APPLICATION FOR RESOURCE CONSENT INCLUDING FAST TRACK CONSENT

Under Section 87AAC or 88 of the Resource Management Act 1991

Return completed form, supporting documents, and application fee to:
Kāpiti Coast District Council,
175 Rimu Road, Paraparaumu 5032
Private Bag 60601, Paraparaumu 5254
Email: resource.consents@kapiticoast.govt.nz

For enquiries:
Phone 04 296 4700 or toll free 0800 486 486 and ask for the Duty Planner
Email: resource.consents@kapiticoast.govt.nz

Council use only:
Formally Received Stamp

Please provide **two copies** of all attachments, unless otherwise specified in checklist.

PART 1 – RESOURCE CONSENT

Description of the Proposal

Establish a 24 hour fully automated service station

Type(s) of Resource Consent Sought

	☒ Please check the relevant box(es)
Land use consent	☒
Is this application for a fast track consent? (see notes on page 3)	☐
Subdivision consent	☐
Other resource consent sought (e.g. from Regional Council)	☐
Do you want any regional consent(s) to be processed jointly?	☐

If applicable, please outline your consent application to the Regional Council.

Previous contact with Council regarding application

	✓ Please tick the relevant box(es) and record officer's name
Pre-application meeting including business start-up meeting	☒ on 8/3/2018
Application previously returned under section 88 (include previous resource consent (RM) number if known)	☐

PART 2 – DETAILS OF THE APPLICANT(S)

I/We apply for the land use and/or subdivision resource consent(s) described above. I/We note that any application for regional consent(s) must be made to the Regional Council.

Applicant's name: *(please write all names in full):*	Gull NZ Ltd	
Electronic address for service:	KarlM@gull.nz	
Contact details:	Landline: 09 489 1452	Mobile:
Alternative address for service:	PO Box 33942, Takapuna 0740	

DETAILS OF AGENT ACTING FOR APPLICANT (if different from above)

Agent's name:	Tracy Hayson, Wasley Knell Consultants	
Electronic address for service:	tracy@wasleyknell.co.nz	
Contact details:	Landline: 07 577 1996	Mobile: 027 474 4043
Alternative address for service:	PO Box 381 Tauranga 3140	

DETAILS FOR BILLING (if different from Applicant)

Name:	Same as applicant	
Electronic address for service:		
Contact details:	Landline:	Mobile:
Email:		

PART 3 – SITE INFORMATION

The physical site to which this application relates is described as:

Number:	3	Street:	Kapiti Road	Town:	Paraparaumu
Legal Description:	Part Lot 1 DP 77182				

PART 4 – SUPPORTING INFORMATION REQUIRED

I/We provide the following information in support of this application to satisfy the requirements of Section 88 (4) of the Resource Management Act 1991

• **Information required by Schedule 4 of the Resource Management Act 1991**	☐
• **Assessment against Part 2 of the Resource Management Act 1991**	☐
• **Certificate of Title for the site** (Note: must be no more than three months old) **and any relevant Consent Notices, Easement / Encumbrance documents**	☐
• **Full set of plans and any other required technical reports** (refer to attached guidelines)	☐
• **Notice of written approval from affected parties if relevant** (these must be signed by all owners of a property)	☐

Please refer to attached information requirement checklist.

If you are unsure about any information requirements, please contact the Council Duty Planner or your independent Planning Advisor before you submit this application. This will help to reduce potential delays in processing.

Application Fee (Deposit)

I/We enclose the fee of $ $1148 (as required under Section 36 of the Resource Management Act 1991)

Privacy Information

The information you have provided on this form is required so that your application for consent can be processed under the Resource Management Act 1991, and so that statistics can be collected by the Council. The information will be stored on a public register and held by the Council.

The details may also be made available to the public on the Council's website, www.kapiticoast.govt.nz. These details are collected to inform the general public and community groups about all consents which have been received and issued through the Council. If you would like to request access to, or correction of, your details please contact the Council on 04 296 4700 or toll free on 0800 486 486 and ask for the Duty Planner.

Once this application is lodged with Council, it becomes public information. If there is any sensitive information in the proposal, you may request that it is withheld and the Processing Officer will contact you regarding this matter.

Signature(s)

I/We hereby certify that, to the best of my/our knowledge and belief, the information given in this application is true and correct. I/We undertake to pay all actual and reasonable application costs incurred by the Kāpiti Coast District Council.

Signature of applicant/agent (no signature is required if the application is being submitted electronically):

Name: (Please Print) Tracy Hayson 

Date: 6 July 2018

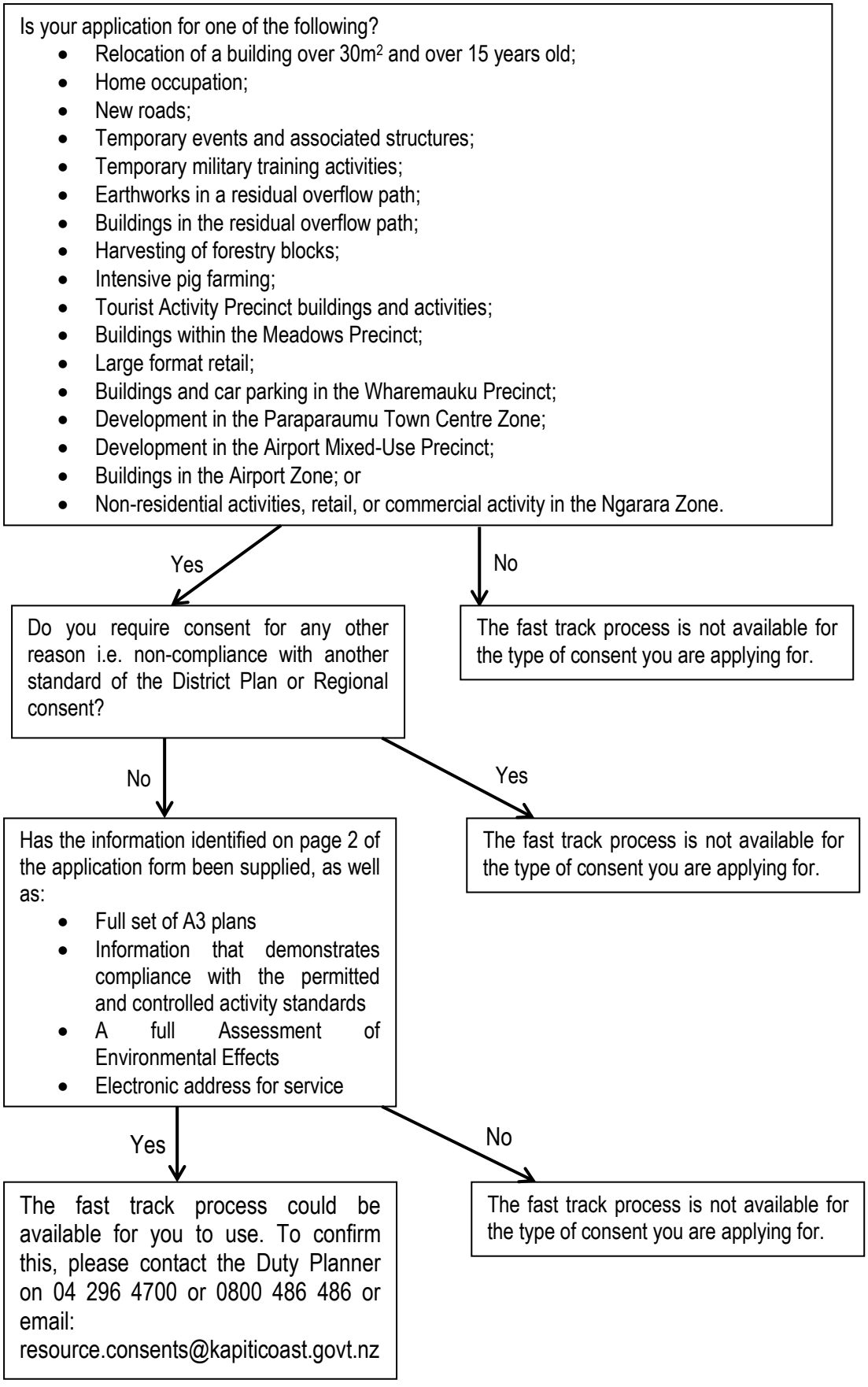
FAST TRACK APPLICATIONS

Previously all non-notified resource consent applications were subject to a 20-working day process, regardless of the scale of the application. The Resource Management Act 1991 has been amended to introduce a new fast track process.

Where a land use resource consent has been applied for in respect of a controlled activity, Council must process and issue a decision within 10 working days unless the Applicant choose to opt out of the fast track process. Council has no discretion to decline controlled activity consents.

There are currently 17 land use controlled activities in the Operative District Plan; this may change when decisions are released on the Proposed District Plan. The most common applications received for land use controlled activities are for home occupations and relocated buildings.

The Operative District Plan contains the activities which are classed as Controlled Activities. If you are unsure whether the proposed activity can be processed as a fast track consent, please contact the Council Duty Planner or your independent Planning Advisor.

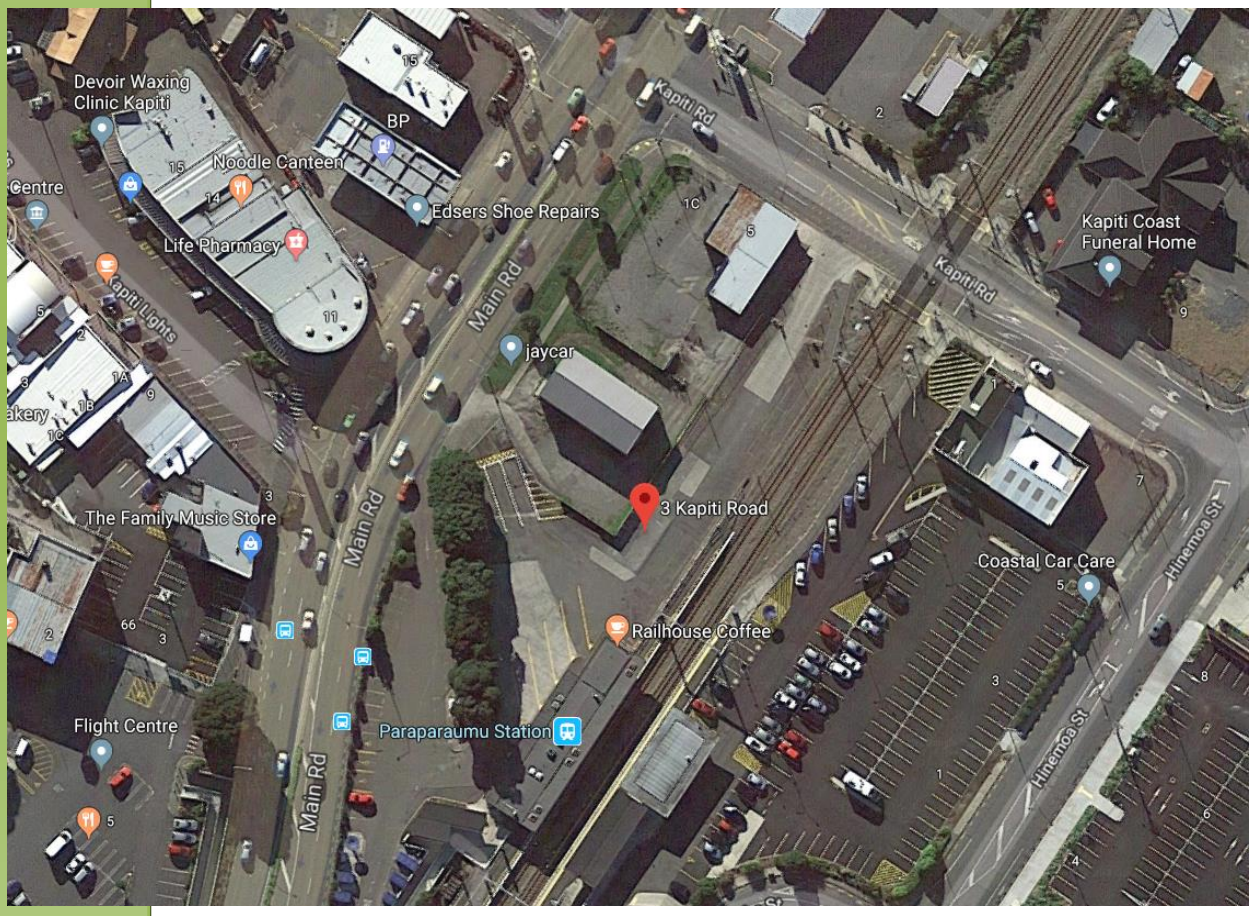

Is your application for one of the following?
Relocation of a building over 30m² and over 15 years old;
Home occupation;
New roads;
Temporary events and associated structures;
Temporary military training activities;
Earthworks in a residual overflow path;
Buildings in the residual overflow path;
Harvesting of forestry blocks;
Intensive pig farming;
Tourist Activity Precinct buildings and activities;
Buildings within the Meadows Precinct;
Large format retail;
Buildings and car parking in the Wharemauku Precinct;
Development in the Paraparaumu Town Centre Zone;
Development in the Airport Mixed-Use Precinct;
Buildings in the Airport Zone; or
Non-residential activities, retail, or commercial activity in the Ngarara Zone.
Yes
No
Do you require consent for any other reason i.e. non-compliance with another standard of the District Plan or Regional consent?
The fast track process is not available for the type of consent you are applying for.
No
Yes
Has the information identified on page 2 of the application form been supplied, as well as:
Full set of A3 plans
Information that demonstrates compliance with the permitted and controlled activity standards
A full Assessment of Environmental Effects
Electronic address for service
The fast track process is not available for the type of consent you are applying for.
Yes
No
The fast track process could be available for you to use. To confirm this, please contact the Duty Planner on 04 296 4700 or 0800 486 486 or email: resource.consents@kapiticoast.govt.nz
The fast track process is not available for the type of consent you are applying for.

Resource Consent Application

Gull New Zealand Ltd

24 Hour Service Station

3 Kapiti Road, Paraparaumu.



Wasley Knell Consultants Limited

July 2018

Contents

Appendices:

1. Proposed Plans
2. Transportation Assessment Report
3. Rules Assessment Table
4. Preliminary Site Investigation Report
5. Geotechnical Assessment Report

APPLICANT:	Gull New Zealand Limited
PROPOSAL:	24 hour service station
LEGAL DESCRIPTION:	Lot 1, DP 77182
LOCATION:	3 Kapiti Road, Paraparaumu
ZONING:	Industrial

1.0 PROPOSAL

The application is for a 24 hour fully automated service station. The proposal includes:

- Construction of a forecourt with 6 dispensers with individual Gull 'winged' canopies
- Installation of 2 underground tanks containing 60,000 litres of fuel each, being a combination of petrol (85,000 litres) and diesel (35,000 litres)
- Installation of a SPEL oil and water separator
- Construction of an IT services shed
- Gull identification and warning signage including an 8m high freestanding sign
- Landscaping and fencing
- Leased carparking area (965m2) on the balance of the site.

Both the proposed and operative district plans are relevant to this proposal. The site is located within the Industrial Zone in both District Plans. An assessment of the proposal has been undertaken against the relevant provisions in the district plans and the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NESCS).

Consent is required for the following matters:

Operative Kapiti Coast District Plan	**Activity Status**
Rule D.5.1.3(B)(i) non-compliance with permitted activity performances standards - Earthworks volumes in D.5.2.1(ii) - Rule L.3 Sign standards industrial zone - Rule K.2 Traffic concerns, arterial route stations - Rule J.4.1 Parking, loading and access,	Discretionary Activity
Rule D.5.1.3(B)(vi) Major traffic activity.	Discretionary Activity

Proposed Kapiti Coast District Plan	Activity Status
Rule 3A.3.4 Earthworks volumes	Restricted Discretionary Activity
Rule 9B.3.4 Earthquake Hazards	Restricted Discretionary Activity
Rule 11.E.3 Major traffic activity	Restricted Discretionary Activity
Rule 12.C.2.1 signs	Restricted Discretionary Activity
Rule 11.E.3.1 Transport, access and off street parking. Non-compliance with the permitted activity performance standards - Rule 11E.1.2.1 vehicle movements. - Rule 11E.1.3.10 - Rule 11E.1.3.3 access - Rule 11E.1.8.3(b) Arterial route stations	Restricted Discretionary Activity

Overall, the proposal is a **discretionary activity** under the provisions of the Operative and Proposed Kapiti Coast District Plan and is a **permitted activity** under the NESCS.

2.0 LOCATION

The site is approximately 2200m^2 in area and is located at 3 Kapiti Road in Paraparaumu. The site is currently accessed via two existing crossings at Kapiti Road and State Highway 1 (Amohia Street).

The east of the site is bound by the Paraparaumu train station and tracks, industrial buildings and a carpark. State Highway 1/Amohia Street runs to the west.

The site adjoins the train station building and is subject to a right of way easement[1] in favour of New Zealand Railways Corporation (Paraparaumu Railway Station) that must remain clear of buildings and structures. Other easements for services also effect the land and have been incorporated into the site design.

[1] Memorandum of Transfer B449633.7 T

Figure 1. Location Plan 3 Kapiti Road, Paraparaumu.

3.0 RESOURCE MANAGEMENT ACT 1991

Before making a decision pursuant to Section 104B of the Act, Council must consider the proposal pursuant to Section 104 of the Act. Subject to Part 2, Section 104 requires that regard be given to any actual or potential effect on the environment and any relevant policies under or other provisions of the district plan and any other relevant matters. The proposal qualifies as a discretionary activity as identified by the provisions of the Kapiti Coast District Plan (operative) and restricted discretionary by the Kapiti Coast District Plan (proposed) and the NESCS.

Section 5 of the Act (Purpose) declares the statutory purpose of sustainable management as that which *"enables people and communities to provide for their social, economic and cultural wellbeing".*

Enabling the wellbeing of people and communities has to be achieved in the context of Section 5(2)(a)(b)(c). In particular the responsibility of (c) for *"avoiding, remedying or mitigating any adverse effects or activities on the environment".*

The proposal represents a sustainable use of the land resource as it sees the redevelopment of an industrial property into a comprehensively designed activity that will ensure the management of off-site effects is in keeping with the intent for

the zone. Such effects include the installation of a stormwater management system to filter and dispose of stormwater and contaminants, and the provision for improved visual amenity. The proposal is in keeping with the character and scale of activities established on the site and in the general area.

There are no Section 6 matters (National Importance) of relevance to the consideration of the proposal.

Section 104B of the Act enables the Council to either grant or refuse consent for a discretionary activity and, if granted, the consent may be subject to such conditions under Section 108, as are deemed appropriate.

An assessment of the provisions of the NESCS has been undertaken and concludes that the provisions are relevant to this application as the site is "a piece of land". The activity is permitted under the NESCS.

4.0 BACKGROUND

The site has been occupied by Mana Coach Services as a bus depot over recent years. The contract to provide this service has now ended and the bus service will be relocated off the site. Gull has been in discussions with the state highway revocation team and the NZ transport Agency regarding the bus service relocation and redesign of the road generally. We understand that the team is still working on a design and no plans are available at this stage.

5.0 OPERATIVE AND PROPOSED DISTICT PLAN RULES

The site is zoned Industrial. Both the proposed and operative district plans are relevant to this proposal and have both been considered in the tables below.

5.1 Performance Standards

An assessment of the activity against the relevant zone and district wide performance standards. Has been prepared for both the operative and proposed district plans. The assessment is provided in a table format attached in Appendix 3.

Overall, the proposed activity is a **discretionary activity** under the Operative District Plan, and a **restricted discretionary activity** under the Proposed District Plan.

6.0 ASSESSMENT OF ENVIRONMENTAL EFFECTS AND OBJECTIVES AND POLICIES

The objectives and policies of the both district plans provide the framework against which the proposal should be assessed. The following sections are considered the ***key areas for assessment and the relevant objectives and policies are outlined under*** each section.

6.1 Use and location

Operative District Plan

Objective 1.0
sustain and enhance the character of the district's centres of industrial service activity including the amenity values of these areas and efficient use of the transport and service infrastructure and ensuring the adverse effects on the natural environment and on the amenity ***of nearby residential areas are avoided.***

Policy 1 - Amenity Values
Ensure activities maintain and, wherever possible, enhance the amenity values of the industrial areas of the district as efficient and pleasant working environments by avoiding, remedying or mitigating the adverse effects of industrial activities.

Policy 2 - Industrial Fringe
Control the adverse effects of industry on adjacent residential and commercial/retail areas and arterial traffic ***routes****.*

Policy 5- Clean Industry
Encourage the establishment of industries that practice water conservation and allow industries whose effluent does not adversely affect the sewage treatment plants.

Policy 7 - Natural Environment
Ensure the adverse effects of industrial use and development on the natural environment are avoided, remedied or mitigated

Proposed District Plan

Policy DW8 – Management of Business Activities
Business activities within the District will be managed to enable consolidated, efficient and integrated business areas within identified zones and precinct areas, to: a) provide the community with convenient access to goods and services, and opportunities for employment and social interaction; b) ensure an adequate supply of land to meet commercial and industrial demands so as to encourage economic growth and development; c) integrate with the provision of strategic and community infrastructure, including the transport network; d) limit development where environmental constraints or servicing capacity inadequacies exist, unless these issues can be adequately addressed; and e) manage the effects of the distribution of business activities, through: i. providing for a range of retail and commercial activities to meet the community's social and economic needs, principally within identified centres, and primarily at the Paraparaumu Sub-Regional Centre within the District Centre Zone and the Town Centre Zone, with more localised needs provided for within the Local Centre Zone; ii. providing for a range of industrial activities, principally in the

Industrial/Service Zone, where their scale and extent of effects can be appropriately catered for, whilst meeting the District's economic needs

Policy 6.16 – Land Use and Built Form in the Industrial/Service Zone
A range of industrial activities within the Industrial/Service Zone will be provided for in a manner which avoids or mitigates impacts on adjoining sensitive activities and areas.

The location, type, scale and built form of subdivision, use and development in the Industrial/Service Zone will be managed to mitigate adverse effects, whilst meeting the District's economic needs.

Subdivision, use and development in the Industrial/Service Zone will be undertaken in the following manner: a) building entrances will be obvious from the street through landscaping design or the form of the building; b) sufficient on-site service areas, including car parking, will be provided; c) service areas will be screened and planting and landscaping will be provided for visual interest; d) appropriate access to the arterial road network will be provided and direct access to local residential streets will be avoided; e) buildings will be located and designed to minimise visual impact, including effects on prominent dunes, ridgelines and other sensitive areas; f) the proliferation of signs will be avoided; and g) the amenity values and safety of the streetscape in the Industrial/Service Zone will be maintained and, where possible, enhanced through the application of the Crime Prevention Through Environmental Design Guidelines set out in Appendix 5.5 and the Streetscape Strategy and Guidelines set out in Subdivision and Development Principles and Requirements 2012.

The objectives and policies focus generally encouraging activities of an appropriate form and function for the Industrial Zone. The proposed site is located within the Industrial Zone in a developed area of Amohia Street. The existing environment consists of a typical industrial type activities and buildings and is further character by the traffic environment of the arterial road network and rail line.

The proposed activity will be consistent with surrounding activities and makes efficient use of an existing site. The service station will be design and operated to ensure any potential adverse effects are appropriate managed.

6.2 Traffic

Operative District Plan

Objective 1.0
To achieve a transport infrastructure that provides for efficient and safe movement of people and goods throughout the district and which avoids, remedies or mitigates adverse effects of existing and new traffic routes.

Policy 6
Ensure that all developments, on approval, provide for safe vehicular and pedestrian access and adequate carparking areas.

Policy 12
Protect the existing state highway and/or proposed routes from the adverse effects created by adjoining land use activities including the subdivision of land, to ensure the safe and efficient movement of goods and people through the District.

Proposed District Plan

Policy 11.30 – Integrated Transport and Urban Form
Development and subdivision will be integrated with and consistent with the transport network hierarchy in Schedule 11.2, and undertaken in a manner and at a rate to ensure:
a) the transport network is capable of serving the projected demand safely and efficiently;
b) the location of development is appropriate, including providing for the colocation of compatible developments and land use and transport networks to reduce unnecessary travel;
c) travel time and distance to services are minimised for all modes of travel;
d) development is consistent with Council's Subdivision and Development Principles and Requirements 2012; and
e) enhanced community connectivity is achieved, resulting in more efficient travel patterns from the community. sensitive activities; and c) promoting reliable access of workers to employment, with a priority placed on local employment access but a recognition of links with regional employment.

Policy 11.34 – Effects of Land use on Transport
The potential adverse effects on the transport network from development and subdivision will be avoided, remedied or mitigated by identifying both the key existing transport routes and proposed transport routes likely to be required long term as part of the District's transport network and having regard to these when considering applications for subdivision or development.

Policy 11.35 – Safety
The safety of all transport users will be enhanced during the development, operation, maintenance and upgrading of the transport network, by:
a) implementing the principles set out in Appendix 5.5 - Crime Prevention Through Environmental Design (CPTED) Guidelines;
b) requiring that all developments provide for safe vehicular and pedestrian access, and have adequate visibility (sight lines);
c) requiring all developments to have safe connections to the wider transport network; and d) requiring adequate visibility and sight lines for level crossings.

Policy 11.36 – Parking
All new subdivision and development shall provide for safe vehicular and pedestrian access and appropriate vehicle parking areas by:
a) providing parking numbers, layouts and dimensions consistent with parking standards;
b) supplying adequate off street parking to meet the demand of the land use while having regard to the following factors:
i. the intensity, duration location and management of the activity.
ii. the adequacy of parking in the location and adjacent areas.

iii. the classification and use of the road (as per transport network hierarchy in Appendix 11.2), and the speed restrictions that apply.
iv. the nature of the site, in particular its capacity to accommodate parking.
v. the characteristics of the previous activity that utilised the site;
c) taking effects on neighbouring areas into account when designing the location, layout and number of parking spaces (including car and cycle parks and disability car parks;
d) ensuring the location, layout and number of disability carparks and cycle parks is safe, user-friendly and appropriate; and
e) achieving a balance between encouraging mitigation of parking overflow effects (e.g. shared use of car parking), and discouraging car-based travel through use of travel plans.

The policy framework and matters for assessment primarily relate to the safe and efficient functioning of the road network. Harrison Transportation has undertaken a transportation assessment of the proposal (Appendix 2) including the design for access and manoeuvring for both customers and tanker deliveries.

The site has two existing crossings. One onto Amohia Street and one to Kapiti Road. These accesses will be retained, and upgraded as required, for the proposed activity and have been assessed as adequate.

The transportation report recommends trimming of vegetation on the road reserve on Amohia Street to improve sightlines at the access. There are no other safety concerns.

Tanker deliveries to the site are estimated at 2 to 3 per week. Heavy vehicles are not otherwise accommodated at the site with no provision for high flow diesel or high boom dispensers.

Following the opening of the Kapiti Expressway in 2017, Amohia Street is no longer the primary north-south transport route, and traffic volumes have dropped significantly. The state highway is currently subject to a revocation process and within 18 months will be re-classified as a Council operated road. NZTA proposed to make changes to Amohia Street at the location of the site, however the specific timing and design of the works is unknown at this time.

The applicant proposed to construct and area of leased parking along the access to Kapiti road. This is a secondary activity to the services station and presents an efficient use of the land that would otherwise remain vacant. Observations of the adjacent park and ride facility is that it is at or near capacity and the proposed parking will provide additional supply. No adverse effects are associated with the provision of the leased parking.

Overall, the proposal is consistent with the objectives and policies of the district plans. Harrison Transportation is satisfied the site design is suitable for the proposed use as a service station and it can be readily accommodated within the local transportation environment.

6.3 Signage

Operative District Plan

Objective 1.0
Ensure that the location and design of signage for activities do not have significant adverse effects on the safety of the transport infrastructure and visual amenity values of the environment

Policy 2 - Road/Pedestrian Safety
Ensure that signs do not interfere with the safe and efficient use of roads and pedestrian ways.

Policy 3 - Design And Location
Recognise the public benefit and traffic safety advantages of appropriately designed and located signs.

Proposed District Plan

Policy 12.5 – Public Benefit
The public benefit of appropriately designed and located signs will be recognised.

Policy 12.7 – Character and amenity of the Working Zones
The type, size, location and design of signs will be managed to enable businesses to identify and advertise their business premises while minimising any adverse effects of such signage on the landscape, character and amenity values of the Working Zones.

Policy 12.8 – Safety
A. The traffic safety benefits of appropriately designed and located signs will be recognised; and B. Signs will be designed and located so they do not interfere with the safe and efficient use of roads (including State Highways) and pedestrian/cycle ways.

Policy 12.9 – Sign Assessment Criteria
In considering resource consent applications for activities which do not meet the permitted activity standards for signs, or signs that are not provided for as a restricted discretionary activity under Table 12C.2, the Council shall have regard to the following matters to determine the appropriateness or otherwise of the proposed sign:

Purpose
a) the primary purpose and any secondary purposes of the sign. For example, to provide information to the community, to give directions, to attract attention, to advertise sponsorship, or private advertising;
b) the degree to which the sign(s) relate to activities on the site or in a nearby area;
c) the extent to which the proposed sign type is needed compared to a sign that complies with the permitted activity standards;
d) the extent to which any wider public benefit may result from the sign being displayed;

Location
a) the effects of the bulk, location and placement of the sign(s) on a site or building, including existing and proposed sign(s);

Character and Amenity
a) the proposed location, size, design and content of any proposed sign and its consistency with the character and amenity values of the site, adjacent sites and the surrounding area;
b) the visual dominance and proliferation of the sign(s) and the number of signs already existing on the site and on adjacent sites;

Type of sign
a) the colour, material and reflectivity of the sign(s);
b) whether the sign(s) contain any offensive or objectionable material including any conditions of consent required to maintain the content of the sign in this respect; c) whether the sign will or is likely to detract from the character and amenity values of the area;

Safety
a) the degree to which the sign(s) may adversely affect traffic and pedestrian/cyclist safety, including sightlines and any potential obstructions or distractions to pedestrians, cyclists and motorists;
b) …;
c) the degree of effects of the proposed sign(s) on the efficiency of the adjacent and surrounding road network;
d) any traffic safety benefits of having the proposed type of sign(s); and

Cumulative Effects
a) any cumulative effects relating to any of the above.

The proposal includes two Gull identification signs to be located adjacent to both accesses to the site (Amohia Street and Kapiti Road). The signs are 8 metres high by 2.1 metres wide and are typical of nationwide standard service station pylon signage; containing brand and price information.

With respect to the specific matters of assessment, the following comments are made:

- The sign is fit for purpose, providing identification for the site. The size of the sign is used for clear identification and driver safety and will meet NZTA requirements.
- The location of the sign was considered as part of the transportation assessment.
- The type of sign is not out of character in the area which is industrialised and includes a range of signage for the existing business activities.
- There are no known cumulative effects as a result of this proposal.

Service station signage is a characteristic of this type of activity and identifies the site for motorists as they approach. The signage does not create adverse visual effects that would not be acceptable in this industrial environment.

6.4 Hazardous Substances

Operative District Plan

Objective 1.0
The prevention or mitigation of any adverse environmental effects of accidental discharges to the environment caused by the storage, use, transport or disposal of hazardous substances

Policy 1 - Location
Ensure hazardous facilities are located so that they do not pose a risk to the environment and/or to human health.

Policy 2 - Hazardous Facilities Management
Ensure hazardous facilities are designed, constructed and managed to avoid, remedy or mitigate adverse effects and unacceptable risks to the environment or human health

Policy 3 - Cumulative Effects
Ensure the cumulative effects of hazardous facilities will not pose unacceptable risks to the environment and human health.

Policy 4 - Resource Consents For Hazardous Facilities
Have particular regard to the following matters when assessing consent applications for hazardous facilities:

- *The location of any special natural features to be protected, or other environmentally sensitive areas;*
- *Any risk related to natural hazards, such as earthquakes or floods;*
- *The availability of, and access to, suitable transport corridors;*
- *The density and nature of surrounding development; and*
- *The structures, procedures and contingency plans that may be required to prevent or minimise any adverse effects beyond the boundary of the site, and, in particular, the accidental discharge of any hazardous substances into water, whether directly, through land, or through a drainage system.*

The hazardous substance component of this proposal includes the installation of two underground petroleum storage tanks and associated infrastructure. The use and storage of fuel is provided for within the permitted activity rule for service stations in the Operative District Plan. The site is Industrially zoned, and not located near known sensitive features or hazards areas.

The site will be operated in accordance with an Environmental Management Plan (EMP)which covers all aspects of operation and risk management for the site. A condition of consent requiring the EMP to be submitted Council prior to commencement of the operation of the site is standard practice for service station resource consents and is recommended for the proposal.

It is noted that Hazardous Substances are covered by other legislation. The Environmental Management Plan is prepared in accordance with the requirements of the Worksafe NZ including Code of Practice for the Design, Installation and Operation of Underground Petroleum Storage Systems. Location test and stationary container certification is required to be obtained prior to the operation of the site commencing. Adherence with the legislative requirements for construction and use of hazardous facilities will ensure the proposal does not result in adverse effects on the environment, including sensitive land uses and the road network.

The following comments address the specific matters of discretion:

- There are no known special natural features of environmentally sensitive areas near the site.
- The earthquake risk has been addressed via the provision of a geotechnical report (Appendix 5) which finds that the site is suitable for the proposal.
- The site has suitable existing transport access.
- The surrounding development is consistent with an Industrial zone, and similar to that of other service stations.
- The structures have been designed according to relevant standards. The Environmental Management Plan addresses the contingency measures in place for any accidental discharge.

Overall, it is found the proposal is consistent with the relevant objectives and policies and will less that minor adverse effects.

6.5 Services and Infrastructure

The proposal includes the installation of an oil and water separator (SPEL system) to ensure stormwater from the forecourt area is collected and treated prior to entering to the council stormwater network. Refer to the Drainage Plan in Appendix 1

No wastewater connection is required for the proposal. An IT services shed onsite will be connected to the electricity network. Water connection is available at the kerb.

The site contains a large number of services and easements, which have been taken into careful consideration during the design. Details of the specific locations are available in Appendix 1.

6.6 Earthworks and National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NESCS)

Operative District Plan

Objective 1.0

To maintain the district's natural landforms by ensuring any adverse effects of earthworks on the natural, physical and cultural environment are avoided, remedied or mitigated

Policy 1 - general assessment criteria
Ensure the adverse effects of earthworks on the environment are avoided, remedied or mitigated when considering applications for resource consents for earthworks by taking into account the following:

- *The extent to which any earthworks may impact on prominent or visually sensitive landforms, including the coastal marine area, ridgelines, dunes, escarpments, native vegetation, wetlands and waterbodies and the effects of earthworks on water quality;*
- *The extent to which any cut or fill can be restored or treated to resemble natural landforms. Council will seek to avoid the creation of unnatural scar faces;*
- *The extent of screening by vegetation;*
- *The extent to which any cut or fill will remove existing vegetation, alter existing landforms, affect water quality through siltation or affect existing natural features such as waterbodies;*
- *The provision of acceptable roading gradients, practicability of drainage systems, minimum site building levels, drive on access to all lots and creation of practical reserve areas;*
- *The necessity for carrying out the works; and*
- *Whether the earthworks proposed increase or decrease flood hazards*
- *The outcome of consultation with Tangata Whenua in accordance with the requirements contained in the Fourth Schedule of the Resource Management Act 1991.*

Proposed District Plan

Policy 3.14 - Earthworks
All earthworks activities will: a) be managed to protect geological features identified in Schedule 3.6 from disturbance; and b) be sympathetically located and of a scale that protects the values of outstanding natural features and landscapes identified in Schedule 3.4; and c) avoid or mitigate erosion and off-site silt and sediment runoff to the Council's reticulated stormwater system and waterbodies.

Objective 2.10 – Contaminated Land
To prevent or mitigate any adverse environmental effects, including risks to human health and the environment, arising from past, present or future activities involving contaminated land.

