

**BEFORE THE INDEPENDENT COMMISSIONER
AT WAIRARAPA**

UNDER of the Resource Management Act 1991 ("**RMA**")

AND

IN THE MATTER of a resource consent application by Woolworths New Zealand Ltd ("**Woolworths**") for a new vehicle access and signage at 134 Main Street, Greytown (associated with the existing FreshChoice supermarket)

**STATEMENT OF EVIDENCE OF KAY PANTHER KNIGHT ON BEHALF OF
WOOLWORTHS NEW ZEALAND LIMITED**

PLANNING

15 SEPTEMBER 2023

**Russell
McAugh**

A A Arthur-Young / S F D Barnett
Phone +64 9 367 8000
Fax +64 9 367 8163
PO Box 8
DX CX10085
Auckland

1. SUMMARY

- 1.1 Woolworths proposes to construct and operate a new access for customer and service vehicles, alongside signage and landscaping at 134 Main Street, Greytown ("**Site**") associated with the existing FreshChoice supermarket. Woolworths seeks consent to demolish the dwelling currently located at the Site, construct a vehicle crossing, and retain the existing Copper Beech tree ("**Beech Tree**") and stone wall at the frontage of the Site ("**Proposal**").
- 1.2 Overall, the Application is a Discretionary activity under the Combined District Plan. The Proposal has been assessed in this statement of evidence and in other supporting evidence (and the application documentation itself) in respect of the potential and actual effects on the environment. Overall, I conclude that the Proposal results in less than minor adverse effects in all respects, including character and amenity, historic heritage and transport, safety and efficiency.
- 1.3 I have undertaken a detailed assessment of the relevant objectives, policies, rules and assessment criteria of all relevant planning documents. I conclude that the Proposal is consistent with these provisions.
- 1.4 I consider that the Proposal is acceptable pursuant to section 104 of the RMA, taking into account positive effects and all other matters addressed in this evidence. In my opinion, the Application should be granted resource consent on the conditions proposed in **Appendix A**.

2. INTRODUCTION

- 2.1 My full name is Kay Panther Knight and I hold the position of Director at Forme Planning Limited, a planning consultancy that provides planning advice on developments throughout New Zealand. I have held this position since March 2017. Prior to that, I held the position of Principal Planner at Civitas.
- 2.2 I hold a Degree of Master of Planning Practice from the University of Auckland. I am also an intermediate member of the New Zealand Planning Institute.
- 2.3 I have over 19 years' experience covering a wide range of land use planning matters on behalf of local authorities, government departments and private entities in New Zealand. I have been involved with many aspects of resource management including planning due diligence, policy reviews, preparation and lodgement of resource consent applications, submissions and presentation of

evidence to local authorities in respect of consent applications, proposed plans and plan changes.

- 2.4 In respect of this application, I reviewed the Proposal, prepared the Assessment of Environmental Effects ("**AEE**") and collated the Application, including expert reports on transport, historic heritage, arboriculture and civil engineering. I have reviewed the submissions received and the Council's section 42A hearing report ("**Hearing Report**"), including evidence on transport and historic heritage. I have visited the Site and I am familiar with planning and physical context.

Code of conduct

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

3. SCOPE OF EVIDENCE

- 3.1 My statement of evidence will discuss the following matters:
- (a) the applicable statutory framework for assessment;
 - (b) a brief description of the existing Site;
 - (c) an overview of the Application including background;
 - (d) an assessment of the effects;
 - (e) an assessment of the Proposal against the relevant statutory documents, including consideration of other matters under section 104(1)(c) of the RMA and against Part 2;
 - (f) a response to the submissions; and
 - (g) a response to the Council's Section 42A Hearing Report.

4. STATUTORY FRAMEWORK

4.1 As a discretionary activity overall under the Combined Wairarapa District Plan ("**District Plan**"), the statutory framework for assessment of this resource consent application is contained in section 104 of the RMA. Section 104 requires that the consent authority must have regard to:

- (a) Any actual and potential adverse effects on the environment of allowing the activity;
- (b) Any measure proposed for the purpose of ensuring positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity;
- (c) Any relevant provisions of national policy statements, regional policy statement, plan or proposed plan or other regulations; and
- (d) Any other matter that may be relevant or that the consent authority considers reasonably necessary in order to make a determination on the application.

4.2 I have had regard to the above statutory framework in my consideration of this resource consent application.

5. DESCRIPTION OF SITE AND THE ENVIRONMENT

Site and Surrounds

- 5.1 The Site is located at 134 Main Street, in the town centre of Greytown on the north-western side of Main Street.
- 5.2 There is an existing FreshChoice supermarket on the wider supermarket site, as well as associated car parking, landscaping, access, and servicing. This wider site has a total area of 5689m² (made up of several parcels).¹
- 5.3 The wider supermarket site is split-zoned under the District Plan as Industrial, Residential and Commercial. The Site at 134 Main Street is wholly zoned Commercial.
- 5.4 There are no significant natural features, with the exception of the mature Beech Tree located at the Main Street frontage.

¹ The parcels which make up the Site are Lot 1 DP 311712, Pt Lots 7 9, Pt Lot 2 DP 18242 and Lot 3 DP 1824.

- 5.5 The surrounding environment is a mix of commercial and residential activities, with the Site being the only Industrial (part) zoned land in the immediate vicinity.
- 5.6 The Site is residential in nature, with an existing dwelling, landscaped area, and the Beech Tree as referenced above. This site also has an existing access to Main Street, comprising approximately 3m in width at the boundary.
- 5.7 The surrounding area is well-described in the evidence of Mr Knott and Mr Hills on behalf of Woolworths. I agree that Main Street is characterised as having a combination of “narrow one to two storey shop buildings directly fronting the street” and “a number of buildings set back from the street frontage, with the intervening area being designed for outdoor seating or having the appearance of public open space”.²
- 5.8 Mr Knott accurately records the condition of the Site as having a front yard that comprises “a vehicular access, car parking and lawn area for the existing house on the site”.³ I understand the existing house was constructed in the 1950s and is not of heritage value itself.⁴ The existing house is also not scheduled in either the District Plan or on the New Zealand Heritage Pouhere Taonga List. I acknowledge Mr Knott’s evaluation that, given the building setback, it is “not a dominant element in the street and is not prominent to passers-by”.⁵
- 5.9 More broadly, I agree with the description of the surrounding area by Mr Knott and Mr Hills in respect of the variety of activities present, the activity of Main Street itself and the urban, historic and landscaped setting of Greytown.

6. OVERVIEW OF THE PROPOSAL

- 6.1 The Proposal involves the construction of a new vehicle crossing for customer and service vehicle entry-only manoeuvres from Main Street, in the general location as the existing domestic vehicle crossing to the Site.
- 6.2 Woolworths’ motivation for the Proposal is two-fold. Firstly, the changes are required to address the current health and safety failings of the existing operation and supermarket layout that require service vehicles to traverse in front of the store, reverse manoeuvre in the customer car park into the service

² Mr Knott’s evidence, at 2.3.

³ At 2.5.

⁴ At 5.2(b).

⁵ At 2.7.

yard, and then exit through the car park again to leave the Site. Secondly, visibility and direct access from a key arterial route, in this case a State Highway, are desirable for supermarket customer legibility and exposure to passing traffic and the Proposal will ensure these factors are provided.

6.3 The Proposal involves associated landscaping and signage, as set out in the summarised scope of works below:

- (a) Construction of an 8.3m-wide vehicle crossing for use by service and customer vehicles for entry only manoeuvres from Main Street.
- (b) Retention of the existing Beech Tree on the Main Street frontage.
- (c) Construction of a 2m-wide separate pedestrian path along the southern boundary of the Site to connect visitors from Main Street to the supermarket, to be constructed of material that protects the Beech Tree's root system underneath.
- (d) Reconfigured loading area in the general vicinity of the existing loading area, albeit with the benefit of a revised circulation arrangement allowing drive-through of service vehicles.
- (e) New canopy cover and enclosure including sliding gates associated with the secure loading dock.
- (f) New acoustic fence comprising 2.4m in height along the southern boundary.
- (g) One new customer car park, to be created within the existing carpark to the west of the FreshChoice building and therefore not visible from Main Street, with an overall net loss of 5 parking spaces across the wider supermarket site.
- (h) One new free-standing sign at the Main Street entrance comprising 1.8m in width and 3.6m in height, with a maximum sign face comprising 3.7m² in area, to be externally illuminated.
- (i) Retention of the existing white low stone wall along the frontage of the site.
- (j) Associated landscaping.

6.4 Since the close of submissions, Woolworths has identified an error on the drawings with respect to the layout and number of existing and proposed car parking associated with the supermarket. This was brought to my attention on

11 July 2023 with the following advised by Mr Shao – Sheet RMA-104 (Existing Site Plan, dated 30 March 2023) was incorrectly sourced from earlier resource consent drawings rather than the as-built condition.

- 6.5 I understand that the Proposal will result in a net loss of 5 car parking spaces (from 70 existing to 65 proposed) which differs from the application drawings indicating no loss of on-site customer car parks. I do not consider this material given there is no consent matter arising from the number of parks and no change to the scale and intensity of the supermarket development to warrant a reconsideration of parking supply and demand. I provide a copy of the correct plans package (with only Sheet RMA-104 amended) at **Appendix B** of my evidence.

Background

- 6.6 The Site has been the subject of a series of consent applications since 2015. The consent history summary is set out in both the hearing report and Mr Shao's evidence for Woolworths. I do not repeat this here.
- 6.7 I do note, as set out in the AEE,⁶ that this current application was originally lodged in June 2022 in a form similar to this Proposal in regard to its key components – namely a new customer and service vehicle crossing from Main Street.
- 6.8 However, through the course of the Council processing the original application, and subsequent to Woolworths receiving a request for further information from both the Council and Waka Kotahi, Woolworths amended the Proposal as described below and relodged the Application in order to address the issues raised in respect of transport and heritage matters. As set out in the Hearing Report, Woolworths also requested public notification given the known public interest in the Proposal.
- 6.9 I record the key changes to the Proposal below as compared to the original application from 2022:
- (a) Reduction in the proposed crossing width from 9m to 8.3m as measured at the boundary of the Site, tapering to 5m carriageway width within the Site.
 - (b) Clarification that the crossing will be designed as a driveway, and with the public footpath within the Main Street road reserve

⁶ AEE, section 3.

maintaining continuity and priority of pedestrian movement over the crossing.

- (c) Retention of the existing low white stone wall along the frontage of the Site, rather than replacement.
- (d) Reduction in the proposed free-standing sign from 5.4m by 2.2m to a maximum height of 3.6m including structure (by 1.8m in width, again including structure), which itself has been redesigned to be sensitive to the neighbouring heritage buildings; and a reduction in sign area from 10.1m² (each face) to 3.7m² (one face only) and a change from internal illumination to external illumination.
- (e) An increase in the space available for landscaping within the frontage and around the Beech Tree, which for the avoidance of doubt is proposed to be retained. Further assessment by an arborist has recommended other changes to protect the tree and these are proposed to be incorporated into the construction of the crossing and separate footpath and ensured by proposed conditions of consent.
- (f) Removal of the three car parking spaces previously proposed within 134 Main Street.

Consents Required

6.10 The AEE records the consent matters that I identified were relevant to the Proposal. For the avoidance of doubt, I list them here:

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

- (c) Discretionary activity consent is required for the demolition of structures and buildings in the Special Character Precinct, pursuant to Rule 21.6(g).

6.11 Having regard to the differences between the AEE and the Hearing Report in respect of consent matters of relevance, I consider it necessary to outline my interpretation of the Site in the AEE. I interpreted the Site in respect of the vehicle crossing and signage to comprise only the Site, rather than the wider supermarket sites and all its relevant parcels. I address this in respect of the implications for the application of District Plan rules and standards below.

6.12 The author of the Hearing Report suggests “there are a number of *additional* matters requiring consent” than those listed in the AEE (emphasis added).⁷ I address these in turn below.

- (a) The Hearing Report author suggests Restricted Discretionary Activity consent is required under Rule 6.5.5(b) for the installation of a new sign in the Commercial Zone that exceeds the permitted standards for signs in Rule 6.5.2(f). Specifically, the proposed free-standing illuminated sign at 3.7m² is larger than the illuminated sign total face permitted area of 2m², and constitutes more than one free-standing sign on the Site.

Response: This matter in relation to the area of signage is listed and addressed in the AEE.⁸ I acknowledge the reference to Rule 6.5.4 in the AEE which should be Rule 6.5.5(b). On the matter in relation to the provision of more than one free-standing sign on the Site, and if the Hearing Report’s approach that the Site is considered as one but comprising a series of land parcels, rather than the subject site 134 Main Street which is currently on its own title, I accept that the proposed free-standing sign is additional to the existing free-standing sign on the corner of West and Hastwell Streets. Further, I consider that the assessment in the AEE remains germane in considering both standard infringements.

- (b) The Hearing Report author suggests Restricted Discretionary Activity consent is required under Rules 6.5.5(b) for a third access point to the Site in the Commercial Zone, which exceeds the permitted standards in Rule 6.5.2(g) for Roads, Access, Parking and Loading

⁷ AEE at 20.

⁸ AEE, section 6.1.

Areas in Appendix 5 – “*In South Wairarapa District, only one vehicle crossing is permitted per site (Note: This standard supersedes the requirements of 6.5.2(g)(ii)).*”

Response: As above, if the Hearing Report’s approach that the supermarket is considered as one site but comprising a series of land parcels, rather than the Site in isolation which is currently on its own title, I accept that the vehicle crossing comprises a third access point for the supermarket. That said, it is the only crossing in that part of the Site zoned Commercial and I consider application of this rule is counter-intuitive considering the Site would be otherwise land-locked without access to Main Street, as a separate lot. I do not consider that this rule applies, therefore.

- (c) The Hearing Report author suggests Restricted Discretionary Activity consent is required under 6.5.5(b) for not meeting the Landscape and Screening standards in Rule 6.5.2(h) as the Site across the road is zoned Residential and the servicing area is more than 10m² and visible from a site zoned Residential and a formed public road.

Response: Standard 6.5.2(h) states:

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

The Proposal wholly complies with this standard given that no vehicle parking or outdoor storage area is visible from Main Street or the residential properties opposite, with the enclosed servicing area preventing any visibility of either area. The servicing area is wholly screened as required by sub-clause (i) with a solid fence and gate greater than 1.8m in height. I do not agree that consent is required for this matter.

- (d) The Hearing Report author suggests Discretionary Activity consent is required under Rule 5.5.5(a) for alteration to the loading dock being a commercial activity in the Residential zone.

Response: The extent of the loading dock in the Residential zone is existing and lawfully established. The Proposal extends the loading dock to the east into Commercial zoned land. Indeed, in relation to the Residential zoned land, the loading dock is reduced in size and pulled away from the boundary with the adjacent Residential zoned property. Rule 5.5.1(e) states that “any activity listed as a District Wide Permitted Activity in the rules in section 21.1 and which is not otherwise specified” is a permitted activity. Rule 5.5.5(a) states “any commercial and retail activity” is a discretionary activity. I consider the reduction in footprint from the consented loading dock in the Residential zone would better comprise a new loading area that if provided in accordance with Rule 21.1.25 Roads, Access, Parking and Loading Areas, is a permitted activity. I draw specific reference to Rule 21.1.25(c)(i)(2) which states, where any activity is changed or any building erected or altered, sufficient vehicle parking and loading shall be provided to meet the demands generated by the altered activity or building, in accordance with Table 21.1.25.1. I confirm that the Proposal complies with this and Rule 21.1.25(c)(vi) Design of Vehicle Parking and Loading Spaces. I do not consider consent is required under Rule 5.5.5(a).

- (e) Discretionary Activity consent is required under Rule 21.6(a) for the installation of a new sign in the Historic Heritage Precinct (**HHP**), which exceeds the permitted standards for signs in Rule 21.1.3(b). Specifically, the HHP limits free-standing signs to 0.5m² in area. Additionally, no sign in the HHP is to be illuminated by any means (another permitted standard).

Response: This is listed and assessed in the AEE⁹ and therefore not an “additional consent matter”.

- (f) Discretionary Activity consent is required for the demolition of structures and buildings in the HHP under Rule 21.6(g).

Response: This is listed and assessed in the AEE¹⁰ and therefore not an “additional consent matter”.

6.13 Having regard to the above, I consider that the AEE accurately lists the consent matters of relevance.

⁹ AEE, section 6.1.
¹⁰ Ibid.

- 6.14 The Hearing Report concurs with the AEE that the overall activity status for the Proposal is discretionary.

7. EFFECTS ON THE ENVIRONMENT

- 7.1 The AEE (supported by accompanying expert reports) considered that any potential and actual adverse effects of the Proposal related to the following:

- (a) Design, Appearance and Effects on Streetscape (Urban Design);
- (b) Effects on Special Character and Historic Heritage;
- (c) Traffic, Parking and Access Effects;
- (d) Infrastructure and Servicing Effects; and
- (e) Positive Effects.

Permitted Baseline

- 7.2 Consideration of the potential and actual effects has regard to the permitted baseline, which may be taken into account, noting the Council's discretion to employ this approach. The Hearing Report does not provide any consideration of whether it would be useful or not.

