ☐ Supports the whole proposal
☒ Opposes the whole proposal

- ☐ Supports part of the proposal
☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☐ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE
CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Takekai

78

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

THE WHOLE PROPOSAL

Decision you want the Council to make:

☐ Grant the Consent

☒ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

[Redacted Signature]

Name

JOHN CLAVEL BLOUNT

Date

23/5/23

Important notes for the Submitter

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SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96, 127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Kōwhiri Tāhau

79

1 of 2

Submitter

Name: Hilary Beaton & David Carswell

Contact Person: Hilary
(If different from above)

Postal Address:

Cell Phone:

Email:

Details of the Proposal to which this Submission Relates

Name of Applicant: Fresh Choice/Woolworth's

Address of Proposal: 2-12 Hastwell Street, 105 West Street, and 134 Main Street, Greytown being Lot 1 DP 311712 and PT lots 7-9, PT Lot 2 DP 18242, Lot 3 DP 18242
Application No.

Description of Proposal

Woolworths NZ Limited for a land use consent to:

- Undertake demolition of a building within the Greytown Historic Heritage Precinct.
- Undertake new building, alterations, and additions within the Greytown Historic Heritage Precinct.
- Establish a sign located in the Greytown Historic Heritage Precinct exceeding the maximum size.
- Establish an additional vehicle crossing to State Highway 2 (Main Street) Greytown.
- Undertake associated landscaping and site works.

Details of Submission

My submission:

~~Supports the whole proposal.~~

☒ **Opposes the whole proposal.**

~~Supports part of the proposal.~~

~~Opposes part of the proposal.~~

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☒ **Yes** ☐ **No**

☒ If others make a similar submission, I will consider presenting a joint case with them at the hearing.



Submission Statement

The specific parts of the Proposal that this submission relates to.

Greytown Historic Heritage Precinct

Greytown has the largest number of Victorian Buildings of any town in NZ. Other communities around New Zealand such as Arrowtown and Martinborough have ensured the historical significance of their towns is preserved, why not Greytown? This is a tourist attraction for the region bringing in tourists, day-trippers, weekenders, and campers. The historical aspect of the town continues to attract investment from new businesses and residents, providing financial stability to this small rural community and a sense of pride in our town.

Community Consultation.

There has been no consultation with the community on this proposal from Fresh Choice or Woolworths NZ, in fact, the proposal flies in the face of overwhelming opposition from the community (over 1200 petition signatories). The community that uses the supermarket is quite capable of contributing to alternative solutions to the problem Woolworths NZ purports to be addressing – our health and safety – after all, we are the pedestrians they say are at risk.

Safety Issues

These have been clearly outlined by NZTA Waka Kātohi but not adequately addressed in the 2nd application by Woolworths NZ. The current application is filled with missing and confusing information, such as indecipherable and misleading scale drawings. As residents who use the access points, parking, and pathways regularly, we know the proposal will only cause further disruption, or worse, to an already congested State Highway 2.

Signage

The proposed signage is not in keeping with Council recommendations nor with the general aesthetic of the town and ignores the collective commitment of other business holders who adhere to the recommended size. The suggestion that signs could be placed down near the petrol station with directions to the supermarket has been ignored. Although, these days people use Google Maps to locate their desired destinations, therefore rendering any signage obsolete.

Environmental Issues

There is strong opposition to the environmental impact of this proposal, specifically the risk to the Copper Beech tree situated on the proposed site. Despite reassurances from Woolworths NZ that all care will be taken to preserve this attractive feature, why have they lodged a separate request for its removal?

Greytown was the first inland town to be established and the first to adopt the principle of Arbor Day and the planting of trees. We question Woolworth's commitment to environmental issues such as the preservation of a landmark tree, especially in an era of climate change crises.

This proposal does not take these issues into account. The sense of entitlement over the wishes of the community does not help the applicants case or garner support.

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SOUTH WAIRARAPA
DISTRICT COUNCIL
Kāia Heretahi Tāhara

79

3 of 2

Decision you want the Council to make:

☒ Grant the Consent

☐ Decline the Consent

☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name: Hilary Beaton & David Carswell

Date: 18
May 2023

Important notes for the Submitter

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SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

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SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Herehaka Tūhau

80

1 of 2

Submitter

Name

Sandra Palmer

Contact Person
(If different from above)

Postal Address

Home Phone

Cell Phone

Email

Details of the Proposal to which this Submission Relates

Name of Applicant

Woolworths New Zealand Ltd.