Policy 9.15 – Avoid High Density and High Risk Uses in Fault Avoidance Areas
Higher density and higher risk uses such as commercial and industrial activities, community buildings and multi-unit housing (BIC type 3 and 4 in Table 9.1) will be located to avoid Fault Avoidance Areas where they are identified in the Risk Management Approach.

Policy 9.19 – Identify Contaminated and Potentially Contaminated Land
Contaminated and potentially contaminated land will be identified, including through the resource consent or plan change processes, to enable the land to be managed or remediated to eliminate any unacceptable risk to the environment.

Policy 9.20 – Criteria for Identification
Contaminated and potentially contaminated land will be identified where land was used, is presently used, or is likely to have been used for an activity appearing on the Hazardous Activities and Industries List; including having regard to whether the land is identified as contaminated in the information held by the Kapiti Coast District Council or in the Wellington Regional Council's SLUR database.

Policy 9.21 – Site Investigations
Site investigations of contaminated land should be carried out in accordance with national best practice, including the Ministry for the Environment's Contaminated Land Management Guidelines No.1 to No. 5.

Policy 9.22 – Management or Remediation
Any development, subdivision or change in land use on contaminated or potentially contaminated land, that is reasonably likely to increase the risk of exposing people or the environment to contaminants, will eliminate any unacceptable risk to the environment by management or remediation of the contaminated land.

Policy 9.23 – Ensure Fit for Use
The remediation and on-going management of contaminated or potentially contaminated land will be undertaken in a manner that is appropriate for any likely future use of that land.

The earthworks proposed for the site are mostly associated with the installation of the underground tanks and SPEL separator. Site wide earthworks are also required prior to laying new sealed surfaces. Whilst the earthworks associated with the installation of the fuel storage tanks is provided for as a permitted activity, due to the large area of the site, the proposal does not meet the permitted activity performance standard for earthworks.

The site itself is generally flat and earthworks do not result in a change in topography, therefore the visual and amenity effects of earthworks will be less than minor. The earthworks will be consistent with an Erosion and Silt Management Plan that will set out the methodology for earthworks, dewatering (if required) and soil disposal. A condition of consent requiring the management plan to be submitted for approval prior to earthworks commencing is standard practices for proposals of this nature and is considered appropriate in this case.

Due to the sites previous history as a bus depot and workshop, it is classified as a HAIL site and 'piece of land' under the NESCS. A Preliminary Site Investigation by HAIL Environmental (Appendix 4) has found that the proposed activity can be undertaken as a permitted activity under the NESCS.

A geotechnical assessment (Appendix 5) finds that the site is suitable for the proposed activity. The Regional Plan rules have been considered and the activity is permitted.

The following comments address the specific assessment criteria:

- The site is generally flat and does not have any prominent or sensitive landforms, or natural features.
- The site works are temporary and as much cut and fill as practicable will be restored as soon as possible.
- Following construction works, the site will be screened by vegetation.
- The earthworks will not remove any existing vegetation. An erosion and silt management plan will ensure construction works do not adversely affect water quality
- The earthworks are an essential component of the installation of the proposal. They are temporary in nature.
- Whilst the site is bordered by a flood hazard area, the earthworks are not located in this area and will not increase flood hazard.
- The proposed earthworks will have less than minor adverse effects, no parties are considered affected and therefore consultation with Tangata Whenua has not been undertaken.

The proposal will be undertaken consistent with the objectives and policies of both district plans. The key assessment matters have been addressed, specifically via the expert assessment reports included in the Appendices.

7.0 NOTIFICATION ASSESSMENT

Section 95A(1) of the Act states that

> *A consent authority must follow the steps set out in this section, in the order given, to determine whether to publicly notify an application for a resource consent.*

Pursuant to Section 95A(2) step one, the consent authority must consider whether the application meets any of the criteria set out in 95A(3):

- the applicant has requested that the application be publicly notified;
- public notification is required under section 95C; or
- the application is made jointly with an application to exchange recreation reserve.

The applicant is not requesting public notification. The adverse effects will not be more than minor and therefore public notification is not required under s95A.

Pursuant to 95A(4) step two, the consent authority must consider whether the application meets any of the criteria set out in 95A(5):

- the application is for one or more activities and each activity is subject to a rule or national environmental standard that precludes public notification;
- the application is for a controlled activity; or
- the application is for a restricted discretionary or discretionary activity if it is a residential activity or a boundary activity.

If there are no special circumstances applicable that warrant the application being publicly notified, then public notification is not required.

In accordance with Section 95B(1), if the consent authority does not publicly notify an application it must decide (under sections 95E and 95F) if there are any affected persons or affected order holders in relation to the proposed activity.

Section 95E(1) states that

> *For the purpose of giving limited notification of an application for resource consent for an activity to a person under section 95B(4) and (9), a person is an affected person if the consent authority decides that the activity's adverse effects on the person are minor or more than minor (but not less than minor).*

Pursuant to Section 95B(2) the consent authority must, in assessing an activity's adverse effects on a person if;

- a rule or national environmental standard permits an activity with that effect;
- if the activity is controlled or restricted discretionary;

disregard an adverse effect of the activity on the person if the effect does not relate to a matter for which a rule or national environmental standard reserves control or restricts discretion.

The proposed development will provide for efficient use of the industrially zoned land, and existing Council infrastructure. It will provide a service to the community and create less than minor offsite effects.

7.1 Consultation

The potential adverse effects of the proposal on other parties are in respect to traffic only. The applicant is working with the NZTA with respect to the interface with the design of Amohia Street and bus depot as part of the revocation project. Their written approval to the application has been requested.

The site has been previously operated as a bus depot and workshop. The traffic associated with the proposal has been assessed as being appropriate within the context of the environment.

The applicant is in contact with Kiwirail in terms of the legal requirements of the easements in favour of the rail provider.

Adverse effects on neighbouring properties and other persons are assessed as less than minor, and there are no other affected persons.

8.0 CONCLUSION

An application for resource consent is required to establish a service station on the site as identified by the provisions of the both the proposed and operative Kapiti Coast District Plans.

The proposal has been assessed as to its actual and potential effects on the environment and against the relevant objectives and policies of both district plans.

A grant of consent to the activity is considered justified as the assessment has demonstrated the activity to have no than minor adverse effects on the environment and is not contrary to the relevant policy framework of the Plan.

Tracy Hayson
Director
Wasley Knell Consultants Limited

Appendix 1
Plans

Appendix 2
Transportation Assessment Report

Appendix 3
Rules Assessment Table

Appendix 4
Preliminary Site Investigation Report

Appendix 5
Geotechnical Report

COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952

Search Copy

R.W. Muir
Registrar-General
of Land

Identifier	**WN56A/909**
Land Registration District	**Wellington**
Date Issued	14 August 2000

Prior References
WN44B/740 WN495/111

Estate	Fee Simple
Area	2247 square metres more or less
Legal Description	Part Lot 1 Deposited Plan 77182 and Section 8 Survey Office Plan 38192

Proprietors
Mana Coach Services Limited

Interests

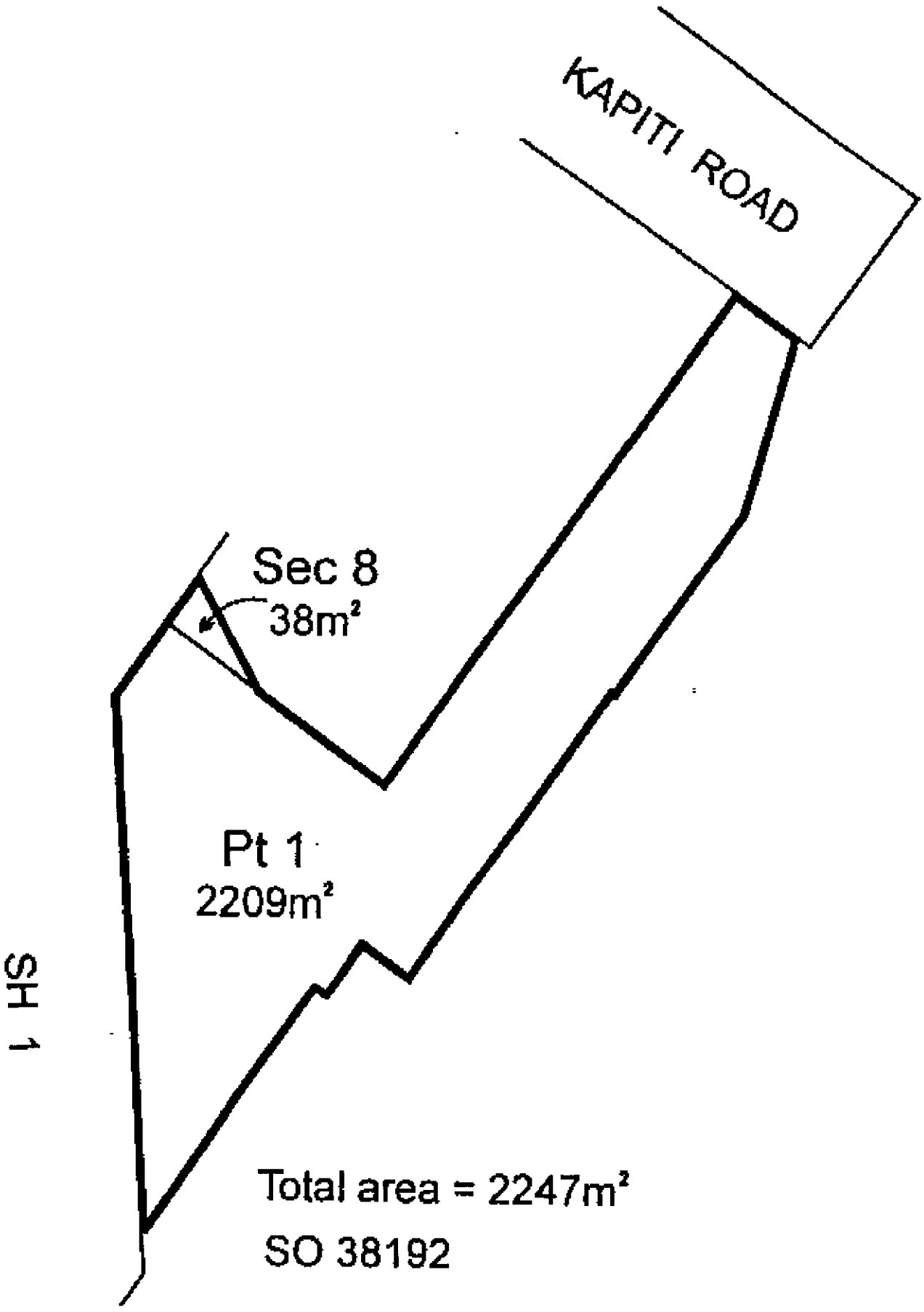
Subject to Section 11 Crown Minerals Act 1991

Subject to Part IV A Conservation Act 1987

Subject to a telecommunication right (in gross) over part marked F G H J K L and T on DP 77182 in favour of Telecom New Zealand Limited created by Transfer B449633.5 - 14.8.1995 at 3.20 pm

Subject to water and sewage drainage rights (in gross) over parts marked A B and C and rights to water supply over parts marked C D E and F and rights to electricity over parts marked J M N and P on DP 77182 in favour of Her Majesty The Queen created by Transfer B449633.6 - 14.8.1995 at 3.20 pm

Land Covenant in Transfer B449633.7 - 14.8.1995 at 3.20 pm (affects part formerly in CT WN44B/740)


KAPITI ROAD
Sec 8
38m²
Pt 1
2209m²
SH 1
Total area = 2247m²
SO 38192

Approved by the Registrar-General of Land, Wellington: 514307.1/82

MEMORANDUM OF TRANSFER

AND GRANT OF EASEMENT IN GROSS

WHEREAS HER MAJESTY THE QUEEN ~~acting by and through the NEW ZEALAND RAILWAYS CORPORATION a body corporate constituted under The New Zealand Railways Corporation Act 1981~~ For Railway Purposes (hereinafter referred to as "the Grantor")

ASH

B449633.5

TE

being registered as the proprietor of an estate in fee simple

subject however to such encumbrances liens and interests as are notified by memoranda underwritten or endorsed hereon in all that piece of land containing 2247m², being part Muapoko No. 2 and more particularly defined as Lot 1 on LT Plan 77182 and being ~~be the same a little more or less~~ part of the land comprised and described in Certificate of Title 189/215 (Wellington Registry) (hereinafter referred to as "the Servient Land")

448740

Subject to Easement in Gross

WHEREAS the Grantor has agreed to transfer and grant unto **TELECOM NEW ZEALAND LIMITED** including its successors and assigns (hereinafter referred to as "the Grantee") an Easement in Gross in and over part of the Servient Land for the purposes of telecommunication.

NOW THEREFORE in pursuance of the premises and in consideration of the sum of $1.00 (ONE DOLLAR) paid to the Grantor by the Grantee (receipt of which is hereby acknowledged) the Grantor **TRANSFERS AND GRANTS** to the Grantee an Easement in Gross for telecommunication purposes for all the time from the date of this Instrument on the terms set out in the Schedule hereto over that part of the Servient Land marked F, G, H, J, K, L and T on Deposited Plan 77182 (hereinafter called "the Easement Land").

IN CONSIDERATION OF the sum of

paid to by

the receipt of which sum hereby acknowledge DO HEREBY TRANSFER to the said

all estate and interest in the said piece of land

SCHEDULE

The full free right, liberty and licence for all times hereafter for the grantee, its engineers, surveyors, servants, agents, employees, workmen, contractors and invitees with or without vehicles laden or unladen and with materials, machinery and implements from time to time and at all times:

(i) to lay and maintain in and under the soil of the easement land or as the case may be erect, construct and maintain on and over the easement land a line, lines or works;

(ii) to enter and remain upon the servient land for the purposes of laying, maintaining, inspecting, repairing, renewing, replacing or altering the line, lines or works as the case may be and opening up the soil of the easement land and make any cuttings, fillings, grades, batters or trenches and to re-open the same and generally to do and perform such acts or things upon the easement land as may be necessary to enable the grantee to receive the full free use and enjoyment of the rights and privileges granted under this instrument;

(iii) to use the line, lines or works for the purpose of telecommunication without interruption or impediment (except during any periods of inspection, repair, renewal, replacement or alteration);

PROVIDED THAT on completion of any work by the grantee on the easement land pursuant to this easement requiring the grantee to open up the land the grantee shall restore the surface of the easement land as nearly as possible to its former condition and replace the soil at the surface and turf (if any) consolidated to its proper level.

AND THE GRANTOR AND THE GRANTEE COVENANT AS FOLLOWS:

1. THE Grantee shall be responsible for:

   (i) the installation of the line or works; and

   (ii) using its best endeavours to prevent the lines or works becoming a danger or a nuisance.

2. ALL work authorised to be carried out pursuant to this easement shall be carried out as expeditiously as possible and shall do as little damage to the easement land as is reasonably possible consistent with the rights and privileges conferred by this instrument on the grantee.

3. THE grantee will from time to time repair and make good all damage to fences, gates or erections upon the servient land directly caused by the grantee carrying out any works in terms.

4. THE grantor will not without the written permission of the grantee:

   (i) grow or permit to be grown any trees, shrubs or bushes of any description or

   (ii) erect or permit to be erected any improvement of fences

   on the easement land which will interfere with the rights granted by this easement and will not at any time hereafter do permit or suffer any act whereby the full and free use and enjoyment by the grantee of the rights and privileges granted pursuant to this instrument are interfered with or affected.

5. THIS easement is not in substitution for and is without prejudice to such statutory rights and authorities as the grantee may have from time to time in respect of the servient land.

6. ANY dispute as to the terms or the interpretation of this grant or the liability of the parties will be determined by an arbitrator under the Arbitration Act 1908 and this clause shall be deemed to be a "submission" within the meaning of that Act.

7. DEFINITIONS

"telecommunication"	means the conveyance, transmission, emission or reception of signs, signals, impulses, writing, images, sounds, instructions, information or intelligence of any nature whether by electromagnetic waves or not at any frequency and whether for the information of any person or not and includes any electronic power supply whether underground or overground incidental to telecommunication;
"line or lines"	means a wire or wires, cable or a conductor of any other kind (including a fibre optic cable) used or intended to be used for telecommunication and includes any pole, tower, mast, insulator, casing, fixture (major or minor), tunnel or other equipment or material used or intended to be used for supporting, enclosing, surrounding, or protecting any such wire, wires, conductor, cable or fibre optic cable and also incudes any part of a line and includes "exiting lines" as defined by the Telecommunications Act 1987 and its amendments;

"works"	includes a line and any instrument, tower, mast, radio apparatus comprising transmitters or receivers or a combination of both, furniture, plant, office, building, machinery, engine, excavation, or work of whatever description used for the purpose or in relation to or in any way connected with telecommunication and includes "existing works" as defined by the Telecommunications Act 1987 and its amendments.
"grantee"	means Telecom Corporation of New Zealand Limited and includes each and all its subsidiary companies (within the meaning of Section 158 of the Companies Act 1955 or any enactment in amendment or substitution of this section).

IN WITNESS WHEREOF these presents have been executed this 28th day of March 1995

Signed by the abovenamed

TELECOM NEW ZEALAND LIMITED

as ~~transferor~~ Grantee in the presence of:

~~Witness's Signature~~

~~Occupation~~

~~Address~~

SIGNED FOR AND ON BEHALF OF
TELECOM NEW ZEALAND LIMITED
BY:

Oliver Benton McMillen
Director

Martin Edward Wylie
Director

~~IN WITNESS WHEREOF these presence have been executed this day of 1995~~

Signed for and on behalf of **HER MAJESTY THE QUEEN**
as Grantor by ROGER CARY GUNSON
General Manager

New Zealand Railways Corporation
pursuant to a power delegated to him under Section 10(2) of the New Zealand Railways Corporation Act 1981 in the presence of:-

Witness's Signature JP.

Occupation Legal Executive

Address Kensington Swan
Wellington

LT 27/1

MEMORANDUM OF TRANSFER

of

TELECOM NEW ZEALAND LIMITED ..... Grantee ~~Transferee~~

NEW ZEALAND RAILWAYS CORPORATION ..... Grantor ~~Transferee~~

Particulars entered in the Register as shown herein on the date and at the time endorsed below.

.....
Assistant/District Land Registrar

of the District of .....

Transfer correct for the purposes of the Land Transfer Act.

.....
(Solicitor for) the transferee

~~I hereby certify that this transaction does not contravene the provisions of Part IIA of the *Land Settlement Promotion and Land Acquisition Act 1952*.~~

.....
(Solicitor for) the transferee

~~I hereby certify that for the purposes of the *Stamp and Cheque Duties Act 1971* that no conveyance duty is payable on this instrument by reason of the application of Section 24(1) of the Act and that the provisions of subsection (2) of that section do not apply.~~

.....
Solicitor for the transferee

13.20 14.AUG95 B 449633.5

PARTICULARS ENTERED IN REGISTER
LAND REGISTRY WELLINGTON
ASST. LAND REGISTRAR

KENSINGTON SWAN
SOLICITORS
WELLINGTON

LT 27/1 Avon Publishing Ltd. Auckland 4

Approved by the Registrar-General of Land, Wellington: 514307.1/82

MEMORANDUM OF TRANSFER

AND GRANT OF EASEMENT IN GROSS

For Railway Purposes

WHEREAS HER MAJESTY THE QUEEN ~~acting by and through the NEW ZEALAND RAILWAYS CORPORATION a body corporate constituted under The New Zealand Railways Corporation Act 1981~~ (hereinafter referred to as "the Transferor")

B449633.6

being registered as the proprietor of an estate in fee simple

subject however to such encumbrances liens and interests as are notified by memoranda underwritten or endorsed hereon in all that piece of land containing 2247m², being part Muapoko No. 2 and more particularly defined as Lot 1 on LT Plan 77182 and being

be the same a little more or less part of the land comprised and described in Certificate of

Title 18~~97~~/215 (Wellington Registry) (hereinafter referred to as "the Servient Land").

448/140

WHEREAS pursuant to an Agreement dated 16 April 1991 and in consideration of the sum of $155,000.00 The Transferor has agreed to transfer the Servient Land to **MANA COACH SERVICES LIMITED** at Wellington (hereinafter referred to as "The Transferee").

WHEREAS the Transferee has agreed to reserve to the Transferor including its successors and assigns an Easement in Gross in and over part of the Servient Land for the purposes of sewage and water drainage, water supply and electricity supply.

NOW THEREFORE in pursuance of the premises and in consideration of the sum of $155,000.00 (receipt of which is hereby acknowledged) the Transferor **TRANSFERS** ~~**AND GRANTS**~~ to the Transferee the Servient Land **PROVIDED ALWAYS** that the Transferor shall not be liable nor be called upon to erect or repair or contribute towards the cost of ~~erection~~ of repair of any boundary fence between the Servient Land and any land now owned by the Transferor adjoining thereto but this proviso shall not enure for the benefit of any purchaser of such adjoining land. **RESERVING NEVERTHELESS** an Easement in Gross as follows:

1. The full free uninterrupted and unrestricted right, liberty and privilege for the Transferor and its tenants in common with the Transferee its tenants and any other person lawfully entitled so to do from time to time and at all times to drain, discharge or convey water and sewage and any other waste material and fluid in any quantities over the land marked A, B and C on Deposited Plan 77182 together with any additional rights incidental thereto implied by Section 90D of the Land Transfer Act 1952.

2. The full free uninterrupted and unrestricted right, liberty and privilege for the Transferor and its tenants in common with the Transferee its tenants and any other person lawfully entitled so to do from time to time and at all times to take, convey and lead water in a free and unimpeded flow (except when the flow is halted for any reasonable period necessary for essential repairs) and in any quantity consistent with the rights of other persons having the same or similar rights from the source of supply or point of entry as the case may be in and over the land marked B, C, D, E and F on Deposited Plan 77182 together with any additional rights implied in Section 90D of the Land Transfer Act 1952.

3. The full free uninterrupted and unrestricted right, liberty and privilege for the Transferor and its tenants in common with the Transferee its tenants and any other person lawfully entitled so to do from time to time and at all times to convey electricity in and over the land marked J, M, N and P and where necessary to use any cables already laid or where no such cables exist to lay, place and maintain sufficient cables under and over the surface of the land over which the Easement is granted or created and along the line defined for the purpose where such a line has been so defined and in order to maintain the efficiency of any such cables, the full free uninterrupted and unrestricted right, liberty and privilege for the Transferor and its Tenants, Servants, Agents and Workman with any tools, impliments, machinery, vehicles or equipment of

IN CONSIDERATION OF the sum of

paid to by

the receipt of which sum hereby acknowledge DO HEREBY TRANSFER to the said

all estate and interest in the said piece of land

whatsoever nature necessary for the purpose to enter upon the land over which the Easement is granted or created and to remain there for any reasonable time for the purposes of maintaining those cables subject to the condition that as little disturbance as possible is caused to the surface of the land of the Transferee and that the surface is restored as nearly as possible to its original condition..

IN WITNESS WHEREOF these presents have been executed this 28th day of March 19 95

Signed by the abovenamed on behalf of HER MAJESTY THE QUEEN as Transferor by ROGER CARY GUNSON New Zealand Railways Corporation pursuant to a power delegated to him under Section 10(2) of the ~~as transferor in the presence of~~: New ~~Zealand~~ Railways Corporation Act 1981 in the presence of:

Witness's Signature

Occupation Legal Executive JP

Address Kensington Suite Wellington

Signed by the abovenamed Transferee MANA COACH SERVICES LIMITED by the affixing of its common seal in the presence of:

MANA COACH SERVICES LIMITED THE Common Seal OF

MEMORANDUM OF TRANSFER

of

NEW ZEALAND RAILWAYS CORPORATION ..... Transferor

MANA COACH SERVICES LIMITED ..... Transferee

Particulars entered in the Register as shown herein on the date and at the time endorsed below.

.....
Assistant/District Land Registrar

of the District of .....

Transfer correct for the purposes of the Land Transfer Act.

.....
(Solicitor for) the transferee

I hereby certify that this transaction does not contravene the provisions of Part IIA of the *Land Settlement Promotion and Land Acquisition Act 1952.*

.....
(Solicitor for) the transferee

I hereby certify that for the purposes of the *Stamp and Cheque Duties Act 1971* that no conveyance duty is payable on this instrument by reason of the application of Section 24(1) of the Act and that the provisions of subsection (2) of that section do not apply.

.....
Solicitor for the transferee

I HEREBY CERTIFY that pursuant to Section 24(a) of the New Zealand Railways Corporation Act 1981 the prior written consent of the Minister of Railways to the disposal of the land in the within schedule was obtained on 7 February 1991.

DATED this 28 day of March 1995

PARTICULARS ENTERED IN REGISTER
LAND REGISTRY WELLINGTON
ASST. LAND REGISTRAR

13.20 14.AUG95 B 449633.6

KENSINGTON SWAN
SOLICITORS
WELLINGTON

LT 27/1 Avon Publishing Ltd. Auckland 4

Approved by the Registrar-General of Land, Wellington, No. B319989.1/93

Memorandum of Transfer

B449633.7 T

163/36

173/139

MANA COACH SERVICES LIMITED of Wellington

(herein called "the Transferor") being registered as proprietor of an estate in fee simple

subject however to such encumbrances, liens and interests as are notified by memoranda underwritten or endorsed hereon in the piece or pieces of land situated in the Land District of Wellington

containing 2247 sq. metres more or less being Lot 1 on Deposited Plan 77182 comprised and described in Certificate of Title Volume 44B Folio 740 ("the first land") Subject to Easements in Gross

AND WHEREAS HER MAJESTY THE QUEEN by and through New Zealand Railways Corporation (together with its successors and assigns called "the Transferee") is the registered proprietor of the adjoining land on the eastern boundary of the land and on which is situated the Paraparaumu Railway Station, which land is more particularly described as 1.6180 ha and being Railway Reserve No. 1 and part Railway Reserve No. 1, Ngarara West B No. 1 and also Part Paraparaumu Native Reserve and being all the land contained in Certificate of Title 161/36 (Wellington Registry) ("the second land")

AND WHEREAS the Transferor wishes to create certain restrictive covenants between the said lands to the intent that the first land shall be subject to the burden and the second land shall be subject to the benefit of the said restrictive covenants hereinafter set forth

NOW THESE PRESENTS WITNESS that in consideration of the sum of ten cents ($0.10) paid to the Transferor by the Transferee (the receipt of which sum is acknowledged) the Transferor for itself and its assigns covenants and agrees with the Transferee and its assigns that the first land shall forever hereafter be subject to the burden and the second land shall be subject to the benefit of the restrictive covenants that follow in the paragraphs below, namely that:

1. The Transferor shall not erect any building structure, or other erection on the whole or any part of the first land marked P,C,L,Q,R and S on Deposited Plan 77182 ("the Right of Way")
2. The Transferor shall not prohibit trade (excluding passenger) vehicles which are servicing the said Paraparaumu Railway Station from passing along the Right of Way
3. The Transferor shall not use the Right of Way or any part of it or permit or suffer it to be used for any purpose other than for the passage of vehicles accessing the Right of Way from Amohia Street, Paraparaumu, such passage shall at all times be subject to such reasonable terms and conditions as the Transferor shall impose from time to time.

4. The Transferor and the Transferee agree that if and when the said Paraparaumu Railway Station shall cease to be used by the Transferee or its permitted lessees and assigns as a passenger railway station then the covenant hereby created shall be released and extinguished provided however that nothing shall prohibit part use of the station buildings by third parties without contravening the conditions of this clause.

5. All disputes and differences which may arise between the parties hereto shall be referred to arbitration in accordance with the Arbitration Act 1908. The arbitration shall be commenced by either party giving to the other notice in writing stating the subject matter and details of the dispute or difference in that parties desire to have the matter referred to arbitration. The arbitration shall be by one arbitrator to be agreed upon by the parties and, failing agreement, to be nominated by the then President of the Wellington District Law Society. The award in the arbi-ration shall be final and binding on the parties.

~~**In Consideration of the sum of**~~

paid to the Transferor by

(herein called "the Transferee") the receipt of which sum is hereby acknowledged **Hereby Transfers** to the ~~Transferee all the Transferor's estate and interest in the said piece or pieces of land~~

In witness whereof these presents have been executed this 28th day of March 1995

~~Signed by the Transferor~~
Executed by MANA COACH SERVICES LIMITED

(by the affixing of its common seal)

in the presence of:

MANA COACH SERVICES LIMITED THE Common Seal OF

Director

SIGNED for and on behalf of HER MAJESTY THE QUEEN by and through the NEW ZEALAND RAILWAYS CORPORATION by virtue of the New Zealand Railways Corporation Act 1981 by ~~GRAHAM REESMAN QUINN~~ Roger Carey Gerson Chief Executive New Zealand Railways Corporation pursuant to a power delegated to him under Section 10(2) of the New Zealand Railways Corporation Act 1981 in the presence of:

Director

JP
Regional Executive
Kensington Tower
Wellington

MEMORANDUM OF TRANSFER

MANA COACH SERVICES LIMITED ..... Transferor

HER MAJESTY THE QUEEN by and through New Zealand Railways Corporation ..... Transferee

Particulars entered in the Register as shown herein on the date and at the time endorsed below.

.....

Assistant / District Land Registrar of the

District of .....

Correct for the purposes of the Land Transfer Act 1952

.....

SOLICITOR FOR THE TRANSFEREE

I hereby certify that this transaction does not contravene the provisions of Part IIA of the Land Settlement Promotion and Land Acquisition Act 1952.

.....

SOLICITOR FOR THE TRANSFEREE

I hereby certify for the purposes of the Stamp and Cheque Duties Act 1971 that no conveyance duty is payable on this instrument by reason of the application of Section 24(1) of the Act and that the provisions of subsection (2) of that section do not apply.

.....

SOLICITOR FOR THE TRANSFEREE

13.29 14 AUG 95 B 449633.7

PARTICULARS ENTERED IN REGISTER

LAND REGISTRY WELLINGTON

ASST. LAND REGISTRAR

CT

CT 191/53

CAIN & CO
SOLICITORS
WELLINGTON

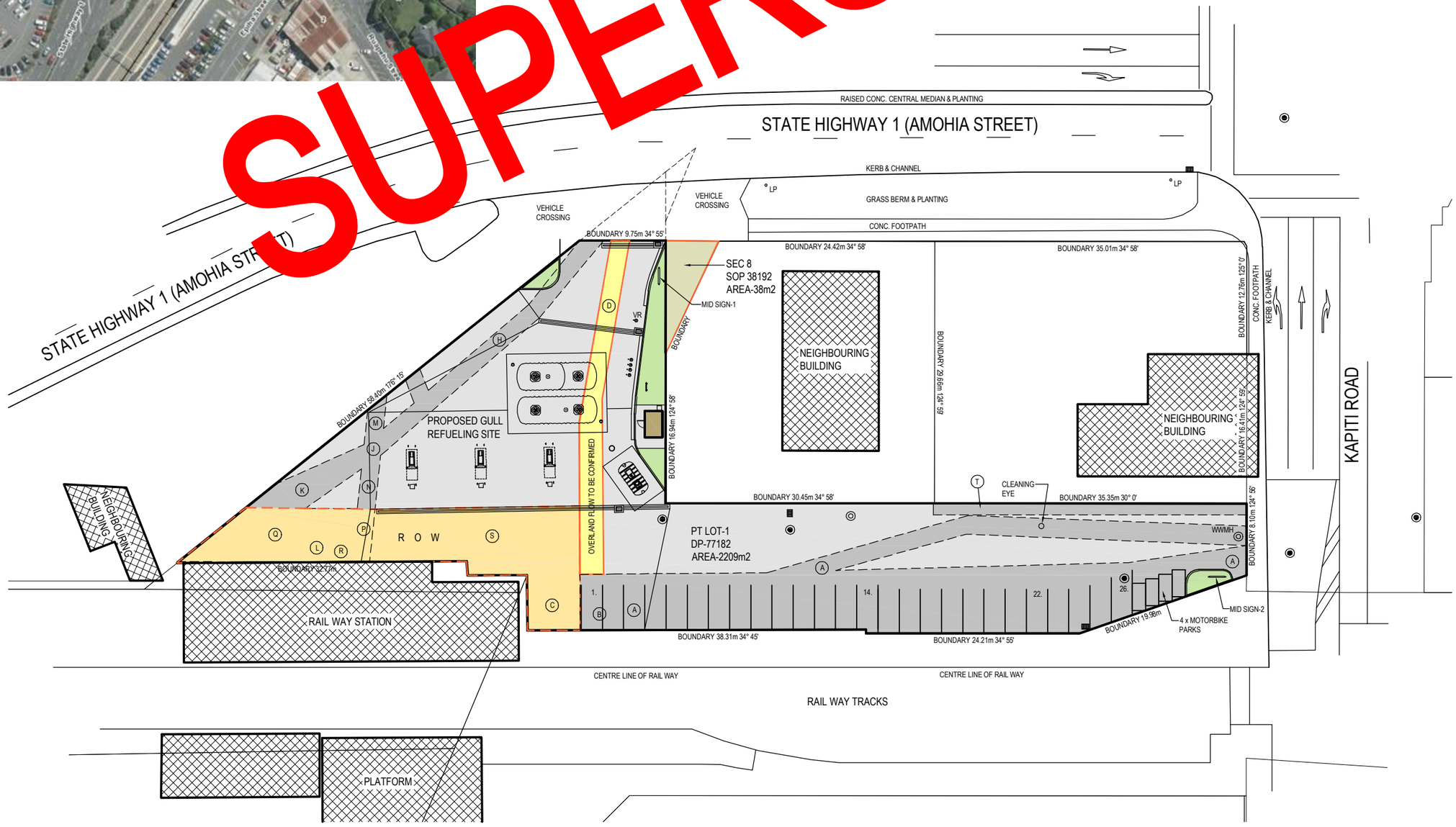
LEGAL DESCRIPTION:

PT LOT: 1
DP: 77182
SEC: 8
SOP: 38192
CT: WN56[illegible]
TOT[illegible]47m2

[illegible]STRIAL USE ZONE

LEGEND:

- ROW - BUILDING EXCLUSION ZONE (TBC)
- OVERLAND FLOW PATH TO BE MAINTAINED (TBC) RIGHT TO 'BUILD UNDER' (TBC)
- EASEMENTS - UNDERGROUND SERVICES (TBC)
- RIGHT OF ACCESS? OVER NEIGHBOURING LAND? (TBC)
- EXTENT OF SITE AVAILABLE FOR UNDERGROUND AND ABOVE GROUND DEVELOPMETN (TBC)
- PROPOSED LANDSCAPE AREA
- PROPOSED SERVICES SHED
- NEIGHBOURING BUILDINGS



A1 Scale.	1:250
A3 Scale.	1:500
Designed.	L.MEIKLEJOHN
Drawn.	B.MILLWARD
A1 Plot Scale.	1 : 1
A3 Plot Scale.	1 : 2

NOTES

DO NOT SCALE.

DIMENSIONS IN MILLIMETERS UNLESS NOTED OTHERWISE.

IF IN DOUBT ON ANY ISSUE SEEK VERIFICATION PRIOR TO PROCEEDING.

READ THESE DRAWINGS IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS AND SPECIFICATIONS.

REV.	DESCRIPTION	BY	DATE
A	PRELIMINARY RESOURCE CONSENT ISSUE	BM	12-06-18

Project.