- 7.3 I consider the permitted baseline comprises the following components of the Proposal and thus the effects arising from these components can be disregarded as effects permitted by the District Plan:

- (a) The District Plan permits a vehicle crossing in the location shown, if the consideration of Site as applied in the AEE is adopted, and given all the relevant standards in Rule 21.1.25 (and Appendix 5) have been demonstrated to have been met. This includes the width of the crossing. In this regard, all transport effects of the Proposal could arguably be disregarded. However, given the requirement to obtain written approval from Waka Kotahi for access to the State Highway network and the Council's view that (owing to the discretionary activity status) effects on the road controlling authority should be considered, the AEE and Mr Hills have provided comprehensive analysis of the actual and potential effects arising from the vehicle crossing.

- (b) The loading dock reconfiguration, the new canopy and the acoustic fence are permitted by the District Plan (as established in the AEE and in section 6 of this evidence). Effects arising from those activities could therefore be disregarded in my opinion. Again, notwithstanding this consideration, given the sensitive nature of the adjacent Historic Heritage Precinct, and the discretionary activity status, the AEE and Mr Knott have provided comprehensive analysis of the actual and potential effects arising from the Proposal as a whole, rather than simply focusing on works within the Precinct boundaries.
- (c) Signs up to 0.5m² in area in the Historic Heritage Precinct and up to 2m² in the Commercial zone are permitted activities. Effects on signs of this scale could therefore be disregarded. Given the proposed singular free-standing sign on 134 Main Street comprises 3.7m² in area, I consider it appropriate to apply the baseline in this assessment (in other words the permitted area and the proposed area are comparable so as to render the permitted baseline useful in assessment).
- (d) Removal of the Beech Tree is a permitted activity (not that the retention of the Beech Tree is in question). Any effects associated with the tree therefore fall within the permitted effects that can be disregarded in this assessment.

7.4 As I have noted, the Hearing Report fails to raise or address the permitted baseline at all, but I consider it an important consideration and one which the Council (in its decision-making role) should have regard to.

Urban Design

- 7.5 The AEE acknowledged that the Proposal involves construction of a new vehicle crossing and sign adjacent the new entrance on Main Street.
- 7.6 In considering the potential for adverse effects on the streetscape on Main Street, it is necessary to consider the existing environment, as outlined in the AEE.¹¹ A crossing already exists for access to the dwelling and the remainder of the frontage comprises the Beech Tree, which is to be retained, and other vegetation. In my view therefore, the Site frontage already clearly comprises a break in the continuity of built form along Main Street. The Site currently

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presents a deep front yard and dwelling set back from the street, visually obscured by existing vegetation.

- 7.7 Mr Knott is of the view that “the Site as existing does not make a positive contribution to the creation of pleasant pedestrian-oriented retail environment”¹² noting it is not in commercial use and given its setback. I agree with this statement and consider the existing physical condition of the dwelling and contribution (or lack thereof) of the Site to the street has been wholly overlooked in the Hearing Report and supporting Council officer evidence.
- 7.8 As a comparative analysis, the Proposal represents a similar break in built form along Main Street and retains a landscaped frontage, including retention of the existing low stone wall to address the street boundary and frame the proposed crossing. Further, the built element of the service yard fence, gates and canopy also retain the setback, located more than 20m from the Main Street frontage (nearly 30m to the canopy).
- 7.9 With respect to landscaping, the site plan demonstrates the area available for landscape planting. I have advised Woolworths that a landscape architect should be commissioned to prepare a suitable landscape plan, one that selects appropriate species and density of planting to maximise the efficacy of the greenspace in mitigating potential adverse effects on the streetscape by buffering views to the building and integrating the building and access with the surrounding streetscape, and on surrounding amenity. Included in the conditions set attached to my evidence as **Appendix A** is a condition requiring preparation and certification of a detailed landscape plan before commencing construction of the Proposal.
- 7.10 Mr Knott agrees and has advised that the larger areas of planting will “maintain the existing planted character of the previous front yard” and will “provide screening which breaks views of the fence and gates on the east boundary of the service yard”.¹³
- 7.11 Mr Knott has identified how the service yard fence, gates and canopy are simple in design and in keeping with the existing supermarket. On the existing supermarket, the Hearing Report refers to the building as “industrial-style”.¹⁴
- 7.12 I do not understand exactly what is intended by this reference, however in response I note that the existing, consented supermarket comprises between

¹² Mr Knott’s evidence, at 5.2(m).

¹³ At 5.2(g).

¹⁴ Hearing report, at 81 and 89.

5m and 7.3m in height, is clad in brick and timber, with profiled metal cladding and roofing, and glazing. The proposed canopy design over the extended service yard is in keeping with this existing profile, and will comprise between 4.5 – 5m in height above ground level (again nearly 30m from the street frontage).

- 7.13 The District Plan identifies that buildings in the Commercial zone can comprise 15m in maximum height, with no limitations on character and construction style. The Industrial zone comprises the same limited standards. For sites affected by the Historic Heritage Precinct, there is no permitted standard in the District Plan with respect to building height, character or construction style as every new building, alteration or addition requires discretionary activity consent.
- 7.14 I consider that having interrogated both the existing character of the supermarket and the standards in the District Plan, the supermarket building and the proposed additions can more comfortably be classified as commercial in style rather than industrial. Indeed, I consider the industrial descriptor to be unhelpful in this circumstance.
- 7.15 I consider that the scale, design and location of the additions are such that no adverse effects arise on the streetscape and its amenity, particularly having regard to the existing Site condition.
- 7.16 In addition, the Proposal incorporates the 3.7m², 3.6-m high free-standing sign to be located immediately north of the new crossing. The sign is single-sided, and given the location, will only be visible from the south.
- 7.17 The purpose of the sign is to instruct drivers of the availability of direct access and to advertise the supermarket beyond, given its lack of direct visibility from the Main Street. I consider this is an appropriate urban design response to address those functional requirements.
- 7.18 Mr Knott identifies that the scale, construction material (timber) and design of the sign are in keeping with the character of the surrounding development and identifies a number of signs in the streetscape that incorporate bright colours, which Mr Knott considers are “significantly more dominant than the proposed sign”.
- 7.19 I agree with Mr Knott that the sign is appropriate and “will not stand out unduly in the street”.¹⁵ This conclusion includes consideration of external illumination,

¹⁵ Mr Knott's evidence, at 5.2(i).

which I note the Hearing Report accepts can be conditioned to ensure compliance with Dark Sky Management Area provisions.¹⁶

- 7.20 In my view, I consider it appropriate and relevant that the Proposal will assist in ensuring the ongoing and improved functioning of the supermarket as critical social infrastructure; the provision of safe and separate pedestrian access is a positive effect in respect of circulation to and from the Main Street; and the health and safety obligations of resolving an existing suboptimal servicing arrangements should not be overlooked.
- 7.21 For the above reasons, and those noted in Mr Knott's evidence and the application documentation, I consider the Proposal results in an acceptable outcome with respect to urban design, having regard to the effects on streetscape amenity and acknowledging the operational and functional requirements of the supermarket.
- 7.22 Draft conditions to ensure appropriate landscaping and that development occurs in accordance with the plans (including sign illumination) are included in **Appendix A** to my evidence.

Special character and heritage

- 7.23 Mr Knott provided a comprehensive analysis of the potential adverse effects on the special character and heritage values along Main Street in the Urban Design and Heritage Assessment that accompanied the Application. Mr Knott has further addressed these matters in his evidence.
- 7.24 Mr Knott considers the Proposal has been designed to be sympathetic to the heritage values of the Historic Heritage Precinct. Mr Knott noted in particular that the Proposal minimises the width of the proposed access and seeks to retain the Beech Tree and the existing low stone wall. Further, as noted in respect of landscaping, the Proposal incorporates a large area for planting that can be conditioned to ensure the Site retains its landscaped and open character contribution to the streetscape and to ensure that the Proposal will not result in uninterrupted views from Main Street to either the service yard or car park beyond. The 2.4m high screening of the service yard will also enclose this with a hard edge, softened by the separation distance and landscaping as noted.

¹⁶ Hearing report, at 102.

- 7.25 Woolworths proposes to retain the Beech Tree. Included in **Appendix A** are the suite of conditions recommended in Mr Peers' evidence to ensure works near the Beech Tree avoid adverse effects to the fullest extent.
- 7.26 Woolworths has also proposed a draft condition of consent requiring the replacement of the tree for a period of three years, should the health of the tree be impacted due to unforeseen circumstances.
- 7.27 With reference to Mr Knott's evidence, I identify the following key considerations in respect of the assessment of effects on historic heritage values:
- (a) The Site is not scheduled in the District Plan nor the New Zealand Heritage List.
 - (b) The building on the Site has no inherent heritage value, understood to have been constructed in the 1950s, and potentially in place of earlier dwellings.
 - (c) The Beech Tree and low stone wall are not scheduled or notable. Notwithstanding, Mr Knott has identified their contribution to the appreciation value of the Historic Heritage Precinct, which does apply to the Site, and they are proposed to be retained, therefore.
 - (d) In my view, an appropriate assessment of effects on historic heritage value in this circumstance must focus on the Site's ability to add to or detract from the value of the Historic Heritage Precinct and the adjacent building at 132 Main Street (ref. Hs087), and the buildings opposite at 119 Main Street (labelled 121 Main Street in Appendix 1.7 to the District Plan, with ref. Hs081) and 123 Main Street (ref. Hs082) – all of which are scheduled.
- 7.28 Mr Knott has assessed the potential adverse effects of the Proposal on the scheduled buildings and concludes that whilst visible from some of the identified heritage buildings, the Proposal does not have a significant impact on the heritage values of either these buildings or the overall heritage values for the area.¹⁷
- 7.29 Mr Knott concludes that the Proposal has been appropriately designed to mitigate the potential adverse effect on historic heritage and in this conclusion, recognises the existing Site condition. With particular regard to the width of the

¹⁷ Mr Knott's evidence, at 6.7 and 6.8.

crossing, which is not in and of itself an adverse effect on historic heritage value but rather an indirect effect in considering how pedestrians experience the heritage character of the Main Street, Mr Knott notes that other crossings in the immediate vicinity exceed the existing crossing's width of 3m: for example, an approximately 8.5m wide access to 123 Main Street, and a 6.7m widening to approximately 10.4m around 2m into the site at the Greyfriars Motel site (138 Main Street).

7.30 I have observed other examples including at 124 Main Street – the crossing there is approximately 7.4m in width. There are other examples where adjacent sites' crossings are combined (140 & 142 Main Street) or exposed parking areas adjacent the street frontage exist (154 Main Street). Each of these sites are subject to the Commercial zone and Historic Heritage Precinct.

7.31 I agree with Mr Knott's comprehensive and balanced assessment of effects on the historic heritage values of the Precinct and his conclusions that the Proposal "represents an appropriate historic heritage and urban design response to the context which will ensure that the altered development will remain integrated into its surroundings".¹⁸

7.32 I continue to support this assessment having reviewed the Hearing Report and its assessment of heritage character and cumulative effects on the Historic Heritage Precinct.

7.33 I do not consider an assessment of effects on historic heritage values is aided by this statement in the Hearing Report:¹⁹

It could be argued therefore, that the proposal to create an 8.3m wide industrial style access within a HHP site is actually contrary to the aims and desired outcomes of the HHP as it is not even envisaged or contemplated by the Design Guidelines.

7.34 I do not agree with this statement. Vehicle crossing width is not governed by the provisions of the District Plan with respect to either the Commercial zone or the HHP. Section 21.5 and Appendix 5 of the District Plan specify the number of permitted crossings per site and this varies across zones. However, beyond a requirement for 5.4m in width (with 0.8m splays either side) for sites with 4 or more dwellings using a common crossing²⁰, the District Plan does not control access width. I consider it disingenuous to suggest that its exclusion

¹⁸ Urban Design and Heritage Assessment, Richard Knott Limited, 13 April 2023, section 5.

¹⁹ Hearing report, at 69 – 74 and 81 – 82.

²⁰ District Plan, Appendix 5 – Page 32-2.

from the HHP provisions is deliberate or that it differs in any way from the approach elsewhere in the District Plan.

- 7.35 The Hearing Report acknowledges the existing house on the Site has no heritage value.²¹ The Hearing Report goes on to state that the associated green space at the Site frontage; the low front fence; and the Beech Tree provide contributions (presumably cumulative ones) to the character of the HHP.
- 7.36 Of course, as noted above, the Proposal retains each of the elements identified as having contributing heritage value.
- 7.37 I do not agree with the suggestion in the Hearing Report that the crossing and the service yard beyond comprise industrial character.²² I prefer Mr Knott's assessment of the Proposal, including the mitigation measures that sit overtop the retention of the listed contributing features. I agree that these factors appropriately address the potential effects on historic heritage.

Transport

- 7.38 The Proposal involves the construction of a new access to Main Street which forms part of the State Highway, for use by customers and service vehicles. The Proposal also seeks a free-standing sign adjacent the new entrance. There is the potential for the proposal to give rise to adverse effects in respect of pedestrian and vehicular safety and in terms of the efficiency of the surrounding transport network.
- 7.39 Mr Hills has provided an in-depth analysis of these effects. Mr Hills concludes that the Proposal is considered to result in minimal effects on the operation and safety of the surrounding road network and also ensures that effects on pedestrian and cyclist safety are appropriately avoided.²³
- 7.40 Mr Hills draws on the following mitigation measures that form part of the Proposal to make this conclusion:
- (a) The Proposal does not relate to any increase in traffic generation to and from the supermarket. Existing traffic will be distributed, with some using the new crossing. It is likely that traffic travelling from the north will continue to use Hastwell Street to enter the Site rather than travelling past a controlled turn at that intersection to another

²¹ Hearing report, at 81.

²² At 69 – 74 and 81 – 82.

²³ Mr Hills' evidence, at 2.3.

crossing, especially noting the presence of a pedestrian crossing in between the possible manoeuvres, which at busy times could provide suitable breaks in traffic for right-turning traffic. Traffic travelling from the south can utilise the new crossing, which has the benefit of reducing traffic that already travels to the store (but currently turns left into Hastwell Street) and interacts with the pedestrian crossing, which has been identified by many in the community as giving rise to safety concerns.

- (b) The Proposal will remove an existing safety issue on Site by removing the requirement for trucks to reverse within the car park. I agree with Mr Hills' response to concerns raised that this potentially shifts an on-site safety issue off-site and interacting with the State Highway. The reason for this conclusion relates to the design of the new crossing, which will ensure pedestrian priority; has been minimised in width to the extent possible whilst still enabling safe and efficient manoeuvres for customer and service vehicles; and having regard to Mr Hills' analysis of pedestrian counts versus traffic manoeuvres, especially the limited number of B-trains into the Site (one per day).
- (c) The Proposal incorporates a condition requiring a servicing or loading management plan that will limit B-trains to left-turn only access and deliveries can be further controlled to ensure no queuing beyond the Site and in terms of timing during the day to avoid any potential peaks in pedestrian activity, namely immediate before or after school hours.
- (d) Mr Hills recommends a construction traffic management plan ("CTMP") be included in conditions, and I agree, noting that the draft conditions in **Appendix A** identify this should be a pre-commencement condition, requiring certification of that CTMP prior to construction commencing.
- (e) A speed bump should be incorporated into the detailed design within the Site to slow customer vehicle speeds as they travel through into the car park.

7.41 From a pedestrian safety perspective, again I defer to Mr Hills' expert analysis of the design and the pedestrian environment arising from his assessment (including counts and interrogation of data regarding reported crashes – the latter confirming that over the last 10 years no reported crashes involving

pedestrians or cyclists have occurred at similar supermarket driveways in the region).

- 7.42 The proposal by Waka Kotahi to move and raise the nearby pedestrian crossing on Main Street will only improve pedestrian safety in the area – specifically shifting any perceived conflict between right-turning vehicle queues (predicted to comprise less than 1 vehicle length by Mr Hills) and the crossing further apart. I acknowledge Mr Hills’ assessment that such queuing, even with sensitivity analysis regarding different growth projections of traffic volumes along the State Highway, will not give rise to concerns over sightlines and associated safe use of the crossing.
- 7.43 Likewise, the introduction of on-road cycle lanes (being limited to approaches to the raised pedestrian crossing) also proposed by Waka Kotahi will improve cyclist safety in the area, and that is not compromised by the Proposal.
- 7.44 Further, I consider the pedestrian amenity concerns arising from the revised crossing width have been comprehensively addressed by Mr Knott and in my analysis regarding urban design effects above. I note Mr Hills identifies that the crossing will “satisfy relevant design requirements of the South Wairarapa District Council; the footpath either side of the crossing will maintain a consistent surface finish, signalling to drivers that pedestrians have right of way. This is also consistent with other crossings along SH2 in Greytown”.²⁴
- 7.45 In relation to parking and the effect of the Proposal to remove two on-street car parks for the safe design of the crossing, Mr Hills has assessed the availability of public parking along Main Street and concludes that the loss of the two spaces has a negligible impact.²⁵
- 7.46 Given this negligible effect, the removal of two on-street car parks cannot give rise to adverse economic effects on businesses in the surrounding area, particularly having regard to the walkability of the Main Street the focus on pedestrian and cycling safety in town, including by Waka Kotahi.
- 7.47 In relation to the truck circulation route, I note that Mr Hills states that trucks currently travel down West Street from the north, having turned off the State Highway at North Street. This is an existing practice informed no doubt by experienced truck drivers and influenced by their schedules and delivery times relative to peaks in traffic on the State Highway.