Address of Proposal

134 main street, Greytown.

Application No.

n/a.

Description of
Proposal

Proposed New Access to Existing
Supermarket

Details of Submission

My submission:

☐ Supports the whole proposal

☐ Supports part of the proposal

☒ Opposes the whole proposal

☐ Opposes part of the proposal

In the event this application is subject to a Resource Consent Hearing. Do you wish
to be heard in respect of your submission?

☒ Yes ☐ No

☒ If others make a similar submission I will consider
presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kaitiaki Matariki

80

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to.

The access to the supermarket being proposed at 134 Main Street as a delivery vehicle access right turning from the north and left turning from the south ~~because~~ as well as a customer vehicle entry from both directions. This will congest Sft2 and create dangers for pedestrians, vehicular traffic and emergency vehicles. It flies in the face of the recommendations from Waka Kotahi on this proposal who have said already that there should be no right turn at all.
Decision you want the Council to make:

☐ Grant the Consent

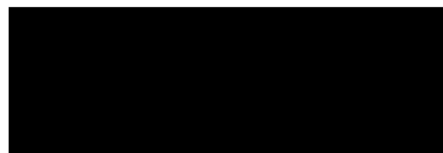
☒ Decline the Consent

☐ Grant the Consent with Conditions

Because Wedworks NZ seem to think they do not have to listen to the roading experts WKNZTA and for over a year now WW have sought advice from NZTA and then ignored it in their 2 iterations of the proposal.
An Australian conglomerate should not be able to walk all over the safety of small town NZ simply for their bottom line

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.



Name Sandy Palmer

Date 21-5-23

Important notes for the Submitter

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SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

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127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Reimohi Titahi

81

1 of 2

Submitter

Name	Doug Harris
Contact Person (If different from above)	
Postal Address	
Home Phone	
Cell Phone	
Email	

Details of the Proposal to which this Submission Relates

Name of Applicant	Fresh Choice/Woolworths NZ Ltd
Address of Proposal	134 Main road Greytown
Application No.	220081
Description of Proposal (use additional pages if required)	Alteration to Heritage rules, access to main road etc

Details of Submission

My submission:

- | | |
|--|--|
| <input type="checkbox"/> Supports the whole proposal | <input type="checkbox"/> Supports part of the proposal |
| <input checked="" type="checkbox"/> Opposes the whole proposal | <input type="checkbox"/> Opposes part of the proposal |

In the event this application is subject to a Resource Consent Hearing. Do you wish to be heard in respect of your submission?

☐ Yes ☒ No

☒ If others make a similar submission I will consider presenting a joint case with them at the hearing

SUBMISSION ON A NOTIFIED RESOURCE CONSENT APPLICATION

FORM 13 - Pursuant to Sections 95A, 95B, 95C, 96,
127(3), 137(5)(c) and 234(4) of the Resource Management Act 1991



SOUTH WAIRARAPA
DISTRICT COUNCIL
Kia Hekeahi Tāhau

81

2 of 2

Submission Statement

The specific parts of the Proposal that this submission relates to (use additional pages if required):

RE: Heritage Precinct the access way onto the main road will irretrievably alter the visual aesthetic of the main road. The main road being the public face of heritage Greytown.

RE: Accessway onto the main road. The traffic on this road has increased dramatically in just the last 5 years. It is perpetually full of flowing traffic at all hours and even now cars parking in and out create a hinderance to that flow, let alone adding a major vehicle entering/exiting that road. The danger of this should be apparent to anybody and everybody, unless you're blinkered by your own need over that of other road users. The applicant needs to keep as much traffic off the main road as possible (as it does at the moment) NOT add to an already overloaded traffic volume.

Decision you want the Council to make:

☐ Grant the Consent ☒ Decline the Consent ☐ Grant the Consent with Conditions

Signature

To be signed by the submitter or person authorised to sign on behalf of the submitter.

Name Doug Harris

Date 21st July 2023

Important notes for the Submitter

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