GULL PARAPARAUMU

PROPOSED DEVELOPMENT
3 Kapiti Road, Paraparaumu

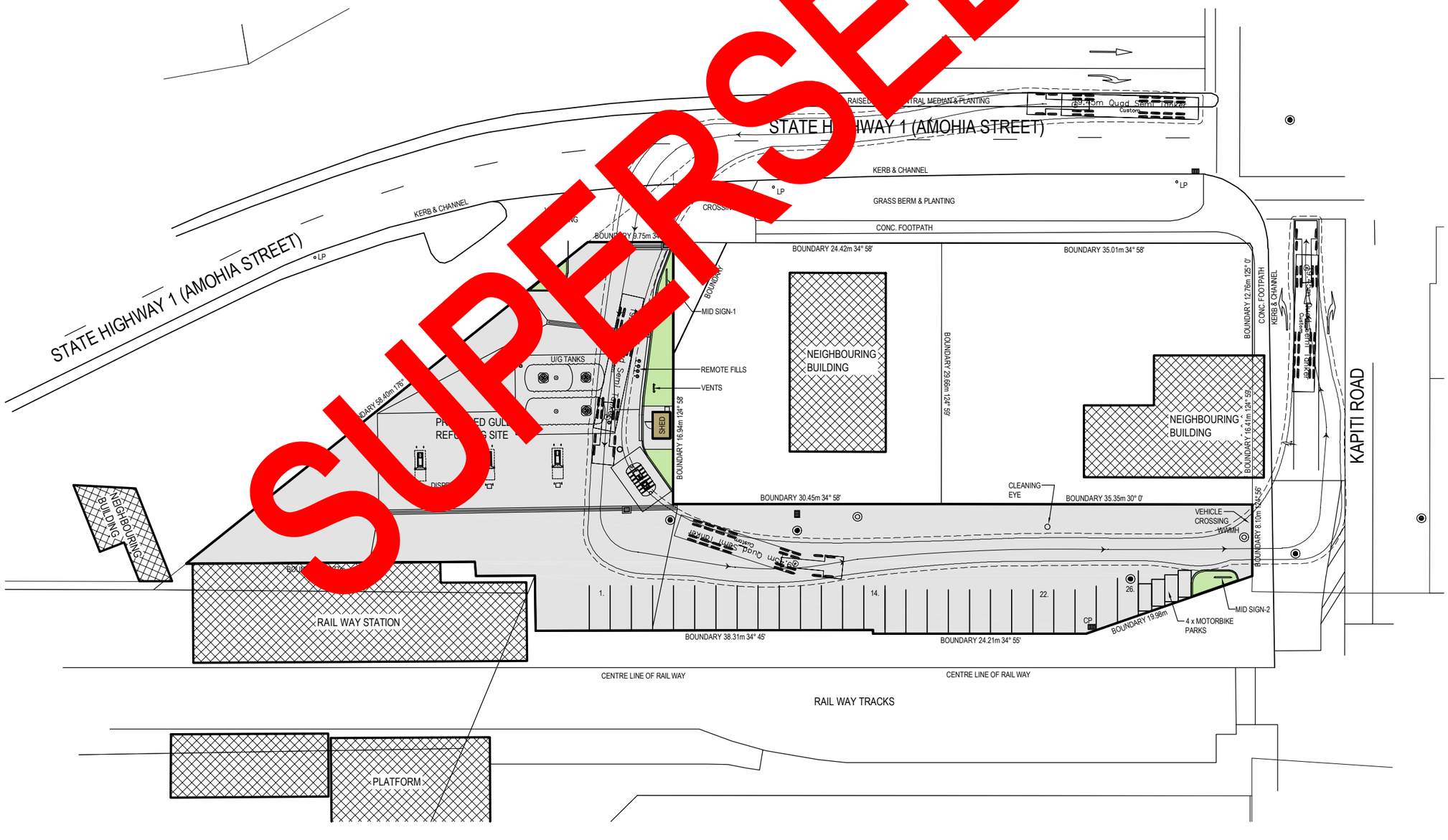
TECHNITRADES ARCHITECTURE
12 Ben Lomond Crescent, Pakuranga, Auckland 2010
Phone (09) 5767166 | design@technitrades.co.nz

Drawing.

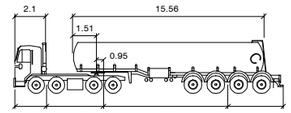
Proposed Overall Site & Locality Plan

Drawing No. 2982-F01

Revision. A



Vehicle Profile



Semi Quad - 19.45m Long m

Tractor Width	: 2.5	Lock to Lock Time	: 6sec
Trailer Width	: 2.5	Steering Angle	: 40
Tractor Track	: 2.5	Articulating Angle	: 70
Trailer Track	: 2.5	Tracking Clearance	0.5:

A1 Scale.	1:250
A3 Scale.	1:500
Designed.	L.MEIKLEJOHN
Drawn.	B.MILLWARD
A1 Plot Scale.	1 : 1
A3 Plot Scale.	1 : 2

NOTES

DO NOT SCALE.

DIMENSIONS IN MILLIMETERS UNLESS NOTED OTHERWISE.

IF IN DOUBT ON ANY ISSUE SEEK VERIFICATION PRIOR TO PROCEEDING.

READ THESE DRAWINGS IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS AND SPECIFICATIONS.

REV.	DESCRIPTION	BY	DATE
A	PRELIMINARY RESOURCE CONSENT ISSUE	BM	12-06-18

Project.

GULL PARAPARAUMU
PROPOSED DEVELOPMENT
3 Kapiti Road, Paraparaumu

TECHNITRADES ARCHITECTURE
12 Ben Lomond Crescent, Pakuranga, Auckland 2010
Phone (09) 5767166 | design@technitrades.co.nz

Drawing.

Proposed Overall Site Plan with Tanker Tracking

Drawing No.	Revision.
2982-F01-TT	A

LEGEND:

- NIGHBOURING BUILDINGS
- ROW - BUILDING EXCLUSION ZONE (TBC)
- OVERLAND FLOW PATH TO BE MAINTAINED (TBC) RIGHT TO 'BUILD UNDER' (TBC)
- EASEMENTS - UNDERGROUND SERVICES (TBC)
- RIGHT OF ACCESS? OVER NEIGHBOURING LAND? (TBC)
- EXTENT OF SITE AVAILABLE FOR UNDERGROUND AND ABOVE GROUND DEVELOPMETN (TBC)
- COUNCIL SANITARY SEWER
- COUNCIL STORMWATER SEWER
- MANHOLE - WASTEWATER
- MANHOLE - STORMWATER
- 12.0 INDICATES EXISTING CONTOURS

EXISTING AREAS TABLE - GULL PARAPARAUMU	
IMPERVIOUS (HARDSTAND)	2247 m2
LANDSCAPED (PERMEABLE)	T.B.C m2
BUILDINGS	N/A
TOTAL SITE AREA	2247 m2

NOTES: THIS DRAWING HAS BEEN BASED ON INFORMATION FROM THE KAPITI COAST DISTRICT COUNCIL GIS (SITE SURVEY ID STILL REQUIRED FOR ACCURACY OF INFORMATION.

SUPERSEDED

RAISED CONC. CENTRAL MEDIAN & PLANTING

STATE HIGHWAY 1 (AMOHIA STREET)

KERB & CHANNEL

VEHICLE CROSSING

LP

GRASS BERM & PLANTING

CONC. FOOTPATH

BOUNDARY 9.75m 34° 55'

BOUNDARY 24.42m 34° 58'

SEC 8
SOP 38192
AREA-38m2

BOUNDARY

PT LOT-1
DP-77182
AREA-2209m2

BOUNDARY 58.40m 176° 15'

OVERLAND FLOW TO BE CONFIRMED

NEIGHBOURING BUILDING

BOUNDARY 16.94m 124° 58'

BOUNDARY 12.76m 125° 0'

CONC. FOOTPATH

KERB & CHANNEL

COUNCIL STORMWATER

BOUNDARY 16.66m 124° 59'

BOUNDARY 16.41m 124° 59'

KAPITI ROAD

BOUNDARY 30.45m 34° 58'

CLEANING EYE

BOUNDARY 35.35m 30° 0'

VEHICLE CROSSING

WWMH

CESSPIT TO BE REPLACED WITH SWMH

COUNCIL WASTEWATER

COUNCIL STORMWATER

SWMH

BOUNDARY 8.10m 124° 56'

BOUNDARY 32.77m

R O W

RAIL WAY STATION

BOUNDARY 38.31m 34° 45'

BOUNDARY 24.21m 34° 55'

CP

BOUNDARY 19.98m

CENTRE LINE OF RAIL WAY

CENTRE LINE OF RAIL WAY

RAIL WAY TRACKS

PLATFORM

RAILWAY STATION PARKING

A1 Scale.	1:200
A3 Scale.	1:400
Designed.	L.MEIKLEJOHN
Drawn.	B.MILLWARD
A1 Plot Scale.	1 : 1
A3 Plot Scale.	1 : 2

NOTES

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TECHNITRADES ARCHITECTURE
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Drawing.
Existing Site & Drainage Plan

Drawing No. 2982-F02
Revision. A

LEGEND:

- SEALED YARD - CONCRETE & ASPHALT
- PROPOSED LANDSCAPE AREA
- PROPOSED SERVICES SHED
- NEIGHBOURING BUILDINGS

PROPOSED AREAS TABLE - GULL DEVONPORT	
IMPERVIOUS (HARDSTAND)	2171 m2
LANDSCAPED (PERMEABLE)	70 m2
BUILDINGS (EXCLUDES DISPENSER CANOPIES)	6 m2
TOTAL SITE AREA	2247 m2

A1 Scale.	1:100
A3 Scale.	1:200
Designed.	L.MEIKLEJOHN
Drawn.	B.MILLWARD
A1 Plot Scale.	1 : 1
A3 Plot Scale.	1 : 2

NOTES

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Drawing.

Proposed Site Plan

Drawing No. 2982-F03

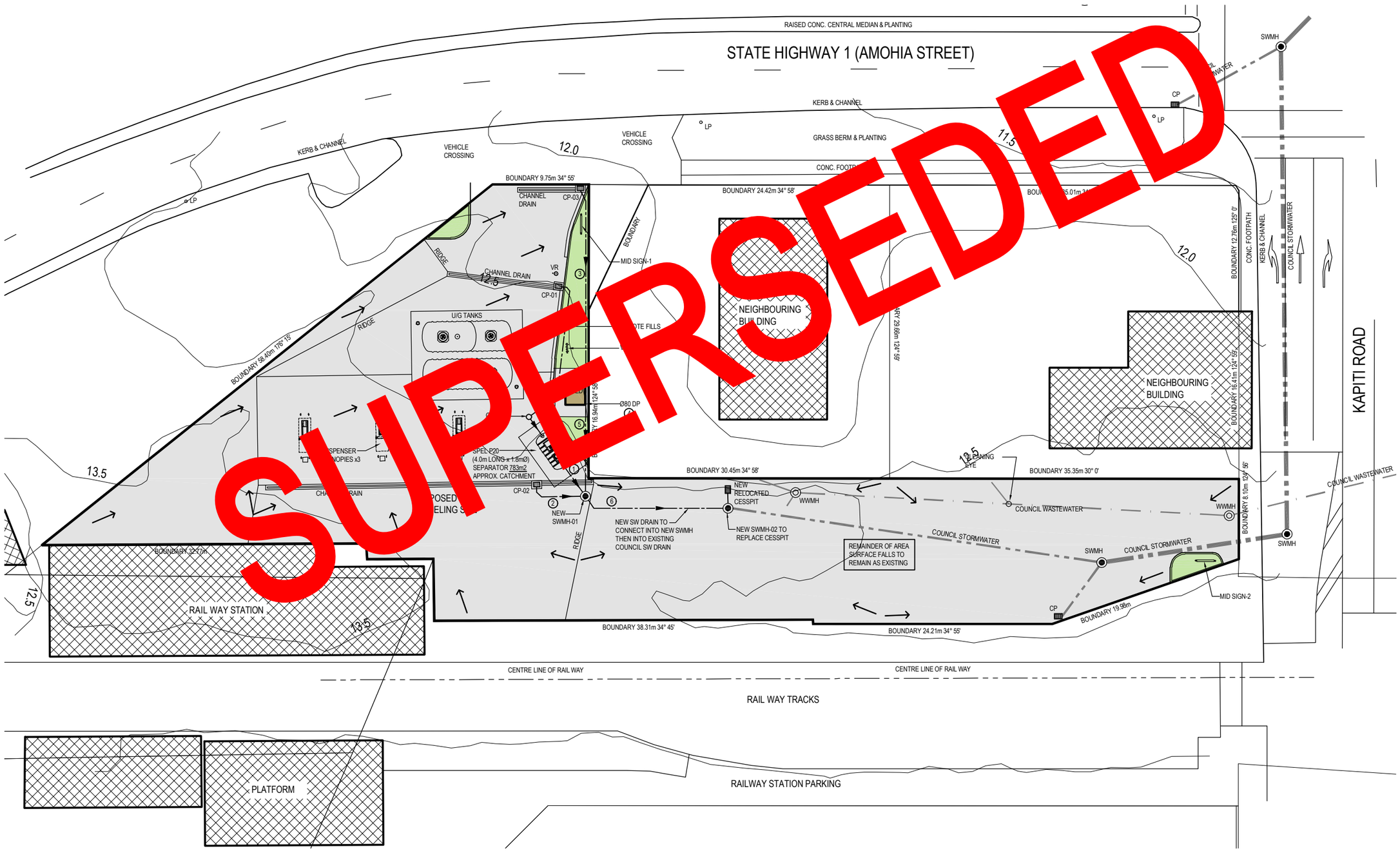
Revision. A

STORMWATER DESIGN :

LABEL	CATCHMENT	MIN. SIZE	MIN. GRADE	DESCRIPTION
1	783	225 Ø	1 IN 350	CESSPIT-01 TO I.C-01 (THRU SEPARATOR) INTO NEW SWMH
2	331	150 Ø	1 IN 200	CESSPIT-02 INTO NEW SWMH-01
3	111	150 Ø	1 IN 200	CESSPIT-03 INTO BACK OF SHED DOWNPIPE
4	6	100 Ø	1 IN 120	SHED Ø80 DOWNPIPE
5	117	150 Ø	1 IN 200	3 + 4 INTO NEW SWMH-01
6	1231	225 Ø	1 IN 200	1 + 2 + 5 INTO NEW SWMH-02

LEGEND :

- EXISTING PUBLIC SANITARY SEWER
- EXISTING PUBLIC STORMWATER SEWER
- NEW PRIVATE STORMWATER DRAINS (REFER TO TABLE ON THIS DRAWING)
- DRAIN DIRECTION OF DRAIN FLOW
- DIRECTION OF SURFACE FALL
- (4) INDICATES DRAIN LABELS
- MANHOLE - WASTEWATER
- MANHOLE - STORMWATER
- 12.0 INDICATES EXISTING CONTOURS



A1 Scale.	1:200
A3 Scale.	1:400
Designed.	L.MEIKLEJOHN
Drawn.	B.MILLWARD
A1 Plot Scale.	1 : 1
A3 Plot Scale.	1 : 2

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Drawing.

Proposed Drainage & Levels Plan

Drawing No.	Revision.
2982-F04	A

LEGEND:

- EXISTING PUBLIC STORMWATER SEWER
- NEW PRIVATE STORMWATER DRAINS (REFER TO TABLE BELOW)

NOTE: FUEL PIPE LENGTHS ARE APPROX. ONLY

- 91 SUPPLY LINE - DOUBLE WALL 75mm / 63mm (O.D) (TOTAL LENGTH = 23.00m)
- 91 FILL LINE - SINGLE WALL 110mm (O.D) (TOTAL LENGTH = 18.00m)
- 91 VENT LINE - SINGLE WALL 90mm (O.D) (TOTAL LENGTH = 10.00m)
- 98 SUPPLY LINE - DOUBLE WALL 75mm / 63mm (O.D) (TOTAL LENGTH = 26.50m)
- 98 FILL LINE - SINGLE WALL 110mm (O.D) (TOTAL LENGTH = 7.00m)
- 98 VENT LINE - SINGLE WALL 90mm (O.D) (TOTAL LENGTH = 8.00m)
- ADF SUPPLY LINE - DOUBLE WALL 75mm / 63mm (O.D) (TOTAL LENGTH = 28.00m)
- ADF FILL LINE - SINGLE WALL 110mm (O.D) (TOTAL LENGTH = 12.50m)
- ADF VENT LINE - SINGLE WALL 90mm (O.D) (TOTAL LENGTH = 13.50m)
- VAPOUR RECOVERY VENT LINE 90mm (O.D) (TOTAL LENGTH = 9.00m)

ADF, 98, 91 — FUEL TYPE ORDER - ON HOSE STACK

6 — INDICATES DISPENSER NUMBER

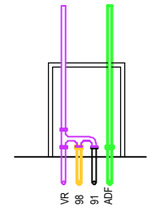
OW — OBSERVATION WELLS

DIP — DIP POINT

ATG — AUTOMATIC TANK GAUGING

HG — HYDROGUARD

GALLAGHER DISPENSERS
3 PRODUCT - 4.2 RETRACTING
CABINET
HOSE COLUMN



VENTS WITH VAPOUR RECOVERY
NTS

A1 Scale.	1:100
A3 Scale.	1:200
Designed.	L.MEIKLEJOHN
Drawn.	B.MILLWARD
A1 Plot Scale.	1 : 1
A3 Plot Scale.	1 : 2

NOTES

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GULL PARAPARAUMU

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TECHNITRADES ARCHITECTURE
12 Ben Lomond Crescent, Pakuranga, Auckland 2010
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Drawing.

Proposed Storage & Dispensing Plan

Drawing No. 2982-F05

Revision. A

NOTES

1. THIS IS A GROUND LEVEL EXPLOSIVE ATMOSPHERE AREAS DRAWING. FOR EXAMPLE, THE HEIGHT OF FUEL DISPENSER ZONE 1 AREA IS 0.25m ABOVE GROUND LEVEL.
2. FOR OTHER ELEVATIONS OF EXPLOSIVE ATMOSPHERE AREAS, REFER TO AS/NZS 60079.10.1. 2009
3. DUCTS AND WIRING ENCLOSURES BELOW EXPLOSIVE ATMOSPHERE AREAS ARE ZONE 1. ULLAGE SPACE IN TANKS ARE ZONE 0.
4. AREA CLASSIFICATION DOES NOT INCLUDE FOR CATASTROPHIC FAILURES SUCH AS VESSEL RUPTURE, MAJOR SPILLS ETC.
5. MOTOR SPIRIT VENTS INCLUDE AN EXPLOSIVE ATMOSPHERE ZONE1 AT OUTLET FOR A 1.5m SPHERE.

FUELS STORED AND DISPENSED ON BP RETAIL SITES

FUEL	DENSITY	FLAMMABLE RANGE	PRESSURE (APPROX.)	TEMPERATURE CLASS TO AS/NZS 60079.10.1	GAS GROUP TO AS/NZS 60079.10.1
MOTORSPIRITS (PETROL)	HEAVIER THAN AIR	1.5% TO 7.5%	1-3 BAR	T3	IIA

N.B. DIESEL IS BELOW ITS FLASHPOINT AT AMBIENT TEMPERATURE.(FLASHPOINT= 66°C)

LEGEND

- ZONE 1 HAZARDOUS AREA
- ZONE 2 HAZARDOUS AREA
- REMOTE FILL
- VENT
- DIP POINT

THIS EXPLOSIVE ATMOSPHERE AREAS ELEVATION IS TO BE IN ACCORDANCE WITH AS/NZS 60079.10.1 2009 AND IS TO BE READ IN CONJUNCTION WITH 2982-F07 AND STORAGE & DISPENSING PLAN 2982-F05

A1 Scale.	1:100
A3 Scale.	1:200
Designed.	L.MEIKLEJOHN
Drawn.	B.MILLWARD
A1 Plot Scale.	1 : 1
A3 Plot Scale.	1 : 2

NOTES

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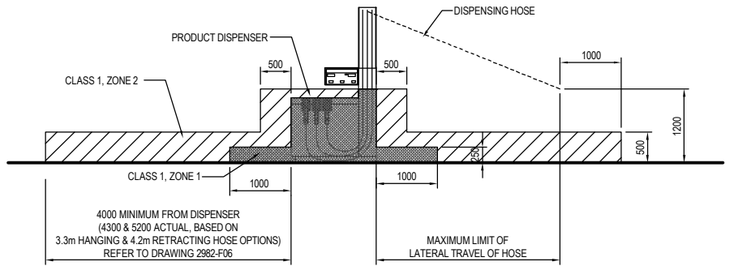
Phone (09) 5767166 | design@technitrades.co.nz

Drawing.

Proposed Explosive Atmosphere Areas Plan

Drawing No.	Revision.
2982-F06	A



EXTERIOR OF PETROL DISPENSING UNITS

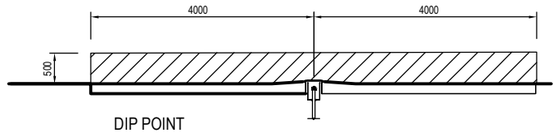
SCALE: NTS

ZONE CLASSIFICATION: ZA.4.4.2.2
EXTERIOR OF PETROL DISPENSING UNITS IN ADEQUATELY VENTILATED LOCATIONS.

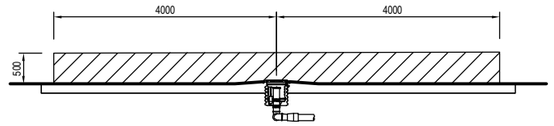
ZONE 1:
a) WITHIN 0.05M ABOVE AND 0.1m BELOW THE DISPENSER NOZZLE SPOUT HOUSING AND EXTENDING 0.1m LATERALLY FROM THE DISPENSER HOUSING.
b) FOR DISPENSERS MOUNTED AT OR NEAR GROUND LEVEL, THE AREA WITHIN THE SPACE 0.25m ABOVE THE BASE OF THE DISPENSING EQUIPMENT AND EXTENDING 1.0M IN ALL DIRECTIONS HORIZONTALLY FROM THE DISPENSING UNIT.

ZONE 2:
c) WITHIN THE SPACE 0.5M LATERALLY OF THE DISPENSING EQUIPMENT TO A HEIGHT OF 1.2m ABOVE THE BASE OF THE DISPENSER.
d) WITHIN THE SPACE 0.5m ABOVE THE DRIVEWAY OR GROUND LEVEL AND EXTENDING 4.0m IN ALL DIRECTIONS HORIZONTALLY FROM THE DISPENSING UNIT OR 1.0m FROM THE HOSE NOZZLE, WHICHEVE IS THE GREATER.

THE DISTANCE OF 1.0m SPECIFIED IN D) IS TAKEN FROM THE END OF THE HOSE NOZZLE HEAD AT A HEIGHT OF 1.2m, AT ITS MAXIMUM LATERAL DISTANCE OF TRAVEL FROM THE DISPENSER UNIT IN ANY DIRECTION.



DIP POINT



FILL POINTS AND VAPOUR RECOVERY POINT

ZONE CLASSIFICATION: AS/NZS60079.10.1:2009 CLAUSE ZA.4.4.2.5
FILL, VENT AND OTHER PIPES FOR UNDERGROUND PETROL TANKS

ZONE 1:
a) WITHIN 1.5M RADIUS IN ALL DIRECTIONS FROM VENT PIPE OUTLET

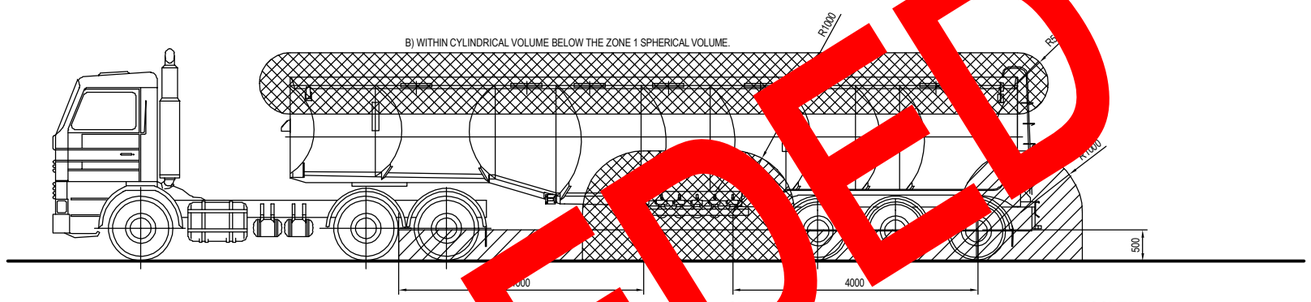
ZONE 2:
b) WITHIN CYLINDRICAL VOLUME BELOW THE ZONE 1 SPHERICAL VOLUME.

ZONE 2:
c) WITHIN THE SPACE FROM GROUND LEVEL TO 0.5m ABOVE AND 3.0M LATERALLY FROM ANY FILL PIPE OR DIP PIPE OPENING.

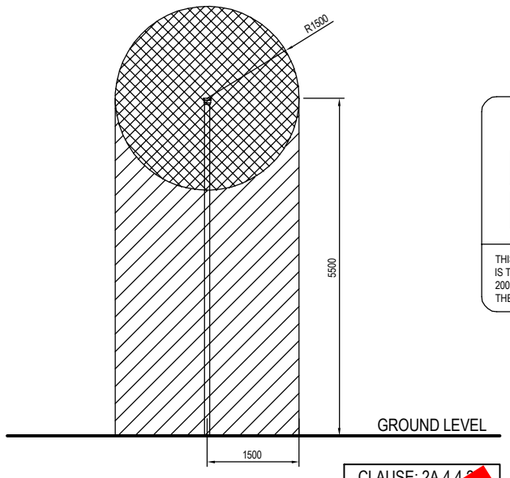
NOTE:
ALOOWANCES SHOULD BE MADE FOR POSSIBLE VARIATIONS IN TANKER POSITIONS.
INTERPRETATION:
THE RADIUS OF 1.5m IN a) & b) IS TAKEN FROM THE OUTER EDGE OF THE VENT PIPE. THE DISTANCE OF 0.5M SPECIFIED IN c) IS TAKEN FROM THE EDGE OF OPENINGS (EG; RIM OF DIP OR FILL POINT)

FILL, VENT, VAPOUR RECOVERY AND OTHER PIPES FOR UNDERGROUND PETROL TANKS

SCALE: NTS



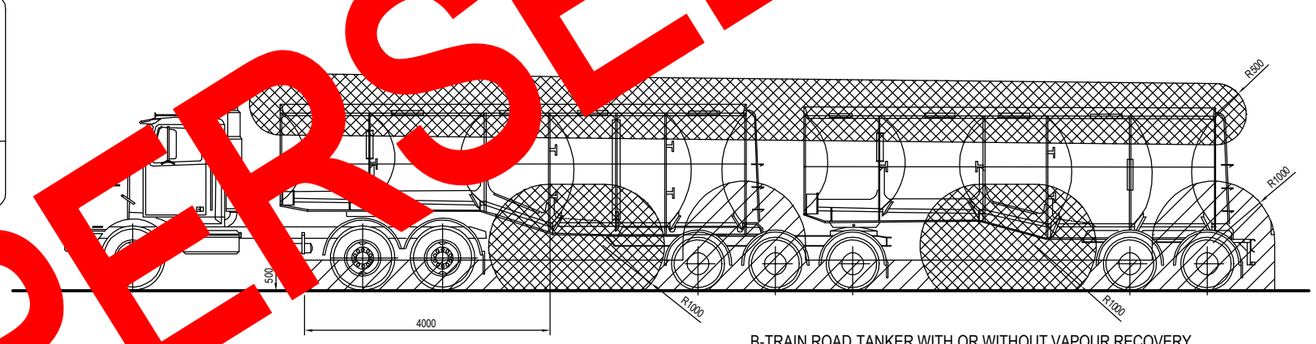
SEMI R TANKER WITH OR WITHOUT VAPOUR RECOVERY
RO TANKER, DISCHARGE WITH OR WITHOUT VAPOUR RECOVERY: ZA.5.2.6.3



CLAUSE: 2A.4.4.3

TANK VENT PIPE

SCALE: NTS



B-TRAIN ROAD TANKER WITH OR WITHOUT VAPOUR RECOVERY

ROAD OR RAIL TANKER, DISCHARGE WITH OR WITHOUT VAPOUR RECOVERY: ZA.5.2.6.3

VEHICLE HAZARDOUS ZONES

SCALE: NTS

LEGEND

ZONE 1
HAZARDOUS AREA

ZONE 2
HAZARDOUS AREA

THIS EXPLOSIVE ATMOSPHERE AREAS ELEVATION IS TO BE IN ACCORDANCE WITH AS/NZS 60079.10.1 2009 AND IS TO BE READ IN CONJUNCTION WITH THE PLAN DRAWING 2982-F06

SPEL PURACEPTOR SEPARATOR - P020 "CLASS 1"

SEPARATOR VENT & FORECOURT CESSPIT HAZARDOUS AREAS
HAVE SAME DIMENSIONS

SCALE: NTS

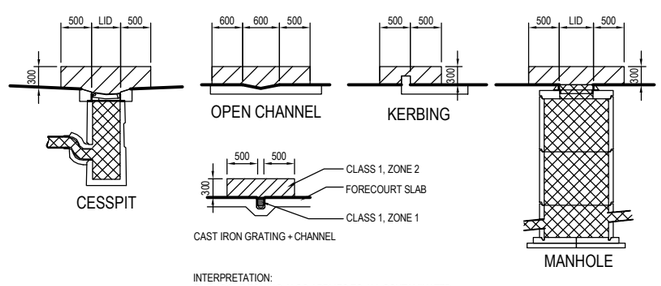
CONTAMINATED SURFACE RUNOFF CONTAINMENT AND TREATMENT FEATURES.

ZONE CLASSIFICATION: 2A.4.5.4
WASTE COLLECTION STORAGE VESSELS, DRAINS, SUMPS OR PITS

ZONE 1:
A) THE AREA WITHIN COLLECTION DRAINS, SUMPS AND PITS LOCATED ON THE FORECOURT OF THE PETROL DISPENSING AREA.

ZONE 2:
B) THE AREA WITHIN 0.3m VERTICAL AND 0.5M LATERAL FROM OPENINGS OF COLLECTION STORAGE VESSEL, DRAINS, SUMPS OR PITS.

ZONE 1:
C) INTERIOR OF COLLECTION STORAGE VESSEL



INTERPRETATION:
THE ABOVE ZONING ALSO APPLIES TO ALL CONTAMINATED STORMWATER CONTAINMENT/TREATMENT FEATURES. THIS INCLUDES AREAS WITHIN A WASTEWATER TREATMENT UNIT AS WELL AS ALL PIPING LEADING TO IT.

THE DISTANCE OF 0.5M SPECIFIED IN B) IS TAKEN FROM THE EDGE OF OPENINGS (EG: RIM OF MANHOLE LID, CESSPIT LID) OR 0.5M BEYOND THE EDGES OF CONTAINED SURFACE FLOWS (EG: OPEN CHANNELS, ACO DRAINS, KERBING ETC)

CONTAMINATED SURFACE RUNOFF CONTAINMENT

SCALE: NTS

A1 Scale.	N.T.S
A3 Scale.	N.T.S
Designed.	L.MEIKLEJOHN
Drawn.	B.MILLWARD
A1 Plot Scale.	1 : 1
A3 Plot Scale.	1 : 2

NOTES

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Drawing.
Proposed Explosive
Atmosphere Areas Elevations

Drawing No. 2982-F07
Revision. A

LEGEND :

11.5 EXISTING CONTOUR LINES

EXTENT OF PROPOSED EXCAVATION OVER 1.2m DEEP

EXTENT OF SITE AFFECTED BY EARTHWORKS = 845m2

CUT AND FILL LEGEND :

AREA LABEL	DESCRIPTION	APPROX. CUT VOLUME (m3)	APPROX. FILL VOLUME (m3)
	TOTAL VOLUME OF EARTHWORKS REQUIRED FOR THE PROPOSED UNDERGROUND SPEL PURACEPTOR SEPARATOR (TOTAL AREA = 25m2)	70	16
	TOTAL VOLUME OF EARTHWORKS REQUIRED FOR THE PROPOSED UNDERGROUND TANKS (TOTAL AREA = 101m2)	383	137
	TOTAL VOLUME OF MATERIAL TO BE REMOVED FROM THE SITE ASSOCIATED WITH ALL OTHER EARTHWORKS (TOTAL AREA = 845m2) (AREA IS EXCLUDING UNDERGROUND TANKS AND SPEL SEPARATOR)	211	126
TOTALS :		664	279

A1 Scale.	1:200
A3 Scale.	1:400
Designed.	L.MEIKLEJOHN
Drawn.	B.MILLWARD
A1 Plot Scale.	1 : 1
A3 Plot Scale.	1 : 2

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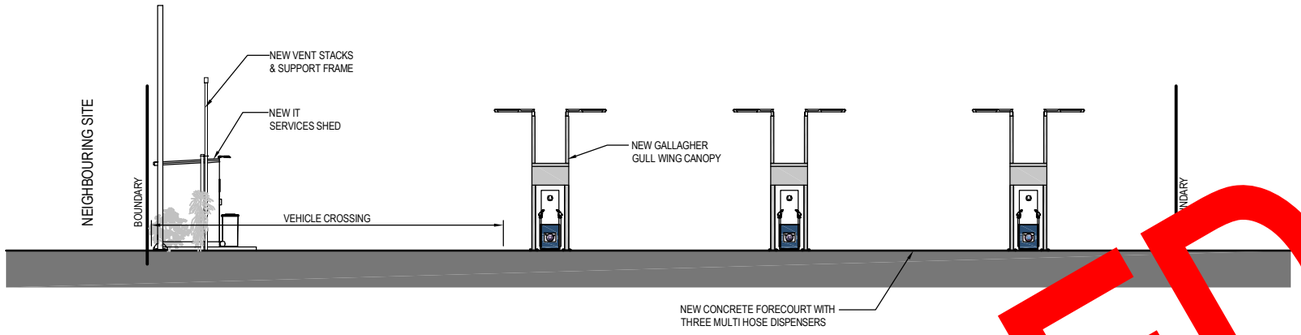
Drawing.

Proposed Earthworks Plan

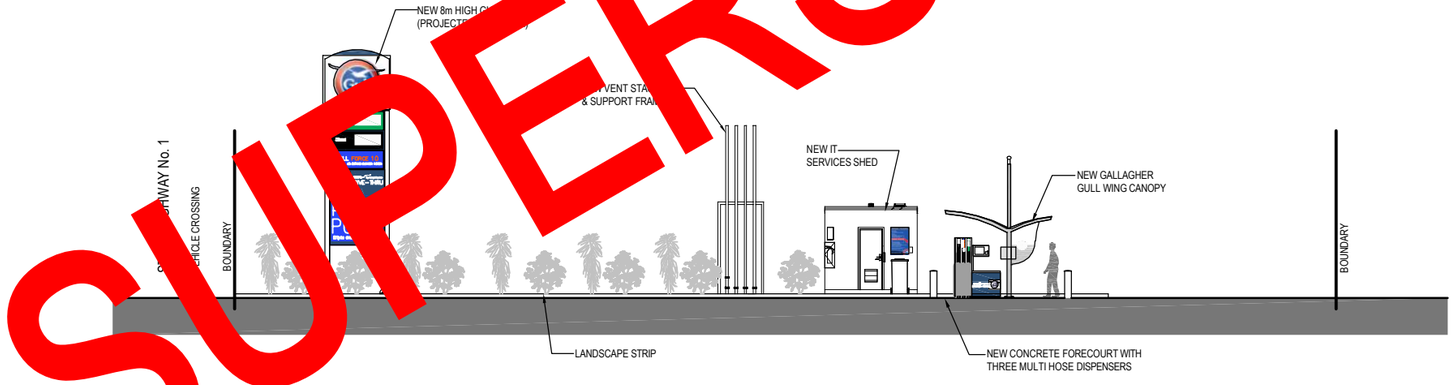
Drawing No. 2982-F08

Revision. A



ELEVATION (NORTH WEST)

SCALE- 1:100 (A1) 1:200 (A3)



ELEVATION (SOUTH WEST)

SCALE- 1:100 (A1) 1:200 (A3)

A1 Scale.	1:100
A3 Scale.	1:200
Designed.	L.MEIKLEJOHN
Drawn.	B.MILLWARD
A1 Plot Scale.	1 : 1
A3 Plot Scale.	1 : 2

NOTES

DO NOT SCALE.