²⁴ Mr Hills’ evidence, at 5.25.

²⁵ At 7.34.

- 7.48 Trucks already travel from the Site down West Street until Humphries Street where they can turn left and return to the State Highway, either travelling south or returning north. Mr Hills has explained the manoeuvres that occur by larger-sized vehicles at the latter intersection. The Application does not result in any significant route changes.
- 7.49 Trucks will continue to travel down West Street and rejoin the State Highway at Humphries Street. The Proposal will simply seek that the 1 B-train vehicle that visits the Site per day to undertake this route before it turns left into the new crossing and carries out its delivery.
- 7.50 The rest of the truck movements, being the anticipated 5-7 vehicles a day, can circumvent the existing circulation route by accessing the Site from the State Highway with the proposed crossing.
- 7.51 Ms Fraser, Council's transport engineering consultant, requested that further information be provided regarding the circulation of trucks through the local street network; and in respect of analysis of delays and queuing associated with entering drivers giving way to pedestrians approaching and walking across the vehicle crossing.²⁶
- 7.52 The first matter has been addressed above and by Mr Hills. In response to the second matter, Mr Hills notes that the driveway operates well with minimal queues on the major approaches. Overall, Mr Hills concludes that the driveway operates at a level of service that is appropriate for a priority access.²⁷
- 7.53 For the above reasons, I support Mr Hills' expert view that the transport effects arising from the Proposal, including the safety and efficiency of the State Highway and the safety of pedestrians and cyclists can be appropriately mitigated to a less than minor degree, having regard to the draft conditions proposed at **Appendix A**.

Arboriculture

- 7.54 The Proposal clearly includes retention of the existing Beech Tree on the Site.
- 7.55 Mr Peers considers the Proposal can be accommodated whilst retaining the Beech Tree and having due regard to its health and vitality.
- 7.56 I support Mr Peers' recommended conditions regarding both tree protection and tree replacement, which are included in **Appendix A** to my evidence.

²⁶ Hearing Report, at 86.

²⁷ Mr Hills' evidence, at 5.12.

- 7.57 I consider that the Proposal can incorporate appropriate mitigation measures to avoid adverse effects on the Beech Tree. Further, for the reasons noted by Mr Knott, I agree that its retention is desirable in respect of the contribution the Beech Tree makes the character of the streetscape and in the historic heritage and landscaped context of Greytown.

Other Effects

- 7.58 The Hearing Report references economic effects, other amenity effects, stormwater management, potential flooding effects, servicing and infrastructure effects, light spill / Dark Sky effects and the health and wellbeing of the community.²⁸ I briefly address these matters below.

Economic Effects

- 7.59 In my view, the Proposal does not result in any adverse economic effects. Matters such as lost custom need to be carefully considered having regard to the RMA's provisions on trade competition.
- 7.60 The Proposal is a straightforward one: to improve the access to an existing supermarket. No changes are sought to the size of the existing, lawfully established store, and as Mr Hills has confirmed, the Proposal will not result in a significant increase in traffic.

Privacy – overlooking from vehicles and the walkway

- 7.61 I consider the Proposal adequately mitigates any concern regarding perceived overlooking on the property at 132 Main Street (which is level with the Site). The Proposal incorporates fencing around the service yard, which given the location of the dwelling in question relative to that activity on the Site (being 18m from the shared site boundary), will also be partially screened by the existing supermarket building adjacent.
- 7.62 The Proposal also incorporates landscaped planting on the northern boundary that at maturity will provide suitable screening. Woolworths has also proposed a condition requiring a boundary fence to a minimum 1.8m in height along the common boundary with 132 Main Street.
- 7.63 I consider the above mitigation measures can adequately address the concern raised in submission 62. Further, I note that the submission does not suggest that “pedestrians on the proposed walkway will be able to look into her property

²⁸ Hearing report, at 68.

at 132 Main Street” despite the statement in the Hearing Report which appears to inaccurately summarise the submission.²⁹

Noise and vibration

- 7.64 The Proposal will comply with the relevant noise and vibration standards in the District Plan – section 19.3.5 identifies that the noise limits “set to control intrusive noise in each of the zones are within the range of limits recommended in New Zealand Standards relating to acoustics”.
- 7.65 Considering the extended service yard and vehicle crossing are within the Commercial zoned portion of the Site, as are the businesses that have raised concern regarding noise and vibration according to the hearing report, there is no limit on noise generation in the District Plan. That said, commercial activities cannot exceed noise generation over 55dB³⁰ when measured on Residential zoned sites. This includes properties to the south-west immediately adjacent the existing service yard.
- 7.66 Regarding vibration specifically, there is no applicable standard in the District Plan. In any case, the Proposal does not increase the number of larger vehicles accessing the supermarket and service yard, it simply re-routes them.
- 7.67 I am of the view that no adverse noise and vibration effects arise from the Proposal. The proposed conditions of consent appropriately enforce compliance with the standards that do apply.

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

- 7.68 I agree with the Hearing Report³¹ that any effects in relation to these matters can be appropriately conditioned or addressed through other processes, including in certification or approval as required by Wellington Water.

Potential flooding

- 7.69 The Site is not subject to flooding. The Site can manage stormwater through soakage as existing. I do not consider there is a requirement to further assess or condition this matter. For the avoidance of doubt, the proposed conditions regarding stormwater management have been retained in the revised set of conditions at **Appendix A** to my evidence.

²⁹ Hearing report, at 93.

³⁰ Rule 6.5.2(e). Note that no deliveries are expected after daytime hours of 0700 – 1900.

³¹ Hearing report, at 96.

Servicing and infrastructure effects

- 7.70 The Application includes a concept civil plan prepared by a suitably qualified civil engineer following a site visit and review of topographical survey data. This plan and advice from the engineer confirm that the Proposal can be accommodated including in respect of continued or new connections to public infrastructure where required.
- 7.71 This includes the removal of part of the existing concrete lined channel adjacent the northern boundary and installation of new stormwater pipes, inlets and manholes. Existing water and wastewater infrastructure within the Site that is no longer required can be abandoned or removed in consultation with Wellington Water.
- 7.72 An updated civil plan was provided in response to Wellington Water's request for further information. For ease of reference, this is appended to my evidence as **Appendix E**.³²
- 7.73 No adverse effects regarding the above are expected to arise. I consider that the proposed conditions require suitable servicing without detriment to the existing networks.

Light spill / Dark Sky

- 7.74 I agree with the Hearing Report's conclusion that the effects of light spill, including in consideration of the wider context of the Dark Sky Management Area, can be effectively mitigated through application of and adherence to the standards for illumination.³³
- 7.75 For the avoidance of doubt, I confirm that both the sign's external illumination and any outdoor lighting required for the service yard (assuming to be security only given the lack of deliveries after daytime hours) can comply and therefore result in no adverse effects beyond the Site boundary, including on adjacent properties. The proposed conditions at **Appendix A** address these requirements.

³² A copy of this concept plan was provided to the Council on 2 May 2023, via email. Noting that this response followed notification on 24 April 2023, it is prudent to provide in evidence. Further, I note the changes relate only to identifying appropriate soakage locations and no material change to the Proposal arises.

³³ Hearing Report, at 102.

Health and Well-being of the community

- 7.76 I do not consider the matters listed or addressed under this heading in the Hearing Report constitute an assessment of effects on the health and well-being of the community.³⁴ In my opinion, some of the matters raised do not require assessment under the framework of section 104(1)(a) – for example submitter concerns over the “insistent nature and number of proposals Woolworths has put forward”; the potential for asbestos; and fuel pollution effects.
- 7.77 In relation to the consenting history of the Site, Woolworths, like anyone, is entitled to make applications to the Council for resource consent in respect of its Site and activities. I consider that the Hearing Report author should differentiate between a submitter concern like this and the relevant statutory assessment parameters.
- 7.78 Asbestos may be present in the existing dwelling. This is a matter that is more appropriately addressed in respect of the relevant regulations³⁵ and is commonplace in consideration of demolition of structures from certain eras. An advice note can address this matter satisfactorily and I consider that no adverse effects on the health and well-being of the community arise in this respect.
- 7.79 Finally, the Hearing Report repeats a submitter’s suggestion that fuel pollution may worsen asthma of adjacent resident(s). Respectfully, the Proposal does not increase traffic generation past the identified submitter’s property³⁶, noting it is located on a State Highway that currently accommodates 9,723 vehicles per day.
- 7.80 The Hearing Report does not draw any conclusions regarding whether the Proposal results in adverse effects on the health and well-being of the community. I infer this is the position taken given the conclusions reached in relation to section 5 of the RMA “in that the social and economic wellbeing and the health and safety of the community may be put at risk”.³⁷
- 7.81 I do not consider the Proposal results in adverse health and well-being effects, including in consideration of health and safety, pedestrian safety and amenity and having regard to the broader context of the HHP and streetscape amenity.

³⁴ Hearing Report, at 103 – 105.

³⁵ Health and Safety at Work (Asbestos) Regulations 2016.

³⁶ Submission 62, property concerned is located at 132 Main Street.

³⁷ Hearing report, at 112.

Positive Effects

- 7.82 In my opinion, the Proposal will result in the following benefits:
- (a) Improved public health and safety with the reconfiguration internal to the site so as to avoid the need for service vehicles to reverse manoeuvre within the customer car park;
 - (b) The community benefit resulting from the ongoing provision of a full-service supermarket within the town centre;
 - (c) The activity will continue to employ locally, both during site works and as operational;
 - (d) The supermarket will continue to contribute to the economic development of Greytown's town centre;
 - (e) The attractive and modern frontage design and site layout, including increased landscaped planting and by retaining the Beech Tree and low stone wall, will contribute positively to the amenity values and historic heritage values of the surrounding area including in consideration of the proposed Site condition; and
 - (f) The overall nature of the proposal and its location within an existing commercial zone is convenient and therefore efficient with respect to the market that it is proposed to serve.
- 7.83 The Hearing Report does not confirm whether it agrees with any of the above positive effects nor provide any commentary regarding whether positive effects have been considered at all.

Effects Conclusion

- 7.84 As outlined in the AEE, and in drawing on the expert evidence by Mr Hills, Mr Knott and Mr Peers, I consider that the Proposal results in less than minor adverse effects and further, that the effects in relation to urban design, historic heritage, and transport, including efficiency and safety, can be appropriately mitigated through the proposed conditions at **Appendix A** of my evidence.

8. RELEVANT PLANNING PROVISIONS

- 8.1 A comprehensive assessment of the Proposal against the relevant planning provisions is contained in section 11 of the AEE.

8.2 This assessment included:

- (a) National Policy Statements – in this case only the National Policy Statement on Urban Development (**NPSUD**) was considered but determined not to be strictly relevant given South Wairarapa as a Tier 3 authority does not comprise urban environments;
- (b) National Environmental Standards – in this case the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (**NES – Contamination**), which again was not considered relevant as the Site is not a piece of land to which the NES – Contamination relates;
- (c) Regional policy – in this case the Wellington Regional Policy Statement (**WRPS**) and Change 1 to the RPS; and
- (d) The District Plan.

8.3 The hearing report considers the same planning policy framework is relevant.³⁸

8.4 In summary:

- (a) The AEE concluded that the NPSUD and NES – Contamination were not relevant and no further assessment was required or helpful in considering the Proposal.
- (b) The AEE concluded that the Proposal was not of regional significance and therefore did not warrant assessment under the WRPS. However, Change 1 to the WRPS was notified in August 2022³⁹ and focuses on introducing provisions that are consistent with national policy level direction regarding urban development and freshwater. The AEE therefore included an analysis of new Objective 22 in Change 1, to the extent relevant to the Proposal and I conclude as follows:
 - (i) The Proposal enables the Applicant to improve the overall health and well-being of those employed and the general public on the Site relative to improved health and safety protocols associated with servicing. This consideration is made in respect of effects on pedestrian and cyclist safety

³⁸ Hearing report, at 35 – 41.

³⁹ Hearings on Change 1 are underway.

at the proposed crossing, relying on Mr Hills' expert evidence (sub-clause (b));

- (ii) The Proposal supports commercial development in an appropriate location, within an existing settlement and adjacent an existing critical commercial service, being a supermarket. This consideration is made in respect of effects on streetscape amenity and historic heritage, relying on Mr Knott's expert evidence (sub-clause (j));
- (iii) The Proposal introduces good connectivity for service vehicles, customer vehicles and walking and cycling between the supermarket and Main Street (sub-clause (k));

The Hearing Report references⁴⁰ operative WRPS "Objectives 15 and 22 and Policies 21-22, 46 relating to heritage and Policies 30-31 relating to well designed and sustainable regional form and managing central vibrancy and mixed-use development, transportation and infrastructure" but does not form a view on the Proposal as regards consistency or otherwise with the intent of these provisions. I therefore address these below.

Objective 15 Historic heritage is identified and protected from inappropriate modification, use and development.

I rely on Mr Knott's expert evidence that the Proposal does not represent inappropriate use or development in relation to identified historic heritage values. In this case, that comprises the Historic Heritage Precinct with recognition of the existing activities and Site conditions as well as the mitigation measures that form an integral component of the Proposal. I consider the Proposal is not contrary to or inconsistent with this Objective. I draw the same conclusion in relation to supporting Policies 21, 22 and 46.

Objective 22 A compact well designed and sustainable regional form that has an integrated, safe and responsive transport network and....

This Objective is the operative version of the Change 1 version considered in the AEE. The operative version references "urban development in existing urban areas" (sub-clause (e)); "integrated land use and transportation" (sub-clause (i)); "efficiently use existing

⁴⁰ Hearing report, at 40.

infrastructure including transport network infrastructure” (sub-clause (k)). I consider the Proposal is consistent with the intent of this Objective and those specific clauses referenced, drawing on Mr Hills’ and Mr Knott’s evidence in respect of transport and urban design matters in particular. I draw the same conclusion in relation to supporting Policies 30 and 31.

- (c) No regional consent matters arise and therefore no assessment is required against the Wellington Regional Plans on soil or freshwater or discharges to land.
- (d) The statutory assessment in my view therefore rests on the relevant objectives and policies of the District Plan. I address these provisions in **Appendix C** to my evidence and I provide a fulsome summary below.
- (e) I address the matters listed in section 22 of the District Plan, noting that the Hearing Report suggests they “provide a useful guide and are addressed further in this report where appropriate”.
- (f) I address the Town Centre Design Guidelines in Appendix 8 of the District Plan, noting these were comprehensively assessed by Mr Knott in the Urban Design and Heritage Assessment that accompanied the Application.

District Plan Objectives and Policies

- 8.5 The Hearing Report identifies a number of provisions of relevance. Some are already identified in the AEE and some are additional to that assessment.
- 8.6 The ultimate conclusion in the Hearing Report is that the Proposal is contrary to identified objectives and policies in the Residential zone, the Commercial zone, the Historic Heritage Values provisions in section 10 and the provisions relating to transport in section 17. The Hearing Report considers the Industrial zone provisions and those in section 18 of the District Plan relating to subdivision, land development and urban growth but does not form a view on the Proposal’s appropriateness or otherwise in relation to these.
- 8.7 Given the Hearing Report’s conclusion, I therefore consider it prudent to provide a detailed assessment of each of the objectives and policies listed, building on the already comprehensive assessment undertaken in the AEE and as supported by evidence from Woolworths’ experts. This detailed assessment is included as **Appendix C**.

- 8.8 I have assessed the relevant objectives and policies of Section 5 – Residential zone; Section 6 – Commercial zone; Section 7 – Industrial zone; Section 10 – Historic heritage; Section 17 – Transportation; Section 18 – Subdivision, land development and urban growth; and Section 19 – General amenity values.
- 8.9 I consider that the Proposal is consistent with the relevant provisions in all above listed sections, with the exceptions of the Residential zone and Industrial zone, which I do not consider are relevant owing to the location of the works (being outside of these zones) and the scope relative to the Commercial zone boundary. Notwithstanding, I do not consider the Proposal is inconsistent with the relevant objectives and policies of those two zones to the extent that they assist with an understanding of the Proposal.
- 8.10 I consider the key provisions relate to those in the Commercial zone and Section 10 – Historic heritage, and I address these in more detail below (again with reference to **Appendix C**).
- 8.11 Objective Com1 and associated policies seek to maintain and enhance the character and amenity values of the Commercial zone in a manner that enables its commercial functions to provide for the wellbeing of the Wairarapa while mitigating adverse effects on the environment. The Proposal represents continued commercial use of the supermarket and new or extended ancillary commercial uses, being access, servicing and loading activities on land zoned Commercial.
- 8.12 The Proposal supports the commercial function of the supermarket and the Site's zoning, and the design of the Proposal, including mitigation measures, are considered to avoid or mitigate adverse effects on the natural and physical environment. This consideration includes effects on heritage and transport, in reliance on the expert evidence by Mr Knott and Mr Hills. I consider the Proposal is consistent with this Objective and its associated Policies.
- 8.13 Objective Com2 seeks to ensure efficient pedestrian flows, traffic movement and parking. The Proposal achieves efficient traffic movement and parking through the on-site parking area and proposed vehicle crossing for servicing and customers. Mr Hills explains in his evidence how the efficiency of traffic along the State Highway is not diminished by the Proposal, noting less than one vehicle's queue length for right-turning traffic at peak times. The efficiency of pedestrian flows is retained along Main Street through design of the crossing ensuring pedestrian priority; and enhanced through provision of separate and safe pedestrian access directly through to the supermarket from Main Street.