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REV.	DESCRIPTION	BY	DATE
A	PRELIMINARY RESOURCE CONSENT ISSUE	BM	12-06-18

Project.

GULL PARAPARAUMU

PROPOSED DEVELOPMENT

3 Kapiti Road, Paraparaumu

TECHNITRADES ARCHITECTURE

12 Ben Lomond Crescent, Pakuranga, Auckland 2010

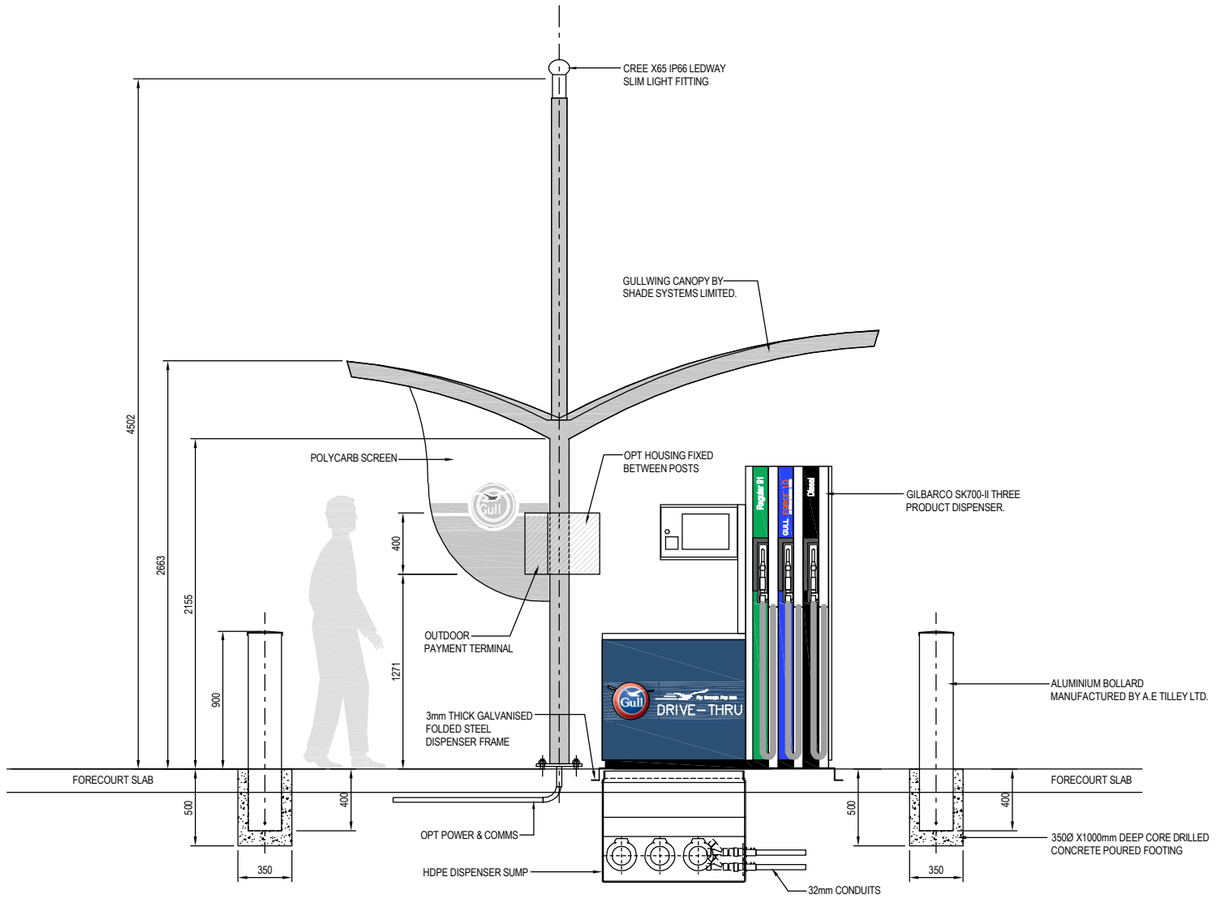
Phone (09) 5767166 | design@technitrades.co.nz

Drawing.

Proposed Long Elevations

Drawing No. 2982-F09

Revision. A



GULL DISPENSER FRONT ELEVATION (GALLAGHER)

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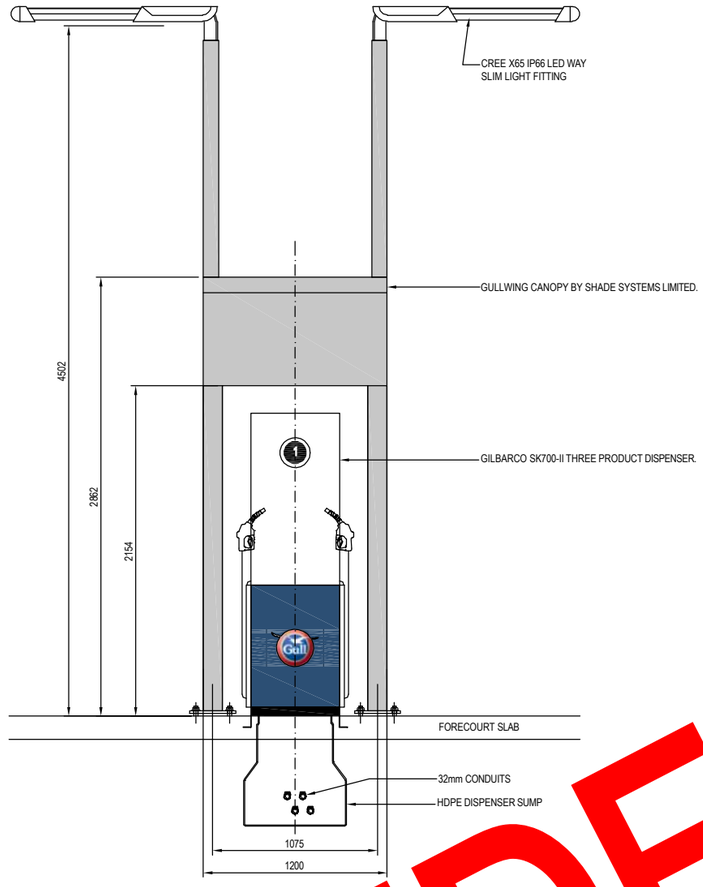

GULL DISPENSER END ELEVAT (GAL GHER)

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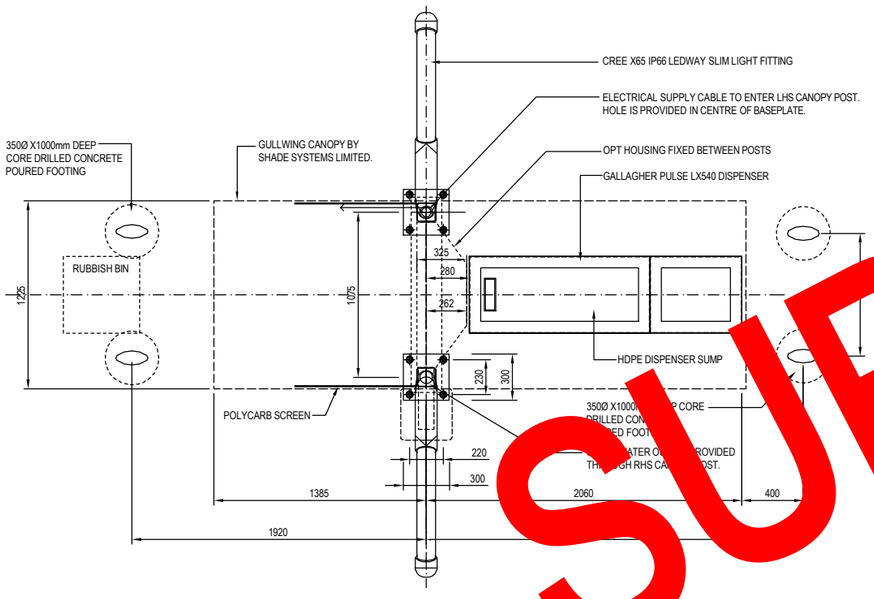

GULL DISPENSER PLAN (GALL ER)

SCALE- 1:20 (A1) 1:40 (A3)

A1 Scale.	1:20
A3 Scale.	1:40
Designed.	L.MEIKLEJOHN
Drawn.	B.MILLWARD
A1 Plot Scale.	1 : 1
A3 Plot Scale.	1 : 2

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GULL PARAPARAUMU

PROPOSED DEVELOPMENT

3 Kapiti Road, Paraparaumu

TECHNITRADES ARCHITECTURE
12 Ben Lomond Crescent, Pakuranga, Auckland 2010
Phone (09) 5767166 | design@technitrades.co.nz

Drawing.

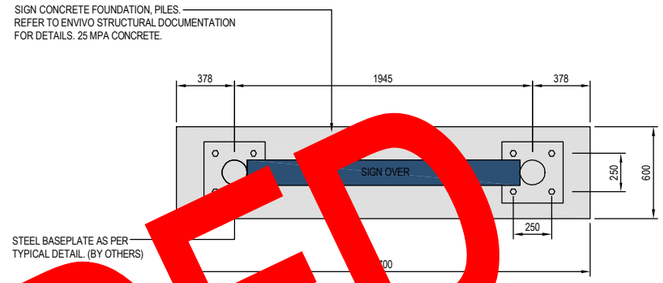
Dispenser &
Gull Wing Canopy Plan & Elevations

Drawing No. 2982-F10

Revision. A

ID SIDE ELEVATION
SCALE- 1:20 (A1) 1:40 (A3)

ID FRONT ELEVATION
SCALE- 1:20 (A1) 1:40 (A3)



ID SIGN
SCALE- 1:20 (A1)

A1 Scale.	1:20
A3 Scale.	1:40
Designed.	L.MEIKLEJOHN
Drawn.	B.MILLWARD
A1 Plot Scale.	1 : 1
A3 Plot Scale.	1 : 2

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PROPOSED DEVELOPMENT
3 Kapiti Road, Paraparaumu

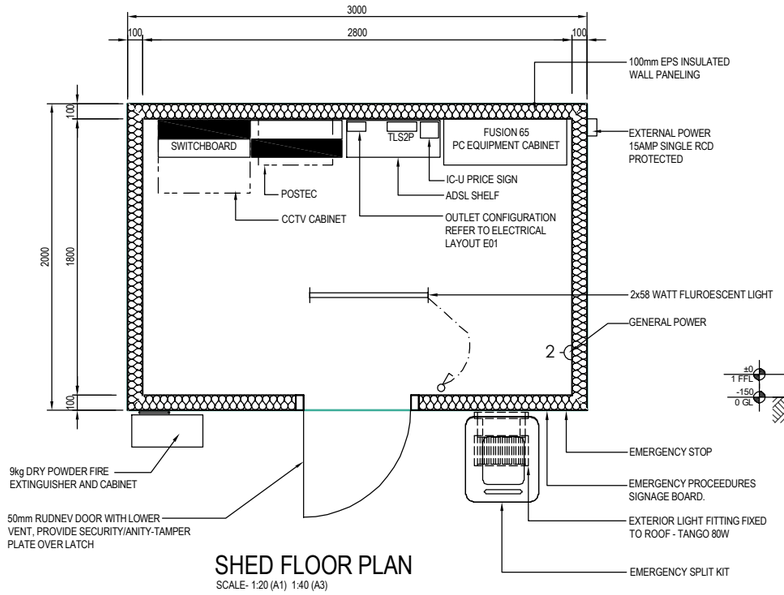
TECHNITRADES ARCHITECTURE
12 Ben Lomond Crescent, Pakuranga, Auckland 2010
Phone (09) 5767166 | design@technitrades.co.nz

Drawing.

Proposed ID Sign Plan
& Elevations

Drawing No. 2982-F11

Revision. A



SHED FLOOR PLAN

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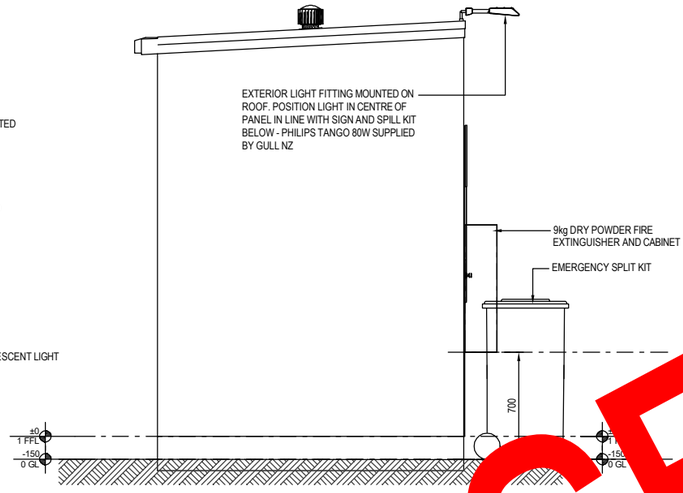

SHED SIDE ELEVATION

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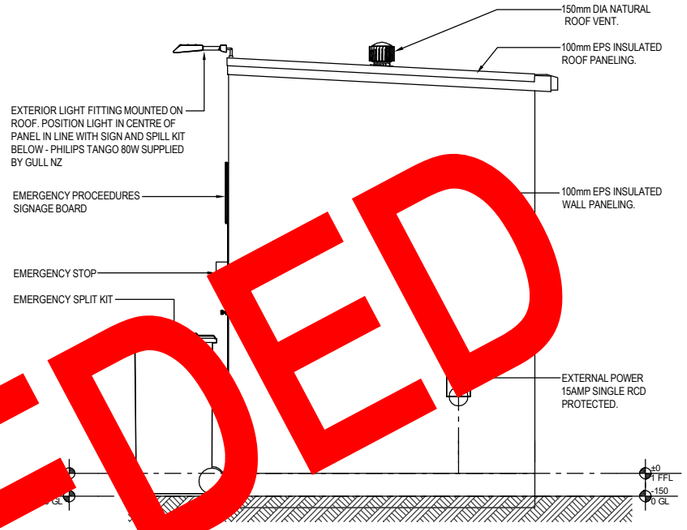

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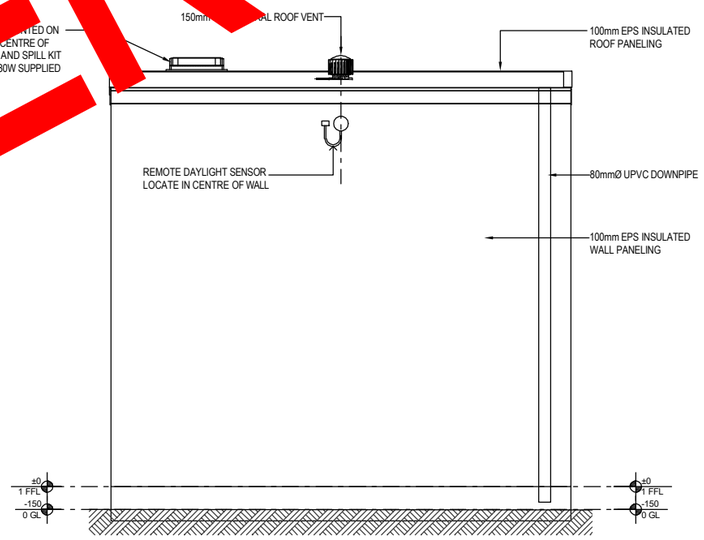

SHED REAR ELEVATION

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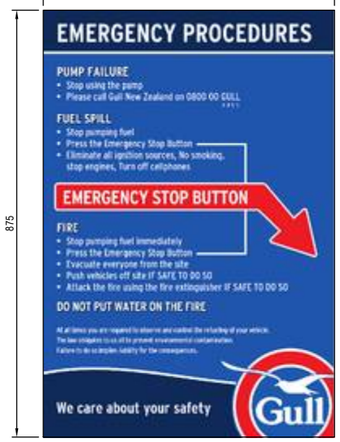
SHED FRONT ELEVATION

SCALE- 1:20 (A1) 1:40 (A3)



EMERGENCY PROCEDURES

SCALE- 1:20 (A1) 1:40 (A3)

A1 Scale.	1:20
A3 Scale.	1:40
Designed.	L.MEIKLEJOHN
Drawn.	-
A1 Plot Scale.	1 : 1
A3 Plot Scale.	1 : 2

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GULL PARAPARAUMU

PROPOSED DEVELOPMENT

3 Kapiti Road, Paraparaumu

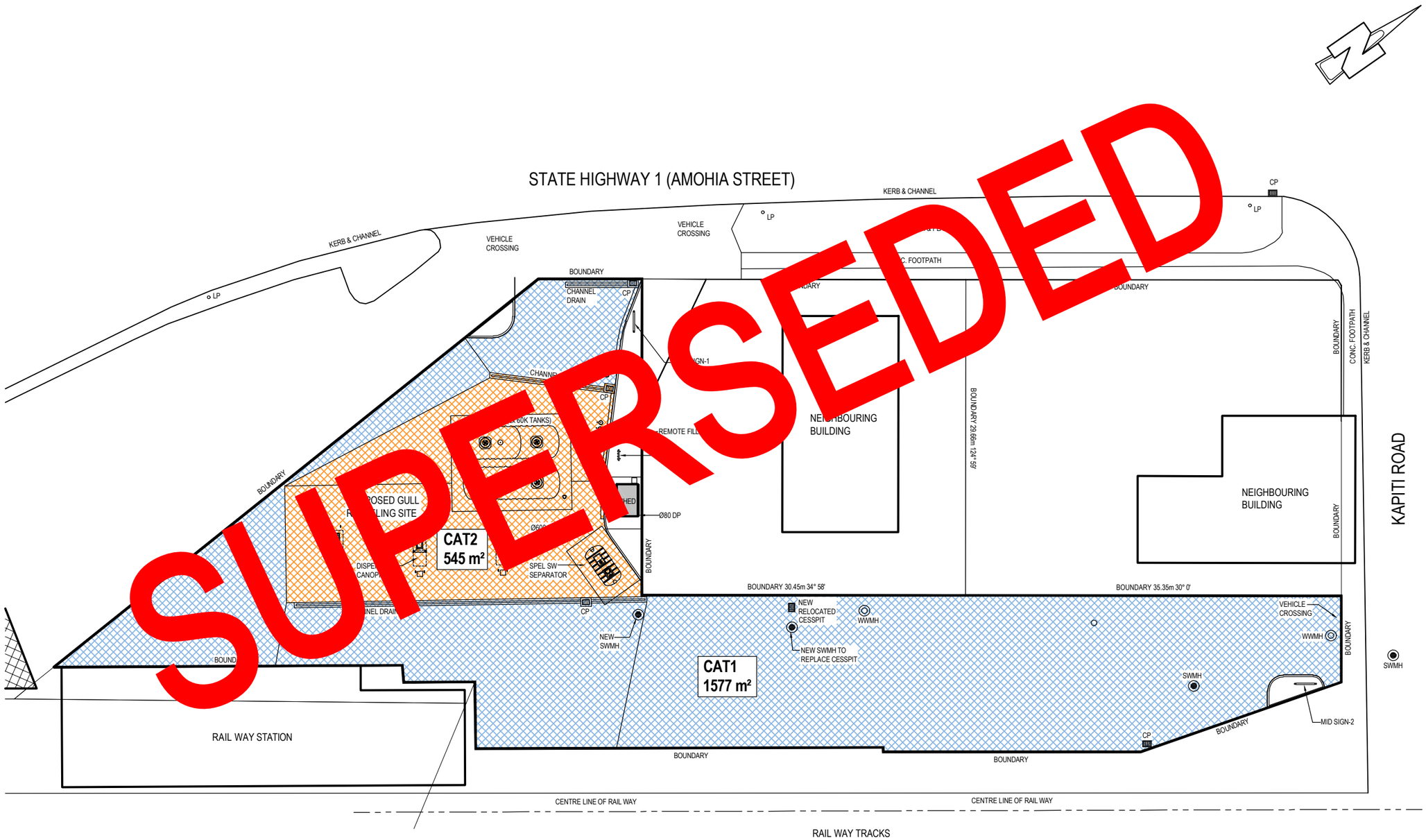
TECHNITRADES ARCHITECTURE
12 Ben Lomond Crescent, Pakuranga, Auckland 2010
Phone (09) 5767166 | design@technitrades.co.nz

Drawing.

Proposed Services Shed Plan & Elevations

Drawing No. 2982-F12

Revision. A



SUPERSEDED

STORMWATER MANAGEMENT

RECEIVING ENVIRONMENT:
TUKI TUKI RIVER SYSTEM

	STORMWATER CATEGORY 1	DRAINAGE SYSTEMS DEDICATED TO THE CAPTURE AND DISPOSAL OF STORMWATER FROM AREAS WHERE THE PRESENCE OF FUEL AND OIL CONTAMINANTS IS UNLIKELY TO OCCUR
	STORMWATER CATEGORY 2	DRAINAGE SYSTEMS DEDICATED TO THE CAPTURE OF STORMWATER, WHICH MAY CONTAIN FUEL AND OIL CONTAMINANTS GENERATED FROM REFUELING ACTIVITIES, OR SPILLS AND REQUIRES APPROPRIATE CONTAINMENT AND/OR TREATMENT PRIOR TO DISPOSAL TO THE COUNCIL STORMWATER DRAINAGE NETWORK.

A1 Scale.	1:100
A3 Scale.	1:200
Designed.	L.MEIKLEJOHN
Drawn.	B.MILLWARD
A1 Plot Scale.	1 : 1
A3 Plot Scale.	1 : 2

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GULL PARAPARAUMU

PROPOSED DEVELOPMENT
3 Kapiti Road, Paraparaumu

TECHNITRADES ARCHITECTURE
12 Ben Lomond Crescent, Pakuranga, Auckland 2010
Phone (09) 5767166 | design@technitrades.co.nz

Drawing.

Proposed
Stormwater Category Plan

Drawing No.	Revision.
2982-F13	A

Harrison Transportation

Gull Service Station

Kapiti Road Paraparaumu

Transportation Assessment Report

July 2018

PO Box 11557
Palm Beach
Papamoa 3151

Reference: 276 TA v1

Contents

1. Introduction

Gull NZ propose to develop a new service station at 3 Kapiti Road, Paraparaumu. This report has been prepared, at the request of Wasley Knell Consultants, to assess the expected transportation effects of that proposal. The key transportation issues associated with the proposed service station are:

- The level of traffic expected to be generated by the service station and the effect that this will have on the adjacent road network.
- The provision of suitable access to the site.
- The manoeuvring of vehicles, including fuel tankers, within the site.

These issues are discussed in this report. By way of a summary it is concluded that the proposed service station can be readily accommodated within the local transportation environment.

2. The Site

The site is located on the western side of Amohia Street, approximately 65m south of Kapiti Road. The site has access to both Amohia Street and Kapiti Road. The location of the site is shown on Figure 1.

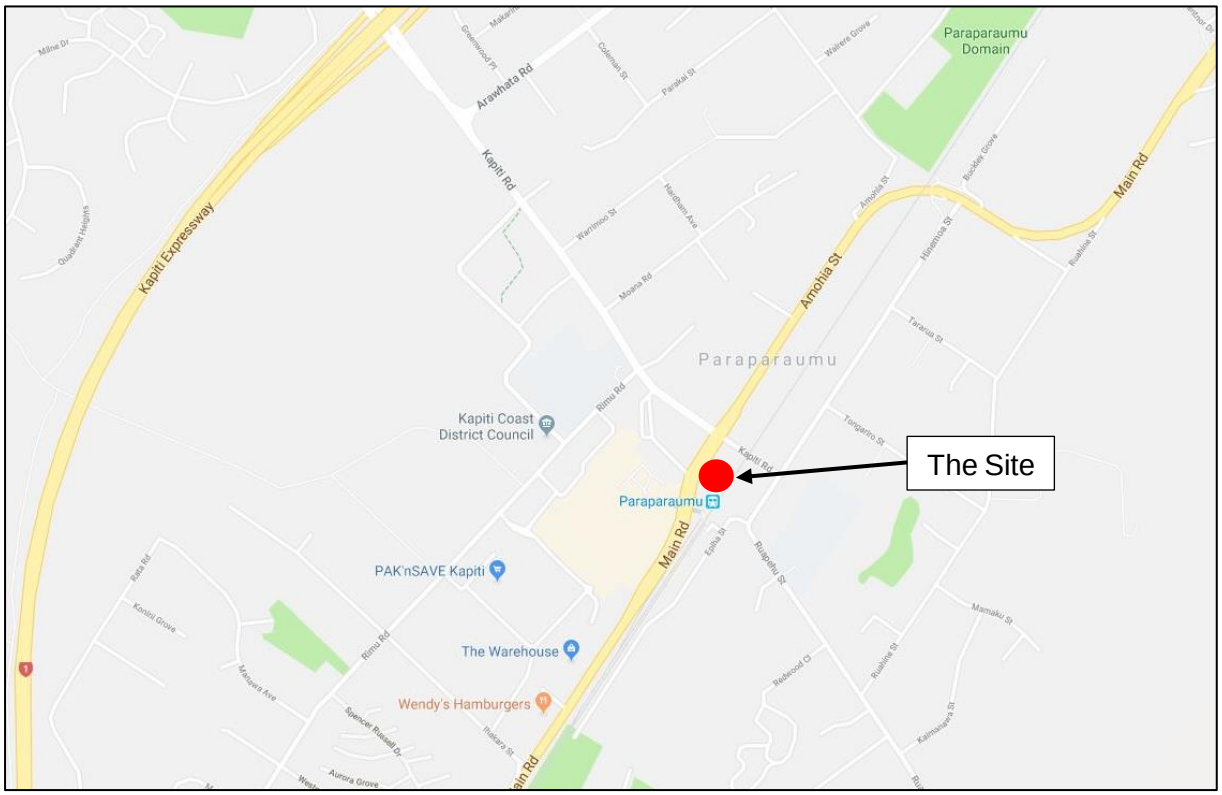


Figure 1: Site Location.

The site is zoned Industrial / Service in the Kapiti Coast District Plan, with the proposed service station understood to be a Permitted Activity in both the Operative and Proposed District Plans.

The site is presently vacant. Photograph 1 shows the site, viewed from Amohia Street while Photograph 2 shows the site viewed from Kapiti Road.

Photograph 1: The Site, Viewed From Amohia Street.

Photograph 2: The Site, Viewed From Kapiti Road.

Adjacent activities include the Paraparaumu railway station immediately to the east of the site, with a number of park and ride car parks located on the eastern side of the railway.

Commercial activities are located immediately to the north of the site with the Coastlands shopping centre located on the western side of Amohia Street.

3. Transportation Environment

Amohia Street is classified in the Operative District Plan as a National / Major District Arterial Road while in the Proposed District Plan it is classified as a Strategic Arterial Route. As part of SH1, Amohia Street has until recently formed part of the main north-south route through the Kapiti Coat District. With the opening of the Kapiti Expressway on 24 February 2017, Amohia Street no longer provides the main north-south route, however the SH1 designation has not yet been lifted.

Adjacent to the site Amohia Street has a 21.5m wide dual carriageway marked with two traffic lanes in each direction separated by a solid median. Photograph 3 shows Amohia Street looking to the north while Photograph 4 shows Amohia Street looking to the south.

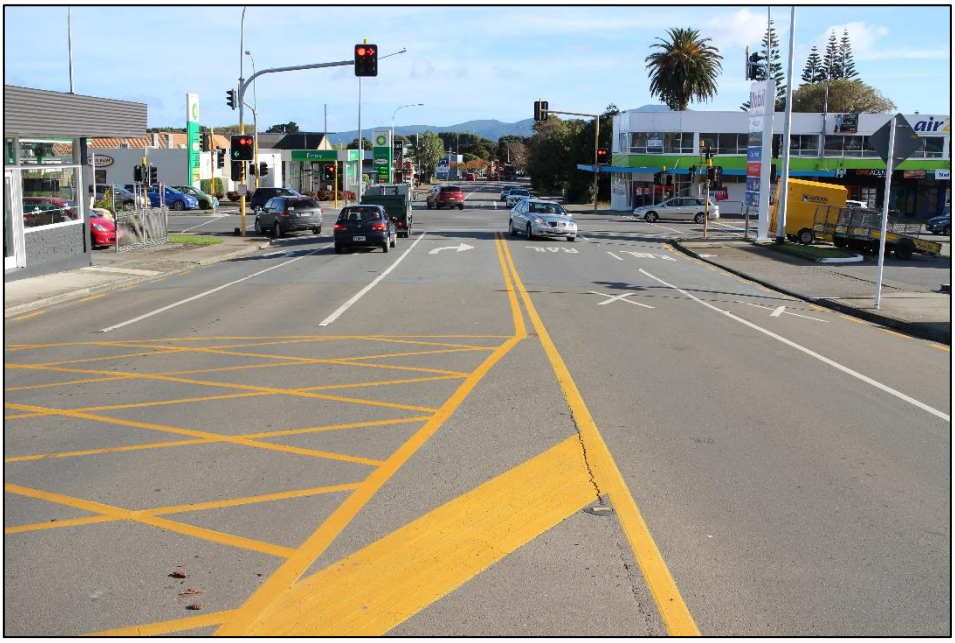
Photograph 3: Amohia Street Looking North.

Photograph 4: Amohia Street Looking South.

Kapiti Road is classified in the Operative District Plan as a Secondary Arterial Road, while in the Proposed District Plan it is classified as a Neighbourhood Assess Route. Adjacent to the site it has a 14.7m wide carriageway marked with two traffic lanes in each direction separated by a yellow painted median. Yellow hatching is painted across the westbound traffic lanes adjacent to the intersection.

Photograph 5 shows Kapiti Road looking to the east while Photograph 6 shows Kapiti Road looking to the west.

Photograph 5: Kapiti Road Looking East.



Photograph 6: Kapiti Road Looking West.

The intersection of Amohia Street and Kapiti Road has traffic signal control. Each approach has two through traffic lanes in each direction, with an additional right turn lane on each approach.

Kapiti Road crosses the Northern Main Trunk Line railway immediately to the east of the site. The rail crossing has warning lights and barrier arms.

A pedestrian underpass is provided under both Amohia Street and the railway.

The area is subject to a 50km/h speed restriction.

4. Future Road Proposals

Following the opening of the Kapiti Expressway, NZTA propose to make a number of changes to the Amohia Street carriageway to reflect its new traffic function as road serving the local community. The proposed changes are shown on the following figure.

Figure 2: Proposed Changes to Amohia Street.

Figure 2 shows that the proposed changes include:

- A reduction from two to one traffic lane in each direction.
- Provision of a cycle lane in each direction.
- Provision of improved bus stops, the bus stop in the southbound direction being located immediately to the south of the site.

The timing of the construction of these changes is not yet known.

5. Traffic Data

The latest available traffic count data for Amohia Street has been obtained from NZTA. The count was recorded north of Ihakara Street so is assessed as representative of the volumes adjacent to the site.

The latest traffic count data for Kapiti Road has been obtained from Council. This count was recorded between Amohia Street and Rimu Street, which is expected to overstate the volumes to the east of Amohia Street. A value of 60% of this count has therefore been adopted for this assessment. The average daily traffic (ADT) volumes from this count are given in the following table.

Road	Time Period	5-Day ADT	7-Day ADT
Amohia Street (SH1)	February 2017	28,124	27,740
	March 2017	10,751	9,876
Kapiti Road	November 2017	6,433	6,046

Table 1: Daily Traffic Count Data (veh/day).

Table 1 shows that the daily traffic volumes on Amohia Street have reduced significantly with the opening of the Kapiti Expressway, with a current 7-day ADT of 9,876veh/day.

The peak hour traffic volumes from the above counts are given in the following table.

Road	Time Period	AM Peak	PM Peak
Amohia Street (SH1)	February 2017	1,999	2,316
	March 2017	980	996
Kapiti Road	November 2017	494	518

Table 2: Peak Hour Traffic Count Data (veh/h).

Table 2 shows that the peak hour volumes on Amohia Street have also dropped significantly, with a current evening peak of 996veh/h.

6. Crash History

A search of the NZTA Crash Analysis System (CAS) has been carried out to identify all reported crashes in the vicinity of the site during the five-year period 2013 to 2017. Available data for 2018 has also been included. The search area consisted of Amohia Street between Kapiti Road and the shopping centre southern access, as well as Kapiti Road between Amohia Street and Hinemoa Street.

The search identified a total of 55 crashes, as follows:

- 32 crashes were recorded at the intersection of Amohia Street and Kapiti Road. 14 of these involved right turning vehicles failing to give way, while eight crashes involved vehicles hitting the rear of a vehicle stopped at the traffic lights. One crash resulted in a serious injury and four crashes resulted in minor injuries.
- Four crashes were recorded at the shopping centre access from Amohia Street. One involved a lane change manoeuvre, one a vehicle losing control, one a vehicle turning

right out of the access failing to give way and one a vehicle hitting the rear of a vehicle in a queue. None of these resulted in an injury.

- Two crashes were recorded at the intersection of Kapiti Road and Hinemoa Street. Both involved right turning vehicles failing to give way. Neither resulted in an injury.
- 13 mid-block crashes were recorded on Amohia Street. Four of these involved vehicles hitting the rear of vehicles in a queue or stopped at the traffic lights, three involved vehicles losing control, two involved lane change manoeuvres and two involved manoeuvring vehicles. One crash resulted in a serious injury and three crashes resulted in minor injuries.
- Four mid-block crashes were recorded on Kapiti Road. One of these involved a vehicle hitting the rear of a vehicle in a queue, one involved a vehicle turning left out of the Mobil service station hitting a cyclist on the footpath, one involved a bus turning right into the railway station hitting a pedestrian and one involved a bus turning right into the railway station hitting a car stopped at the traffic lights. One crash resulted in a minor injury.

The reported crashes are shown on Figure 3.

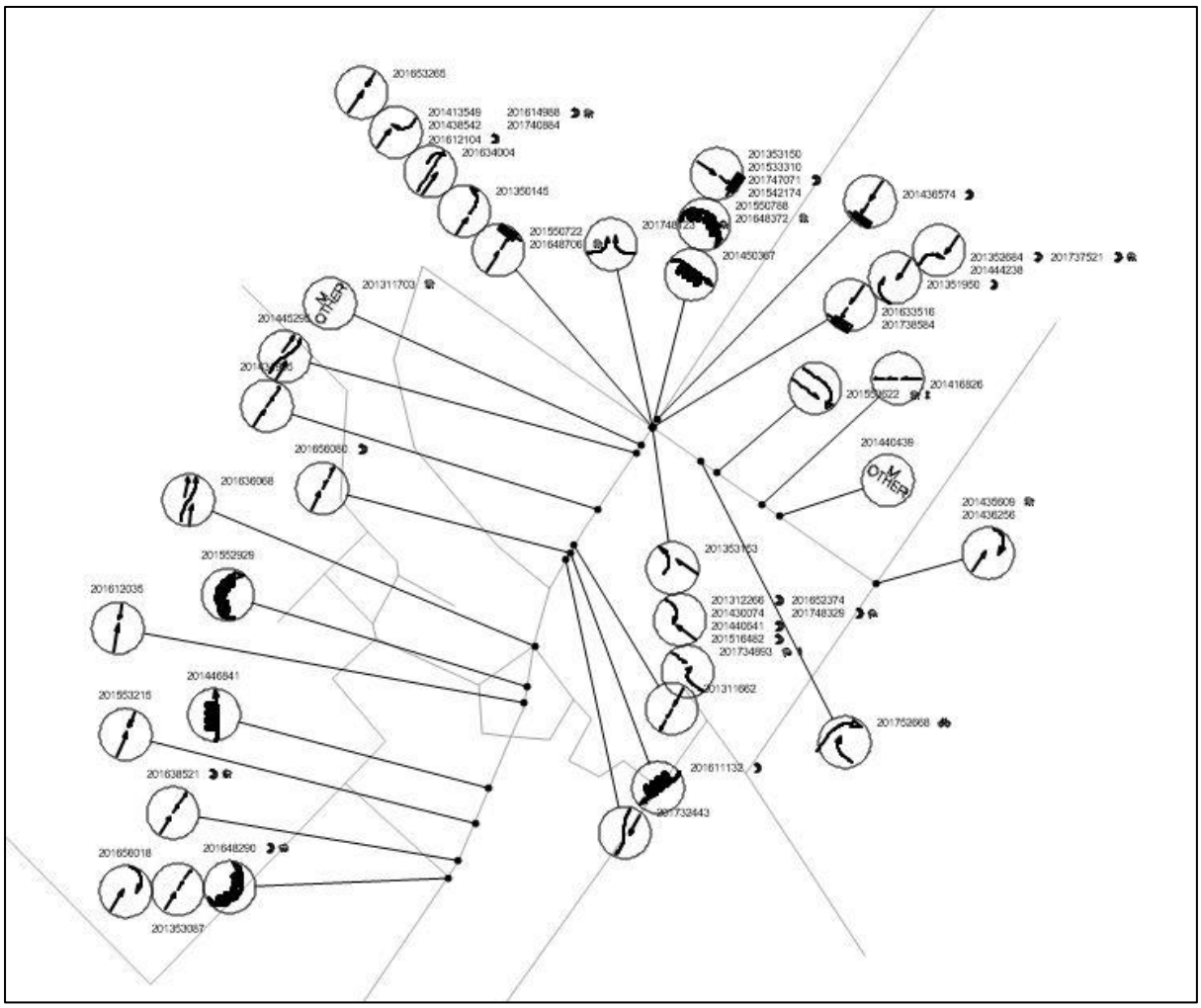


Figure 3: Crash History.

Figure 3 shows a high number of crashes both on Amohia Street and at the intersection of Amohia Street with Kapiti Road, which is consistent with the high traffic volumes on this road prior to the opening of the Kapiti Expressway. There were no crashes associated with the site

access to Amohia Street, but two crashes associated with the site access to Kapiti Road, both of which involved buses which will no longer use the site. Overall, the crash history has not identified any specific road safety issues relevant to the proposed service station.

7. The Proposed Development

Gull NZ propose to develop a new fully automated service station on the site. The service station will have a site area of approximately 1,235m², with leased car parking provided on the balance of the site not required for the service station.

The service station will provide three multi-hose fuel dispensers with six pumps. The forecourt will service light vehicles only, there will be no facilities provided for the refuelling of heavy vehicles. There will be no convenience store, customers will pay at the pump. Similarly, there will be no car wash or any other associated facilities. The service station is proposed to operate 24 hours a day, seven days a week.

The existing two-way vehicle crossings onto both Amohia Street and Kapiti Road are proposed to be retained, with the Amohia Street crossing modified as necessary to tie in to NZTA's proposed changes on Amohia Street.

8. Traffic Generation and Effects

8.1. Traffic Generation

Traffic generation data for service stations is available in the following references:

- NZ Transport Agency Research Report 453 *"Trips and Parking Related to Land Use"* (RR453).
- Roads and Traffic Authority of New South Wales *"Guide to Traffic Generating Developments"* (RTA).
- Institute of Transportation Engineers *"Trip Generation Web Based App"* (ITE).

The expected traffic generation rates given in these references are summarised in the following table.

Data Source	Independent Variable	Daily Rate	Peak Hour Rate
RR453	GFA of convenience store	718 veh/day/100m²	40.7 veh/h/100m²
	Number of fuelling bays	122 veh/day/bay	20.4 veh/h/bay
RTA	Site Area plus Convenience store GFA	Up to 17 times the peak hour generation	4.0 veh/h/100², plus 30 veh/h/100m²
ITE	GFA of convenience store	1,295 veh/day/100m²	118 veh/h/100m²
	Number of fuelling bays	172 veh/day/bay	14.0 veh/h/bay
	Percentage of Passing Traffic	4%	4%

Table 3: Expected Traffic Generation Rates.

Table 3 shows a wide variation in both the independent variable used to estimate the traffic generation (the GFA of the convenience store, the site area, the number of refuelling bays, the percentage of passing traffic) and also the expected traffic generation rates.

The expected traffic generation of the proposed service station, assessed on the basis of the above rates, is as given in the following table.

Data Source	Measure	Number	Daily Traffic (veh/day)	Peak Hour (veh/h)
RR453	Convenience store	-	-	-
	Fuelling bays	6 bays	732	122
RTA	Site Area plus Convenience store	1,235m² -	833	49
ITE	Convenience store	-	-	-
	Fuelling bays	6 bays	1,032	84
	Passing Traffic	15,922veh/day 1,514veh/h	637	61

Table 4: Expected Traffic Generation Based on Published Data.

Table 4 shows a wide variation in the expected traffic generation depending on the source of the data and the independent variable used for the assessment.

The expected traffic generation of the proposed service station has also been assessed on the basis of information and data provided by Gull for comparable service stations. The available data is summarised in the following table.

Location	ADT of Frontage Road (veh/day)	Average Daily Transactions	Percentage (%)
Ti Rakau Drive, Auckland (eastbound)	20,959	409	2.0
SH16 Kumeu	18,781	297	1.6
Fraser Street, Tauranga	15,090	-	2.0
Norton Road Hamilton	14,400	199	1.4
Ohaupo Road Hamilton (southbound)	13,300	173	1.3
SH2 Bethlehem (eastbound)	13,243	349	2.6
Rifle Range Road, Taupo	8,360	356	4.3
Parton Road, Tauranga	6,750	529	7.8

Table 5: Traffic Generation Rates of Other Gull Sites.

The data in Table 5 shows average daily transactions of between 1.3% and 7.8% of the frontage road's daily traffic volumes. The data also shows that service stations located adjacent to roads with high traffic volumes typically have a lower percentage of transactions than those on roads with low traffic volumes. The reason for this is expected to be that, on roads with high traffic volumes, the delays associated with turning right into and out of the site discourage motorists travelling on the opposite side of the road from using the site. A traffic generation rate of 2% of the passing traffic volume on both Amohia Street and Kapiti Road has been adopted for this assessment, which allows for the presence of the solid median restricting the right turns in and out of the site on Amohia Street and the remote location of the service station relative to Kapiti Road.

On the basis of the above transaction rates, two vehicle movements per transaction (an inward and an outward movement), and the traffic volumes given in Section 5 of this report, the expected traffic generation of the proposed service station is as given in the following table.

Road	Passing Traffic		Traffic Generation	
	ADT (veh/day)	Peak Hour (veh/h)	Daily (veh/day)	Peak Hour (veh/h)
Amohia Street	9,876	996	395	40
Kapiti Road	6,046	518	242	21
Total	**-**	**-**	**637**	**61**

Table 6: Expected Traffic Generation Based on Other Gull Sites.

Table 6 shows that the daily traffic generation of the proposed service station is expected to be approximately 637veh/day, with a peak hour traffic generation of approximately 61veh/h.

A comparison of the expected traffic generation given in Table 4 and Table 6 above shows that the expected traffic generation based on the Gull data is at the lower end of the range expected from the published data. Given that there is no convenience store and therefore no ability for customers to pay by cash, it is assessed that the traffic generation of the proposed Gull service station, assessed on the basis of the data for similar Gull service stations, is an appropriate assessment of the expected traffic generation of the proposed service station.

8.2. Price Promotions

It is noted that Gull does, on occasion, offer fuel at discounted prices. There is limited data available on the effect of these price promotions. The limited data that is available suggests very little effect at some locations, with increases in the range of 50% to 100% in other locations. The data suggests that service stations located adjacent roads with high traffic volumes typically have a lower increase in the number of transactions than those service stations located on roads with low traffic volumes.

It is also noted that not only do other service stations also offer similar price promotions as Gull, often at the same time as the Gull promotion, but that price promotions are common in many other retail sectors.

Due to the lack of appropriate data, there has been no assessment of the expected increase in traffic associated with price promotions. It is however expected that any increase in traffic during a price promotion is expected to be primarily existing traffic on the road network rather than additional traffic.

8.3. Traffic Distribution

The turning movements at a service station are typically approximately 70% left in and left out, with 30% right in and right out. Due to the solid median, turning movements on Amohia Street will however be limited to left in and left out. The expected turning movements to and from the site based on this distribution are shown on the following figure.

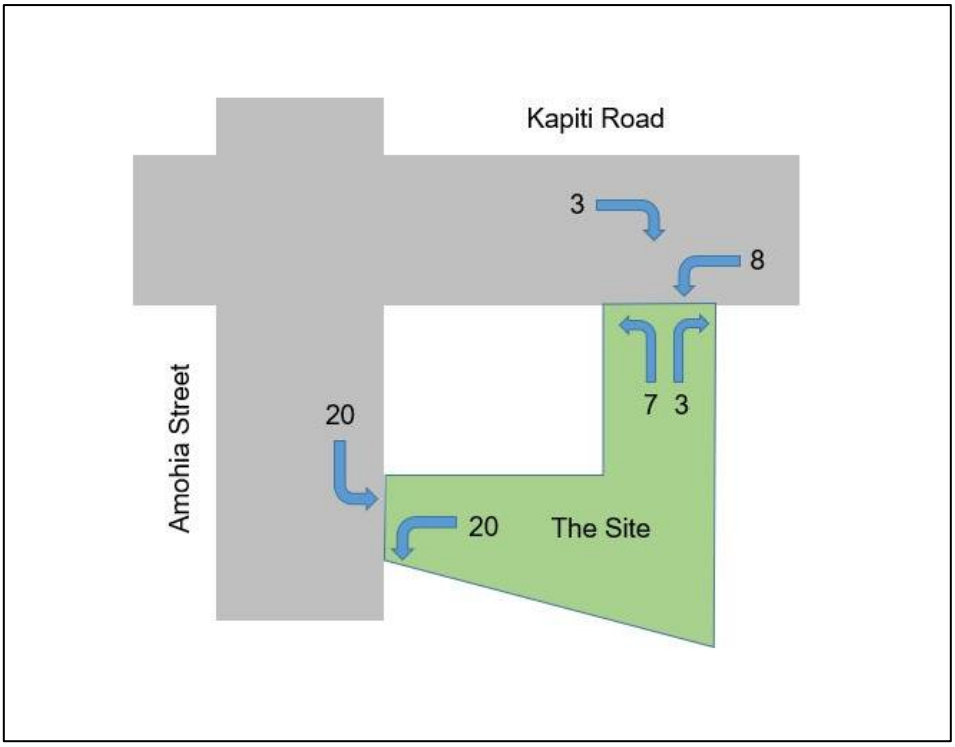


Figure 4: Peak Hour Turning Movements (veh/h).

Figure 4 shows turning movements of up to 20veh/h turning left into and left out of the site from Amohia Street.

8.4. Traffic Effects

As the proposed service station does not include a convenience store, the traffic generation associated with the service station is expected to be predominantly by-pass trips with little, if any, additional traffic on the road network. As the volume of any additional traffic on the adjacent road network is expected to be negligible, the effects of this traffic on the wider road network are also assessed as being negligible.

9. Parking

9.1. District Plan Parking Requirements

Both the Operative and Proposed District Plans require on-site parking for service stations and motor garages to be provided at the following rates:

- Two car parks per three employees.
- Two car parks for any ancillary retail.
- Four car parks per workshop bay.
- Three car parks for a carwash (Proposed District Plan; two car parks for queuing).
- One car park for air hose/vacuum.

As the proposed service station will be entirely self-service with no staff, retail store or other associated services, no on-site parking is required.

9.2. Expected Parking Demand

Published parking demand data for service stations is available from the same sources of data as given in Section 8.1 of this report. The parking demand rates given in these references are as follows:

- RR453: 9.1 spaces/100m² GFA.
- RTA: 6 spaces/work bay plus 5 spaces/100m² GFA.

As the service station is proposed to be self-service with no convenience store or work bays, there is expected to be no demand for car parking other than at the fuel pumps. No on-site parking is therefore proposed, other than that at the fuel pumps.

9.3. Leased Parking

Leased car parking spaces are proposed to be provided on the balance of the site not used for the service station. A review of the proposed car park layout has been carried out. Both the Operative and Proposed District Plans refer to AS/NZS 2890.1:2004 for the required car parking dimensions. It is confirmed that the dimensions of the proposed car parking spaces are in accordance with the dimensions specified in this standard. The proposed parking layout will allow vehicles to turn on the site and exit in a forward's direction.

9.4. Accessible Parking

The Operative District Plan requires all public and private car parking areas with between 11 and 100 car parking spaces to provide two accessible spaces for people with a disability. Two accessible car parking spaces are recommended in accordance with this requirement.

The Proposed District Plan requires accessible parking spaces to be provided for any activity requiring more than two car parking spaces. As the proposed service station does not require any car parking, no accessible spaces are required. As noted above, two accessible spaces are however recommended.

10. Access

Both the Operative and Proposed District Plans have general standards for property access, as well as specific standards for service stations. The general standards therefore apply for the access to the leased car parking spaces while the specific standards apply to the access to the service station.

10.1. Pedestrian Movements

Both the Operative and Proposed District Plans require that there be no access to a service station across a footpath where the number of pedestrians exceeds 1,000 per hour for two or more hours per day. While no pedestrian count data is available, it is noted that the main pedestrian movements in the area are between the railway station, the park and ride car parks and the shopping centre, for which an underpass is provided. The pedestrian movements on both Amohia Street and Kapiti Road adjacent to the site are therefore expected to be less than this threshold.

10.2. Visibility

Sight distances are required to be provided in accordance with the operating speed of vehicles along the road. The operating speed of vehicles on Amohia Street has been assessed at 50km/h while, due to the presence of the railway crossing, the speed of vehicles on Kapiti Road has been assessed at 30km/h. The Operative District Plan specifies greater sight distances than the Proposed Plan and so these have been adopted for this assessment.

The compliance of the available sight distances with the requirements of the Operative Plan is given in the following table.

Road	Direction	Sight Distance (m)		Complies?
		Required	Available	
Amohia Street	To the North	80	>100	Yes
	To the South	80	-	-
Kapiti Road	To the East	60	75	Yes
	To the West	60	65	Yes

Table 7: Sight Distances at the Site Access.

Table 7 shows that the available sight distances at the site access comply with the requirements of the District Plan.

The available sight lines are shown on the following photographs.

Photograph 7: Amohia Street Sight Line to the North.

Photograph 8: Kapiti Road Sight Line to the East.

Photograph 9: Kapiti Road Sight Line to the West.

Photograph 7 shows that the Amohia Street sight line to the north is potentially restricted by low branches on the street tree located to the north of the site. It is recommended that these low branches be trimmed. Photograph 8 shows that the Kapiti Road sight line to the east is through the pedestrian fences for the railway crossing. While gaps in the fence do provide visibility, it is noted that full visibility is available as the vehicle moves forward from the stopped position.

10.3. Arterial Route Stations

The Proposed District Plan requires that, on Strategic Arterial Routes:

- Pumps be located at least 9.0m from the road boundary.
- Deceleration and acceleration lanes be provided in accordance with Diagram A4 (Schedule 11.1) of the Plan.

The site plan shows that the pumps are proposed to be located approximately 23m from the road boundary, which exceeds the specified minimum.

The site plan shows that NZTA's proposed changes to Amohia Street include the provision of a dedicated deceleration lane for the entry movement into the site. The provision of an exit taper is not practical due to the close proximity of the access to the adjacent bus stop.

10.4. Median Divided Roads

Both the Operative and Proposed District Plans require that service stations on roads that have central medians operate only as left turn in, left turn out, with no opening in the central median. It is confirmed that the access to Amohia Street will operate as left turn in and left turn out.

10.5. Locations Near Intersections

The Operative District Plan's requirements for service stations specify that, for locations near intersections, the general requirements apply. Similarly, in the Proposed District Plan, the requirements for locations near intersections are given in the general requirements. These requirements specify that, at intersections where traffic signals are operating, no vehicle crossing be located within 30m of the intersection or within 60m on the departure side of an urban state highway intersection.

The proposed location of the vehicle crossings are as follows:

- Amohia Street: 68m south of the Kapiti Road intersection.
- Kapiti Road: 37m east of the Amohia Street intersection.

The available separation distances therefore comply with this requirement.

Both the Operative and Proposed District Plan's general requirements then go on to specify additional requirements for major traffic activities. These require:

- An access to a Major Arterial / Strategic Arterial Route to be a minimum of 60m from an intersecting Arterial / Strategic Arterial Route.
- An access to a Major Arterial / Strategic Arterial Route to be a minimum of 30m from an intersecting Local Road / Neighbourhood Access Route.
- An access to a Local Road / Neighbourhood Access Route to be a minimum of 30m from an intersecting Arterial / Strategic Arterial Road.

The proposed Amohia Street access complies with these requirements.

The Kapiti Road access is located within the 60m specified by the Operative District Plan and so does not comply with the Operative Plan. The required spacing of 60m is due to Kapiti Road being classified as a Secondary Arterial Road. The Proposed District Plan re-classifies Kapiti Road as a Neighbourhood Access Route, which results in a lesser distance of 30m

being required. The Kapiti Road access therefore does comply with the Proposed District Plan.

Given that the Kapiti Road access is existing and that the location does comply with the requirements of the Proposed District Plan, it is assessed that the location will have sufficient separation from the intersection to avoid any detrimental effect on the intersection.

10.6. Distance Between Accesses

Both the Operative and Proposed District Plans specify, for access to a state highway, a minimum distance of 15m between accesses for non-residential activities on the same side of the road. The proposed separation distance between the Amohia Street access and the access to the adjacent Jaycar site is approximately 6m, which does not comply. It is however noted that NZTA has proposed a specific design for this access as part of their Amohia Street improvements. This proposed design has been adopted. It is assessed that this specific design will provide sufficient separation to ensure the safety of pedestrians and to minimise any potential conflict between turning movements at the access driveways. It is also noted that, following the opening of the Kapiti Expressway, the state highway status of Amohia Street is expected to be revoked.

10.7. Provisions for Road Widening

The District Plan requires that, where road widening is designated, measurements should be taken to the future road boundary or road edge. No road widening is designated and so this requirement is not applicable.

10.8. Manoeuvring Space

It is proposed that fuel will be delivered to the site two or three times per week using semi-trailer vehicles up to 19.45m long. It is proposed that the tanker will travel to the site on Amohia Street turning left into the site. The tankers will then depart turning left onto Kapiti Road. The tracking path of the design fuel tanker is shown on the attached Drawings 1 and 2. The drawings show that the tankers will be able to undertake the required turning manoeuvres and exit the site in a forward's direction.

To achieve easy ingress and egress, the District Plan requires large vehicles such as the fuel tanker, to undertake turns of not less than a 7.5m radius. The turning dimensions used for the vehicle tracking are shown on Drawing 4. This drawing shows an outer turning radius of 8.9m, which exceeds the required 7.5m. It is noted that this tracking template has been specifically developed for the tankers used by Gull.

The District Plan requires light vehicles to undertake turns of not less than a 4.5m radius. The tracking of the design light vehicle is shown on the attached Drawing 3, with the turning dimensions used for the vehicle tracking shown on Drawing 4. This drawing shows, for the design 85th percentile car, an outer turning radius of 6.2m and for the 99th percentile car an outer turning radius of 6.7m. These radii exceed the specified 4.5m radius.

The drawings therefore show that the design vehicles are able to undertake the required manoeuvres without exceeding the specified minimum radii.

10.9. Distance of Pumps From Road

Pumps are required to be located a minimum of 7m from a vehicle crossing and 4.5m from a road boundary. The pumps are proposed to be located a minimum of approximately 23m from the Amohia Street vehicle crossing and a minimum of approximately 6.0m from the Amohia Street side boundary. The location of the pumps therefore complies with these requirements.

It is expected that there will be up to approximately 31 fuel transactions per hour during the peak hour. When divided equally between the six fuel outlets, this results in approximately five fuel transactions per pump, or one transaction every 12 minutes. It is understood that transactions at automated Gull service stations take, on average, approximately three minutes each. The proposed six fuel outlets will therefore have ample capacity to process the expected peak hour traffic generation with minimal queuing.

10.10. Driveways and Crossing Points

The Operative District Plan's general standards specify the minimum vehicle crossing widths. For sites containing more than six car parking spaces, two-way vehicle crossings are required to be a minimum of 6.0m wide. All other vehicle crossings are required to be a minimum of 3.0m wide. The Proposed District Plan contains a similar requirement, but also specifies a maximum width of 9.0m.

Both the Operative and Proposed District Plan's requirements for service stations require vehicle crossings accommodating tanker movements to be a minimum of 6.0m and a maximum of 9.0m wide.

The existing Amohia Street vehicle crossing is proposed to be retained in the short term but then replaced as part of NZTA's proposed changes to Amohia Street. The proposed crossing will be approximately 10.0m wide, which exceeds the specified maximum of 9.0m.

The width of vehicle crossings is generally restricted in order to discourage parallel exit manoeuvres and to minimise a pedestrian's exposure to conflict. To mitigate the effects of the wider crossing it is proposed to paint a central island on the pavement surface at the Amohia Street access. The painted island will be approximately 1.5m wide and 5.0m long. The painted island will guide exiting vehicles to the correct side of the access and minimise any risk of parallel exit manoeuvres. The painted island will also provide a central refuge area for pedestrians, thereby minimising any increased risk.

The existing access to Kapiti Road is proposed to be retained. This vehicle crossing is approximately 8.5m wide so complies with the District Plan.

The District Plan also requires vehicle crossings to be designed so that a tanker can enter and exit the site without crossing the centreline of the road. The attached Drawings 1 and 2 show that this requirement is achieved.

10.11. Bulk Tanker Filling

Bulk filling points are required to be located so that tankers do not need to park on the legal road and so that the tankers do not obstruct the driveways and vehicle crossings. Again, the attached Drawings 1 and 2 show that this is achieved.

11. Conclusion

Gull NZ propose to develop a new service station at 3 Kapiti Road, Paraparaumu. The service station will provide six pumps to service light vehicles only. There will be no convenience store or any other associated facilities.

The traffic generation of the proposed service station has been assessed on the basis of data provided by Gull. This gives an expected daily traffic generation of 637veh/day, with a peak hour traffic generation of approximately 61veh/h. While this is at the lower end of the range expected from the published data, given that there is no convenience store and no ability for customers to pay by cash, it is assessed that this is an appropriate assessment of the expected traffic generation.

The main turning movements are expected to be at the Amohia Street access which, due to the solid median, will be limited to left in and left out.

As the proposed service station does not include a convenience store, the traffic generation is expected to be predominantly by-pass trips with little, if any, additional traffic on the road network. As the volume of any additional traffic on the adjacent road network is expected to be negligible, the effects of this traffic on the wider road network are also assessed as being negligible.

As the proposed service station will be entirely self-service with no associated services, the District Plan does not require any on-site parking to be provided. No on-site parking is proposed for the service station.

Leased parking is proposed to be provided on the balance of the site not used for the service station. The dimensions of the proposed car parking spaces are in accordance with the dimensions specified in the District Plan. It is however recommended that two accessible car parking spaces be provided.

The proposed site access generally complies with the requirements of both the Operative and Proposed District Plans. It is however noted that the sight line at the Amohia Street access is potentially restricted by low branches on the street tree located to the north of the site. It is recommended that these low branches be trimmed.

The sight line at the Kapiti Road access is through the pedestrian fences for the railway crossing. While gaps in the fence do provide visibility, full visibility is available as the vehicle moves forward from the stopped position.

The distance between the existing Kapiti Road access and the Amohia Street intersection is less than that specified in the Operative District Plan. The Proposed District Plan however re-classifies Kapiti Road as a Neighbourhood Access Route, which results in a lesser separation distance being required. The Kapiti Road access does comply with the Proposed District Plan. It is assessed that the location will have sufficient separation from the intersection to avoid any detrimental effect on the intersection.

The proposed separation distance between the Amohia Street access and the access to the adjacent site is less than that required by the District Plan. It is however noted that NZTA has proposed a specific design for this access as part of their Amohia Street improvements. It is assessed that this specific design will provide sufficient separation to ensure the safety of pedestrians and to minimise any potential conflict between turning movements at the access driveways.

It is proposed that fuel tanker will turn left onto the site from Amohia Street, then exit left onto Kapiti Road. The tankers will be able to undertake the required turning manoeuvres within the site and exit in a forward's direction.

The width of the Amohia Street vehicle crossing, as proposed by NZTA as part of their changes to Amohia Street, exceeds the maximum width specified in the District Plan. To mitigate the effects of the wider crossing it is proposed to paint a central island on the pavement surface within the site. This will guide exiting vehicles to the correct side of the access to minimise any risk of parallel exit manoeuvres and will provide a central refuge area for pedestrians, thereby minimising any increased risk.

The existing Kapiti Road access is proposed to be retained, which complies with the District Plan.

It is therefore concluded that, with the recommended trimming of the tree on Amohia Street, the proposed service station can be readily accommodated within the local transportation environment.

Report Prepared by:

Bruce Harrison
Harrison Transportation
5 July 2018

Reference: 276 TA v1

SH1 Amohia Street

RAISED CONC. CENTRAL MEDIAN & PLANTING

19.45m Quad Semi Tanker Custom

KERB & CHANNEL

VEHICLE CROSSING

VEHICLE CROSSING

LP

LP

GRASS BERM & PLANTING

CONC. FOOTPATH

CONC. FOOTPATH

KERB & CHANNEL

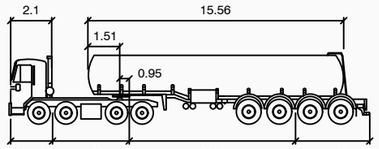
19.45m Quad Semi Tanker Custom

19.45m Quad Semi Tanker Custom

NEIGHBOURING BUILDING

NEIGHBOURING BUILDING

Vehicle Profile



Semi Quad - 19.45m Long m

Tractor Width	: 2.5	Lock to Lock Time	: 6sec
Trailer Width	: 2.5	Steering Angle	: 40
Tractor Track	: 2.5	Articulating Angle	: 70
Trailer Track	: 2.5	Tracking Clearance	: 0.5

Kapiti Road

WAY STATION

1.

14.

22.

26.

CP

No	DESCRIPTION	DATE	CHK
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Gull Paraparaumu
3 Kapiti Road, Paraparaumu
Vehicle Tracking

Harrison Transportation
PO Box 11557, Papamoa 3151
Phone: 07 576 6737
Mobile: 027 221 6926
Email: bruce@harrisontransportation.co.nz

Design	BH	Job No.	
Drawn	JT	276	CAD File Z158
Checked	BH		Plot Date 18.06.18
Date	16.03.18	Drawing No.	Rev.No.
Drawing	1 of 4	276-01	-

DRAWING No 01

SCALE 1:300 @A3

SH1 Amohia Street

R0.6

R16.0

R0.6

R12.5

R0.75

4.0

0.5

6.2

LP

LP

19.45m Quad Semi Tanker
Custom

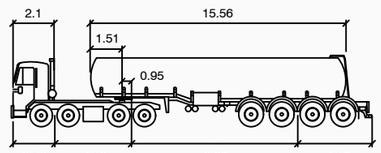
1.5m Wide painted island

19.45m Quad Semi Tanker
Custom

NEIGHBOURING BUILDING

NEIGHBOURING BUILDING

Vehicle Profile



Semi Quad - 19.45m Long m

Tractor Width	: 2.5	Lock to Lock Time	: 6sec
Trailer Width	: 2.5	Steering Angle	: 40
Tractor Track	: 2.5	Articulating Angle	: 70
Trailer Track	: 2.5	Tracking Clearance	: 0.5

19.45m Quad Semi Tanker
Custom

Kapiti Road

WAY STATION

1.

14.

22.

26.

CP

No	DESCRIPTION	DATE	CHK
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Gull Paraparaumu
3 Kapiti Road, Paraparaumu
Vehicle Tracking - NZTA Road layout

Harrison Transportation
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Mobile: 027 221 6926
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Design	BH	Job No.			
Drawn	JT	276	CAD File	Z158	
Checked	BH		Plot Date	18.06.18	
Date	16.03.18	Drawing No.		Rev.No.	
Drawing	2 of 4	276-02		-	

DRAWING No 02

SCALE 1:300 @A3

SH1 Amohia Street

R0.6

R16.0

R0.6

R12.5

R0.75

4.0

0.5

6.2

1.5m Wide painted island

B99 STANDARDS 2004 (AU_NZ)

B85 STANDARDS 2004 (AU_NZ)

LP

LP

NEIGHBOURING BUILDING

NEIGHBOURING BUILDING

WAY STATION

1.

14.

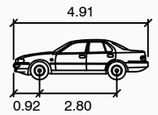
22.

26.

CP

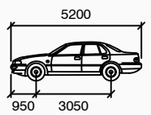
Kapiti Road

Vehicle Profiles



NZS2891 B85 CAR

		m
Width	:	1.87
Track	:	1.77
Lock to Lock Time	:	6.0
Steering Angle	:	34.1
Tracking Clearance	:	0.50



NZS2891 B99 CAR

		mm
Width	:	1940
Track	:	1840
Lock to Lock Time	:	6.0
Steering Angle	:	33.9
Tracking Clearance	:	500.0

No	DESCRIPTION	DATE	CHK
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Gull Paraparaumu

3 Kapiti Road, Paraparaumu

Vehicle Tracking - NZTA Road layout

Harrison Transportation

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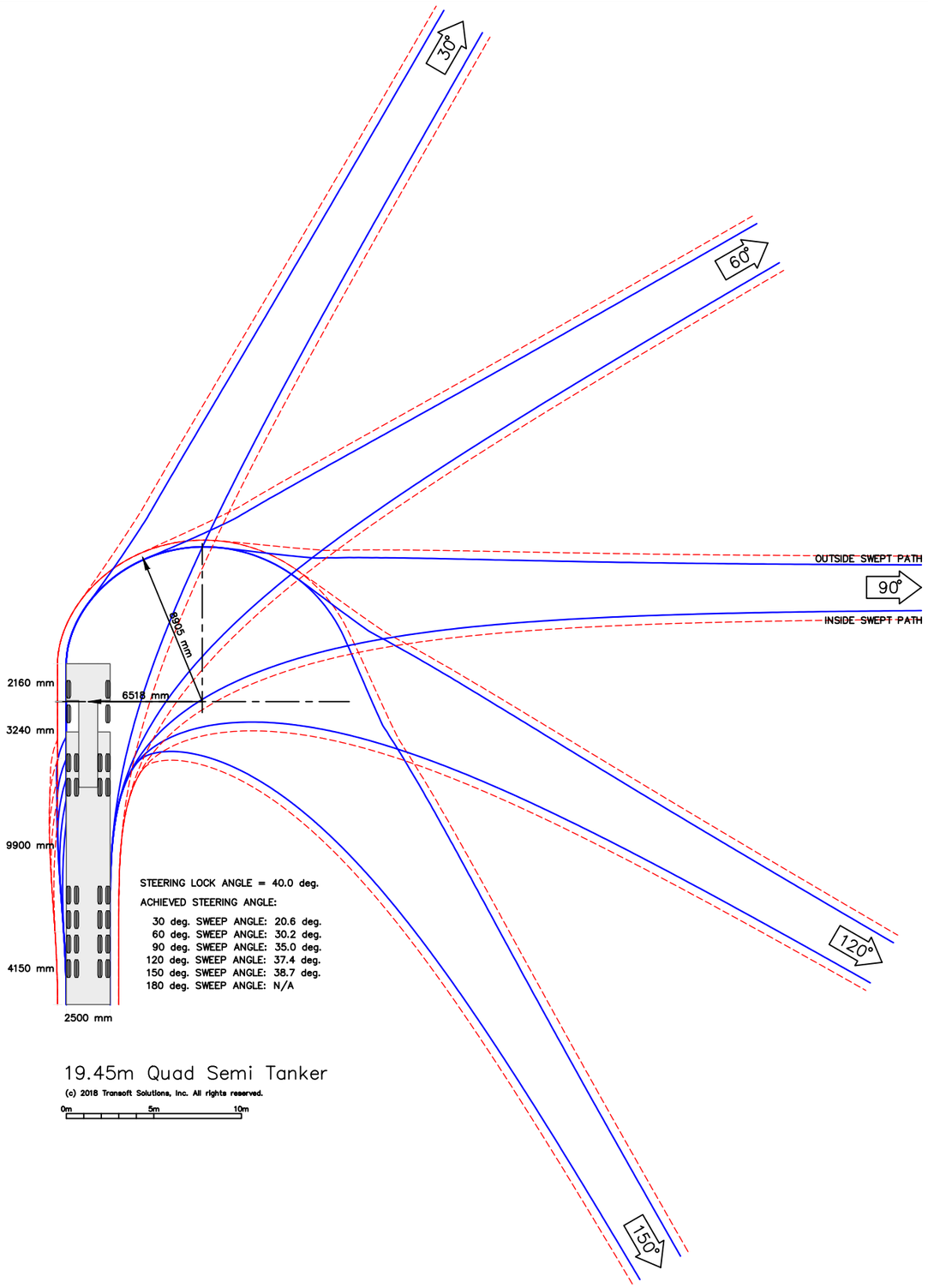
Design	BH	Job No.			DRAWING No
Drawn	JT	276	CAD File	Z158	03
Checked	BH		Plot Date	18.06.18	
Date	16.03.18	Drawing No.		Rev.No.	SCALE
Drawing	3 of 4	276-03		-	1:300 @A3



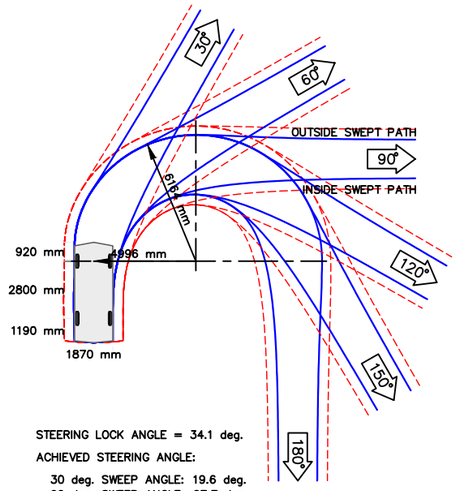
STEERING LOCK ANGLE = 40.0 deg.

ACHIEVED STEERING ANGLE:

30 deg. SWEEP ANGLE: 20.6 deg.
60 deg. SWEEP ANGLE: 30.2 deg.
90 deg. SWEEP ANGLE: 35.0 deg.
120 deg. SWEEP ANGLE: 37.4 deg.
150 deg. SWEEP ANGLE: 38.7 deg.
180 deg. SWEEP ANGLE: N/A

19.45m Quad Semi Tanker

0m 5m 10m



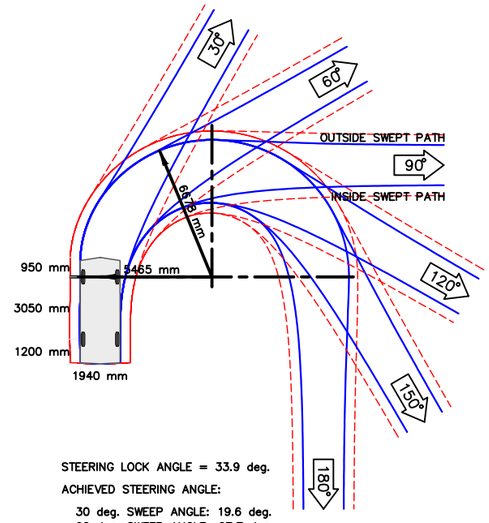
STEERING LOCK ANGLE = 34.1 deg.

ACHIEVED STEERING ANGLE:

30 deg. SWEEP ANGLE: 19.6 deg.
60 deg. SWEEP ANGLE: 27.7 deg.
90 deg. SWEEP ANGLE: 31.3 deg.
120 deg. SWEEP ANGLE: 32.9 deg.
150 deg. SWEEP ANGLE: 33.6 deg.
180 deg. SWEEP ANGLE: 33.9 deg.

NZS2891 B85 CAR

0m 5m 10m



STEERING LOCK ANGLE = 33.9 deg.