The Proposal is therefore entirely consistent with this Objective and its associated Policies.

- 8.14 Objective Com3 seeks to protect the amenity values of any adjoining Residential zone from the adverse effects of activities within the Commercial zone. The Proposal is consistent with this Objective and associated Policies, noting the existing residential interface with the existing, consented loading dock on the Site. The use of the Site will similarly consider residential amenity through appropriate screening, including acoustic fencing, and landscaping, as well as management conditions that will mitigate operational effects in relation to light spill, hours of operation, for example.
- 8.15 Objective Com6 seeks to ensure that the special characteristics and historic heritage values of Greytown are maintained and enhanced in a manner that enables their efficient commercial functioning. In comparison to the existing environment and limited contribution that the Site makes to the special characteristics and historic heritage values of Greytown, the Proposal is considered to retain those contributing elements – namely the Beech Tree, the low stone wall, and the landscaped set back.
- 8.16 Further, the signage has been designed to be sympathetic to the character and design of the Historic Heritage Precinct, recognising it is larger than permitted but noting, as Mr Knott has recorded, other examples of colourful, modern signage existing within the Historic Heritage Precinct. Further, there are examples of similarly dimensioned vehicle crossings, which in this case is required to achieve safe access by customer and service vehicles and therefore ensures efficient commercial functioning for the Site. For these reasons, I consider the Proposal is consistent with this Objective and associated Policies. I also acknowledge the balance sought in this provision regarding the heritage values of the area and the commercial function of the zone.
- 8.17 Objective HH1 requires that the important historic heritage of the Wairarapa is recognised and protected. The Proposal is located within an Historic Heritage Precinct. The Site does not accommodate any heritage features of value itself. The Urban Design and Heritage Assessment has identified that the Site's contribution to the streetscape and associated heritage values of Main Street is limited to the Beech Tree (although not scheduled itself), and the landscaped setback of the Site layout. These features, along with the low stone wall are retained in the Proposal. For the reasons noted in Mr Knott's evidence, I consider the Proposal is consistent with the Objective's intent to recognise and protect important historic heritage and associated Policy (a).

- 8.18 Policy (b) requires that the potential adverse effects of development and use on historic heritage are avoided, remedied or mitigated. The Proposal has been designed to be sympathetic to the heritage values of the Precinct and nearby heritage items. In particular, the existing building is set far back from the Site frontage to Main Street and does not contribute to the scale, character nor continuity of building frontages elsewhere along Main Street. Mr Knott provides an extensive response to this Policy and drawing on Mr Knott's expertise, I consider the Proposal is consistent with this Policy.
- 8.19 Policy (c) seeks to ensure that the important attributes of historic heritage are not disturbed, damaged or destroyed by inappropriate use and development. For the reasons noted above and more broadly in Mr Knott's assessment and evidence, the Proposal is consistent with this Policy. In particular, the Proposal does not comprise inappropriate use or development even in the historic heritage context. A change in environment and use of some modern features does not automatically translate to an adverse effect, having particular regard to the considered design of the streetscape interface and signage, and existing Site condition. I consider these features have not been considered in the Hearing Report's response on this matter or in respect of section 6 of the RMA.
- 8.20 Policy (d) provides for the use of historic heritage where the activity is compatible with identified historic attributes and qualities and where there are no more than minor adverse effects on the historic heritage values. As above, I consider the Proposal has carefully balanced the operational and functional requirements of the new crossing and service yard with the identified historic attributes of the Site and surrounding environment, including having regard to retention of key features that contribute to the streetscape amenity and the crossing and signage design. I consider the Proposal is consistent with this Policy.
- 8.21 I therefore conclude that the Proposal is consistent with all relevant objectives and policies of the District Plan. I make this conclusion with evidential support from Mr Hills, Mr Knott and Mr Peers.
- 8.22 Turning to other sections of the District Plan, the Hearing Report notes that the assessment criteria listed in Section 22 are a useful guide, even for discretionary activity assessments. The listed matters in sections 22.1.3 Historic Heritage, 22.1.4 Historic Heritage Precinct, 22.1.16 Roads, Intersections, Access, Parking & Loading Areas (noting no consent is required under section 17), 22.2.1 Development, and 22.2.10 Signs could be considered in this regard. I note that of most relevance are those matters listed in relation to Historic Heritage and these have been extensively covered by Mr

Knott in the Urban Design and Heritage Assessment that accompanied the Application, as well as summarised in his evidence.

- 8.23 I do not consider any further assessment is required against these matters.
- 8.24 Finally, the listed assessment criteria reference Appendix 8 Town Centres Design Guidelines. The Hearing Report concludes that these are “not particularly useful in assessment of this proposal”,⁴¹ but elsewhere records support for Mr Bowman’s determination that the Proposal is contrary to those Guidelines. Again, Mr Knott has covered these in his assessment and I agree with those findings, namely that the Proposal does not offend against the Guidelines. I consider they are relevant in respect of additions and alterations to existing buildings, and signage. On those matters, I agree with Mr Knott that both elements are sympathetic to surrounding town centre character and amenity, as described in the preceding evidence.
- 8.25 Overall, therefore, I am of the view that the Proposal is consistent with the relevant provisions of the District Plan from objectives and policies, through to assessment criteria and Design Guidelines. Specifically, I consider that the Proposal, subject to the conditions in **Appendix A**, will adequately avoid or mitigate adverse effects in relation to Commercial zone character and amenity, Residential amenity, Historic Heritage values and transport matters.

Part 2

- 8.26 The Hearing Report concludes that the Proposal is contrary to Part 2 because it will have more than minor adverse effects on the community of Greytown, in that the social and economic wellbeing and the health and safety of the community may be put at risk”.⁴²
- 8.27 The Hearing Report also states that the Proposal is contrary to section 6(f) in respect of inappropriate use and development relative to historic heritage.⁴³ The Hearing Report concludes that sections 7(c) and (f) are also relevant and the refusal of consent will better achieve their intent.⁴⁴ The Hearing Report concludes no section 8 issues are raised by the Proposal.

41 Hearing Report, at 54.

42 At 112.

43 At 114.

44 At 116.

8.28 In my opinion, the Proposal is clearly consistent with Part 2:

- (a) The Proposal will contribute to sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations, whilst not affecting the life-supporting capacity of those resources, and in a manner that avoids or mitigates any adverse effects on the environment. It achieves this purpose through efficient use of existing commercially zoned land, to improve an existing inefficiency with the servicing arrangement on-site, and in a manner and of a design that avoids or mitigates adverse effects on the environment, including in relation to historic heritage and transport. I do not consider that the Proposal adversely affects the social and economic wellbeing or the health and safety of the community of Greytown.
- (b) The above conclusion is with express consideration given to the relevant section 6 matters, being 6(f) the protection of historic heritage from inappropriate subdivision, use and development. I do not consider that the Proposal represents inappropriate use or development, having regard to the character of the Site and its lack of contribution to the Historic Heritage Precinct and taking into account the expert evidence of Mr Knott that the values of the Precinct and nearby listed heritage buildings are not adversely affected. For completeness, there are no listed or scheduled heritage buildings on the Site.
- (c) I consider that the Proposal represents efficient use and development of natural and physical resources (section 7(b)) whilst maintaining amenity values (section 7(c)) and the quality of the environment (section 7(f)), again with reliance on the expert evidence of Mr Hills, Mr Knott and Mr Peers. With regard to the latter, the Proposal retains the Beech Tree which has intrinsic amenity value and is considered to contribute to the appreciation of surrounding historic heritage values also.

8.29 For the above reasons, as supported by expert evidence, I consider that the Proposal achieves the purpose and principles of the RMA and that the assessment has had regard to these matters alongside those listed in section 104.

9. OTHER MATTERS

- 9.1 The AEE did not consider that any other matters were required to be assessed under section 104(1)(c) of the RMA.
- 9.2 Having read the Hearing Report, I consider one other matter is relevant. The Hearing Report references a petition in opposition to the Proposal that has been filed with the Council on 7 June 2023 (but not provided to the Applicant).⁴⁵ I agree with the Hearing Report that this petition is not a formal submission and has no standing in this process.
- 9.3 The Hearing Report concludes that there are three relevant other matters⁴⁶ and these are addressed in turn below.
- 9.4 The Hearing Report invites the Applicant to address matters labelled inaccuracies in the Application, and as raised in the Greytown Heritage Trust submission.
- 9.5 A comprehensive response to the list of matters is included as **Appendix D** to my evidence. I consider the Application was accurate, acknowledging the singular error regarding the as-built existing site plan and car parking numbers.
- 9.6 The Hearing Report identifies that the AEE is “silent on any consultation undertaken with the community or surrounding landowners”.
- 9.7 The section of the AEE referenced is a comprehensive list of the consultation undertaken. I note that the RMA does not require consultation and further, the Applicant requested public notification of the Application following initial lodgement and upon gaining an understanding of the public interest. I do not consider this to be a relevant “other matter”, therefore.
- 9.8 Finally, the Hearing Report references previously consented development on the Site and the certificate of compliance for the removal of the Beech Tree. I have already addressed consent history above. I consider the certificate of compliance is not relevant to this Proposal which seeks to retain the Beech Tree.

10. RESPONSE TO SUBMISSIONS

- 10.1 As detailed in section 3 of the AEE, Woolworths revised the Proposal following lodgement of the original application, having considered earlier concerns

⁴⁵ Hearing report, at 32.

⁴⁶ At 106 – 110.

raised by Council, and indirectly the community, in respect to heritage values and pedestrian safety. Woolworths accordingly sought public notification in order to obtain a fulsome understanding of the community's concerns.

- 10.2 Alongside the other experts, I have carefully considered the issues raised in the submissions received.
- 10.3 I generally agree with the list of themes or common issues raised in the submissions as set out in the hearing report.⁴⁷
- 10.4 I consider the preceding assessment of effects has comprehensively addressed the adverse effects identified by submitters to the extent relevant to the resource management assessment framework. In other words, I consider it appropriate to disregard concerns raised in respect of property values, frustrations regarding Woolworths' previous submissions and any perceived criticisms of professionalism of Woolworths or Woolworths' experts.
- 10.5 The matters in relation to Waka Kotahi's submission have been the subject of further consultation following the close of submissions. In that consultation, Waka Kotahi suggested that Woolworths consider a service vehicle exit only from the Site. Woolworths carefully considered this alternative but concluded that the entry arrangement for both service vehicles and customers was preferable, and considering the support from experts in respect of the effects and appropriateness from a planning policy perspective, opted to proceed to hearing with the Proposal as notified.
- 10.6 Mr Hills has addressed other matters raised in the Waka Kotahi submission regarding traffic, pedestrian and cyclist safety.⁴⁸
- 10.7 I have addressed matters relating to the statutory assessment and my consideration that the Proposal is not contrary to the relevant District Plan objectives and policies or section 5 of the Act in section 8 of my evidence.
- 10.8 I do not consider there are any other matters raised in submissions that have not already been comprehensively addressed by me or the other experts on behalf of Woolworths.
- 10.9 Finally, I do not consider that the submissions raise any matters that alter my considerations on the Proposal from either an effects or planning policy perspective.

⁴⁷ Hearing Report, at 31.

⁴⁸ Mr Hills' evidence, at 7.2.

11. SECTION 42A HEARING REPORT

- 11.1 I have reviewed the Council's Hearing Report. I have responded to matters raised in the Hearing Report throughout my evidence.
- 11.2 The Hearing Report, in a number of circumstances, declines to assess the effects of the Proposal and instead simply records submitter responses.
- 11.3 For example, under the heading "Retention of the Beech Tree",⁴⁹ the Hearing Report records concerns raised by submitters that "mature trees in the town centre are becoming fewer and fewer, but are an essential part of the town's identity". The Hearing Report author then asks "whether the real intention is to retain the tree or not".⁵⁰
- 11.4 In my opinion, this does not represent a factual or objective analysis of the Proposal and its effects in respect of tree health. A Reporting Planner's role is to assess a proposal under section 104 of the Act.
- 11.5 In this regard, the Applicant sought advice from three arborists to ensure that the most robust consideration was given to effects on the Beech Tree and its realistic retention in association with the proposed works. Despite there being no statutory obligation to retain the Tree, Woolworths recognised the historic heritage advice of Mr Knott that the Tree has value in respect of the Site's (near singular) contribution to the historic heritage context and has carefully designed the Proposal to ensure its safety and survival.
- 11.6 In my opinion, the appropriate assessment of effects in relation to the Beech Tree would be to confirm that the construction methodology of the Proposal will take account of the tree health and present ongoing protection measures and monitoring. Conditions requiring replacement of trees that are sought to be protected through construction projects are commonplace.
- 11.7 Under the heading "Economic effects",⁵¹ the Hearing Report again simply records submitter concerns, rather than undertaking an assessment of the Proposal. For example, the Hearing Report references that submitters "have also raised the amount of costs they have incurred or compromises they have made (in size of advertising signs, for example) in order to comply with the provisions of the Town Centres Design Guidelines. They believe it is only fair for the applicant to be treated the same". Again, I record my consideration that

49 Hearing Report at 75 onwards.

50 At 77.

51 At 91 and 92.

Woolworths, like anyone, is entitled to make an application for resource consent.

- 11.8 The author of the Hearing Report has failed to identify any evidence to support these statements. For example, with respect to the comment regarding “noise and vibration effects associated with traffic and especially large, heavy vehicles using the new access” affecting neighbouring businesses, there is no noise or vibration standard in the District Plan as measured between commercial zoned sites.
- 11.9 Further, the existing loading bay is located immediately adjacent Residential zoned land, to which there is a standard in the District Plan that limits noise generation to 55dB as measured at a residential zoned site. Given the existing service arrangement requires reverse manoeuvring adjacent that boundary as a compliant scenario, I consider the Proposal will comfortably comply with the only applicable standards for noise.

12. CONCLUSION

- 12.1 Having regard to the statutory requirements of section 104, I consider that the Proposal is appropriate for the following reasons:
- (a) The effects on the environment that arise from the Proposal are less than minor, including in relation to urban design, historic heritage, arboriculture and transport, including pedestrian and cyclist safety and network efficiency.
 - (b) The Proposal is consistent with all relevant objectives and policies of the relevant planning instruments.
 - (c) The Proposal results in positive effects including improved health and safety on the Site, contribution to the historic heritage and streetscape character of the immediate environment, and those other positive effects considered in my evidence.
 - (d) The Proposal is consistent with Part 2 of the RMA in that it contributes to sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations, whilst not affecting the life-supporting capacity of those resources, and in a manner that avoids or mitigates any adverse effects on the environment.

- (e) The above conclusion is with express consideration given to the relevant section 6 matter, being the protection of historic heritage from inappropriate subdivision, use and development. I do not consider that the Proposal represents inappropriate use or development, having regard to the character of the Site and its lack of contribution to the HHP and taking into account the expert evidence of Mr Knott that the values of the Precinct and nearby listed heritage buildings are not adversely affected.

12.2 Accordingly, I conclude that the Application should be granted resource consent, subject to conditions as set out in **Appendix A** to my evidence.

Kay Panther Knight

15 September 2023

Appendix A Draft Conditions

Recommended Conditions:

General

1. Except as amended by the conditions below, the development shall proceed in accord with:
 - Architectural plans prepared by Woodhams Meikle Zhan Architects to illustrate the proposal (labelled "Proposed Supermarket Resource Consent Package Fresh Choice Greytown, 12 Hastwell Street, 5712 Greytown, New Zealand, Job No 2029-72, Dwg No RMA-101 dated 30 July 2023, RMA-102 dated 05 April 2023, and RMA-103; ~~104~~ dated 30 March 2023") (~~Application Appendix 2~~);
 - ~~Assessment of environmental effects and Planning Assessment~~ prepared by Forme Planning (~~Application Appendix 6~~) and dated April 2023;
 - Planning Assessment prepared by Forme Planning (Application Appendix 6);
 - Urban Design and Heritage Assessment prepared by Richard Knott Limited dated 13 April 2023 (Application Appendix 3);
 - Transportation Assessment prepared by Commute Transportation Consultants dated 13 April 2023 (Application Appendix 4);
 - ~~Arborist Tree Condition Report prepared by All Seasons Tree Services dated 2.6.22, and Assessment of Proposed Works Affecting Copper Beech Tree by Peers Brown Miller Ltd Arboricultural and Environmental Consultants dated 19 September 2002 (both in Application Appendix 5).~~
 - Civil Engineering Proposed Site Plan prepared by Riley Consultants (Drawing 220376-104, Rev 1) and dated 1 May 2023.
2. Pursuant to Section 36 of the Resource Management Act 1991, the consent holder shall pay all costs incurred by the Council in respect of the approval and the completion of conditions for the development and in the perusal, preparation, execution and registration of any related document(s).