ACHIEVED STEERING ANGLE:

30 deg. SWEEP ANGLE: 19.6 deg.
60 deg. SWEEP ANGLE: 27.7 deg.
90 deg. SWEEP ANGLE: 31.2 deg.
120 deg. SWEEP ANGLE: 32.7 deg.
150 deg. SWEEP ANGLE: 33.5 deg.
180 deg. SWEEP ANGLE: 33.8 deg.

NZS2891 B99 CAR

0m 5m 10m

No	DESCRIPTION	DATE	CHK
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–

Gull Paraparaumu
3 Kapiti Road, Paraparaumu
Vehicle Tracking - NZTA Road layout

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Mobile: 027 221 6926
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Design	BH	Job No.	
Drawn	JT	276	CAD File Z158
Checked	BH		Plot Date 18.06.18
Date	16.03.18	Drawing No.	Rev.No.
Drawing	4 of 4	276-04	-

DRAWING No 04

SCALE N.T.S. @A3

OPERATIVE KAPITI COAST DISTRICT PLAN

Operative District Plan	Performance standard	Compliance Statement
D.5.2 Industrial/Service Zone Standards		
D.5.2.1 Permitted Activity Standards - Service Stations.	*Compliance with the Service Station Standards in Part K of this Plan.*	**Does not comply** - Arterial route stations requirement - Part J access - Vehicle access locations
Part K. Service Stations		
K.2 Traffic Concerns	***Pedestrians*** *There shall be no access to and from service stations across any footpath where the number of pedestrians exceeds 1000 per hour for two or more hours of any day of the week for four or more weeks of the year.*	**Complies** The pedestrian movements on State Highway 1 (Amohia St) and Kapiti Roads are not expected to exceed the limits.
	Visibility *Sight distances to and from any access shall comply with the distances in the following table. The table shall be interpreted in accordance with Diagram 1 in Part J of this Plan.*	**Complies** Transportation assessment provide table of details**.**
	Arterial route stations *For service stations on limited access roads or roads carrying in excess of 10,000 vehicles per day, or on rural state highways carrying over 3,000 vehicles per day, or along roads where the 85 percentile speed exceeds 70 km/h, the following conditions shall apply:* • *Pumps or dispensing points shall be located at least nine metres from the limits of the road boundary.* • *Deceleration and acceleration lanes shall be provided in accordance with diagram 4, part j.4.*	**Does not comply** The site plan shows that the pumps will be located approximately 23m from the road boundary. The NZTA proposed changes to Amohia Street include provision for a deceleration lane for entry to the site. However, an exit taper is not practical

Operative District Plan	Performance standard	Compliance Statement
		due to the close proximity of the access to the adjacent bus stop.
	Median divided roads *Service stations on roadways with central medians separating opposing traffic flow shall operate only as left turn in left turn out. No opening in the central median shall be provided to facilitate entry or exit from the service station for traffic on the opposite side of the road.*	**Complies** Access at Amohia Street will operate as left turn in, and left turn out only.
	Locations Near Intersections *Service station accesses shall comply with the "Locations Near Intersections" standard in Part J.4.1 of this Plan.*	**Complies** The existing crossing is located 68m from the intersection at Amohia Street (v 60m requirement) and 37m east of the intersection on Kapiti Road (v 37m requirement).
K.3 Layout	***Provisions for road widening*** *Where the road controlling authority has designated road widening - the future road boundary and roadway edge should be used to determine relevant distances stated in this ordinance*	**Complies** No road widening is designation in this area.
	Manoeuvring space and distance of pumps from road boundary *To achieve easy ingress and egress, it shall not be necessary for vehicles to make turns of less than 4.5 metres radius. Where the maximum turning radius is between 4.5 metres and 7.5 metres, a path width of 4.5 metres shall be provided.* *For turns of 7.5 metres or greater, a minimum path width of 3.5 metres shall be provided. These path widths shall be measured between pumps or dispensers and any kerb, nib-wall or planter box etc.* *Where it is necessary to have large vehicles such as buses, trucks or tankers passing alongside pumps or dispensers, they shall not in any case need to make turns less than 7.5 metres radius and must have a minimum path width of 4.5 metres.*	**Complies** The transportation report attached in Appendix 2 details the manoeuvring design.

Operative District Plan	Performance standard	Compliance Statement
	Location of pumps *No pump or dispensing point shall be located within seven metres of any part of a crossing point.* *No pump or dispensing point shall be located within 4.5 metres of the road boundary which is not an accessway except under the following conditions:* • *Where pumps or dispensing points are located closer than three metres to the road boundary, a wall of at least 1.5 metres in height shall be erected on the boundary.* *Where the pumps or dispensing points are between three metres and 4.5 metres from the road boundary, the road boundary shall be defined by a nib-wall or planter box.*	**Will comply** The proposed pump location will be 23m from the road boundary**.**
	General *Vehicles waiting to be serviced at car-wash, lube bay, air hose and other on- site facilities, should not obstruct the normal paths of vehicles to or from the site.*	Not applicable. There are no associated services with this proposed service station**.**
	Driveways and crossing points *Driveways and crossing points shall be clearly defined by and shall be restricted to the following widths :* *Min 6m* *Max 9m* *Crossing points shall be separated by a minimum of 10 metres and 15 metres for state highway 1.*	**Does not comply.** The existing Amohia Street vehicle crossing is 10m wide, compared to the District Plan requirement of 9m maximum. Mitigation measures are proposed in Appendix 2 Transportation Assessment. The Kapiti road access is compliant at 8.5m in width.
	Bulk tanker filling *Tankers must move on to and off the site in a forward direction.* • *Filling points shall not be so located that tankers need to park on the legal road. crossing points and driveways shall be so arranged that a tanker can enter and leave a site without crossing the centre line of the roadway.*	**Will comply.** Locations are shown in Appendix 2 Transportation Assessment.

Operative District Plan	Performance standard	Compliance Statement
	• *Filling points should be located such that tankers do not obstruct the driveways and crossing points.*	
	Treatment of Surface Water *Surface (storm) water resulting from the service station premises shall be treated prior to entering Council's reticulated services by:* • *An interceptor trap to remove petroleum products.* • *A settlement tank(s) to remove grit.*	**Will comply.** All stormwater from the potential hazardous area will be treated via a new separator installed on site.
	Landscaping *Compliance with the landscaping standards of the Industrial/Service Zone.*	**Will comply.** Landscaping will comply with the below provisions.
Section D.5 Industrial/Service Zone Rules and Standards		
D.5.1.1 Permitted Activities	*(i) All activities which are not listed as Controlled, discretionary, non-complying or prohibited and which comply with all the permitted activity standards.*	Not applicable. The activity is not listed as any other activity status however it does not comply with all the permitted performance standards.
Rule D.5.1.3 Discretionary Activities	*(B) The following are Discretionary Activities* *(i) All activities which are not listed as non-complying or prohibited, and all other activities which no not comply with one or more of the permitted activity or controlled activity standards.* *(vi) Major traffic activities as defined in Part Q of the Plan with access onto a state highway, or limited access roads (LAR), unless they are non-complying or prohibited activity.)*	**The proposal is a Discretionary Activity in the operative district plan, due to non-compliance with one or more of the permitted activity standards in Rule D.5.1.3(B)(i) and for being a major traffic activity as per Rule D.5.1.3(B)(vi)**
Section D.5.2 Industrial/Service Zone Standards		
	Access to premises	**Will comply.**

Operative District Plan	Performance standard	Compliance Statement
Rule D.5.2.1 Permitted Activity Standards	*No barricade or structure shall be placed on any property so as to preclude or inhibit entry by the police or any authorised officer.*	
	Dust and odour *Land use activities shall not generate airborne contaminants which create a nuisance at or beyond the boundary of a site. For the purposes of this standard, nuisances are contaminants which are not subject to a discharge consent and which are temporary or intermittent in nature. Nuisances include:* 1. *(i) dust* 2. *(ii) offensive or objectionable odour*	**Will comply.** No dust or nuisance odour is expected to occur from the activity. A vapour recovery line will be installed to each fuel dispenser, and released at the vents stacks (approx. 4m high)
	Earthworks *The following standards apply when carrying out earthworks for any activity such as constructing new buildings and relocating buildings, building roads and access ways to building sites, subdivision lots, parks and parking areas.* *(i) earthworks shall not be undertaken:* • *on slopes of more than 28 degrees.* • *within 20 metres of a waterbody, including wetlands and coastal water,* • *within overflow or residual overflow paths.* • *within fill control areas unless provision is made to drain the total sub catchment contributing to the flood control area and that the stormwater can be drained in less than four hours.* *This standard applies whether in relation to a particular earthwork or as a total of cumulative earthworks.* *(ii) in all other areas, no earthworks shall involve the disturbance of more than 50m^3 (volume) of land and shall alter the existing ground level by more than 1.0 metre, measured vertically, in any 5 year period. Except that this standard shall not apply in respect of earthworks associated with approved building developments, subject to a*	**(i) Will comply.** Rule D.5.2.1(i) The maximum slope will be 13.5 degrees, there are no nearby waterbodies, the area is not an overflow path, or a fill control area. **(ii) Does not comply with permitted activity performance standard D.5.2.1 earthworks (ii)** A total of 85m2 of earthworks will be required to develop the site. (iii) not applicable.

Operative District Plan	Performance standard	Compliance Statement
	building consent, provided that the earthworks do not extend more than two metres beyond the foundation line of the building. *(iii) standards (i) and (ii) do not apply, however, to road maintenance activities within legal roads, to activities associated with maintenance of the watercourse or stormwater control and to earthworks required: .* • *to effect a subdivision of land in the otaki south precinct under rule d.5.1.2(iii); or* • *to undertake an activity for which consent is required under rule d.5.1.3a(iv).* *A clause in the contract for any earthworks shall contain the following:* *Should a waahi tapu or other cultural site be unearthed during earthworks the operator and/or owner shall:* *(a) cease operations;* *(b) inform local iwi;* *(c) inform the nz historic places trust (nzhpt) and apply for an appropriate authority if required;* *(d) take appropriate action, after discussion with nzhpt, council and tangata whenua, remedy damage and/or restore the site.* *Note: in accordance with the historic places act 1993, where an archaeological site is present (or uncovered), authority from the historic places trust is required if the site is to be modified in any way.*	
	Financial contributions *The payment of all financial contributions in respect of a permitted activity as provided for in part e of this plan shall be made before the commencement of that activity.*	**Will comply**.
	Flood hazard - ponding areas/overflow paths	Not applicable. There are no ponding areas or overflow paths on this site.

Operative District Plan	Performance standard	Compliance Statement
	Flood storage	Not applicable. Flood storage is not application to this activity and site.
	Hazardous substances *Compliance with the hazardous facilities standards in part m of this plan. No activity shall exceed a hazardous facility threshold (effects ratio) 0.5.*	**Will comply**. Activity complies with exemption for service station facility in permitted activity Rule M.5 TBC subject to project details
	Height *Note: refer to definition of "height" in part q.* *The maximum height of any building from original ground level is 10 metres except that, on lot 6 dp 75592 (milne drive, paraparaumu), the maximum height of any building within the area identified on the structure plan in industrial/service appendix 1 as "8.0m height maximum" shall be 8 metres measured from original ground level.*	**Will comply.** The activity will include only a small accessory building of approximately 3 metres in height.
	Height in relation to residential zone boundary .	Not applicable. The site does not neighbour a residential boundary.
	Hours of operation *The following hours shall be observed for industrial or commercial activities on sites adjoining or facing the residential zone:* *Monday to saturday* *7.00am to 11.00pm* *Except during public holiday when industrial activities shall not take place.* *The following hours of operation shall be observed for industrial/service activities on the industrial/service zoned land adjoining the paraparaumu quarry:* *7:00am to 11:00pm*	**Will comply.** The site does not adjoin a residential zone or Paraparaumu quarry.

Operative District Plan	Performance standard	Compliance Statement
	monday to saturday *No industrial activities shall be carried out on this land outside these times or on sundays or public holidays.*	
	Landscaping *In relation to buildings and carparks on sites adjoining a major road which has a carriageway width in excess of 8.0 metres, a landscaped strip of at least 2 metres in width shall be provided along the front boundary (except for vehicle crossings). Landscaping shall also be provided in side and rear yards where they adjoin a Residential or Commercial/Retail Zone.* *Where sites exceed 4000m2 in size, there shall be provision of at least 3 specimen trees capable of growing to 5 metres in height within 10 years of planting for every 1000m2 of area. For landscaping standards in relation to carparking areas refer to Part J of this Plan, "Parking, Loading and Access".* *In addition to the above, landscaping along the Ruahine Street frontage of the Industrial/Service zoned land adjoining the Paraparaumu Quarry shall be carried out generally in accordance with the Plan titled "Paraparaumu Quarry Appendix 1. Concept Plan, 1:500@A3, March 2005", and the stream shall be left open (i.e. Not piped).* *Note: Copies of this plan are available from the Kapiti Coast District Council reception at any time the Council is open to the public, or alternatively it can be obtained via Council's website: www.kapiticoast.govt.nz*	**Will comply**.
	Lighting *Light level from the activity on the site shall not exceed 10 lux, measured 1.5 metres inside the boundary of any adjoining rural or residential property*	Not applicable. The site does not adjoin a rural or residential property.
	Native vegetation	Not applicable as the proposal does not involve native vegetation disturbance.

Operative District Plan	Performance standard	Compliance Statement
	Noise *The following levels shall not be exceeded at or within the boundary of any residential zone, except for construction, maintenance and demolition work:* *7am to 10pm - 50 dba (l10)* *10pm to 7am - 45 dba (l10)* *During all night time hours (10pm to 7am) no noise event shall exceed lmax 75 dba.* *Development of the industrial/service zoned land adjoining the paraparaumu quarry shall include the noise mitigation fence identified on the plan titled "paraparaumu quarry appendix 1. Concept plan, 1:500@a3, march 2005", and any buildings constructed on the ruahine street frontage shall have no active edges e.g. Doorways or opening windows, facing ruahine street (except for site ingress and egress)* *Note: copies of this plan are available from the kapiti coast district council reception at any time the council is open to the public, or alternatively it can be obtained via council's website: www.kapiticoast.govt.nz* • *Noise levels shall be measured in accordance with nzs 6801:1991 "measurement of sound" and assessed in accordance with nzs6802:1991 "assessment of environmental sound".* • *All noise resulting from construction, maintenance or demolition work shall be measured and assessed in accordance with nzs6803p:1984.*	Not applicable as the site does not adjoin a residential zone or the Paraparaumu quarry.
	Otaki south precinct	Not applicable as the proposal is not located in this precinct/zone.
	Parking, loading & access *Compliance with the parking, loading and access standards in part j of this plan.*	**Will comply** with provisions of Part j of the plan.
	Radiation	Not applicable as the proposal does not involve radiation.

Operative District Plan	Performance standard	Compliance Statement
	Residential accommodation	Not applicable, there will be no residential accommodation component to this proposal.
	Retailing *(i) only permitted if:* o *ancillary to industrial activity on the site; or* o *the activity is a restaurant, service station, licensed premises (on-license only); or* o *the predominant retail activity requires drive-in access* *To allow the loading of bulky goods or materials (as opposed to goods or materials in bulk) directly into customer's vehicles.* *(ii) in addition to (i) above, retailing, retail outlets, and retail trade premises in the otaki south precinct shall:* o *Not occupy more than 20% of the gross floor area within each site (excluding areas zoned open space); and* o *be limited to activities permitted in (i) above and/or space extensive retailing; and* o *Shall not exceed a maximum area of 800m^2 for each premises or tenancy.*	**Will comply.** The retailing of fuel as part of a service station provided for as permitted activity in (i) .
	Rubbish/storage *Sites shall be maintained so that they are clear of all rubbish, except waste materials which are temporarily stored pending disposal elsewhere, and all materials (including goods, machinery, boxes, crates, pallets and waste material) shall be stored in a neat and tidy manner.*	**Will comply.** No rubbish is expected to be stored onsite.
	Screening *Industrial activities adjacent to residential and commercial/retail zones that have storage areas containing refuse, by-products or raw materials shall be screened by a 2 metre high, close- boarded fence or equivalent and shrubs or trees.*	Not applicable. The site is surrounded by industrial zone.

Operative District Plan	Performance standard	Compliance Statement
	Service stations *Compliance with the service station standards in part k of this plan.*	**Will comply** with Park K of the plan.
	Signs *Compliance with the sign standards in part l of this plan.*	**Will comply** with Part I of the plan.
	Siting of buildings *(i) minimum of 4 metres from the boundary of the residential zone.* *(ii) buildings shall not be sited within the stream corridor hazard area as shown on the natural hazard planning maps. For the unsurveyed stream corridor and other water bodies the minimum distance shall be a minimum of 10 metres from any waterbody with a bed of more than 3 metres, and 5 metres for smaller streams/drains where the average width of the stream or waterbody is measured as an average within the site.* *(iii) overflow and residual overflow hazard areas buildings shall not be sited within the overflow and residual overflow areas as shown on the district plan natural hazard planning maps.*	Not applicable. The site does not border a residential zone.
Rule D.5.2.3 Discretionary Activity standards	*(B) The following are Discretionary Activity Standards:* *<u>HEIGHT</u>* *The maximum height of any building from original ground level is 15 metres. The following matters will be taken into account:* • *That any building over 10 metres in height does not significantly have shade or overshadow the neighbouring properties; and* • *The design of the building enhances the amenity of the area.*	**Will comply.** The largest 'building' to be located on site is a 9m high identification sign.
Part J, Parking, Loading and Access.		
Rule J.1 Permitted activity Parking Standards	***Service Station/Motor Garages*** *2 per 3 employees, 2 for a retails shop, 4 per workshop bay, 3 for a carwash, 1 for air hose/vacuum*	**Will comply / not applicable.** The proposed service station will be self service, with no staff, retail store or

Operative District Plan	Performance standard	Compliance Statement
		other services. No on site parking is required.
Rule J.1.2 Design & Layout of Parking Areas		
Rule J.1.2.1 Vehicle Dimensions	*Parking spaces provided under this rule shall be of sufficient size and suitably laid out to accommodate a 85 percentile design motor car as defined by AS/NZS 2890.1:2004. The dimensions and turning circle of this vehicle are shown in Figure B5 of AS/NZS 2890.1:2004 (reproduced with permission at the back of this section).* *Design for any critical access conditions, such as a ramp included as part of a parking building, shall be adequate for a 99 percentile design motor car as defined by AS/NZS 2890.1:2004. The dimensions and turning circle of this vehicle are shown in AS/NZS 2890.1:2004 Figure B3 (reproduced with permission at the rear of this section) and breakover angle specifications are shown in Diagram A and AS/NZS 2890.1:2004.*	**Will comply.** The leased carparking area will be constructed in accordance with the District Plan requirements. A plan is attached in Appendix 1.
Rule J.1.2.3 Typical Layouts	*The layout adopted will depend on the area and shape of the land or floor space available. There are usually several alternative methods of achieving a satisfactory parking layout having adequate access and manoeuvring space. The layouts shown in Figure 2.2 of AS/NZS 2890.1:2004 (reproduced with permission at the end of this section) are suitable for most situations. AS/NZS 2890.1:2004 also provides additional suitable parking designs.*	**Will comply.** The leased carparking area will be constructed in accorded with the District Plan requirement. A plan is attached in Appendix 1.
Rule J.1.2.4 General Design And Constructional Details	*All public parking areas (except for non-school activities within school grounds), car sales yards and private parking, caravan sales yards, boat sales yards and any other similar type of open air display shall comply with the following general requirements :* *(i) The parking area shall be formed, sealed and marked out or otherwise maintained to the satisfaction of Council so as not to create a dust nuisance or permit vehicles to carry deleterious material such as mud, stone, chip or gravel on to the public street or footpath.* *(ii) Surface water originating from the parking area shall be dealt with in a manner approved to the satisfaction of Council.*	**Will comply.** (i) The parking area will be formed, sealed and marked out. (ii) All surface water onsite will be collected and channeled to either the separator or the stormwater system via a formal connection and manhole. (iii) Will comply.

Operative District Plan	Performance standard	Compliance Statement
	(iii) When a parking area is required to accommodate three or more vehicles, parking spaces together with access and turning space shall be designed so as to ensure that vehicles are not required to reverse either on to or off a street. *(iv) Vehicles using the parking area shall be prevented from entering or leaving the site except by the access drive provided by approved fences, kerbs, low walls or other approved means and from approaching and damaging boundary fences.* *(v) In the case of a public parking area or car sales yard where the parking area adjoins a residential zone, a 2 metre high fully enclosed screen shall be erected or a strip of minimum width 5 metres adjoining the residential zone shall be landscaped to Council's satisfaction.* *(vi) In addition to the landscaping provisions in the standards:* • *Where a carparking area incorporates more than 5 carparks, 1m^2 of landscaping is required per carpark and must incorporate one tree capable of growing to 5 metres in height along every 10 metres of the carpark's street frontage.* • *A 2m wide strip shall be formed along the front yard (except for vehicle crossings - 3m for lots < 15m frontage and 6m for lots >15m frontage) of any carparking area which shall be landscaped to create a visual and physical barrier between the carpark area and the road.* • *The amount of landscaping will be considered as a total, and street frontage landscaping and any landscaping/Open Space provided in terms of D.3.2.1 and D.4.2.1 will be taken into account when assessing the 1m^2 of landscaping per carpark.* • *Planting shall be completed within 12 months of commencement of the activity.* • *The landscaping shall be maintained in healthy condition and clear of litter.* ***Note**: The above standards do not apply to buildings for which a building consent had been issued prior to 2 September 1995 and which have subsequently been constructed.*	(iv) Will comply. (v) Not applicable as site does not border a residential zone. (vi) Not applicable as carparking area does not border a street frontage. (vii), (viii), (ix) **Complies**. The transportation assessments finds that the carparking area is in accordance with the district plan. Tw accessible parking spaces will be provided as required.

Operative District Plan	Performance standard	Compliance Statement
	(vii) A reservoir space shall be provided within public car parks to prevent vehicles queuing on the street. *(viii) Provision shall be made for illumination of access drives and pedestrian areas within public car parks.* *(ix) Disabled persons carparks shall be required at a rate of:* • *One carpark where 10 or less carparking spaces are provided;* • *Two carparks where between 11 and 100 carparking spaces are provided, plus one additional carpark for every additional 50 spaces, or part thereof, where more than 100 carparking spaces are provided.*	
Rule J.2.1 Provision of Loading Spaces	*(i) Every person who proposes to erect, re-erect, construct or reconstruct a building shall provide within the site, suitable and efficient accommodation for any loading or fuelling of vehicles which is likely to arise from the use of the building.* *(ii) The method of loading shall at no time cause the footpath or access to adjacent property to be blocked nor shall it create a traffic hazard on the road.* *(iii) Every loading space, together with access, shall be designed so that it is not necessary to reverse vehicles either on to or off the street.*	**Will comply/not applicable**. The only building to be constructed onsite is an IT shed. Fuel delivery vehicles can be adequately accommodated onsite. Maneuvering paths are show in the transportation assessment.
Rule J.2.2 Design of Loading Spaces	*The layout adopted will depend on the area and shape of the land available, the purpose of which loading is required, and functional design of the building. The layout shall generally be of sufficient size to accommodate the following design vehicles :* • *In all industrial and commercial zones, a 90 percentile design two-axled truck as defined by the Ministry of Transport.* • *On all industrial and commercial sites where articulated vehicles are likely to be used, the layout shall be designed to accommodate such vehicles.*	**Not applicable** No loading zones are required or proposed as the service station will be self-service.
Rule J.3 Additional Standards for State Highway 1	*(i) Every land use activity shall make sufficient provision for vehicle parking and manoeuvring on site so that the need for vehicles to park on the state highway is avoided.* *(ii) Reverse manoeuvring onto the state highway shall be prohibited.*	**Will comply.** Refer to transportation assessment for details.

Operative District Plan	Performance standard	Compliance Statement
	(iii) Loading bays shall be designed and located so that they are suitable for the purpose of loading. *(iv) Parking areas or loading bays shall be designed and located so that all possible adverse effects on the state highway arising from their use shall be avoided.* *(v) All vehicle movement to and from the site shall be in a forward direction and the car park and loading bay shall be located and designed to avoid, remedy or mitigate the need for any on-highway vehicle manoeuvring, standing or stopping.* *(vi) All landscaping adjacent to the road boundary of sites, necessitated by another requirement in the District Plan or as a condition of a resource consent, shall be designed and maintained such that visibility to and from the accessway complies at all times with the minimum standards set out in Table II in J.4.1.(vi).* *(vii) All areas required to be set aside as parking areas or loading bays or any activity shall have, adjacent to their road boundary, a permanent barrier or raised kerb to prevent vehicles entering or leaving the site at any point other than the approved vehicle access place.* *(viii) All service lanes, access aisles, and service roads, that run parallel to the state highway, shall be screened so that they are not visible from the state highway except at approved intersection points.*	
Section J.4 Access to Property for parking and loading		
Rule J.4.1 General Standards	*(i)* ***ACCESS TO BE PROVIDED*** *Every owner or occupier shall provide vehicular access to his property, over his land or by mutual right of way or service lane for parking or loading. In respect of sites containing non-residential activities and which provide more than 6 carparks, two-way accesses shall be a minimum of 6 metres wide. All other accesses shall be a minimum of 3 metres wide.*	**Complies**. The site has two existing accesses, via SH1/Amohia Street and Kapiti Road.
	(ii) ***VEHICULAR ACCESS LOCATIONS*** *(a) At intersections carrying traffic volumes of 1,000 vehicles or more in any peak hour, or at which traffic signals are operating, no part of a crossing point shall be located within*	(a) **Will comply**. The existing crossing is located 68m from the intersection at Amohia Street (v 60m requirement)

<table>
<tr><th>Operative District Plan</th><th>Performance standard</th><th>Compliance Statement</th></tr>
<tr><td></td><td>30 metres of an intersection or within 60 metres on the departure side of an urban state highway intersection.

The distance is measured from the intersecting point of the kerb lines or road edge lines.

(b) For intersections having volumes less than 1,000 vehicles in any peak hour; the minimum distance between the crossing point and the roadway edge or kerb line shall be:

○ 9.0 metres measured from the intersecting point of the kerb lines or road edge lines or 4.5 metres from the tangent point of the kerb lines or road edge whichever is greater.

○ 12.0 metres where a "Stop" or "Give Way" control exists on the roadway measured from the intersecting point of the kerb lines or road edge lines.

(c) In relation to access to state highways, the minimum distance between accesses on the same side of the road shall be 7.5 metres for residential activities and 15 metres for all other activities.

(d) In respect of major traffic activities (refer to Part Q for definition), no crossing point shall be closer to any intersection than the distance specified in the following table. Distances are measured in metres to the intersecting kerb line.

Accesses shall comply with the sight distances specified in Table I below

TABLE I
<table><tr><th>FRONTAGE ROAD</th><th colspan="3">DISTANCE FROM</th></tr><tr><th></th><th>Arterial</th><th>Principal</th><th>Local</th></tr><tr><td>Major Arterial</td><td>60 m</td><td>45 m</td><td>30 m</td></tr><tr><td>Principal and Minor</td><td>45 m</td><td>30 m</td><td>30 m</td></tr><tr><td>Local</td><td>30 m</td><td>30 m</td><td>15 m</td></tr></table></td><td>and 37m east of the intersection on Kapiti Road (v 37m requirement).

(b) Not applicable.

(c) Not applicable

(d) Does Not Comply. The proposed service station will be a major traffic generator as per the definition. The Operative District Plan classifies Amohia Street as a Major District Arterial and Kapiti Road as a Secondary Arterial. The required separation distance is therefore 60m. The existing Amohia Street crossing is 68m south of Kapiti Road so complies. The existing Kapiti Road crossing is 37m east of Amohia Street so does not comply. The Proposed District Plan however classifies Kapiti Road as a Local Road. With this change, a separation distance of 30m will be required. The available separation distance of 37m exceeds this minimum.</td></tr>
<tr><td></td><td>(iv) MINIMUM DISTANCES BETWEEN ACCESSES ONTO A STATE HIGHWAY

(a) Where the speed limit is 50kph or less, the minimum distance between accesses on the same side of the road shall be 7.5 metres for residential land uses and 15 metres for all other land uses.</td><td>(a) Not applicable.

(b) Does not comply. The access to Amohia Street is located immediately to the south of the access to the Jaycar</td></tr>
</table>

<table>
<tr><th>Operative District Plan</th><th>Performance standard</th><th>Compliance Statement</th></tr>
<tr><td></td><td>(b) Where the speed limit is between 50kph and 70kph, the minimum distance between accesses (on either side of the road) shall be 15 metres.

(c) Where the speed limit is greater than 70kph, the minimum distance between accesses (on either side of the road) shall be 200 metres.

For major traffic activities (refer to Part Q), rural roadside stalls and other retail outlets on State Highway 1 or roads with a traffic volume exceeding 10,000 vpd, where the speed limit is 100km/h, the minimum spacing between successive accesses (regardless of the side of road on which they are located) shall be not less than 200 metres.

For the purposes of this method, "intersection" means the physical intersection inclusive of any acceleration, deceleration or turning lanes and any road widening associated with the intersection.</td><td>site so does not comply. In accordance with NZTA's proposed road improvements, the access to the Gull site will be relocated approximately 8.0m to the south. The proposed separation distance between the access driveways, while less than the specified 15m, will provide sufficient separation to ensure the safety of pedestrians and to minimise any potential conflict between turning movements at the access driveways

(c) not applicable.</td></tr>
<tr><td></td><td>(vi)

(b) The required minimum safe stopping sight distance for road intersections shall be in accordance with Table III below.

TABLE III
<table><tr><th>Design Speed Value (km/h)</th><th>SSSD (metres)</th></tr><tr><td>50</td><td>60</td></tr><tr><td>70</td><td>96</td></tr><tr><td>80</td><td>115</td></tr><tr><td>100</td><td>170</td></tr></table>
All sight distance measurements shall be undertaken in accordance with Diagram 1.</td><td>(vi) Complies. The available sight distances exceed the specific minimum</td></tr>
<tr><td></td><td>(vii) All vehicle accesses shall be designed, constructed and maintained to ensure that:

• they are able to be used in all weather conditions,</td><td>(vii) Will comply. The accesses will be upgraded to district plan standards</td></tr>
</table>

Operative District Plan	Performance standard	Compliance Statement
	• *they have no adverse impact on the roadside drainage system, and* • *surface water and detritus (including gravel and silt) does not migrate onto the highway pavement.*	
	(ix) Heavy vehicle accesses, including those for milk tankers and stock trucks, shall be designed and constructed to carry the volume and weight of traffic likely to use the access. The surface shall be constructed to the same standard as the adjacent road carriageway. This requirement shall be deemed to have been complied with if the first 12 metres of the accessway, measured from the near edge of the carriageway, is so constructed. *The access shall also be designed and constructed so that heavy vehicles do not have to cross the road centre line when making a left turn.*	**(viii) Will comply**. The accesses will be upgrading to design specifications for heavy vehicles.
	(x) The width of the access way at the property boundary be no greater than 9 metres and not less than 6 metres for commercial activities, and 3 metres for other lots. ***Exception:** Where this requirement cannot be met due to the effect of the controls set out (in ix) above, then the permitted dimension may be increased.*	(x) **Does not comply.** The existing access is 10 metres. Mitigation has been recommended the transportation report.
	(xi) Where an access crosses a railway, it shall be a requirement that 20 metres each side of the railway is constructed generally at the same level of the railway. *Intersections formed by a state highway and an access on which a railway crossing is located shall meet the sight distance requirements as set out in Table II and Diagram 1.* *Where there is less than 25 metres separation between the state highway and the railway (insufficient length for large vehicles to wait), the sight distance shall be measured from a point:* • *on the access, and* • *5 metres back from the side of the railway furthest from the state highway.* *Sight distance measurements shall be measured at a height of 1.15 metres above the existing road surface and the proposed surface level of the access*	

<table>
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<td>(vi)

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All sight distance measurements shall be undertaken in accordance with Diagram 1.</td>
<td>Complies. The available sight distances exceed the specified minimums.</td>
</tr>
<tr>
<td></td>
<td>(vii) All vehicle accesses shall be designed, constructed and maintained to ensure that:
they are able to be used in all weather conditions,
they have no adverse impact on the roadside drainage system, and
surface water and detritus (including gravel and silt) does not migrate onto the highway pavement.</td>
<td>Complies. Both vehicle accesses will be constructed with an all-weather surface.</td>
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<tr>
<td></td>
<td>(ix) Heavy vehicle accesses, including those for milk tankers and stock trucks, shall be designed and constructed to carry the volume and weight of traffic likely to use the access. The surface shall be constructed to the same standard as the adjacent road carriageway. This requirement shall be deemed to have been complied with if the first 12 metres of the accessway, measured from the near edge of the carriageway, is so constructed.

The access shall also be designed and constructed so that heavy vehicles do not have to cross the road centre line when making a left turn.</td>
<td>Will Comply. The accesses will be designed to accommodate heavy vehicle movements as required.</td>
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<td>(x) The width of the access way at the property boundary be no greater than 9 metres and not less than 6 metres for commercial activities, and 3 metres for other lots.

Exception: Where this requirement cannot be met due to the effect of the controls set out (in ix) above, then the permitted dimension may be increased.</td>
<td>Does not comply. The proposed access to Amohia Street is approximately 10m wide which exceeds the specified maximum. Mitigation measures,</td>
</tr>
</table>

		consisting of the painting of a 1.5m wide central island, have been recommended in the transportation report in Appendix X. The access onto Kapiti Road is compliant at 8.5m wide.
	(xi) Where an access crosses a railway, it shall be a requirement that 20 metres each side of the railway is constructed generally at the same level of the railway. *Intersections formed by a state highway and an access on which a railway crossing is located shall meet the sight distance requirements as set out in Table II and Diagram 1.* *Where there is less than 25 metres separation between the state highway and the railway (insufficient length for large vehicles to wait), the sight distance shall be measured from a point:* • *on the access, and* • *5 metres back from the side of the railway furthest from the state highway.* *Sight distance measurements shall be measured at a height of 1.15 metres above the existing road surface and the proposed surface level of the access.*	**Not applicable.** The proposed access does not cross the railway.
Part L Signs		
Section L.1 Sign Standards for all zones		
Rule L.1.1 Location of Signs	*(i) Signs shall only be displayed on the site the subject of the activity and shall not be allowed on the legal road, except traffic safety, directional and street name signs authorised by the road controlling authority, and election signs in areas specified by resolution of Council.* *In assessing whether a sign is "displayed" the following criteria shall apply:* ○ *All signs that are located or placed for the primary purpose of being visible from a public road or public place.* ○ *Any sign located some distance from a public road or public place containing wording or graphic display of such dimensions that the message is able to be understood from the public road or public place.*	**Will comply.** Rule L.1.1(i) and (ii) The sites identification signs will be located within the property boundary, and will not affect the visibility of the access or nearly intersections. (iiI) and (iv) not applicable.

	(ii) Signs shall be placed adjacent to the site access but shall not affect the visibility of accesses, intersections or official traffic signs or signals. *(iii) Only one double-sided sign per site shall be visible from the rural state highway.* *(iv) No sign shall be so placed that it endangers or is likely to endanger aircraft operations, at the Paraparaumu Airport*	
Rule L.3 Sign standards for commercial/retail, industrial, paraparaumu town centre and airport zones	*All signs in the Commercial/Retail, Industrial, Paraparaumu Town Centre, and Airport Zones shall comply with the standards illustrated in Diagram L.1.* *Flashing signs are not permitted within 100 metres of any Residential Zone before 7.00am or after 10.00pm, unless the sign and the illumination are not visible from the Residential Zone. Flashing signs shall not be visible from a State Highway at any time.* *Flashing signs are not permitted within the Airport Zone*	**Does not comply with Rule L.3** Diagram L.1 requires the total area of a free-standing sign to be 8m2. The proposed Gull identification sign for this site will be 16.8m2. The sign will be illuminated but will not be visible from a residential zone.
Part M Hazardous Substances		
Rule M.5 Exceptions: Where the HFSP should not be applied	*Although the Hazardous Facility Screening Procedure was developed to be able to handle any substances, it is not suitable for the following situations:* • *the retail sale of petrol, up to a storage of 100,000 litres of petrol in underground storage tanks and up to 50,000 litres of diesel, provided that the "Code of Practice for the Design, Installation and Operation of Underground Petroleum Systems", published by the Department of Labour - OSH, is adhered to;*	**Will comply**. Two new underground storage tanks are proposed to hold 95,000 litres of petrol, and 35,000 litres of diesel. storage tanks. The code of practice will be adhered to.
Part Q Definitions	***Major Traffic Activities*** *means any activity which generates or attracts more than 90 vehicle movements per day in the Commercial/Retail, Paraparaumu Town Centre or Industrial Service zones, or more than 30 vehicle movements per day in any other zone. This includes such activities as carparking buildings or facilities, supermarkets, service stations, education establishments, shopping centres, drive-in retail outlets and truck stops.*	**Applies**. As a service station, the proposal is Major Traffic Activity and therefore a **Discretionary Activity** subject to **Rule D.5.1.3(B)(vi)** above**.**

PROPOSED KAPITI COAST DISTRICT PLAN

Proposed District Plan Rules	Performance Standards	Compliance
Table 6F.1 Permitted Activities		
Rule 6F.1.1 *The activity complies with all permitted activity standards in Table 6F.1 Permitted Activities*		1. **Complies**. The activity complies with the standards in Table 6F.1 as per below.
Rule 6F.1.2 *Any activity which is not specified as a permitted, controlled, restricted discretionary, discretionary, or non-complying activity in the rules in Tables 6F.1-6F.5.*	***Table 6F.1*** 1. *Hours of operation for business activity adjoining or facing the Living Zones shall be limited to Monday to Saturday 7.00am to 11.00pm except during Public Holidays when industrial activities shall not take place.* 2. *The following hours of operation must be observed for industrial activities on the Industrial/Service zoned land adjoining the Paraparaumu Quarry: 7:00am to 11:00pm Monday to Saturday. No industrial activities shall be carried out on this land outside these times or on Sundays or Public Holidays.* 3. *In relation to buildings and carparks on properties adjoining a road which has a carriageway width in excess of 8.0 metres, a landscaped strip of at least 2 metres in width must be provided along the front boundary (except for vehicle crossings). Landscaping shall also be provided in side and rear yards where they adjoin a Living or Centres Zone. Where sites exceed 4000m2 in size, there shall be provision of at least 3 specimen trees capable of growing to 5 metres in height within 10 years of planting for every 1000m2 of area landscaped.* 4. *The activity must not cause offensive or objectionable odour, dust or smoke at or beyond the boundary of the property on which it is occurring.* 5. *Light level from the activity must not exceed 10 lux, measured 1.5 metres inside the boundary of any adjoining Rural or Living Zone.*	2. Not applicable as the site does not adjoin a Living Zone 3. Not applicable as the site does not adjoin the Paraparaumu Quarry. 4. Will comply with landscaping requirements. 5. **Will comply**. The activity is not expected to generate dust or offensive odour. 6. Not applicable as the site does not adjoin a Rural or Living zone. 7. **Will comply**. No rubbish is anticipated to be stored on site. 8. Not applicable as the site does not adjoin a Living Zone.

Proposed District Plan Rules	Performance Standards	Compliance
	6. *Sites must be maintained so that they are clear of all rubbish, except waste materials which are temporarily stored pending disposal elsewhere, and all materials (including goods, machinery, vehicles, boxes, crates, pallets and waste material) must be stored in a neat and tidy manner.* 7. *Activities adjoining Living Zones and storage areas containing refuse, by-products or raw materials (unless fronting a service lane) must be screened by a 2 metre high close-boarded fence or shrubs or trees of an equivalent height.*	
5. New buildings and additions and alterations to existing buildings except in the Ōtaki South Precinct.	1. *The maximum height of any building from original ground level shall be 10 metres except that, on Lot 2 DP 441854 (Milne Drive, Paraparaumu), the maximum height of any building within the area identified on the Structure Plan in Appendix 6.4 as "8.0m Height Maximum" shall be 8 metres measured from original ground level.* 2. *All buildings must fit within a height envelope, which is made up of recession planes which commence at a point 2.1 metres above the original ground level at the property boundary where it adjoins the boundary of Living Zones and inclines inwards at an angle of 45 degrees (refer to definition of height envelope and diagrams in Chapter 1). The exception to this is that garages located in the side or rear yard and not more than 2.4 metres in height may infringe the height envelope. Where there is a right-of-way or an access strip/leg immediately adjacent to, and on the other side of, the property boundary, the recession plane shall be measured from a point 2.1 metres above a point midway across the right-of-way or access strip/leg.* 3. *Buildings shall be sited a minimum of 4 metres from the boundary of a Living Zone.* 4. *A building entrance must be visible from the legal road boundary.* *Note: Please refer to Rules 11B.1 – 11B.3 in relation to water and stormwater rules for all development, and Rule 9A.1.2 for separation of buildings and structures from waterbodies standards.*	1. **Will comply.** There will be a small IT building (approx. 3 metres high). 2. Not applicable, the site does not adjoin a living zone. 3. Not applicable, the site does not adjoin a living zone. 4. Not applicable as there will be no retail or operational buildings on site.
Rule 11.4.3 Managing demand on water supply, sanitation and drainage		

Proposed District Plan Rules	Performance Standards	Compliance
Table 11B.1 Permitted activities *1. All permitted activities in all zones, including network utilities*	*1. Development must be undertaken in accordance with the Council's Subdivision and Development Principles and Requirements, 2012.* *2. Stormwater systems must be designed to provide hydraulic neutrality to ensure stormwater runoff from all new impermeable surfaces is disposed of, or stored on-site and released at a rate that does not exceed the peak stormwater runoff when compared to the pre-development situation, for the 50%, 20%, 10% and 1% Annual Exceedance Probability flood events*	1. Will comply. The activity will be constructed in accordance with the district plan requirements. 2. Will comply
Rule 11.7.3 Transport, Access and off-street parking		
Table 11E.1 Permitted Activities		
1. Maintenance and repair of roads.		Not applicable.
2. Vehicle Movements *Note: Where access is to a Limited Access Road (LAR) a 'notice of approval' may be required from the requiring authority if changing the use or subdividing a property. The requiring authority will be either the NZTA or the Kapiti Coast District Council, check the certificate of title / computer freehold register (CFR) for the property for details.*	*1. Up to 200 vpd in the Working Zones, except:* *a) where all public vehicle access is onto <u>strategic arterial routes or major community connector routes any activity must not generate more than 100 vpd.</u> This excludes Precincts A1, A2 and C which are managed in standards 1 b) and 1 c) below;*	**1. Does not comply.** The activity will be located on a strategic arterial route, and is expected to generate more than 100 vpd.

Proposed District Plan Rules	Performance Standards	Compliance
3. Property access and loading for vehicles.	1. *Access - every property must provide vehicular access over land or by mutual right of way or service lane for parking and/or loading and shall be in accordance with Diagram A2 (Schedule 11.1).* 2. *Access - all vehicle accesses must be designed, constructed and maintained to ensure that:* *a) they are able to be used in all weather conditions;* *b) they have no adverse impact on the roadside drainage system; and* *c) surface water and detritus (including gravel and silt) does not migrate onto the highway pavement.* 3. *Access - all accesses must meet the following:* *a) be a minimum of 3.5 metres wide, except for as set out in the following table:* *<u>Industrial zone, min width 3.5 m, min unobstructed height 2.8 m.</u>* *b) be a maximum of 9 metres wide.* 4. *Access - sites containing non-residential activities and which provide more than 6 carparks, shall provide two-way accesses which must be a minimum of 6 metres wide.* 5. *Access to/from a state highway - sites that only have access via a state highway must only have one crossing point and shall be in accordance with Diagrams A1 and A2 (Schedule 11.1).* 6. *Access spacing - at intersections (except on strategic arterial routes) carrying traffic volumes of 1,000 vehicles or more in any peak hour, or at which traffic signals are operating, no part of a crossing point must be located within 30 metres of an intersection or within 60 metres on the departure side of an urban state highway intersection.* *Note: The distance is measured from the intersecting point of the kerb lines or road edge lines.*	1. **Complies**. There are two existing accesses to the site. 2. **Complies**. The existing accesses have been constructed in accordance with District Plan standards. 3. **Does not comply**. The existing access to Amohia Street is approximately 10m wide. Mitigation measures have been recommended in the transportation report in Appendix 2. The access onto Kapiti Road is compliant at 8.5m in width. 4. **Complies**, there is an existing two way access from Amohia Street. 5. **Complies**. There is only one access to Amohia St/SH1. 6. **Complies**. The access location to Amohia St is located at 68m (v 60m), and the Kapiti Rd access location is at 37m (v30m). 7. Not applicable. 8. **Complies**, The access to Amohia Street is located 68m south of Kapiti Road while the access to Kapiti Road is located 30m east of Amohia Street 9. **Complies**, The available sight distances exceed the specified minimums. 10. **Does not comply.** The access to Amohia Street is located immediately to the

Proposed District Plan Rules	Performance Standards	Compliance
	7. *Access spacing - Where a site is located near an intersection having volumes less than 1,000 vehicles in any peak hour….* *b) ….* 8. *Access spacing for major traffic activities - no crossing point must be located closer to any intersection than the distance specified in Table 1 below. Distances are measured in metres (m) to the intersecting kerb line.* *Strategic Arterial Route to a Neighbourhood Access Route: 30m.* *Neighbourhood Access Route a Strategic Arterial Route: 30m.* 9. *Access spacing sight distances - the required minimum sight distance between the access and the road must be in accordance with Diagram A3 (Schedule 11.1) and Table 2 below (where m = metres):* 10. *Access spacing for state highways - the minimum distance between accesses on the same side of the road must be 7.5 metres for residential activities and 15 metres for all other activities.* 11. *The minimum separation distances …* *Minimum distance between access and nearest intersection: 30m.* *Minimum distance between local road access and intersection: 20m.* *Minimum distance between accesses: nil.*	south of the access to the Jaycar site so does not comply. In accordance with NZTA's proposed road improvements, the access to the Gull site will be relocated approximately 8.0m to the south. The proposed separation distance between the access driveways, while less than the specified 15m, will provide sufficient separation to ensure the safety of pedestrians and to minimise any potential conflict between turning movements at the access driveways. 11. **Complies.** The available separation distances exceed these minimums.
	11. ***Manoeuvring*** *–.* *Commercial properties – must ensure that all buildings and parking areas are designed so that sufficient manoeuvring space is provided on-site to ensure no reversing onto the road is necessary.*	**Will comply**. The Transportation Assessment shows adequate onsite manoeuvring can be achieved.
	12. ***Loading spaces*** *- every property in all Working Zones, the layout of loading spaces must comply with the 90 percentile design two-axled truck as defined by the Ministry of Transport and shall be designed in accordance with Diagram A7 (Schedule 11.1).*	**Will comply.** The Transportation Assessment shows adequate onsite manoeuvring can be achieved

Proposed District Plan Rules	Performance Standards	Compliance
	14. Landscaping - for all non-residential activities, any parking, loading or trade vehicle storage area must be separated from adjoining properties by a minimum depth of 2 metres of landscaping. *15. Landscaping - all landscaping adjoining the road boundary of sites, must be designed and maintained so that visibility to and from the crossing point complies at all times with the minimum standards sight distances set out in Table 2 above.*	**Will comply.** Subject to trimming of the lower branches of an existing tree on council land on Amohia Street.
4. Design and layout of vehicle parking for all activities.	*1. All parking must be formed, marked out and maintained for use in all weathers.* *2. Surface water originating from the parking area must be managed without adversely impacting other properties either upstream of downstream of the development site.* *3. Vehicles using the parking area must only use the formed vehicle access point (crossing point) to enter and exit the vehicle parking areas.*	**1., 2., 3., Will comply**. Parking will be formed and marked out, and all surface water from the site will be appropriately treated and connected to stormwater. Details are included in the Appendix 1 plans.
5. Parking layout and design for all activities except residential activities	*1. All parking must be sealed or otherwise maintained to have a dust free surface, at all times, and shall comply with car parking dimension standards in Diagram A8 (Schedule 11.1) of this chapter.* *2. All parking must be formed, marked out and maintained for use in all weathers.* *3. When a parking area is required to accommodate three or more vehicles, parking spaces together with access and turning spaces must be designed so as to ensure that vehicles are not required to reverse either on to or off legal road.* *4. In the case where parking areas adjoin a living zone…* *5. In the case where parking areas are located within the front yard of a site, a 2-metre wide strip must be formed along the front yard (except for vehicle crossings) of any carparking area which shall be landscaped to create a visual and physical barrier between the carpark area and the road.* *6. Design for any critical access conditions, such as a ramp included as part of a parking building, must accommodate a 99 percentile design motor car in accordance with Diagram A6 (Schedule 11.1) of this Chapter*	**1. Will comply**. The leased carparking area has been designed in accordance with the dimensions specified in the District Plan. **2**. **Will comply**. Parking will be formed and marked out. **3**. **Will comply**. On-site manoeuvring will be available to allow vehicles to exit the site in a forwards direction. **4**. Not applicable. **5**. **Will comply**. **6**. Not applicable.

Proposed District Plan Rules	Performance Standards	Compliance
6. Heavy trade vehicle access	*1. Heavy trade vehicle accesses, including those for milk tankers and stock trucks, must be designed and constructed to carry the volume and weight of traffic likely to use the access and shall be designed in accordance with Diagram A4 (Schedule 11.1).* *2. The surface of a heavy trade vehicle access must be constructed to the same standard as the adjoining road carriageway. This requirement must be deemed to have been complied with if the first 12 metres of the vehicle access, measured from the near edge of the carriageway, is so constructed.* *3. Heavy trade vehicle accesses must be designed and constructed so that no heavy trade vehicle has to cross the road carriageway centre line when making a left turn.*	1. **Will Comply.** The accesses will be designed to accommodate heavy vehicle movements as required. 2. **Will Comply.** The vehicle access will be constructed with a sealed all-weather surface, although it is noted that these may be in concrete rather than asphalt. 3. **Will comply**. Tankers will turn left into the site at The Amohia St access and left out of the site at the Kapiti Rd access. Neither movement will require the tanker to cross the road centreline.
7. Vehicle access across a railway level crossing		Not applicable The existing accesses are not located over a level railway crossing.
8. Service Stations	***Pedestrians*** *1. There must be no access to or from service stations across any footpath where the number of pedestrians exceeds 1,000 per hour for two or more hours of any day of the week for four or more weeks of the year.*	**1. Will comply.** The pedestrian numbers on State Highway 1 (Amohia St) and Kapiti Roads are not expected to exceed the limits.
	Visibility *2. Sight distances to and from any access must comply with the distances in the following table. The table shall be interpreted in accordance with Diagram A3 (Schedule 11.1) of this chapter (where m = metres and km/h = kilometres per hour)*	3. **Will comply**. The sight distances have been assessed in the transportation report as being in excess of the District Plan requirement for the existing accesses.

Proposed District Plan Rules	Performance Standards	Compliance

85 Percentile Speed (km/h)	Sight Distance (m)
50	30
60	30
70	100
80	100
90	200
100	200

Table 4: Minimum Sight Distance from Access

Arterial Route Stations *3. For service stations on limited access roads (LAR), Strategic Arterial Routes, roads carrying in excess of 10,000 vehicles per day (vpd), on rural state highways carrying over 3,000 vpd, or along roads where the 85 percentile speed exceeds 70km/hr; the following conditions must apply:* *a) pumps or dispensing points must be located at least 9 metres from the limits of the road boundary; and* *b) deceleration and acceleration lanes must be provided in accordance with Diagram A4 (Schedule 11.1) of this Chapter.*	3(a). **Will comply**. The site plan shows the approximate location of the fuel pumps as being 23m from the road boundary. 3(b). **Does not comply.** We understand deceleration lanes will be provided as part of NZTAs proposed changes to Amohia St. However, an exit taper is not practical due to the close proximity of the access to the adjacent bus stop.
Median Divided Roads *4. Service stations on roads that have central medians separating opposing traffic flow must operate only as left turn in, left turn out. No operating in the central median must be provided to facilitate entry or exit from the service station for traffic on the opposite side of the road.*	4 **Will comply.** The access from Amohia St will operate as a left turn in, left turn out.
Provisions for Road Widening *5. Where the road controlling authority has designated road widening, the future road boundary and roadway edge should be used to determine relevant distances stated in this ordinance.*	5 **Will comply**. This is no designation in place this location for road widening. 6, 7 Not applicable.

Proposed District Plan Rules	Performance Standards	Compliance
	Location of Pumps/ On-site Facilities *8. Any pump or dispensing point must not be located:* *a) within 7 metres of any part of a crossing point; or* *b) within 4.5 metres of the road boundary (which must not be an accessway) except under the following conditions:* i. *where pumps or dispensing points are located closer than 3 metres to the road boundary, a wall of at least 1.5 metres in height must be erected on the boundary; or* ii. *where the pumps or dispensing points are between 3 metres and 4.5 metres from the road boundary, the road boundary must be defined by a nib-wall or planter box.* *9. On-site facilities such as a car-wash, lube bay, or air hose pump must not be located in such a way that waiting vehicles will obstruct the normal paths of vehicles moving to and from the site.*	8(a) and (b). **Will comply**. The proposed pump location is approximately 23m from the road boundary. 9. **Will comply/not applicable**. The proposed service station will be self-service, with no associated services.
	Driveways/ Crossing Points *10. Driveways and crossing points must be clearly defined by and shall be restricted to the following widths (where m = metres):* *Min 6m* *Max 9m* *11. Crossing points providing access to/from the site must be separated by a minimum of 10 metres except for service stations located on a State Highway where crossing points shall be separated by a minimum of 15 metres.* *12. Crossing points and driveways must be located and designed so that a tanker can enter and leave the site without crossing the centre line of the road carriageway.*	10**. Does not comply**. The existing Amohia Street vehicle crossing is 10m wide, compared to the District Plan requirement of 9m maximum. Mitigation measures are proposed in Appendix 2 Transportation Assessment. The kapiti road access is compliant at 8.5m in width. 11. Not applicable. Both accesses are left turn in/out only. 12. **Will comply**. Both accesses to the site will operate as a left turn exit only.
	Location of Filling Points	13 and 14. **Will comply**. The site plan shows the appropriate location of the filling points, with ample space for useage.

Proposed District Plan Rules	Performance Standards	Compliance
	13. Filling points must not be located so that tankers need to park on legal road. *14. Fillings points must be located so that tankers do no obstruct the driveways and crossing points.*	
	Treatment of Surface Water *15. Surface (storm) water resulting from the service station premises must be treated prior to entering Council's reticulated services by:* *a) an interceptor trap to remove petroleum products; and* *b) settlement tank(s) to remove grit.*	15. **Will comply.** All stormwater from the potential hazardous area (the forecourt) will be treated via a new separator installed on site.
Table 11E.3 Restricted Discretionary Activities		
1. Vehicle movements that do not meet the permitted activity standards under Rule 11E.1.2 (therefore deemed a major traffic activity(ies)).	*1. Activities in Precinct B and Precinct C shall not generate more than 200 vehicle movements in any hour.* *2. A Transport Assessment and a Travel Plan must be prepared by a suitably qualified person and submitted to Council with the application for resource consent.* *Note: Please refer to the publication Greater Wellington Regional Council Publication titled "Get your workplace moving - A guide to transport solutions for your staff and business" for guidance on preparing Travel Plans.* *Matters over which the Council restricts its discretion* *1. Consistency with Policies 11.30, 11.31, 11.32, 11.33, 11.34, 11.35, 11.36 & 11.37.* *2. Consistency with Council's Subdivision and Development Principles and Requirements 2012.* *3. The extent to which the Transport Assessment is consistent with Policies 11.30 – 11.37 and Council's Subdivision and Development Principles and Requirements 2012.* *The extent to which the content of the Travel Plan is consistent with Policies 11.30 – 11.37 and Council's Subdivision and Development Principles and Requirements 2012.*	**Applies. The activity requires consent under Rule 11E.3.1.**
Section 12.3.3 SIGNS		

Proposed District Plan Rules	Performance Standards	Compliance
Rule 12C.1.1 *Signs in all zones meeting the general permitted activity standards and the relevant zone-specific permitted activity standards under Rule 12C.1*	*1. All signs must be displayed on the site on which the activity will be undertaken on, and must not be allowed within the legal road, except:* *a) street name, directional and enforcement signs authorised by the road controlling authority and erected by or on behalf of the road controlling authority including signs authorised under any applicable bylaw;* *b) road marking, regulatory and warning signs, and any signs relating to the management of traffic within the District authorised by the road controlling authority and erected by or on behalf of the road controlling authority;* *c) decorative, festive, information or advertising signs, banners, or flags erected within legal road authorised by the road controlling authority and erected by or on behalf of the Council;* *d) signs under verandahs provided for in Rule 12C.1.8 as 'Sign type' (7) in the 'Additional standards for signs in the working zones';* *e) sandwich board signs provided for in Rule 12C.1.8 as 'Sign type' (10) in the 'Additional standards for signs in the working zones';* *f) election signs in areas specified by resolution of Council; and* *g) community purpose event/charity event signs provided for as a permitted activity in Rule 12C.1.5.*	**1. Will comply.** The Gull identification sign will be located onsite.
	2. All free-standing signs within 10 metres of a vehicle access must be setback at least 1.5 metres from the road boundary. This setback does not apply if the sign: *a) is less than 1 metre in height, measured from the height of the kerb closest to the sign to the top of the sign); or* *b) is clear and unobstructed (except for up to 2 posts necessary to structurally support the sign) up to at least 2.5m in height above the level of the kerb closest to the sign.*	**2. Will comply**.
	3. In addition to Standard 2 above, all free-standing signs on a corner site must be set back at least 10 metres from the intersection of the two roads, measured from the edge of the intersecting kerbs to the nearest edge of the sign. This setback does not apply	3. Not applicable as site is not a corner site.

Proposed District Plan Rules	Performance Standards	Compliance
	where such signs are clear and unobstructed (except for up to 2 posts necessary to structurally support the sign) up to at least 2.5m in height above the level of the kerb closest to the sign.	
	4. All signs must have any external lighting permanently fixed (i.e. not flashing, blinking or changing) and directed solely at the sign.	**4. Will comply.** The sign will be permanently illuminated.
	5. Signs, other than official road controlling and traffic management signs located within legal road and authorised by the road controlling authority, must not incorporate any reflective material.	**5. Will comply.** Sign will not be located with legal road reserve.
	6. Signs must not be located and positioned for the purpose of being viewed from the airspace.	**6. Will comply**.
	7. Signs must not emit any sound.	**7. Will comply.**
	8. The total area of digital/electronic signs must not exceed 0.6m2 and shall be limited to 2 non-moving or changing words, for example, 'We're Open' or 'Closed', or equivalent terminology, or 'Vacancy' or 'No Vacancy', or equivalent terminology. *Note: Digital/electronic signs that contain moving or changing text are a non-complying activity under Rule 12C.4.*	**7. Will comply.**
	9. N/A	9. **Not applicable**.
	10. Electronic/digital signs located within the Living Zones….	10. **Not applicable** as the sign will not be located in, or adjacent to a Living Zone.
	11. Within 50 metres of any intersection with a Strategic Arterial Route, signs must not: *a) be free-standing;* *b) exceed a maximum of 1 sign per road frontage of any site;* *c) incorporate any reflective material;* *d) be flashing or blinking, illuminated, or contain moving or changing text; or* *e) mimic the design, wording, graphics, shape or colour of an official road sign.*	11. **Does not comply.** The sign on the Kapiti Road frontage is approximately 45m from the intersection.

Proposed District Plan Rules	Performance Standards	Compliance
	12. Signs located within 75 metres of a Strategic Arterial Route with a speed limit of 80-100km/hr must not: *a) be free-standing;* *b) exceed a maximum of 1 sign per road frontage of any site;* *c) incorporate any reflective material;* *d) be flashing or blinking, illuminated, moving or changing; or* *e) mimic the design, wording, graphics, shape or colour of an official road sign.* *Note: Consultation with the New Zealand Transport Agency (NZTA) is recommended for signs that do not comply with standards 11 or 12 above.*	12. Not applicable. The SAR is 50km zone.
	13. The activity must comply with all relevant permitted activity standards within Table 11A.1 Permitted Activities.	13.Not applicable to this activity, as Table 11A.1 sets out the permitted activity standards for network utility infrastructure (including lighthouses, navigation aids, beacons, signal stations, natural hazard emergency warning devices and meteorological services). This proposal is for a service station.
	14. The activity complies with all other relevant permitted activity rules and permitted activity standards in all other chapters (unless otherwise specified). *Note: See Rule 9A.1.2 for separation of buildings and structures from waterbodies standards.*	14. **Will not comply.** There are other performance standards this activity does not comply with. Note: Rule 9A.1.2 is not applicable to this proposal as there will be no buildings/structures located close to waterbodies.
Rule 12C.1.8. Signs in the Working Zones	*1. The maximum total area of signage per business premises/tenancy shall not exceed 5m^2 excluding sale of property/for lease signs, community purpose event/charity event signs, election signs and moveable footpath signs.*	1. Not applicable as activity will not have a business premise sign.

Proposed District Plan Rules	Performance Standards	Compliance
General Permitted Activity Standards for Signs in the Working Zones.	*2. In addition to the signage provisions set out in standard 1 above, sites may have a maximum of 1 free-standing sign per road frontage provided that:* *a) each free-standing sign must not exceed 6 metres in height;* *b) each free-standing sign must not exceed 5m^2 in area; and* *c) lettering and symbols on each free-standing sign are limited to:* *i. name and logo of the site or business complex (if relevant); and* *ii. names and logos of businesses operating from the site; and* *iii. hours of operation.* *3. Additional standards for signs in the Working Zones:*	2. **Does not comply.** The proposed free standing Gull identification sign will be 8 metres high and16.8m in area. 3. **Will comply**.

Proposed District Plan Rules	Performance Standards	Compliance
	<table><tr><th>Sign type</th><th>Standards</th></tr><tr><td>1. Sale of property/for lease *signs*.</td><td>1. Maximum of 1 *sign* per *road* frontage. 2. Single sided *signs* must not exceed 2.0m^2 in area. 3. 2-sided/double sided *signs* must not exceed 4.0m^2 in area. 4. The maximum height of free-standing *signs* must be 4 metres above *original ground level*. 5. The maximum height of *signs* attached to a *building* or fence must not protrude above the top of the roof/fence line. 6. *Signs* must be removed no later than 10 days after the property has been sold, leased or withdrawn from the market.</td></tr><tr><td>2. Free standing directional *signs* directing vehicles into/out of a *site*.</td><td>1. Free-standing *signs* for the purpose of directing traffic into/out of a *site* must: a) not exceed 1.0 metre in *height*; b) not exceed 0.5m² in area; and c) be limited to directional arrows and the words 'Entry' or 'Exit' or equivalent terminology.</td></tr><tr><td>3. *Signs* associated with advertising developers/ trade companies on *sites* under construction.</td><td>1. Maximum of 1 *sign* per road frontage provided that: a) the *signs* do not exceed 2.0m² in area each; and b) lettering/symbols contained in the *signs* are limited to the name of the tradesperson/company connected to the construction, alteration, *demolition*, or *development* occurring on the *site*; and the new proposed activity for the *site* (if relevant); and</td></tr></table>	

Proposed District Plan Rules	Performance Standards		Compliance
		c) all *signs* are removed at the completion of the construction/ *demolition* works.	
	4. Wall or window *signs* on the ground floor level of any *building*.	1. *Signs* parallel to walls or windows shall: a) have a maximum area of 20% of the wall or window area or the maximum area of signage provided for in the 'General *Permitted Activity* Standards for signs in the *Working Zones*', whichever is the lesser; and b) not protrude more than 50mm from the wall to which it is attached. 2. *Signs* protruding out from a wall at a 90° angle must : a) be located a minimum of 2.5 metres above the level of the footpath; and b) not protrude more than 500 millimetres from the wall to which it is attached; and c) not exceed 1m² in area.	
	5. *Signs* above the ground floor level of any *building*.	1. There shall be a maximum of one* *sign* above ground floor level per wall/facade which can be either: a) a single-sided *sign* parallel to the wall of the *building* which shall not exceed the maximum area of signage provided for in the 'General *Permitted Activity* Standards for *signs* in the *Working Zones*'; or b) a 2-sided *sign* located above and perpendicular to the ground floor verandah (if there is one) which shall not exceed the maximum area of signage provided for in the 'General *Permitted Activity* Standards for *signs* in the Working Zones'. ***Note:** the maximum of one *sign* required by this standard is in addition to the permitted parapet *signs* provided for in	

Proposed District Plan Rules	Performance Standards	Compliance

	standard 1 in Rule 12C.1.8.3.8 below.
6. *Signs* attached to roofs of single storey *buildings*.	1. The total area of *signs* attached to roofs per *site* must not exceed the maximum area of signage provided for in the 'General *Permitted Activity* Standards for *signs* in the *Working Zones*'. 2. The maximum *height* of any *sign* attached to a roof shall be 4 metres above *original ground level*.
7. *Signs* under verandahs.	1. *Signs* must not be located under a verandah where the distance between the footpath and veranda is less than 2.6 metres. 2. The minimum clearance under the sign must be 2.3 metres. 3. Any sign can protrude a maximum of 300 millimetres below the veranda. 4. The number of *signs* mounted under the verandah must not exceed one *sign* per business premise, except where: a) the business premise has frontage to more than one *road* in which case there shall be a maximum of one under verandah *sign* per *road* frontage, per business premise; b) the business premise has more than one entrance in which case there shall be a maximum of one under verandah *sign* per entrance, per business premise; or c) the business premise has a *road* frontage in excess of 10 metres in which case there shall be a maximum of one under verandah *sign* for each additional 10 metres of *road* frontage.

Proposed District Plan Rules	Performance Standards		Compliance
	8. Parapet *Signs.*	1. The total area of parapet *signs* per *building* (regardless of the number of tenancies/business premises within that *building*) shall be no more than 50% of the parapet area or the maximum area of signage provided for in the 'General *Permitted Activity* Standards for *signs* in the *Working Zones'*, whichever is the lesser.	
	9. Fascia *Signs.*	1. The *sign* must be parallel to the fascia; and 2. The *sign* must not extend beyond the surface area of the fascia.	
	10. Sandwich boards and moveable footpath *signs.*	1. One *sign* shall be permitted per business premises. 2. There must be a clear, unobstructed footpath width of at least 1.2 metres when the *sign* is on the footpath at all times. 3. The *sign* must be located on the same side of the *road* as the business premises to which it relates and be located in the area parallel to the business premises' frontage. 4. The *sign* must not be located in or directly adjacent to any area marked as a bus stop, taxi stand, disability park or pedestrian crossing. 5. The total *height* of the sandwich board including the base must not exceed 900 millimetres. 6. The width of the *sign* measured at any location including the base must be equal to or less than 600 millimetres.	

<table>
<tr><th>Proposed District Plan Rules</th><th>Performance Standards</th><th>Compliance</th></tr>
<tr><td></td><td>
<table>
<tr><td></td><td>7. The sign must be sufficiently weighted to ensure it remains secure in location.

8. The base of the sign must be a substantially different colour than the pavement.

9. Folding sandwich boards must be able to be locked in the open position.

10. The sign must be free from sharp edges, protrusions and moving parts.</td></tr>
<tr><td>11. Flags and banners.</td><td>1. There must be no more than one flag or banner per business premise/tenancy with up to a maximum of four flags or banners per site.

2. Flags and banners attached to buildings or fences must not protrude above the top of the roof line of a building or the fence line of a fence.

3. The maximum height of free-standing flags shall be 1.5 metres above original ground level.

4. Flags and banners shall have a maximum width of 1.0 metre.

Note: flags and banners are required to be fully contained within the subject business premises/tenancy site boundaries. Care should be taken when locating flags or banners within a site to ensure that, when windy, they do not encroach into legal road or onto adjacent sites.</td></tr>
</table>
</td><td></td></tr>
<tr><td>Table 12C.2 Restricted Discretionary Activities

Rule 12C.2.1
1. Any sign that is expressly provided for as a permitted activity in Table 12C.1 but does not meet one or more of the</td><td>Matters over which the Council will restrict its discretion

1. Visual effects.
2. Effects on transport (including the transport network).
3. Traffic effects.
4. Public safety.
5. Appropriateness of the proposed sign.</td><td>Applies. The proposed service station will require consent under Rule 12C.2.1</td></tr>
</table>

<table>
<tr><th>Proposed District Plan Rules</th><th>Performance Standards</th><th>Compliance</th></tr>
<tr><td>general permitted activity standards or the relevant zone-specific permitted activity standards under Table 12C.1.