Commented [KPK1]: Edits made to incorporate most recent plans.

Disturbing soil

3. ~~Prior to any works proceeding that disturb soil the consent holder must provide to the Planning Team of the South Wairarapa District Council confirmation that:~~
 - a. ~~An Archaeological Authority is not required from Heritage New Zealand; or~~
 - b. ~~If an archaeological authority is required, provide any archaeological assessments and approvals to Council prior to works proceeding on site.~~
4. ~~If the consent holder:~~
 - a. ~~does not require an archaeological authority from Heritage New Zealand Pouhere Taonga and discovers koiwi tangata (human skeletal remains), waahi taoka (resources of importance), waahi tapu (places or features of special significance) or other Maori artefact material, the consent holder shall without delay:~~
 - i. ~~notify Council, Tangata whenua and Heritage New Zealand Pouhere Taonga and in the case of skeletal remains, the New Zealand Police; and~~
 - ii. ~~stop work within the immediate vicinity of the discovery to allow a site inspection by Heritage New Zealand Pouhere Taonga and the appropriate runanga and their advisors, who shall determine whether the discovery is likely to be extensive, if a thorough site investigation is required, and whether an Archaeological Authority is required.~~

~~Any koiwi tangata discovered shall be handled and removed by tribal elders responsible for the tikanga (custom) appropriate to its removal or preservation. Site work shall recommence following consultation with Council, Heritage New Zealand Pouhere Taonga, Tangata whenua, and in the case of skeletal remains, the New Zealand Police, provided that any relevant statutory permissions have been obtained.~~

Commented [KPK2]: Drafting response: These are advice notes and have been moved to that section of the draft decision.

b. discovers any feature or archaeological material that predates 1900, or heritage material, or disturbs a previously unidentified archaeological or heritage site, the consent holder must without delay:

- i. stop work within the immediate vicinity of the discovery or disturbance; and
- ii. advise Council, Heritage New Zealand Pouhere Taonga and in the case of Maori features or materials the Tangata whenua and if required, shall make an application for an Archaeological Authority pursuant to the New Zealand Pouhere Taonga Act 2014; and
- iii. arrange for a suitably qualified archaeologist to undertake a survey of the site.

Site work may only recommence following consultation with Council.

Landscape Plan

3. A landscape planting and management plan (with supporting specifications) should be prepared and submitted to Council for certification prior to construction commencing.

4. The landscape planting and management plan must contain:

- a. A plan of the planted area detailing the proposed plant species, plant sourcing, plant sizes at time of planting, plant locations, density of planting, and timing of planting.
- b. A programme of establishment and post-establishment protection and maintenance (fertilising, weed removal/spraying, replacement of dead/poorly performing plants, water to maintain soil moisture, length of maintenance programme).
- c. The extent, materiality and finished levels of the pedestrian walkway (refer condition 25 in relation to tree protection) and vehicle crossing and driveway.
- d. The details of drainage and irrigation, the latter if required.
- e. The construction and design details of any fencing, including protection and retention of the low-stone wall along the Site frontage, and construction of an acoustically rated fence along the common boundary with 132 Main Street to a minimum height of 1.8m.

These plans must be supported by specifications that describe in a written form the more specific technical landscape matters such as plant spacings, maturity at time of planting, material selection etc.

Advice Note:

The boundary fence with 132 Main Street may be raised in height from 1.8m as referenced in condition 4, should consultation with the neighbouring landowner confirm this is preferred. The consent holder may submit details of consultation or correspondence with the neighbouring landowner to Council for certification prior to construction.

Implementation of Landscape Plan

5. Within the first planting season (May to September) following the certification of the Landscape Planting and Management Plan and completion of the works authorised by this consent, the planting/hard landscaping must be fully implemented in accordance with the certified Landscape Planting and Management Plan required by condition 3 and must be maintained for the duration of the operation of the supermarket and vehicle crossing to the satisfaction of Council.

Retention and Replacement of Existing Low Stone Wall

6. The consent holder must protect the existing low stone wall located on the site frontage and illustrated in the drawings referenced in condition 1, both during and following construction.

7. Prior to commencement of construction, the consent holder must provide details of proposed protection measures to be employed throughout construction to the Council for certification in order to satisfy condition 6 above.

Commented [KPK3]: Conditions 3 - 5 are proposed to ensure appropriate and effective landscape planting in the areas adjacent the street and within 134 Main Street.

Commented [KPK4]: Conditions 6 - 8 address retention, protection and replacement (if required) of the existing low stone wall on the site, as recommended by Mr Knott.

8. Should the existing low stone wall located on the site frontage and illustrated in the drawings referenced in condition 1 be damaged or destroyed in any way, the consent holder must replicate and install a replacement low stone wall. Prior to installation of the replacement wall required by this condition, the consent holder must provide details of the proposed construction materials, methodology and design to the Council for certification.

Advice note:

The consent holder is advised that the tree protection measures required by conditions f to x of this consent are relevant to any proposal to demolish or replace the existing low stone wall that is the subject of conditions 6, 7 and 8 of this consent.

Construction – CEMP

5-9. The consent holder must a minimum of 10 days prior to any works commencing on site prepare and submit to Council for review and approval a Construction Environment Management Plan (CEMP) in accordance with NZS 4404:2004 Land Development and Subdivision Infrastructure.

6-10. The objectives of the CEMP shall be to protect the environment and surrounding land uses from the potential and actual effects of earthworks and site work activities, including construction of buildings and infrastructure assets.

7-11. Measures identified in the CEMP must include but not be limited to:

- a. The name, contact details, experience and qualifications of the person/s nominated by the consent holder to supervise the implementation of, and adherence to, the CEMP;
- b. Proposed measures to avoid or mitigate dust emissions leaving the subject site;
- c. Proposed measures to avoid off-site deposition of silt, particularly into reticulated infrastructure;
- d. A construction noise management plan that addresses how noise will be managed to meet the noise levels specified in Rule 21.1.13(c)(i) of the Wairarapa Combined District Plan (which references NZS 6803:1999 Acoustics – Construction Noise) during site preparation works construction of the works authorised by this consent. Should the construction noise management plan conclude that acoustic barriers are required for the duration of construction works to achieve compliance with the noise levels, the consent holder shall ensure that the acoustic fence is designed and installed to Council's satisfaction prior to construction commencing.
- d-e. Hours of construction must not exceed:
 - 7.30am – 6.00pm Monday to Friday
 - 8.30am – 12.30pm Saturday
- e-f. No construction work shall occur on Sundays or Public Holidays;
- f-g. Measures to mitigate the effects of construction sited along the boundary with the property to the extent practicable; and
- g-h. Accidental discovery protocols for archaeological features and koiwi.

8-12. All accepted measures outlined in the CEMP that are required to be established prior to the commencement of earthworks, must be implemented and must remain in place for the duration of the works as necessary for their purpose. Council shall inspect any required measures prior to commencement of earthworks on site or if any changes are proposed after the initial inspection.

9-13. A copy of the approved CEMP must be retained on the work site and must be provided to all of the contractors' representatives prior to entry onto the site.

Construction Traffic Management Plan

14. The consent holder must a minimum of 10 days prior to any works commencing on site prepare and submit to Council for certification a Construction Traffic Management Plan (CTMP).

Commented [KPK5]: Conditions 14 – 17 recommended by the Project Transportation Engineer.

prepared in accordance with Council's requirements for CTMPs and Waka Kotahi's Code of Practice for Temporary Traffic Management. Any subsequent review must also be submitted to Council for certification. The consent holder must meet the costs of the production, certification, monitoring and review of the CTMP.

15. The objectives of the CTMP shall be to avoid, remedy or mitigate adverse effects of the site works on the road and road reserve, including public infrastructure.

16. Measures identified in the CTMP must include but not be limited to:

- a. The name, contact details, experience and qualifications of the person/s nominated by the consent holder to supervise the implementation of, and adherence to, the CTMP;
- b. Proposed measures to avoid, remedy or mitigate adverse effects on the environment in relation to construction traffic;
- c. Measures to ensure the continued safe and efficient operation of Main Street;
- d. Measures to be adopted to maintain areas of the site that are visible from public spaces and private property in a tidy condition in terms of rubbish disposal, storage and unloading of materials, etc.
- e. Plans showing areas where stockpiles, equipment (including contractor parking) will occur so that there is no obstruction of public spaces (e.g. roads).
- f. Plans showing the location of any site offices, staff facilities and staff car parking required during the construction period.
- g. An overview of measures that will be adopted to prevent unauthorised public access during the construction period.
- h. Location of traffic signs on surrounding streets and proposed signage for traffic management purposes during construction.
- i. Measures to ensure satisfactory vehicle and pedestrian access is maintained to adjacent properties at all times.
- j. Procedures for controlling dust, and the removal/ introduction of soil, debris, and materials.

17. The CTMP must be implemented for the duration of the works and a copy of the approved CTMP must be retained on the work site and must be provided to all of the contractors' representatives prior to entry onto the site.

Advice Note:

It is the responsibility of the consent holder to seek approval for the CTMP from Waka Kotahi prior to the commencement of construction.

Copper Beech tree protection methodology

18. Prior to any works commencing on the site, including demolition, a meeting shall be held at the site to discuss all issues pertaining to the protection of the Beech tree and to gain a common understanding of the proposed tree protection measures and any relevant conditions of consent in that regard. Present at the meeting should be:

- a. the consent holder;
- b. the site foreman or project manager;
- c. the appointed worksite supervisory arborist ("Works Arborist");
- d. the arborist engaged to undertake the pruning of the tree; and
- e. any other relevant personnel

19. During the pre-commencement meeting, the location of site offices and any outdoor storage shall be discussed and the appropriate location for these agreed upon with the Works Arborist.

20. At the pre-commencement meeting, the appropriate extent of the pruning of the Copper Beech tree shall be calculated, discussed and agreed upon.

Commented [KPK6]: Conditions 18- 34 recommended by the Project Arborist and replace the Council's proposed single condition regarding a tree protection methodology.

21. The agreed pruning shall be undertaken before any construction work commences on the site. The pruning shall be carried out in accordance with modern and correct arboricultural standards.
22. The pruning would be restricted to just the raising of the lower canopy level to the height required for truck clearance.
23. Prior to any works commencing on the site, including demolition or house removal works, a protective fence of the Rent-a-fence style shall be erected to enclose the Copper Beech tree. The precise location of the protective fence shall be discussed and agreed upon at the pre-commencement meeting required by condition 15, but it shall be set, at the least, at the radius defined by the existing driveway and the extent of its dripline to the west.
24. The protective fence shall be affixed securely to the ground to prevent it being shunted inwards. However, the fence can be adjusted accordingly when particular works on the ground in the vicinity of the tree are to commence.
25. No storage of materials, spoil, equipment, fuels and oils, or passage of vehicles or machinery, shall take place on open ground within the area of ground enclosed by the protective fence.
 1. The Works Arborist shall supervise the breaking up and uplifting of the existing driveway surface, where within the root zone of the Copper Beech tree.
26. The Works Arborist shall assist with, and supervise, the cut made to define the edge of the new driveway closest to the tree. Any roots encountered in the depth of this cut shall be severed cleanly by the arborist. Hessian shall be pinned over any cut root ends and a sheet of root barrier plastic should be pinned to the entire cut face – to be left in place when then the chosen surfacing is installed and backfilling occurs.
27. The Works Arborist shall supervise the design and construction of the new pedestrian pathway passing behind the Copper Beech tree. Any ground disturbance associated with the construction method of the pathway is chosen shall first be approved of by the Works Arborist.
28. All tidying of the ground and landscaping activity in the open root zone area of the Copper Beech tree shall be carried out by hand or hand operated tools only. No machinery shall be allowed to traverse this area and there shall be no lowering of the ground level apart from minor levelling (by hand) of any uneven area.
29. The coppicing plum tree that stands under the canopy of the tree shall be cut to ground level. The stump must not be extracted by machine; rather, ground carefully or treated with herbicide to prevent further coppicing.
30. The open ground within the root zone of the tree can be supplemented with new soil, but only with topsoil or a good quality garden mix soil, and to a depth of no more than 200mm. This entire root zone area shall be mulched with a combination of compost and aged tree chippings.
31. Washings derived from the production of concrete shall not be flushed on to open ground within the root zone of the Copper Beech tree.
32. A log of all involvement of the Works Arborist shall be maintained for the duration of the project. This log will record in detail all visits to the site, all actions taken, instructions issued to site personnel pertaining to tree protection and, compliance with conditions of consent relating to tree protection and pruning. The completed log would be provided to the consent holder at the completion of the project – to serve as a compliance report for Council.

Tree replacement

33. ~~The Copper Beech tree's growth and development must be monitored for three years following the completion of works authorised by this consent. If the tree dies or declines beyond recovery, it must be replaced by a new specimen of a size and species approved by the Council.~~

34. ~~The replacement tree's growth and development must be monitored for five years following its planting to ensure healthy establishment. Maintenance of the replacement tree must occur in perpetuity.~~

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

Commented [KPK7]: Conditions 33 and 34 are proposed to ensure that even with all of the identified tree protection measures above, the consent holder is responsible for planting a replacement tree should the Copper Beech tree die or decline.

Fencing

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

Commented [KPK8]: This condition's intent has been incorporated into the landscape plan condition regarding a boundary fence and the CTMP condition regarding acoustic barriers during construction.

Loading Dock hours

44.35. ~~That the loading dock operations and deliveries only operate between 7:30am-7:6pm (as requested by submitters – noting existing delivery hours are restricted to 7am-7pm).~~

36. ~~The delivery vehicles operate on a 'Just-In-Time' delivery programme to schedule the timing of vehicles and prevent queuing. Prior to commencement of the vehicle crossing and loading / servicing area authorised by this consent, the consent holder shall submit to Council for certification a Loading Management Plan. The purpose of the Loading Management Plan is to schedule the timing of service vehicles arriving at the site to prevent queuing. The Loading Management Plan shall include but not be limited to:~~

- ~~a. Authorised hours of servicing and delivery activities as specified in condition 16 of this consent.~~
- ~~b. Implementation of a "Just-in-Time" delivery programme.~~
- ~~c. Additional mechanisms to prevent queuing onto the street, including coordinating gate opening before the arrival of trucks.~~

~~The Loading Management Plan must be adhered to at all times.~~

Commented [KPK9]: The revised conditions 35 and 36 are intended to respond to the Council's suggested loading and servicing conditions. Council has not demonstrated why it considers the hours of operation need to change.

Construction design & finish

42.37. ~~Prior to construction of the works authorised by this consent, the consent holder shall submit for Council's review a detailed construction material and design palette to confirm that the selected materials are That the design and finished colour of the construction is sympathetic to the surrounding buildings in the HHP. This can be demonstrated through the use of specific materials or colour as referenced in Appendix 8 of the WCDP.~~

Commented [KPK10]: As worded, Council's condition was not clear or enforceable.

Lighting

38. ~~That the consent holder shall ensure that any temporary or permanent lighting (including the external lighting for the sign) is designed and installed in such a way that it does not create light-spill onto adjoining properties that exceeds the permitted activity standards outlined in Rule 21.1.11 of the WCDP.~~

43.39. ~~The hours of external illumination for the sign shall be restricted to between 7am and 9pm and to align with the supermarket operating hours.~~

Engineering Design/Approvals

14. ~~The consent holder must obtain written approval for all the engineering works from Ruamahunga Roads (Roading) and Wellington Water Land Development Team (sewerage,~~

Commented [KPK11]: This is an advice note, rather than a condition - replaced below following the revised (clarified) condition 40.

~~stormwater and drinking water). The engineering designs must be preapproved prior to any construction work commencing.~~

40. A suitably qualified person shall undertake the design and supervision of ~~any construction of the vehicle crossing and driveway authorised by works associated with this subdivision land use consent~~ and shall certify all of the work on completion. The consent holder or contractor shall arrange for inspections by ~~Wellington Water Land Development Team and the~~ Council Rooding Engineer and provide evidence of the final compliance.

Advice Note:

The consent holder must obtain written approval for all the engineering works from Ruamahunga Roads (Rooding) and Wellington Water Land Development Team (sewerage, stormwater and drinking water). The engineering designs must be preapproved prior to any construction work commencing.

The consent holder is advised that the works associated with water services on the site – including abandonment of existing wastewater and water pipes and extension of the existing stormwater pipe as shown on the Civil Engineering Proposed Site Plan referenced in Condition 1 must be approved by Wellington Water.

Water and Wastewater

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

Stormwater – Disposal to Ground

- 15.41. Discharge from the site shall be to ground via individual on lot soakage systems created at the time of carpark and site access construction.

- 16.42. Soakage systems must be designed and constructed by a suitably qualified engineer who shall also supervise its construction and provide a manual for its regular maintenance, all to meet the requirements as set out in the South Wairarapa District Council Code of Practice for Land Development (NZS4404) in addition to the following:

- I. The soakage testing methodology shall be as per Appendix A of Auckland Council's GD2021/007 Soakage and Groundwater Recharge Guide in the Auckland Region
- II. The soak pit shall be designed in accordance with the requirements of the Regional Standard for Water Services – Dec 2021 and Auckland Council's GD2021/007 Soakage and Groundwater Recharge Guide in the Auckland Region.
- III. The soak pit shall be designed to accommodate the 1% AEP plus climate change event.
- IV. All connections to the soakage system must be trapped to minimise debris entering the soakage system, i.e. sumps required to be installed with Enviropod® filter inserts or approved equivalent.
- V. All soak pits shall be designed and constructed to enable the owners to carry out the regular maintenance of the soak pits as detailed in the maintenance manual.
- VI. The consent holder shall install heavy-duty cast-iron lids on all new soak pits access points.
- VII. The soak pit design shall ensure:
 - a. the flow of stormwater across any boundary post development does not exceed that of pre-development.
 - b. adequate provision has been made to deal with all surface water so as to not cause any nuisance to adjacent land.
- VIII. An Operation and Maintenance Manual shall be prepared and submitted to the Wellington Water Land Development Team for approval. The Operation and Maintenance Plan shall set out how the stormwater management system is to be

Commented [KPK12]: This is an advice note, relocated to the advice note section of the draft decision.

operated and maintained to ensure that adverse environmental effects are minimised. The plan shall include:

- a. a programme for regular maintenance and inspection of the stormwater management system;
- b. a programme for the collection and disposal of debris and sediment collected by the stormwater management devices or practices; and
- c. general inspection checklists for all aspects of the stormwater management system, including visual checks.

~~17.43.~~ The stormwater management system shall be managed in accordance with the approved Operation and Maintenance Plan required by condition 42.

~~18.44.~~ Details of all inspections and maintenance for the stormwater management system, for the preceding three years, shall be retained.

~~19.45.~~ A maintenance report shall be provided to the Council on request. The maintenance report shall include the following information:

- a. details of who is responsible for maintenance of the stormwater management system;
- b. details of any maintenance undertaken; and
- c. details of any inspections completed.

~~20.46.~~ The consent holder shall operate and maintain the stormwater system in full working order on an on-going basis. The consent holder will be responsible, not the Council, for any damage that may occur immediately downstream as a result of failure to maintain and operate the stormwater management system to its design requirements.

Moroa Water Race

~~21. The consent holder must comply with their responsibilities under the Moroa Water Race Bylaw 2007 or its subsequent documents, in particular but not limited to;~~

- ~~a. Maintaining Council access requirements;~~
- ~~b. Maintenance, cleaning and fencing responsibilities etc.~~
- ~~c. No installation of infrastructure over, in or under a water race without written authorisation of the Council~~
- ~~d. No planting, building or structures of any kind of any size within 5 m of the water race without written authorisation of the Council.~~

~~22. Removal and reinstatement of any planting, building or structures (including fencing within the 5 m maintenance strip will be at the land owners cost.~~

Vehicle Access

~~47.~~ That the vehicle crossing shall be constructed to conform to the requirements for urban vehicle crossings specified in Appendix 5 - Standards for Roads, Access, Parking and Loading of the Wairarapa Combined District Plan, and NZS4404:2010. Plans for the access shall be approved by Council prior to construction commencing.

Advice Note:

The consent holder is advised that the installation of No Stopping At All Times yellowing markings on the road and the associated loss of on-street car parks as referenced in the Transport Assessment referenced in Condition 1 may require additional permits or approval from the Council and Waka Kotahi. The consent holder is responsible for obtaining these necessary permits or approvals prior to commencing construction.

~~48.~~ Prior to the commencement of use of the vehicle crossing, the consent holder must install the traffic calming device (speed bump) within the customer vehicle lane required by the Transport Assessment referenced in condition 1. This installation must be to the satisfaction of the

Commented [KPK13]: This is an advice note - relocated to advice note section of draft decision.

Commented [KPK14]: Advice note outlining the requirement for on-road interventions and their approval process.

Commented [KPK15]: Condition 48 recommended by the Project Transportation Engineer

Council. This condition overrides the general accordance of the plan referenced in Condition 1.

23-49. Prior to the commencement of use of the vehicle crossing, the consent holder must install directional signage at the entry point in order to ensure that vehicle movements are limited to entry only manoeuvres from Main Street. This must be undertaken to the satisfaction of Council.

Commented [KPK16]: Condition 49 accepted as appropriate by the Project Transportation Engineer

Engineering works

24-50. All the engineering works, including entranceway, and stormwater services, are to be constructed in accordance with NZS4404:2010, those relevant requirements of the Wairarapa Combined District Plan or as agreed by Council Engineers. All plans are to be provided to Council for comment and approval before construction begins.

Engineering plans

25-51. A suitably qualified person shall be engaged to undertake the design and supervision of any works associated with this subdivision and shall certify all of the work on completion. Certifications will be required in accordance with Schedules 1A, 1B and 1C of NZS 4404:2010.

Financial Contributions

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

Commented [KPK17]: This is an advice note - relocated to advice note section of draft decision.

Advice Notes

- The consent holder is advised that should the assessed value of any work authorised by this consent exceed \$1,000,000 (plus GST), an infrastructure contribution of 0.5% of the assessed value is payable. The assessed value will be based on the estimated value of the works as stipulated on the associated building consent application.
- Any building work associated with the proposed activity should not commence until a building consent has been obtained under the Building Act 2004. Consultation should be undertaken with the Council's Building Department in respect to the fire wall requirements, if relevant.
- Under section 125 of the Resource Management Act this consent lapses five years after the date it is granted unless:
 - The consent is given effect to; or
 - The Council extends the period after which the consent lapses.
- Any redundant connections to the public water supply and wastewater drainage networks must be disconnected at the public main.
- The consent holder is advised of the Moroa Water Race Bylaw 2007 and its requirements in relation to this site, in particular but not limited to:
 - a. Maintaining Council access requirements.
 - b. Maintenance, cleaning and fencing responsibilities etc.
 - c. No installation of infrastructure over, in or under a water race without written authorisation of the Council
 - d. No planting, building or structures of any kind of any size within 5 m of the water race without written authorisation of the Council.
- Removal and reinstatement of any planting, building or structures (including fencing within the 5 m maintenance strip of the water race) will be at the land owner's cost.
- If any archaeological site deposits are identified during any development of the land, the owner/contractor should act in good faith and avoid effect to the deposits and contact Heritage New Zealand, Rangitane Tu Mai Rā, Rangitāne o Wairarapa, and Ngati Kahungunu Ki Wairarapa Taiwhenua immediately. Under the Heritage New Zealand Pouhere Taonga Act 2014 it is an offence to modify or destroy, or cause to be modified or destroyed, the whole or any part of an archaeological site without the prior authority of Heritage New Zealand. The accidental discovery protocol is to be followed.
- The consent holder is advised that the works authorised by this consent may require an Archaeological Authority from Heritage New Zealand. The consent holder is advised to confirm

Commented [KPK18]: Relocated from above.

this requirement prior to commencing siteworks. For the avoidance of doubt, this consent does not authorise the works under the New Zealand Historic Places Act.

- If the consent holder:

- a. does not require an archaeological authority from Heritage New Zealand Pouhere Taonga and discovers koiwi tangata (human skeletal remains), waahi taoka (resources of importance), waahi tapu (places or features of special significance) or other Maori artefact material, the consent holder shall without delay:

- i. notify Council, Tangata whenua and Heritage New Zealand Pouhere Taonga and in the case of skeletal remains, the New Zealand Police; and

- ii. stop work within the immediate vicinity of the discovery to allow a site inspection by Heritage New Zealand Pouhere Taonga and the appropriate runanga and their advisors, who shall determine whether the discovery is likely to be extensive, if a thorough site investigation is required, and whether an Archaeological Authority is required.

Any koiwi tangata discovered shall be handled and removed by tribal elders responsible for the tikanga (custom) appropriate to its removal or preservation. Site work shall recommence following consultation with Council, Heritage New Zealand Pouhere Taonga, Tangata whenua, and in the case of skeletal remains, the New Zealand Police, provided that any relevant statutory permissions have been obtained.

- b. discovers any feature or archaeological material that predates 1900, or heritage material, or disturbs a previously unidentified archaeological or heritage site, the consent holder must without delay:

- i. stop work within the immediate vicinity of the discovery or disturbance; and

- ii. advise Council, Heritage New Zealand Pouhere Taonga and in the case of Maori features or materials the Tangata whenua and if required, shall make an application for an Archaeological Authority pursuant to the New Zealand Pouhere Taonga Act 2014; and

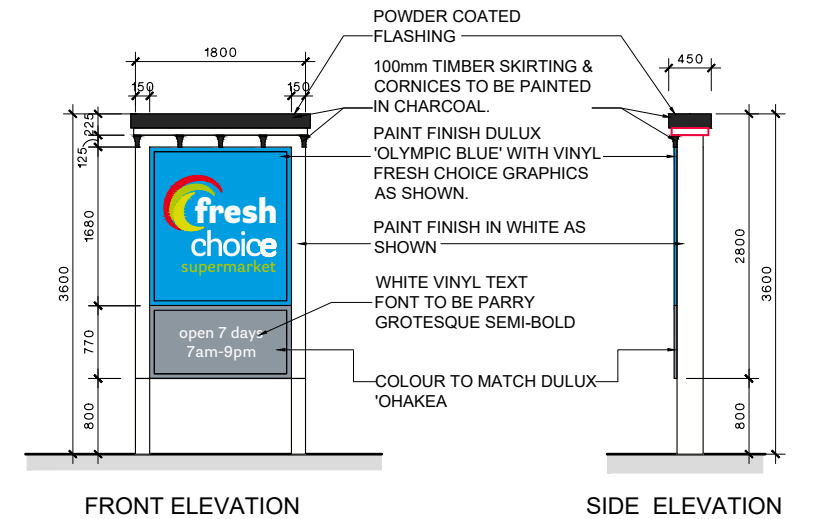
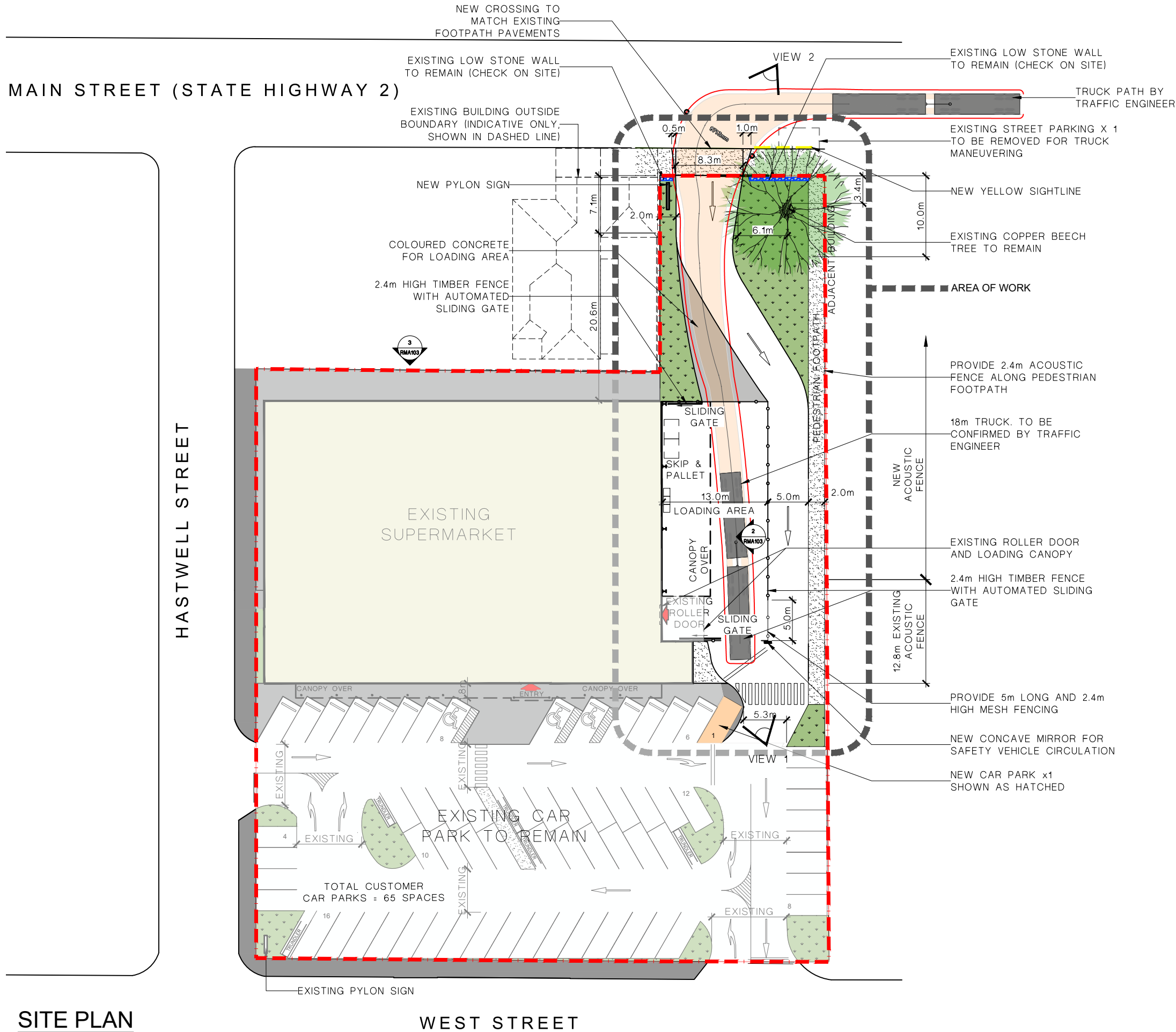
- iii. arrange for a suitably qualified archaeologist to undertake a survey of the site.

Site work may only recommence following consultation with Council.

- The consent holder is advised that the Health and Safety at Work (Asbestos) Regulations 2016 may be relevant to the site considering the age of the dwelling to be demolished. The consent holder must obtain any relevant approvals to remove asbestos prior to commencing demolition, and must abide by the conditions of any such approvals during demolition.

Commented [KPK19]: Relocated from above.

Appendix B RMA Plans



PYLON SIGN
Scale 1:40 at A3

SITE PLAN
Scale 1:500 at A3



PROPOSED SUPERMARKET RESOURCE CONSENT PACKAGE

Fresh Choice Greytown, 12 Hastwell Street, 5712 Greytown, New Zealand.

SCALE: AS SHOWN
DATE: 10 July 2023
JOB NO: 2029-72
DWG NO: RMA-101





1- VIEW FROM WEST STREET CAR PARK

N.T.S.



2- VIEW FROM MAIN STREET

N.T.S.



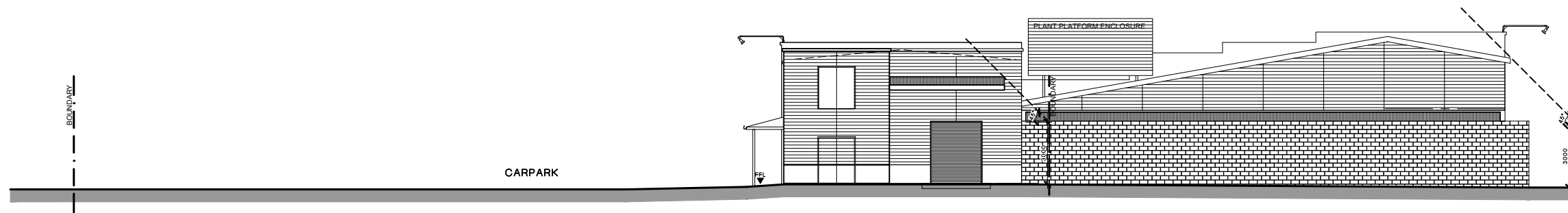
PROPOSED ELEVATION - MAIN STREET

N.T.S.

INDICATIVE ADJACENT
BUILDING

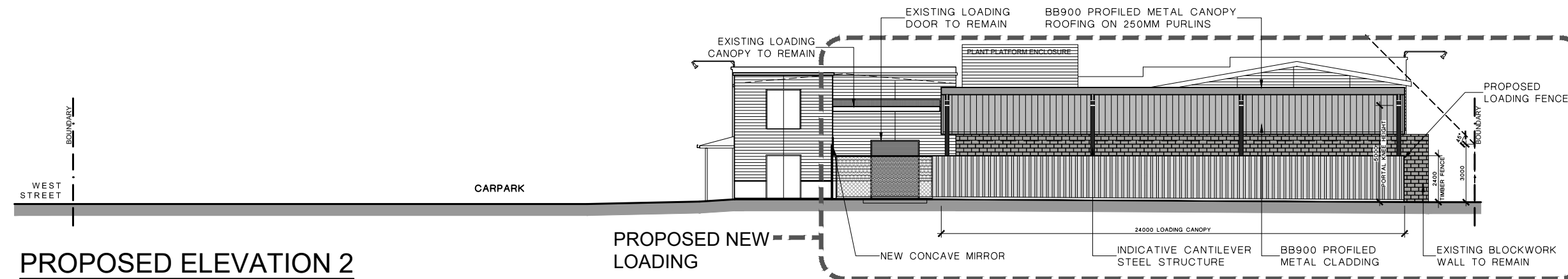
NOTES:

STRUCTURAL ENGINEER TO CONFIRM
NEW CANOPY AND FOOTING FOR LOADING
BAY



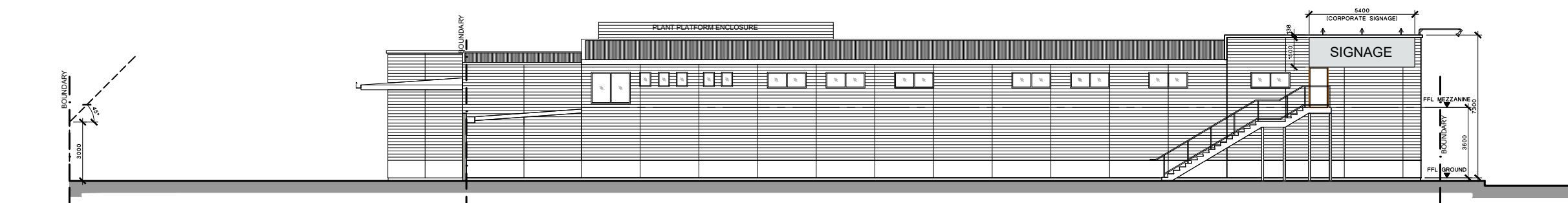
EXISTING ELEVATION 2

Scale 1:250 at A3



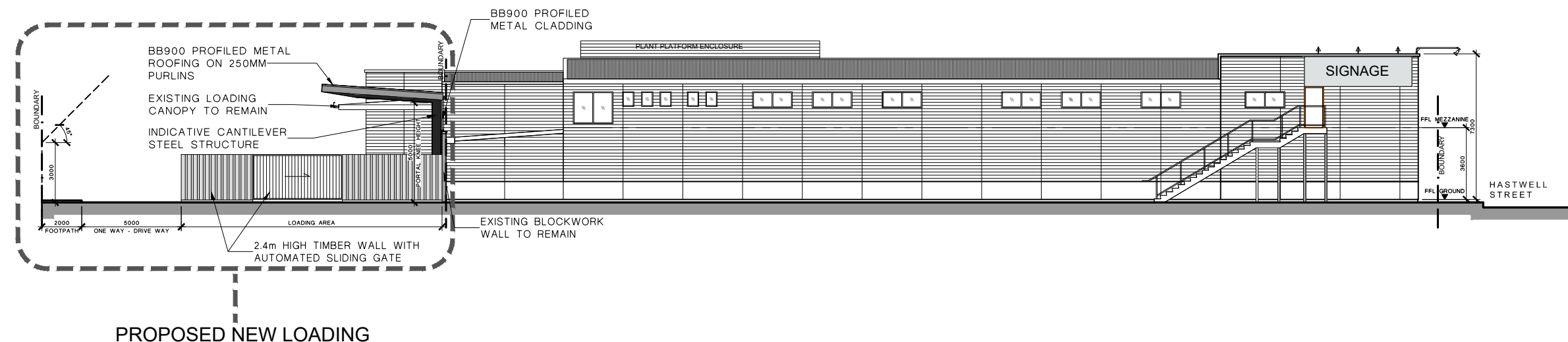
PROPOSED ELEVATION 2

Scale 1:250 at A3



EXISTING ELEVATION 3

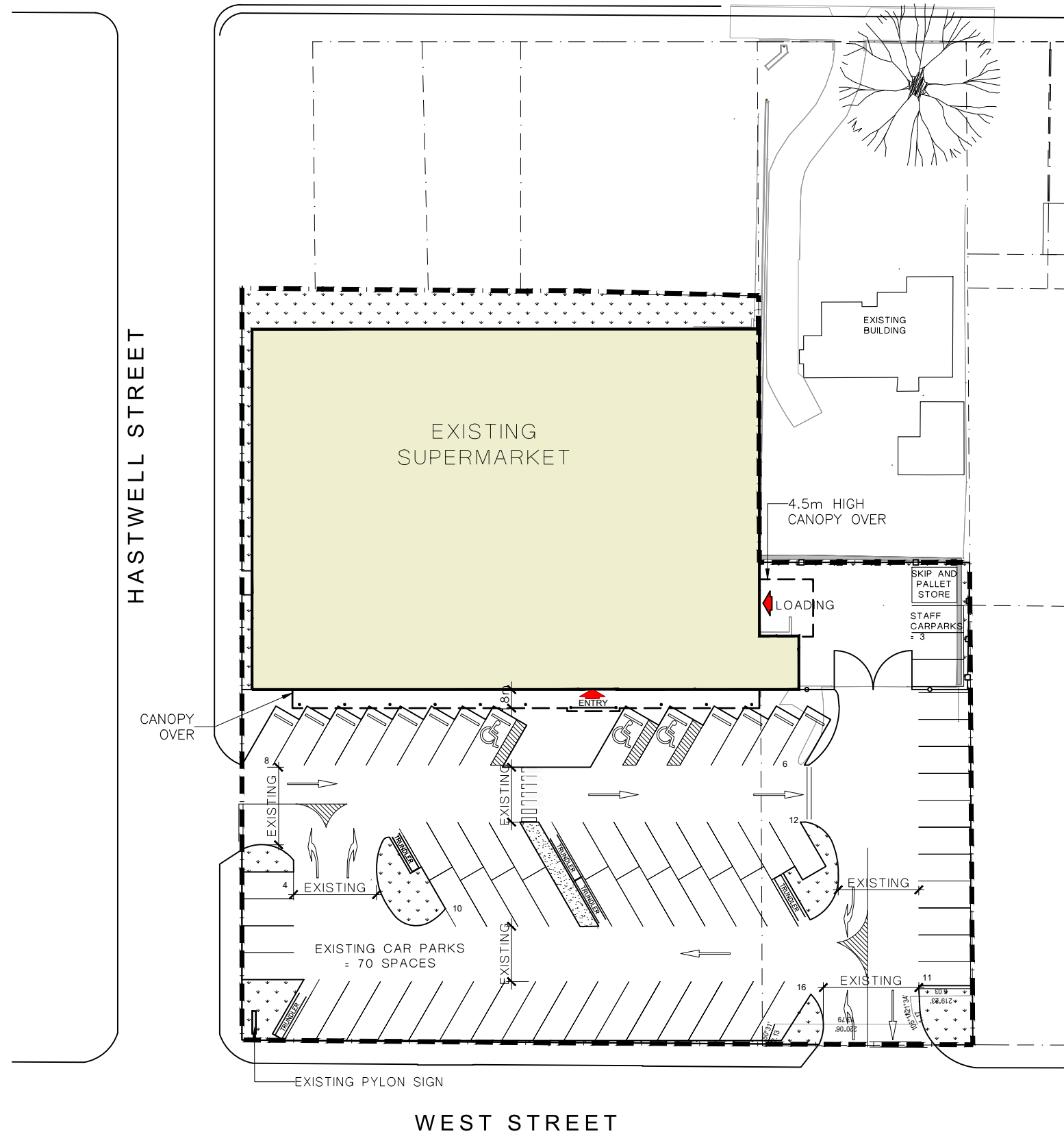
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PROPOSED ELEVATION 3

Scale 1:250 at A3

MAIN STREET (STATE HIGHWAY 2)



EXISTING SITE PLAN

Scale 1:500 at A3



PROPOSED SUPERMARKET RESOURCE CONSENT PACKAGE

Fresh Choice Greytown, 12 Hastwell Street, 5712 Greytown, New Zealand.

SCALE: 1 : 500 @ A3
DATE: 10 July 2023
JOB NO: 2029-72
DWG NO: RMA-104

WOODHAMS
MEIKLE
ZHAN
ARCHITECTS

Appendix C District Plan Objectives and Policies Assessment

Explanatory note:

The following table draws on the statutory assessment in the AEE and is ordered as per the hearing report. Where not included in the hearing report, this is noted in the response.

Provision	Response
Section 5 – Residential zone	
5.3.1 Objective Res1 – Residential Amenity Values and Character <i>To maintain and enhance the character and amenity values of Wairarapa’s residential areas, having due regard to the particular characteristics of each neighbourhood, and the need to provide for a diversity of residential lifestyles and non-residential services and activities.</i>	<p>The hearing report considers residential objectives are relevant given the location of the loading dock within the Residential zoned portion of the Site. At best, these are peripherally applicable in my view given the existing, consented loading dock is located in the Residential zone and the Proposal is located within the Commercial zone. For completeness, I address this objective – noting that the portion of the Site zoned residential is already commercial in nature, as consented, and has been long-established (over 10 years). The existing Site and Proposal therefore represent the component of this objective regarding “the need to provide for a diversity of non-residential services and activities”. To the extent relevant, I do not consider this Proposal is contrary to or inconsistent with this objective.</p>
5.3.2 Res1 Policies <i>(a) Manage the Wairarapa’s residential area under a single overall framework to provide for a wide range of lifestyles in a manner that is consistent with maintaining and enhancing an acceptable level of residential character and amenity values.</i>	<p>As above with respect to applicability and having regard to the existing, consented character of the Residential zoned portion of the Site. I do not consider the Proposal is contrary to or inconsistent with this policy.</p>
<i>(b) To provide residents with an acceptable level of certainty through environmental controls imposed on development and land use in the Residential Zone.</i>	<p>As above with respect to applicability. In this case, the long-established supermarket activity including car parking and servicing and loading ancillary to that activity are accepted</p>

Provision	Response
	within the environment on the interface of three zones. Given the unique nature of consented activity on the site, I do not consider the Proposal is contrary to or inconsistent with this policy.
<i>(c) Apply specific management requirements as necessary to maintain and enhance the special character and amenity values of those residential areas with differing characters.</i>	Not addressed in the hearing report. To the extent relevant given the Residential zone location and Proposal, the residentially zoned portion of the Site represents a “residential area with differing character”. With the consented, established car parking and loading dock associated with the supermarket, it essentially operates as an extension of the Commercial or Industrial zones, pushing the true residential interface to its southern boundary. This interface is then respected by the Proposal with an acoustic fence and other management techniques so as to remain consistent with this policy.
<i>(h) Provide for existing local shopping areas and other supporting services such as schools, and ensure any change or expansion in these areas do not adversely affect the qualities of the residential environment.</i>	The Proposal is wholly consistent with this policy, including having regard to the effect on the qualities of the residential environment for the reasons stated in evidence and in the AEE.
<i>(i) Manage non-residential activities that are not generally accepted within a residential area to avoid, remedy or mitigate adverse effects on residential character and amenity values.</i>	As above, I consider the Proposal is wholly consistent with this policy, noting the established loading dock in the Residential zoned portion of the Site is being extended into the Commercial zone, albeit adjacent that zone boundary and therefore cognisant of the need to avoid, remedy or mitigate adverse effects on residential character and amenity values. For the reasons noted in evidence and the AEE, I consider the

Provision	Response
	Proposal successfully achieves that outcome.
Section 6 – Commercial zone	
6.3.1 Objective Com1 – Character and Amenity Values <i>To maintain and enhance the character and amenity values of the Commercial zone in a manner that enables its commercial functions to provide for the wellbeing of the Wairarapa while mitigating adverse effects on the natural and physical environment.</i>	<p>The Proposal represents continued commercial use of the supermarket and new or extended ancillary commercial uses, being access, servicing and loading activities on land zoned Commercial. The Proposal is considered to support the commercial function of the supermarket and the Site's zoning, and the design of the Proposal, including mitigation measures, are considered to avoid or mitigate adverse effects on the natural and physical environment. This consideration includes effects on heritage and transport, in reliance on the expert evidence by Mr Knott and Mr Hills. I consider the Proposal is consistent with this Objective.</p>
6.3.2 Com1 Policies <i>(a) Maintain and enhance the function, character and amenity of the Commercial zone by controlling the bulk, location and nature of activities and buildings to achieve appropriate levels of scale, density and environmental effects.</i>	<p>As for the reasons given above for the overarching Objective, I consider the Proposal is consistent with this Policy in that the additions to the supermarket building are setback between 20m to nearly 30m from the street frontage; comprise a relatively lightweight canopy over the extended loading space; and the intervening space given over to access and landscaped planting. This arrangement is in keeping with the existing layout and contribution of the Site, with the dwelling set back and front yard landscaping. The service yard will be screened from sensitive residential properties and from the street by solid fencing, as well as planting prevent direct views into the ancillary commercial activity. Most importantly, the Beech</p>

Provision	Response
	Tree and low stone wall are to be retained, ensuring continuity of the key contributions the Site makes to the surrounding character and amenity of the area. The Proposal includes signage which is also considered to have been carefully designed having regard to the above.
<i>(b) Encourage a wide range of appropriate activities within the Commercial zone while ensuring any adverse effects are avoided, remedied or mitigated.</i>	The Proposal is consistent with this Policy, again drawing on evidence by Mr Knott, Mr Hills and Mr Peers in respect of effects and mitigation.
6.3.4 Objective Com2 – Efficient Vehicle & Pedestrian Movement <i>To ensure efficient pedestrian flows, traffic movement and parking within the Commercial zone.</i>	The Proposal achieves efficient traffic movement and parking through the on-site parking area and proposed vehicle crossing for servicing and customers. Mr Hills explains in his evidence how the efficiency of traffic along the State Highway is not diminished by the Proposal, noting less than 1 vehicle's queue length for right-turning traffic at peak times. The efficiency of pedestrian flows is retained along Main Street through design of the crossing ensuring pedestrian priority; and enhanced through provision of separate and safe pedestrian access directly through to the supermarket from Main Street. The Proposal is therefore wholly consistent with this Objective.
6.3.5 Com2 Policies <i>(a) Protect the efficient functioning and safety of activities in the Commercial zone by providing for adequate parking, loading, manoeuvring space and access, while maintaining a predominance of building over parking areas in town centres, and enhancing pedestrian</i>	The Proposal is considered to be consistent with this Policy in that it seeks to provide improved loading, manoeuvring space and access as compared to the inefficient and potentially unsafe activity currently. The Proposal does not promote open car parking areas relative to Main Street,

Provision	Response
<i>safety and convenience where appropriate.</i>	retaining screening of that and the loading space through building design and orientation. Pedestrian safety and convenience as addressed above and in Mr Hills' evidence.
<i>(b) Allow for flexibility when addressing parking provision within the Commercial zone, such as alternative sites and multi-use vehicle parks.</i>	I do not consider this Policy to be relevant to the Proposal.
<i>(c) Ensure all development is safely accessible from the roading network, without compromising the safe and efficient operation of the network.</i>	The Proposal is consistent with this Policy, relying on Mr Hills' expert evidence in respect of safety of accessibility and not compromising the safe and efficient operation of Main Street.
6.3.7 Objective Com3 – Interzone Management <i>To protect the amenity values of any adjoining Residential zone from the adverse effects of activities within the Commercial zone.</i>	The Proposal is considered to be consistent with this Objective, noting the existing residential interface with the existing, consented loading dock on the Site. The use of the site at 134 Main Street will similarly consider residential amenity through appropriate screening, including acoustic fencing, and landscaping, as well as management conditions that will mitigate operational effects in relation to light spill, hours of operation, for example.
6.3.8 Com3 Policies <i>(a) Control the effects of activities as necessary to ensure the scale of development and levels of environmental effects emanating from the Commercial zone do not adversely affect the amenity values and character of the adjacent Residential zone.</i>	As above in response to the overarching Objective, I consider the Proposal is consistent with this Policy.
<i>(b) Limit the expansion of commercial activities into residential neighbourhoods unless there is a demonstrated shortfall of appropriate commercial land and such</i>	As above in response to the overarching Objective, I consider the Proposal is consistent with this Policy. Further, I do not consider the Proposal results in

Provision	Response
<i>expansion is achieved in a manner that protects the viability of existing retail centres.</i>	expansion of commercial activity into residential neighbourhoods, noting the extension of the loading dock is located in the Commercial zone.
6.3.16 Objective Com6 – South Wairarapa Town Centres <i>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.</i>	<p>In comparison to the existing environment and limited contribution that the Site makes to the special characteristics and historic heritage values of Greytown, the Proposal is considered to retain those contributing elements – namely the Beech Tree, the low stone wall, and the landscaped set back. Further, the signage has been designed to be sympathetic to the character and design of the Historic Heritage Precinct, recognising it is larger than permitted but noting, as Mr Knott has recorded, other examples of colourful, modern signage existing within the Historic Heritage Precinct. Further, there are examples of similarly dimensioned vehicle crossings, which in this case is required to achieve safe access by customer and service vehicles and therefore ensures efficient commercial functioning for the Site. For these reasons, I consider the Proposal is consistent with this Objective.</p>
6.3.17 Com6 Policies <i>(a) Recognise the town centres of Featherston, Greytown and Martinborough as Historic Heritage Precincts.</i>	The District Plan recognises Greytown as an Historic Heritage Precinct and this has been incorporated into the careful assessment of the Proposal. The Proposal is consistent with this Policy.
<i>(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.</i>	As above in response to the overarching Objective, I consider the Proposal is consistent with this Policy.

Provision	Response
<i>(c) Avoid new development that is out of character with the historic heritage values of Featherston, Greytown and Martinborough Town Centres.</i>	As above in response to the overarching Objective, I consider the Proposal is consistent with this Policy. Specifically, it is important to note the limited contribution the existing Site condition makes to the historic heritage values of Greytown and the fact that the Proposal retains those contributing elements.
<i>(d) Promote a pleasant pedestrian-oriented retail environment.</i>	The Proposal has carefully considered how to design the Site frontage to promote a pleasant pedestrian-oriented retail environment, whilst enabling required access for the operational and functional requirements of the supermarket. The result is a design that mitigates adverse effects and achieves a pedestrian priority crossing, and retention of the key site features, namely the low stone wall and the Beech Tree. The footpath adds to pedestrian orientation of the Site, encouraging direct and safe access through to the supermarket from Main Street. I consider the Proposal is generally consistent with this Policy.
Section 7 – Industrial zone	
7.3.1 Objective Ind1 – Provision for Industrial Activities <i>To provide for a wide range of activities within the Industrial zone that can function efficiently within acceptable levels of environmental quality and amenity.</i>	The Proposal largely avoids any works in the Industrial zoned portion of the Site and the consented supermarket will continue to operate in that location and in accordance with its consent history. I do not consider this Objective to be wholly relevant but record my consideration that the Proposal remains consistent.
7.3.2 Ind1 Policies <i>(h) Manage the distributional effects of retailing within the Industrial zone to</i>	The hearing report records this Policy as relevant. For the reasons noted above, I do not consider it is and further, the retail use of the Industrial portion of the Site

Provision	Response
<i>maintain the viability of the Wairarapa town centres.</i>	was settled by historic consents and is not contested in this Application.
Section 10 – Historic Heritage	
10.3.1 Objective HH1 – Historic heritage values <i>To recognise and protect the important historic heritage of the Wairarapa.</i>	<p>The Proposal is located with an Historic Heritage Precinct. The Site does not accommodate any heritage features of value itself. The Urban Design and Heritage Assessment has identified that the Site's contribution to the streetscape and associated heritage values of Main Street is limited to the Beech Tree (although not scheduled itself), and the landscaped setback of the Site layout. These features, along with the low stone wall are retained in the Proposal. For the reasons noted in Mr Knott's evidence, I consider the Proposal is consistent with the Objective's intent to recognise and protect important historic heritage.</p>
10.3.2 HH1 Policies <i>(a) Identify significant historic heritage.</i>	<p>Notwithstanding the above conclusions, the thrust of this Policy is not considered relevant in that the District Plan already identifies significant historic heritage.</p>
<i>(b) Avoid, remedy or mitigate the potential adverse effects of subdivision, development and use on historic heritage.</i>	<p>The Proposal has been designed to be sympathetic to the heritage values of the Precinct and nearby heritage items. In particular, the existing building is set far back from the Site frontage to Main Street and does not contribute to the scale, character nor continuity of building frontages elsewhere along Main Street. Mr Knott provides an extensive response to this Policy and drawing on Mr Knott's expertise, I consider the Proposal is consistent with this Policy.</p>
<i>(c) Ensure the important attributes of historic heritage is not disturbed, damaged or destroyed, by inappropriate subdivision, use and development.</i>	<p>For the reasons noted above and more broadly in Mr Knott's assessment and evidence, the Proposal is consistent with this Policy. In particular, I record my view</p>

Provision	Response
	that the Proposal does not comprise inappropriate use or development even in the historic heritage context. A change in environment and use of some modern features does not automatically translate to an adverse effect, having particular regard to the existing Site condition. I consider these features have not been considered in the hearing report's response on this matter or in respect of Section 6 of the Act.
<i>(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.</i>	As above, I consider the Proposal has carefully balanced the operational and functional requirements of the new crossing and service yard with the identified historic attributes of the Site and surrounding environment, including having regard to retention of key features that contribute to the streetscape amenity and the crossing and signage design. I consider the Proposal is consistent with this Policy.
<i>(e) Provide for land subdivision to create conservation lots to protect recognised historic heritage.</i>	N/A
<i>(f) Increase public awareness of historic values and their importance, and encourage the community to support the protection and conservation of historic heritage.</i>	N/A
Section 17 – Transportation	
17.3.1 Objective TT1 – Managing the Road Network <i>To maintain the safe and efficient operation and development of the road network from the adverse effects of land use while maintaining the network's ability to service the current and future needs of the Wairarapa.</i>	I agree with the findings of the hearing report (Harriet Fraser's evidence, section 5) that the improvement to on-site servicing and loading, and the addition of a pedestrian link from Main Street are positive and therefore consistent with this Objective. I prefer the evidence of Mr Hills with respect to the effects arising

Provision	Response
	from the proposed vehicle crossing including in respect of pedestrian and cyclist safety, and the safety and efficiency of the road network. For the reasons noted in Mr Hills' evidence, I consider the Proposal is consistent with this Objective.
17.3.2 TT1 Policies <i>(a) Identify and manage a hierarchy of roads within the Wairarapa to ensure that the function of each role is recognised and protected in the management of subdivision and land use.</i>	This Policy is related more to the District Plan approach to roads. The Proposal interacts with the State Highway and its function is well-recognised and considered in the assessment.
<i>(b) Establish controls and standards on land use and subdivision to avoid, remedy or mitigate any effects of the land use on the safe and efficient functioning and operation of the road network, including loading, parking and manoeuvring.</i>	As above, this relates more to a direction in respect of how the District Plan manages effects on transport networks and effects arising from traffic and associated activities. I consider that the Proposal, and the crossing design in particular, is wholly consistent with the relevant controls and standards, and that further, the Proposal results in safe and efficient functioning and operation of the road network, including on-site loading, manoeuvring and in relation to parking. The Proposal is consistent with this Policy.
<i>(c) Establish controls and standards on new intersections and access points onto roads to avoid, remedy or mitigate any adverse effects on the roads' safe and efficient functioning.</i>	As above for (b).
<i>(d) Promote knowledge and understanding of good roading and access design.</i>	N/A.
<i>(e) Support and encourage the safe provision of non-vehicular forms of</i>	The Proposal is considered to have been carefully designed in recognition of the importance of both pedestrian and

Provision	Response
<i>transport within the road network, including cycling and walking.</i>	cyclist safety and amenity. The pedestrian priority of the vehicle crossing ensures efficient and amenable access over it by pedestrians and the direct link via the pedestrian path to the supermarket positively affects non-vehicular access and connectivity. I consider the Proposal is consistent with this Policy.
<i>(f) Ensure a coordinated approach to addressing capacity and safety issues within the road network, working with New Zealand Transport Agency in relation to State Highways.</i>	The Applicant has sought a coordinated approach, engaging with Waka Kotahi pre- and post-lodgement of the Application. With reference to Mr Hills' evidence, I consider that the matters raised by Waka Kotahi in relation to the Proposal have been satisfactorily addressed and the Proposal can be considered to achieve the intent of this Policy.
<i>(g) Protect natural, amenity and landscape values from the effects of new, reconstructed and upgraded transport infrastructure.</i>	I do not consider this Policy is relevant, noting the vehicle crossing is not likely to be construed as new, reconstructed or upgraded transport infrastructure. Notwithstanding, the Proposal has carefully considered pedestrian amenity values in its design.
Section 18 – Subdivision, land development and urban growth	
18.3.1 Objective SLD1 – Effects of Subdivision and Land Development <i>To ensure subdivision and land development maintains and enhances the character, amenity, natural and visual qualities of the Wairarapa and protects the efficient and effective operation of land uses and physical resources.</i>	The hearing report lists this Objective and the relating Policies but does not conclude whether the Proposal is consistent or otherwise. I consider the Proposal is consistent given it involves land development that maintains or enhances the character, amenity and visual qualities of the Site's surrounding area whilst protecting efficient and effective operation of the supermarket, including its ancillary loading and servicing, and access.

Provision	Response
18.3.2 SLD1 – Policies <i>(a) Manage subdivision and land development in a manner that is appropriate for the character and qualities of the environmental zone in which it is located, while recognising that such change may alter the character and qualities.</i>	<p>The Proposal is located within the Commercial zone and wholly consistent with the anticipated and existing character and qualities for that zone. I agree that the Proposal alters the character and qualities of the existing Site condition but conclude, as addressed elsewhere, that this change does not in itself represent an adverse effect. Further, the Proposal has been assessed and determined by experts in respect of transport and heritage not to compromise the surrounding network and character of the Historic Heritage Precinct, respectively. I consider the Proposal is consistent with this Policy.</p>
<i>(l) Ensure that subdivision and land development adjoining State Highways other arterial roads and the Wairarapa railway, avoid, remedy or mitigate any adverse effects on the safe and efficient operation of the roading and networks.</i>	<p>The Proposal has been assessed by Mr Hills and found to avoid or mitigate any adverse effects on the safe and efficient operation of the road network. The Proposal is therefore consistent with this Policy.</p>
<i>(m) Manage the intensity of development along strategic arterial roads to reduce the cumulative adverse effects on the safe and efficient functioning of such links, particularly from ribbon development.</i>	<p>As above in relation to Policy (m).</p>
Section 19 – General Amenity Values	
19.3.1 Objective GAV1 – General Amenity Values <i>To maintain and enhance those general amenity values which make the Wairarapa a pleasant place in which to live and work, or visit.</i>	<p>The hearing report does not address the objectives and policies in this section. I consider they are applicable and I conclude that the Proposal is consistent with this Objective on the basis that the contributions the Site makes to the amenity values of the surrounding environment are retained and enhanced by the design and mitigation measures inherent in the Proposal. The crossing</p>

Provision	Response
	width is considered to be mitigated to the fullest extent possibly whilst accommodating the operational and functional requirements of the access for service vehicles. Finally, the Proposal improves on-site safety and amenity through removing an existing inefficient servicing layout and therefore supporting the ongoing provision of a critical service, being the supermarket, for the community.
19.3.2 GAV1 Policies <i>(b) Control the levels of noise, based on existing ambient noise and accepted standards for noise generation and receipt.</i>	Noise limits are set within the zone standards. The Proposal can comfortably comply in respect of those zone standards as measured at the nearest Residential zone property, noting the existing loading dock is located adjacent that interface. Further, noise as experienced between commercial and other commercially zoned sites and industrial zoned sites is not controlled by limits in the District Plan. The Proposal involves acoustic screening of the loading area from nearby sensitive activities (zoned Residential) and therefore is consistent with this Policy.
<i>(c) Manage the interface of different environmental zones to protect the sensitive zones from more noisy areas.</i>	As above, this is achieved through application of noise standards as experienced by Residentially zoned sites.
<i>(d) Ensure vibrations occurring through the use of equipment or machinery does not cause adverse effects on the comfort of occupants of adjacent properties.</i>	Vibration arising from trucks entering and exiting the Site is not considered to be any greater than the existing, consented situation which requires the same volume and frequency of trucks to access the Site, reverse in and then exit out of the existing service yard. There is no limit for vibration in the District Plan

Provision	Response
	and it is assumed instead that the imposition of recognised national standards will suffice. The Applicant accepts a condition of consent in this regard. The Proposal is therefore consistent with this Policy.
<i>(e) Manage the intensity, location and direction of artificial lighting to avoid light spill and glare onto adjoining sites and roads, and to protect the clarity and brightness of the night sky.</i>	The Proposal includes conditions requiring management of illumination and outdoor lighting so as to achieve this Policy.
<i>(f) Within the Dark Sky Management Area, manage the light colour temperature, shielding and hours of operation of outdoor artificial lighting to mitigate skyglow to protect the clarity and brightness of the night sky.</i>	As above.
<i>(g) Manage activities with unacceptable visual effects on amenity values, in accordance with the qualities of each environmental zone. As a guide to determining if an activity has unacceptable visual effects, consideration will be given to other policies relevant to a particular activity or environmental zone.</i>	The Proposal has been assessed against the relevant zone policies and found to be acceptable. The Proposal therefore does not represent an activity with unacceptable visual effects, and is wholly consistent with the anticipated outcome for the zone, and in the context of the Historic Heritage Precinct, has been found to be acceptable from a heritage values perspective by Mr Knott. I consider the Proposal is consistent with this Policy therefore.
<i>(h) Manage the levels of odour and dust by avoiding inappropriate odours and dust from adversely affecting sensitive activities on adjoining properties.</i>	Odour and dust can be easily managed during construction through implementation of standard construction management practices. Likewise, through operational management, if deemed necessary. The Proposal is therefore consistent with this Policy.

Appendix D Response to Greytown Heritage Trust's Submission

Greytown Heritage Trust Submission “Missing / Confusing Information”	Response
Several referenced documents relating to the Copper Beech tree are not available.	The only referenced document not included in the Application was an arborist report prepared by Treecology which reached the same conclusions regarding the ability to retain the Beech Tree albeit with a recommendation for a construction system for the vehicle crossing that is not suitable for heavy vehicles and not available in New Zealand. The Applicant therefore sought a second opinion from Mr Peers. Both Mr Peers’ report (including his consideration of the Treecology report) and the tree condition report prepared by All Seasons Tree Services were included in the Application.
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).	I consider Mr Hills’ report and evidence more than sufficiently cover this point.
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.	The proposed crossing can be constructed using standard construction methodology and in accordance with the tree protection measures presented by Mr Peers. Construction methodology and design are regularly concept at resource consent stage and can be appropriately detailed in conditions, prior to construction commencing.
Detail not provided on modification of the water race and how this will prevent flooding.	The Site is not subject to flooding. Stormwater will continue to discharge to soakage and Wellington Water is satisfied with this proposition. The concept civil plan (Appendix E) clearly demonstrates what is proposed for the channel drain, noting it is piped

Greytown Heritage Trust Submission “Missing / Confusing Information”	Response
	upstream and downstream of the Site (and indeed within the Site).
Satisfactory detail on stormwater drainage for the large area of driveway – we understand that stormwater cannot be discharged into a water race.	Refer above. Wellington Water accepts this matter can be addressed through detailed design and via conditions.
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.	The resource consent drawings are not a construction set. It is commonplace for transport details such as a speed bump to be conditioned and implemented alongside a construction management regime.
<p>In relation/regards the illumination of the sign, there is not mention of:</p> <ul style="list-style-type: none"> 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. 	<p>Illumination will be via external downlights that can connect to the structure of the sign. External illumination can be conditioned to comply with the relevant luminance standards, which take into account the Dark Sky Management Area provisions, as accepted by the hearing report. Details such as trenching are not necessary at this stage except to confirm that cabling etc can be designed to avoid the rootzone.</p>
<ul style="list-style-type: none"> The hours the sign will be illuminated. 	The Applicant will accept a condition of consent regarding hours of illumination coinciding with the hours of store operation (i.e. 7am to 9pm).
<ul style="list-style-type: none"> The applicant has not addressed the in-ground services in the existing public footpath at the entry to the proposed footpath. 	The resource consent drawings are not a construction set. It is commonplace for services details such as protection of public infrastructure to be conditioned and implemented alongside a construction management regime.
<ul style="list-style-type: none"> The applicant shows the Property Brokers building as part of the site (2 Hastwell Street). The way it is 	The area shown in red in Figure 1 of the AEE is taken from the records of title supplied by LINZ at the time the Applicant was prepared. Further, the

Greytown Heritage Trust Submission “Missing / Confusing Information”	Response
<p>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.</p>	<p>Council’s LocalMaps shows that Lot 1 DP 311712 incorporates the site at 2-12 Hastwell Street.</p> <p>Notwithstanding, the assessment does not hinge on this matter nor Figure 1.</p>
<ul style="list-style-type: none"> There is no acoustic report to support the type of acoustic treatment required to mitigate the new activity. 	<p>The activity of the service yard is not new. The service yard exists and is being extended, including the existing acoustic treatment on the Site. Absent any information regarding non-compliance with the relevant acoustic standards from the existing arrangement, I consider it appropriate to assume ongoing compliance. The Applicant accepts a condition of consent to this effect. Further, there are no acoustic standards other than in relation to residential zoned land, which is already located adjacent the existing service yard.</p>
<ul style="list-style-type: none"> The landscaping that is only shown on the Woodhams Meikle Zhan’s illustration on drawing 2 View from Main Street needs further consideration with regards to the water race, sign, maintenance, etc. 	<p>I assume the reference to “only” is in relation to the landscaping not being shown in plan. This is due to the proffered condition that landscaping details be provided post-decision with input from a suitably qualified landscape architect. The site plan only identifies the area and location of landscaping to be detailed in the future therefore. Further, the drawing referenced is an illustrative perspective only.</p>
<p>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.</p>	<p>I disagree. The scales on the drawings are clearly stated and accurate. The scales do not need to be identical and indeed have been prepared by different experts for different reasons. This is not intended to be confusing and in my view, each plan can be accurately read and</p>

Greytown Heritage Trust Submission “Missing / Confusing Information”	Response
	<p>interpreted. The Beech Tree has been surveyed and is illustrated accurately on the Topographical Survey Plan that was submitted with the Application. The number of car parks shown on RMA-104 has been identified as an error and corrected in Appendix B to this evidence.</p>

Appendix E Revised Engineering Concept Plan