<u>Criteria for notification</u>
The NZTA will be considered an affected party for any resource consent application received for signage that does not meet general permitted activity standard 11 or 12 as set out in Rule 12C.1.1.</td><td>6. Context and surroundings.
7. Visual, character and amenity effects.
8. Cumulative effects.
9. Any positive effects to be derived from the proposed sign.
10. Size of the sign(s).
11. Location of the sign(s).
12. The robustness and frangibility of the sign(s), including the materials used to construct the sign(s) and method of attachment.
13. Content of the sign(s), including number and size of words, symbols and graphics and the complexity of the content.
14. Necessity for the sign(s).</td><td></td></tr>
<tr><td>NOISE</td><td></td><td></td></tr>
<tr><td colspan="2">Table 12D.1 Permitted Activities</td><td></td></tr>
<tr><td>Rule 12D.1.5 Noise from activities located within the Industrial/Service Zone.</td><td>1. Excluding the activities provided for in Rules 12D.1.8 - 12D.1.15, noise emission levels must comply with the following limits when measured at, or within the boundary of, a site zoned:
<table><tr><th rowspan="2">Noise when measured at or within the boundary of a site zoned:</th><th>Daytime (7 am to 7 pm)</th><th>Evening (7pm to 10pm)</th><th colspan="2">Night Time (10pm to 7 am)</th></tr><tr><th>LAeq(15 min)</th><th>LAeq(15 min)</th><th>LAeq(15 min)</th><th>LAF,max</th></tr><tr><td>Living</td><td>50 dB</td><td>45 dB</td><td>40 dB</td><td>70 dB</td></tr><tr><td>Centres or Civic and Community</td><td>60 dB</td><td>55 dB</td><td>55 dB</td><td>85 dB</td></tr><tr><td>Industrial</td><td>60 dB</td><td>55 dB</td><td>55 dB</td><td>85 dB</td></tr><tr><td>Rural</td><td>55 dB</td><td>45 dB</td><td>45 dB</td><td>70 dB</td></tr></table>2. Compliance locations in Rural Zone shall be at the notional boundary of any household unit.</td><td>1. Will comply.
2. Not applicable as the activity is located in the Industrial Zone .
3. Not applicable as noise from the proposal is not anticipated to be an issue.
4. Not applicable to activity.</td></tr>
</table>

Proposed District Plan Rules	Performance Standards	Compliance
	3. *Noise measurements must be undertaken in accordance with the procedures set out in NZS6801:2008 Acoustics - Measurement of Environmental Sound and must be assessed in accordance with NZS6802:2008 Acoustics – Environmental Noise.* 4. *The following activities are exempt from standard 1 above:* *…*	
EARTHWORKS		
Table 3A.1 Permitted Activities		
***Rule 3A.1.6. Earthworks**, excluding those listed in Rule 3A.1.8, in all areas except areas subject to flood hazards, outstanding natural features and landscapes, ecological sites, geological features, areas of outstanding natural character, areas of high natural character.*	*1. Earthworks must not be undertaken:* *a) on slopes of more than 28 degrees; and* *b) within 20 metres of a waterbody, including wetlands and coastal water.* *2. In all other areas except as provided for in Standard 3, earthworks must not:* *a) disturb more than 50m3 (volume) of land per site in living zones, working zones and open space zones within a 5 year period;* *b) disturb more than 100m^3 (volume) of land per site in rural zones within a 5 year period; and* *c) alter the original ground level by more than 1 metre, measured vertically.* *This standard applies whether in relation to a particular earthwork or as a total of cumulative earthworks within the specified period.* *3. Earthworks for the construction of permitted telecommunications and radio communication facilities, …* *4. Standards 1 and 2 under this rule do not apply, to:* *a) earthworks associated with farm and forestry tracks permitted under Rule 7A.1.5;*	**1. Will comply.** The maximum slope on the site is 13.5 degrees, and there is not waterbody nearby. *2.* **Does not comply**. The total earthworks that will be required on the site is 83m2. 3. Not applicable. 4. Not applicable. 5. **Will comply**. All earthworks will be undertaken in accordance with an erosion and silt management plan attached in Appendix7 *6.* **Will comply.** Accidental discovery protocols can be included as a condition of consent. *7.* **Not applicable.**

Proposed District Plan Rules	Performance Standards	Compliance
	b) tilling or cultivation of soil for the establishment and maintenance of crops and pasture; *c) harvesting of crops;* *d) planting trees;* *e) removing trees;* *f) horticultural root ripping;* *g) digging offal pits* *h) burying dead stock and plant waste;* *i) digging post holes;* *j) drilling bores;* *k) installing and maintaining services such as water pipes and troughs;* *l) or where a more specific earthworks provision is provided for in the zone or precinct methods;* *m) earthworks required to effect a subdivision of land in the Otaki South Precinct under Rule 6F.3.4.* *5. Any earthworks must ensure that:* *a) Surface runoff from the site is isolated from other sites and existing infrastructure; and* *b) The potential for silt and sediment to enter the stormwater system or waterbodies in surface runoff from the site, is minimised; and* *c) Erosion and sediment control measures are installed and maintained for the duration of the construction period, where necessary.* *Note: attention is drawn to the Wellington Regional Council publications 'Erosion and Sediment Control Guidelines for the Wellington Region' and 'Small Earthworks – Erosion*	

Proposed District Plan Rules	Performance Standards	Compliance
	and sediment control for small sites'. Applying the appropriate recommended treatments from these publications is a means of compliance with this standard. *6. Accidental Discovery Protocol (Schedule 10.2) to be followed for any accidental discovery of a waahi tapu or other cultural site.* *a) Accidental Discovery Protocol – should a waahi tapu of other cultural site be unearthed during Earthworks the contractor and/or owner must:-* *i. cease operations;* *ii. inform local iwi;* *iii. inform Heritage New Zealand and apply for the appropriate authority if required;* *iv. take appropriate action, after discussion with Heritage New Zealand, Council and Iwi to remedy damage and/or restore the site.* *Note: in accordance with the Heritage New Zealand Pouhere Taonga Act 2014, where an archaeological site is present (or uncovered), an authority from Heritage New Zealand.* *7. Standards (2) and (3) do not apply to earthworks required to effect a subdivision of land in the Ōtaki South Precinct under Rule 6F.3.5.*	
Table 3A.3 Restricted Discretionary Activities		
4. Earthworks not complying with one or more of the permitted activity standards in Rule 3A.1.6 or Rule 3A.1.8.	*1. The degree of compliance with the Kapiti Coast District Council Subdivision and Development Principles and Requirements 2012.* *2. The effects on water collection areas.* *3. The degree of compliance with any applicable Environmental Management Plan or Structure Plan applicable to the development.* *4. Ecological effects.* *5. Visual and amenity effects.*	**Applies. The proposal requires consent under Rule 3A.3.4**
HAZARDS		

Proposed District Plan Rules	Performance Standards	Compliance
Table 9A.1. Permitted Activities		
2. Any building or structure in any zone	*1. Separation from water bodies* *a) Buildings shall not be sited within the river corridor or stream corridor (unless they are permitted activities under Rule 9A.1.7):* *i. For the stream corridor and other water bodies, including ephemeral and intermittent rivers or streams (except lakes) the minimum setback for any building or structure (other than a bridge or culvert structure for which a resource consent is required from the Regional Council) from the natural banks of any water body greater than 3 metres wide shall be 10 metres;* *ii. For streams/drains less than 3 metres wide, the minimum setback must be 5 metres where the average width of the stream or water body is measured as an average within the property.* *b) Buildings must not be sited within 5 metres of a lake*	**1(a) Complies.** **1(b) Complies.**
4. Earthworks except where associated with the matters listed below: a) the maintenance of a watercourse or stormwater control; b) activities permitted under Rule 9A.1.6; c) maintenance activities within the legal road; d) private farm tracks which are ancillary to permitted farming activities and are not within an outstanding natural features and landscapes; e) residual ponding areas where the	*1. In an overflow path or residual overflow path (excluding fill which is addressed in Rule 9A.3.3), earthworks: a) shall not involve the disturbance of more than 10m3 of land in any 10 year period; b) shall not alter the original ground level by more than 0.5 metres, measured vertically; and c) shall not impede the flow of floodwaters.* *2. In ponding areas (excluding residual ponding areas) and shallow surface flow areas, earthworks: a) shall not involve the disturbance of more than 20m3 (volume) of land in any 10 year period; and b) shall not alter the original ground level by more than 1.0 metre, measured vertically.* *3. In a Stream corridor or River corridor (excluding fill which is addressed in Rule 9A.4.3), earthworks: a) shall not exceed 10m3 in any 10 year period. This standard applies whether in relation to a particular work or as a total or cumulative; and b) must be carried out by Wellington Regional Council, Kapiti Coast District Council, the Department of Conservation or their nominated contractors.* *Note: Any works carried out within the bed of lakes and rivers are within the jurisdiction of Wellington Regional Council and are not covered in this District Plan.*	1, 2, 3, **Not applicable**, the site is not located in a overflow path, ponding area, or stream corridor.

Proposed District Plan Rules	Performance Standards	Compliance
earthworks permitted activity *1 standards for the relevant zone are complied with (see Chapter 3 for rules on earthworks); f) earthworks subject to Rule 9A.2.1 (i.e. within a flood storage or fill control area).*		
Table 9B.1. Permitted Activities Rule 9B.1.2		
2. Buildings within Fault Avoidance Areas. *Note: Refer to Table 9.2 Building Importance Category and Table 9.3 Risk Based Matrix below.*	*1. Within Well-Defined and Well Defined Extension areas for Ohariu and Northern Ohariu faults: Buildings that are defined as Building Importance Category (BIC) Type 1; that comply with the permitted activity standards for the zone.* *2. Within Well-Defined and Well Defined Extension areas for the Gibbs and Ōtaki Forks faults: Structures that are defined as BIC Type 1 and 2a; that comply with the permitted activity standards for the zone.* *3. Within Well-Defined and Well Defined Extension areas for the Southeast Reikorangi Fault: Structures that are defined as BIC Type 1, 2a and 2b; that comply with the permitted activity standards for the zone.*	**1. Does not comply**, service stations are classified as BIC 3 within Table 9.2 Building Importance category.
Table 9B.3. Restricted Discretionary Activities		
4. Any new building defined as BIC Type 2c, 3 and 4 located on land with sand or peat soils	*1. Geotechnical information must be provided by a suitably qualified and experienced person (to building consent level) on liquefaction* *Matters over which Council will restrict its discretion* *1. The outcomes of the geotechnical investigation on liquefaction by a suitably qualified person* *2. Whether the potential risk to the health and safety of the people and property from liquefaction can be avoided or mitigated.*	1. **Applies**. ,Being a service station and a BIC 3 building, the activity is subject to this rule, and as such a geotechnical report has been prepared for this site.

Proposed District Plan Rules	Performance Standards	Compliance
	3. The design and location of the building.	

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IDENTIFY | CLASSIFY | RECTIFY

Your Report

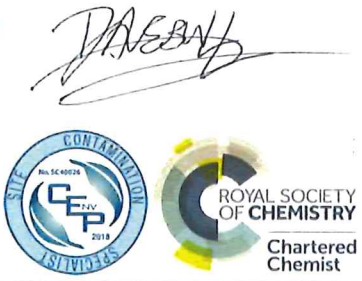
Preliminary Site Investigation

3 Kapiti Road, Paraparaumu

Gull New Zealand Limited

THE CONTAMINATED SITE CONSULTANCY

Record of review

Roles	*Person responsible*	*Position*	*Relevant experience*	*Signature*
Report preparation	Dr. Dave Bull CEnvP-SC CChem	Contaminated Site Specialist	12 years	
Report review	Kylie Eckersley CEnvP-SC	Contaminated Site Specialist	14 years	

Report checklist

Summary contaminated sites report checklist					
Report contained in this document	☑	☐	☐	☐	☐
Report sections and information to be presented	**PSI**	SIR	RAP	SVR	MMP
Executive summary	**R☑**	R☐	R☐	R☐	R☐
Scope of work	**R☑**	R☐	R☐	R☐	R☐
Site identification	**R☑**	R☐	R☐	R☐	R☐
Site history	**R☑**	S	S	S	S
Site condition and surrounding environment	**R☑**	S	S	S	S
Geology and hydrology	**A☑**	R☐	S	S	S
Sampling and analysis plan and sampling methodology	**A☑**	R☐	X	R☐	R☐
Field quality assurance and quality control (QA/QC)	**N**	R☐	X	R☐	S
Laboratory QA/QC	**N**	R☐	X	R☐	X
QA/QC data evaluation	**N**	R☐	X	R☐	X
Basis for guideline values	**R☑**	R☐	R☐	R☐	R☐
Results	**A☑**	R☐	R☐	R☐	S
Site characterisation	**R☑**	R☐	R☐	R☐	R☐
Remedial actions	**X**	X	R☐	S	S
Validation	**X**	X	X	R☐	S
Site management plan	**X**	X	R☐	S	S
Ongoing site monitoring	**X**	X	X	N	R☐
Conclusions and recommendations	**R☑**	R☐	R☐	R☐	R☐

Key:

R - the corresponding heading and details are required

A - readily available information should be included

S - a summary of this section's details will be adequate if detailed information has been included in an available referenced report

N - include only if no further site investigation is to be undertaken

X - not applicable and may be omitted.

Ref: MfE1

Contents

Figures

Tables

Appendices

Summary

Gull New Zealand Limited (Gull) is considering purchasing the property at 3 Kapiti Road, Paraparaumu, Kapiti Coast ('the site') in order to develop it into a petroleum service station. As part of its environmental due diligence, Gull has instructed HAIL Environmental Limited (HAIL Environmental) to prepare a contaminated land preliminary site investigation report (this document).

The scope of work comprised:

- Desktop survey
- Aerial photograph review
- Site walkover inspection
- Limited observations and soil sampling during geotechnical investigation

The site is currently an unmanned bus depot used for bus maneuvering and parking. Previously a small workshop and underground storage tanks were present.

Based on the scope of work performed, HAIL Environmental considers that:

- A small area of the site, in the vicinity of the former workshop, is deemed a 'piece of land' for the purposes of the relevant National Environmental Standard. There is insufficient information to determine whether soil or groundwater contamination has actually resulted in this area. Nevertheless, soil disturbance thresholds will not be exceeded and proposed minor works in this area should be undertaken as a permitted activity under that Standard subject to a construction management plan.
- Shallow fills elsewhere on site showed slightly elevated levels of typical transport and urban contaminants, which would prevent disposal as cleanfill. Underlying natural clay is likely to be suitable for disposal to cleanfill.
- Dewatering may not be necessary given the apparent groundwater table (Cook Costello) is below the base of the proposed Gull underground storage tank pit (approximately 4 m below ground level). However, if significant groundwater is encountered while excavating the tank pit, resource consent for dewatering under the proposed Natural Resources Plan could be necessary.
- Change of use is not reasonably likely to harm human health (refer Regulation 5) because the site will be fully sealed, unmanned, and visited only briefly by end users. Hence this change of use does not trigger the National Environmental Standard.

1. Introduction

1.1 Background

Gull New Zealand Limited (Gull) is considering purchasing the property at 3 Kapiti Road, Paraparaumu, Kapiti Coast ('the site') in order to develop it into a petroleum service station. As part of its environmental due diligence, Gull has instructed HAIL Environmental Limited (HAIL Environmental) to prepare a contaminated land preliminary site investigation report (PSI: this document).

1.2 Purpose

The purpose of the investigation was to identify if any former or current land use activities are included in the Hazardous Activities and Industries List (HAIL) (Ref: MfE3), and if such activities might have impacted soil and groundwater quality.

If the investigation identified the potential for such impacts, further consideration of the likelihood that these activities could impact on human health and the environment was assessed in light of the site's proposed development and future land uses.

1.3 Scope of work

The scope of work comprised:

- Desktop survey
- Aerial photograph review
- Site walkover inspection
- Limited observations and soil sampling during geotechnical investigation

This report has been prepared in accordance with *Reporting on contaminated sites in New Zealand* (Ref: MfE1). The persons preparing and certifying this PSI are suitably qualified and experienced practitioners holding Certified Environmental Practitioner – Soil Contamination status (refer Record of Review above).

2. Site identification

2.1 Site details

Table 1: Site details

Site name:	Former Mana Coach Services' Paraparaumu Depot
Address:	Amohia Street, Paraparaumu 5032
Relevant authorities	Greater Wellington Regional Council (GWRC) Kapiti Coast District Council (KCDC)
Legal description	Part Lot 1 DP 77182 and Section 8 SO 38192 (Ref: KCDC)
Zoning	Commercial / Retail (operative District Plan 1999)
Coordinates	1769030E, 5468590N (Ref: KCDC)
Area	2,247 m^2
Elevation	12 m amsl (Ref: KCDC)
General description	Irregular shaped sealed site behind Paraparaumu train station. Part of a small block of commercial / industrial land between Kapiti Road, Amohia Street (formerly State Highway 1, SH1), and the North Island Main Trunk rail line (NIMT).

The location and layout of the site is depicted in Figure 1. The current site layout is described in Section 4.2. Briefly, the site is an unmanned bus depot principally used for bus maneuvering and parking.

2.2 Proposed site works

It is intended that the site is developed as an unmanned fuel service station. This work will involve installing underground fuel storage systems (comprising tanks, fill points, dispensers, vents, and lines), an interceptor, an information technology shed, and services. Plans provided by Gull are reproduced in Appendix A.

Metres 0 10 20 30 40 50

Figure 1: Site Location and Layout

3 Kapiti Road, Paraparaumu

Drawn by Simon Garner, www.simonsaysdesign.co.nz | May 2018

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3. Site history

3.1 Ownership and land uses

A site history investigation was completed to identify the types and locations of activities that have been performed on the site, and so identify any potential contaminants and site areas that might be impacted by these.

Certificates of Title were reviewed to identify site ownership and history. Copies of these are contained in Appendix B. A railway history was also consulted (Ref: Hoy).

The site's history, based on the available information, is summarized in Table 2.

Table 2: Site history

Period	***Owners***	***Land use***
Since 2000	Mana Coach Services	Bus depot
1910-2000	The Crown	Railway purposes (North Island Main Trunk Railway); including bus depot in later years
1886-1910	Wellington and Manawatu Railway Company	Railway station (Wellington-Manawatu Line)
Before 1886	Not identified	Not identified

A small corner of the site facing Amohia Street was originally part of the adjacent property to the north. Early owners of that property are described on the certificate of title as butchers.

3.2 Aerial photograph review

Available aerial photographs and satellite imagery were reviewed to help determine past and current site layout and usage, as well as changes in surrounding properties. The aerial photographs are contained in Appendix C. Salient features are presented in Table 3 below.

Table 3: Historic photography

Date	*Image*	*Visible Features*
January 1967*	SN1971 1:23,900 monochrome	This is a poor-quality image. However, the site and vicinity appear consistent with the 1972 layout (discussed below). That is, the site is set within the southern end of Paraparaumu township. As in the present day, the site is in a small block of commercial-industrial land between Kapiti Road, SH1 and the NIMT. At this time, land to the west appears to have been cleared for construction, and some retail buildings are already up.
November 1972	SN3496 monochrome	The site appears largely sealed, except possibly in the west along the SH1 frontage. Vehicle entrances are from Kapiti Road to the north and adjacent land to the south. The western boundary of the site is marked by a row of trees; the eastern boundary of the site is the Paraparaumu railway station and northbound platform. In the centre of the site is a L-shaped building. Six buses and a car are parked between the trees and the building. The two commercial sections north of the site are in use, with several large buildings packed along the SH1 frontage. Another large building behind them, closer to the site, has 'Fabers Farming' painted on the roof. Paraparaumu railway station is in its present-day position directly south of the site, and to the east the NIMT is in its present-day alignment running north-south through Paraparaumu. Further away from site, the BP Paraparaumu site on the far side of SH1 features a small service station building with canopy, and two other buildings that cannot be identified from the air. The Mobil Kapiti site features one small structure that also seems likely to be a service station. Construction continues in the Coastlands Mall area further west and southwest, largely bare land in the previous image.
6 October 1980*	SN5497 1:25,000 monochrome	The site appears largely sealed, now with vehicle entrance from SH1 to the west. The layout is the same as in 1972, and again buses are parked between the trees and the building. Along the fence-line north of the building is a narrow structure, possibly a long shipping container. One of the buildings on the commercial sections north of the site has been removed. A number of cars are parked around these sections, especially directly over the fence from the site, suggesting vehicle workshops. Retail buildings now occupy the Coastlands Mall area further west and southwest.
19 February 2005*	SN50451c 1:40,000 colour	The site and immediately surrounding land are in their present-day layout. The site appears vacant land. No buildings and no vehicles are evident. The two commercial sections north of the site have been redeveloped in part; one building has been removed and another has been either altered or replaced. A pedestrian overbridge has been added to Paraparaumu railway station. To the north and west the present-day Mobil and BP service stations are clearly visible. Coastlands Mall has undergone substantial expansion.

7 September 2005 to 7 July 2018 (22 images)	Satellite imagery in colour†, one obscured by cloud	The site and immediately surrounding land are in their present-day layout. The site appears to have undergone some maintenance between 2007 and 2010, when several areas of replacement surfacing were evident, especially at the northern entrance and in front of the railway station. Bus parking is marked out across the western half of the site, and in a few images, buses were parked on site in front of the station. Around 2010-11, Paraparaumu rail station underwent partial redevelopment, especially on the eastern side of the tracks where a station building for southbound traffic was constructed. The pedestrian overbridge was removed. The commercial section on the near side of the SH1-Kapiti Road intersection appeared to undergo some significant change in 2013; until that date multiple vehicles are parked around that section in each image, but after then there are few or none.

* Sourced from http://retrolens.nz and licensed by LINZ CC-BY 3.0. Copyright © Crown.

† Sourced from Google Earth, map data Google, Digital Globe. Copyright © Google 2018.

3.3 Anecdotal information

HAIL Environmental approached Mana Coach's real estate agents Capital Commercial (2013) Limited for anecdotal information regarding the site. The agents stated that they had spoken to employees who had worked at the site. They confirmed that a two-person office had been present on the site, together with a single bay bus workshop, which had been demolished in 2001. There had been two underground fuel storage tanks (USTs) that had been removed 'a long time ago'.

3.4 Greater Wellington Regional Council Land Use Register

A copy of the Selected Land Use Register (SLUR) file for the site, SN/01/119/02, was obtained from GWRC. The file refers to the site as "ex Mana Coach Services Ltd" and places it in Hazardous Activities and Industries List (HAIL) category A17 – storage tanks or drums for fuel, chemicals or liquid waste.

The file shows that a 2,250 L petrol tank was removed from a sealed area north of the site building (that is, in front of the garage) in 1992, and a 9,000 L diesel tank was removed from the same location in 2002. For both tank removals, a KCDC dangerous goods inspector's report is available, but there is no environmental report on file. The KCDC reports include limited photographs and appear to show no major contamination issues associated with either tank pit.

The Mobil Kapiti service station is listed on the SLUR at SN/01/049/02, while BP Paraparaumu is SN/01/047/02, both being in category F7, service stations. GWRC holds no records of contaminated land investigations at either site.

West of site, large areas of Coastlands Mall are listed in SN/01/117/02 or SN/01/094/02, both in category A17. To the south, Gold Coast Mechanical on Epiha Street is listed as SN/01/151/02 in category F4, motor vehicle workshops.

3.5 Kapiti Coast District Council property file

Copies of property files were requested from KCDC to help determine site history. Two files were provided.

The first file dated May 1992 relates to additions to a building at the Mana Coach Services site on Kapiti Road, Paraparaumu, shown with the legal description SO 20937. The additions were most likely carried out, as a building permit was issued on 4 May 1992. Drawings show the L-shaped building visible on the 1980 aerial photograph being extended westward to add toilet facilities. The existing building comprised a lunch room, foyer, office, store and a garage. The garage was the northern leg of the 'L', and appeared to feature a long vehicle inspection pit, inferred to be used for bus maintenance. There is no explicit mention of any existing asbestos-containing material or lead-based paints. Scala penetrometer logs appended to the file show 4-20 mm per blow in the top 2 m of site soils, indicating stiff to hard clays or silts, or compacted sands.

The second file relates to demolition of a building at the Mana Coach Services Limited property on Amohia Street, Lot 1 DP 77182. Building consent was issued on 4 September 2002. Aerial photographs were included, and these clearly show the L-shaped building previously described within the site. Again, there is no mention of any dangerous goods, hazardous building materials, or any other constraint on building works.

4. Site condition and surrounding environment

4.1 Site inspection

HAIL Environmental visited the site on Monday 21 May 2018. Photographs of the site are contained in Appendix D.

4.2 Topography

The site is generally flat but slightly raised in the centre, around the former office footprint. It is uniformly lower than the railway line; the platform of the adjacent railway station is built up approximately a metre higher than the site. The rear yard of the adjacent commercial site to the north is as much as 0.4 m lower than the site at the corner where the former site building was; the blockwork fence separating the two sites serves as a retaining wall on the external side.

KCDC flood hazard mapping suggests that ponding could occur in the north of the site in a major flood event.

4.3 Layout

The layout of the site is shown in Figure 1. There are currently no buildings on site, though the foundations of the former office and workshop remain. A concrete-filled vehicle inspection pit is visible within the former workshop. To the north of the workshop, two rectangular areas of repaired seal match the identified locations of former USTs.

4.4 Evidence of contamination

HAIL Environmental identified no evidence of contamination during the site inspection.

4.5 Surrounding areas

Land uses adjacent to the site are:

North – Two commercial premises between the site and the Kapiti Road – Amohia Street intersection. The closer premises is occupied by 'The Computer Place', a home computer sales and service business also storing electronic components. The further premises, on the intersection, is shared by Kapiti Signs and Kapiti Organic Landscape Supplies.

On the far side of Kapiti Road, buildings include Mobil Kapiti service station, and a two-storey building that has a variety of commercial tenants including a printer, realtor, Member of Parliament's electoral office, and a local airline office. Zoning is commercial and industrial immediately across Kapiti Road, but residential beyond.

East – The North Island Main Trunk railway line, Paraparaumu station car parking, then light commercial uses including a business centre and a funeral home, with residential land and the large Kapiti Impact Church beyond.

South – Paraparaumu metro rail station and the North Island Main Trunk railway line, with industrial zoned land beyond. The nearest buildings beyond the railway station include a number of commercial and light industrial premises including Gold Coast Mechanical (a vehicle workshop),

West – Amohia Street (former State Highway 1), with BP Paraparaumu service station on the far side, then commercial zoned land dominated by Coastlands Mall.

Service plans on KCDC's online geographic information systems show a sewer main running north from a manhole near the centre of the site, continuing north across Kapiti Road. Parallel to this sewer to its east is a stormwater drain, which after it leaves the site at its northern exit turns westward down Kapiti Road. A potable water service is shown just outside the site's western boundary.

4.6 Local geology and hydrology

The site and surrounding area are not covered by the national digital soil map (S-Map).

According to the 1:250,000 geological map of New Zealand, the site is underlain by Holocene windblown deposits. However, land within 200 m to the east and south is mapped as undifferentiated Rakaia terrane Triassic sandstone and mudstone, and land within 300 m to the south is mapped as late Pleistocene river deposits comprising poorly sorted steep fan gravels (Ref: GNS).

The site is located in the north of the Raumati groundwater zone, covering the coastal plain from Paraparaumu Beach to south of Paekakariki. In this zone the Holocene sands form an unconfined aquifer. Streams draining the plain receive baseflow from the aquifer (Ref: GWRC2). Hydraulic gradient is expected to be west to east; that is, from the foot of the hills to the coast.

Based on GWRC's online GIS, the closest consented groundwater take is almost a kilometre north of the site (Ref: GWRC1). Schedule M2 of GWRC's proposed Natural Resources Plan (pNRP) does not show any groundwater community drinking water supply protection areas in the site vicinity.

GWRC's online GIS shows a well R26/6525 close by the site to the east, just on the other side of the NIMT rail line, that is recorded to be screened in a semi-confined aquifer between 47 and 50 m below ground level (bgl) (Ref: GWRC1). The relatively deep screen of this well suggests that shallow groundwater in the vicinity of the site is not of a quality, or perhaps quantity, suitable for extraction.

Visual inspection indicated that surface water drainage from the site is expected to be both northward to Kapiti Road via the stormwater system, and westward onto Amohia Street. Utility plans indicate that stormwater eventually discharges into the Wharemauku Stream (Ref: KCDC)

The Wharemauku Stream is mapped among 'rivers and lakes with significant indigenous ecosystems' in Schedule F1 of the pNRP. The estuary of the Wharemauku Stream appears in Schedule F4, sites with significant indigenous biodiversity values in the coastal marine area.

The nearest wetlands recognised by GWRC are more than 1 km west of site (GWRC1).

4.7 Geotechnical investigation

Cook Costello Limited (Cook Costello) undertook a geotechnical investigation of the site for Gull on 23 and 28 May 2018. The investigation included two shallow hand auger bores, one borehole to 10.45 m bgl by sonic drilling, soil logging, standard penetration tests (SPTs), soakage testing, and a review of readily available geological data for the site vicinity. The geotechnical investigation concluded that site soils were neither liquefiable nor freely draining (Ref: Cook Costello).

HAIL Environmental took the opportunity to collect soil samples from the core during sonic drilling. The drilling location was within the proposed Gull tank pit. Samples were taken per Table 4, and analysed for common urban contaminants including heavy elements and total petroleum hydrocarbons (TPH). Table 5 shows that slightly elevated concentrations were encountered in shallow fill.

Table 4: Limited soil sampling

Depth, m bgl	***Stratum***	***Sampling and analysis***
0-0.06	Asphalt	None
0.06-0.08	Asphalt	None
0.08-0.50	Brown sandy gravelly CLAY (Fill)	0.1-0.2 KRD01
0.5-2.1	Brown loose silty sandy GRAVEL (Fill). Gravel is subangular, small to large.	1.5-1.6 KRD02
2.1-4.0	Silty CLAY, mottled orange, with occasional coarse sand. Initially grey but becoming brown at depth (Natural Ground).	None
4.0-5.0+	Brownish grey soft CLAY. Water table 4.9 m according to Cook Costello.	4.0-4.1 KRD03

Table 5: Limited chemical analysis

Sample	Heavy elements							Petroleum hydrocarbons		
	Arsenic	Cadmium	Chromium	Copper	Lead	Nickel	Zinc	C_7-C_9	C_{10}-C_{14}	C_{15}-C_{36}
KRD01	5.6	**0.14**	**20**	***54***	57	**17**	**120**	<10	33	**2,200**
KRD02	2.9	0.04	**21**	14	16	**17**	67	<10	<15	42
KRD03	3.4	0.02	**27**	**26**	17	**22**	57	Not analysed		
Natural background (Greywacke)	<2-7	<0.1-0.1	6-16	3-25	5.9-79	4-13	24-105	<30-190		
Managed fill criteria	17	0.8	290	***44***	60	310	400	None		
Soil contaminant standard (SCS) for outdoor worker	70	1,300	>10,000	>10,000	3,300	None	None	None		
Route-specific soil acceptance criteria for protection of maintenance workers								>20,000	>20,000	>20,000

The laboratory report is included as Appendix E.

All concentrations in mg/kg dry weight. **Boldface** indicates concentrations above background range, ***bold italic*** text indicates concentrations exceeding WAC. Petroleum hydrocarbons banded by equivalent carbon number.

Background levels are from reference URS, fill screening criteria from reference WasteMINZ, soil contaminant standards from MfE3, soil acceptance criteria from MfE4.

Chromatogram for sample KRD01 indicates heavy oils and polycyclic aromatic hydrocarbons.

5. Site characterisation

5.1 Sources of contamination

Aerial photography, Council files and anecdotal information agree that the site has been used for fuel storage and vehicle maintenance associated with the Mana Coach bus depot, from the 1960s or earlier, to approximately 2002. A petrol UST was removed in 1992 and a diesel UST in 2002, both from just north of the former workshop. While no environmental investigations were done, dangerous goods officers' reports for both UST removals state that no overt contamination was observed.

Based on the age of the depot building, demolished in 2002, it would be expected to have contained lead-based paints and asbestos-containing materials. Nonetheless, HAIL Environmental has identified no positive evidence of either, let alone evidence as to whether any such materials were in a deteriorated condition. Even if this was the case, we consider it unlikely that soil contamination could have resulted, as the site appears to have been sealed before and during demolition.

The site was held for railway purposes since approximately 1886. While this period begins well before readily available historical resources, the layout and elevation of the site does not suggest that sidings were present, hence industrial railway activities such as goods loading or train maintenance are unlikely to have occurred on site. Moreover, a railway history (Ref: Hoy) states that the next station to the south, the suburban terminus of Paekakariki, has had a railway depot "from the early days of the Wellington and Manawatu Railway", making it particularly unlikely that there were significant industrial railway activities at Paraparaumu.

Accordingly HAIL Environmental considers that the main potentially contaminative activities on site have been underground fuel storage, HAIL category F7; and vehicle workshops, HAIL category F4. Both are confined to a small area in the centre of the site. This area could be deemed a 'piece of land' for the purposes of the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ('the NES-CS'). However the only proposed work in this area is minor trenching to install stormwater drainage.

Pending sampling, potential contaminants generally associated with these activities are fuels, oils, solvents, heavy elements and asbestos. Of those, asbestos is unlikely to be encountered in soils under or around the former vehicle workshop, as the area appears to have been sealed during the period of interest.

No sources of contamination were identified in the vicinity of the proposed tank pit. Sampling and analysis at this location identified heavy range petroleum hydrocarbons (waste oils or tars) and the elements copper, zinc and possibly lead, in a shallow layer of fill material. Concentrations were elevated with respect to background, but well below assessment criteria for generic commercial / industrial sites, which are highly conservative for a sealed, unmanned service station. These contaminants are typically associated with general transport and urban activities, and their presence is unsurprising given the long-standing vehicle use of the site and the adjacent SH1.

Two samples of underlying clays from the same location were also analysed. Results suggest potential contaminants were at natural background levels only; chromium and nickel were slightly above reported background ranges, but this is not considered either significant or indicative of anthropogenic contamination.

5.2 Transport and exposure pathways

While ground works are being undertaken and until hard standing is reinstated, for example while the proposed UPSS is being installed, any sensitive receptors could be exposed to contaminants in shallow fills and soils.

Based on reported ground conditions, the site is underlain by a thick layer of natural clays, at least in the vicinity of the proposed test pit. These clays are expected to form an effective barrier to contaminant transport in groundwater, whether from site activities offsite, or from neighbouring HAIL sites onto site. The groundwater table appears to be at depth within the clays, and significant dewatering is not expected to be necessary.

During ground works, stormwater could transport sediment and minor entrained contaminants toward surface waters, however good practice erosion and sediment control would be expected to control this pathway adequately.

5.3 Potentially sensitive receptors

Based on information presented above, and given that the site is unoccupied and surfaced in hard standing, there are considered to be no potentially sensitive receptors at the site in its current use as bus parking.

Based on the proposed development plans, workers in ground contact, and passengers at the adjacent railway station, are potential receptors for a limited period during development, albeit of low sensitivity.

Future site users, who in any case will only be present for short periods of outdoor refuelling or site maintenance, will not be significantly exposed to any contamination while the site remains sealed.

5.4 Conceptual site model

Based on the above assessment, potentially complete source-pathway-receptor contaminant linkages at the site are limited to worker exposure to possible oils, heavy elements, fuels and/or solvents, while undertaking minor excavation in the vicinity of the former garage and USTs. The presence of contamination is yet to be confirmed by sampling.

In one sample of shallow fill from the proposed test pit area, oils and heavy elements typically associated with general transport and urban activity were elevated above background, but well below conservatively chosen standards for protection of site workers.

Groundwater risks are low as the site is underlain by low permeability clays. Risks to surface water are also low providing typical erosion and sediment controls are implemented during development.

5.5 Planning implications

Based on the conceptual site model, the proposed development will be regulated under the NES-CS. Soil disturbance to install the underground fuel storage systems will involve minor trenching to install stormwater drainage within a 'piece of land' – the vicinity of the former garage and USTs. Providing that permitted activity standards are met, including volumetric limits on soil disturbance and disposal, and controls to minimise the exposure of workers to any mobilised contaminants, in HAIL Environmental's view this soil disturbance should be a permitted activity and no resource consent should be required.

While the site contains a 'piece of land' where an activity or industry described in the HAIL has been undertaken, and the use of this piece of land will change in the proposed development, the change of use is not reasonably likely to harm human health (refer Regulation 5) because the site will be fully sealed, unmanned, and visited only briefly by end users. Hence this change of use does not trigger the NES-CS.

6. Conclusions

Based on the scope of work performed, HAIL Environmental considers that:

- A small area of the site, in the vicinity of a former workshop and USTs, has been used for HAIL categories F4 and F7 and is deemed a 'piece of land' for the purposes of the NES-CS. There is insufficient information to determine whether soil or groundwater contamination has actually resulted in this area. Proposed minor works in this area should be undertaken as a permitted activity subject to a construction management plan.
- Shallow fills elsewhere on site showed slightly elevated levels of typical transport and urban contaminants, which would prevent disposal as cleanfill. Underlying natural clay is likely to be suitable for disposal to cleanfill.
- Dewatering may not be necessary given the apparent groundwater table (Cook Costello) is below the base of the UST pit (approximately 4 m bgl). However, if significant groundwater is encountered while excavating the tank pit, resource consent for dewatering under the proposed Natural Resources Plan could be necessary.

7. Limitations

Because of the limited scope of work performed and the errors and omissions inherent in available historical and anecdotal records, HAIL Environmental cannot categorically state that the conclusions of this report are 100% accurate. In particular:

- HAIL Environmental cannot validate that all anecdotal information is accurate.
- Conclusions based on review of representative regional conditions cannot ensure that a particular site falls within those norms.
- Some site conditions may be undetectable by the limited scope of work performed. In particular, detailed information for much of the site's early history was not readily available.

8. References

Cook Costello: Reference details unavailable at this time.

GNS: Geology of the Wellington area: scale 1:250,000. JG Begg and MR Johnston (compilers). Institute of Geological and Nuclear Sciences. Lower Hutt. 2000.

GWRC1: Web maps. Available on line at mapping.gw.govt.nz. Wellington Regional Council. Accessed May 2018.

GWRC2: Kapiti Coast groundwater resource investigation: proposed framework for conjunctive water management. D Mzila, B Hughes, M Gyopari. Wellington Regional Council. 2015.

Hoy: Rails out of the capital. DG Hoy. The New Zealand Railway and Locomotive Society. Wellington. 1970.

KCDC: GIS maps. Available on line at publicgis.kcdc.govt.nz. Kapiti Coast District Council. Accessed May 2018.

MfE1: Contaminated Land Management Guideline No. 1: Reporting on contaminated sites in New Zealand. Ministry for the Environment, Wellington. 2011

MfE2: Hazardous activities and industries list (HAIL). Ministry for the Environment, Wellington. 2011.

MfE3: Guidelines for assessing and managing petroleum hydrocarbon contaminated sites in New Zealand. Revised version. Ministry for the Environment, Wellington. 2011.

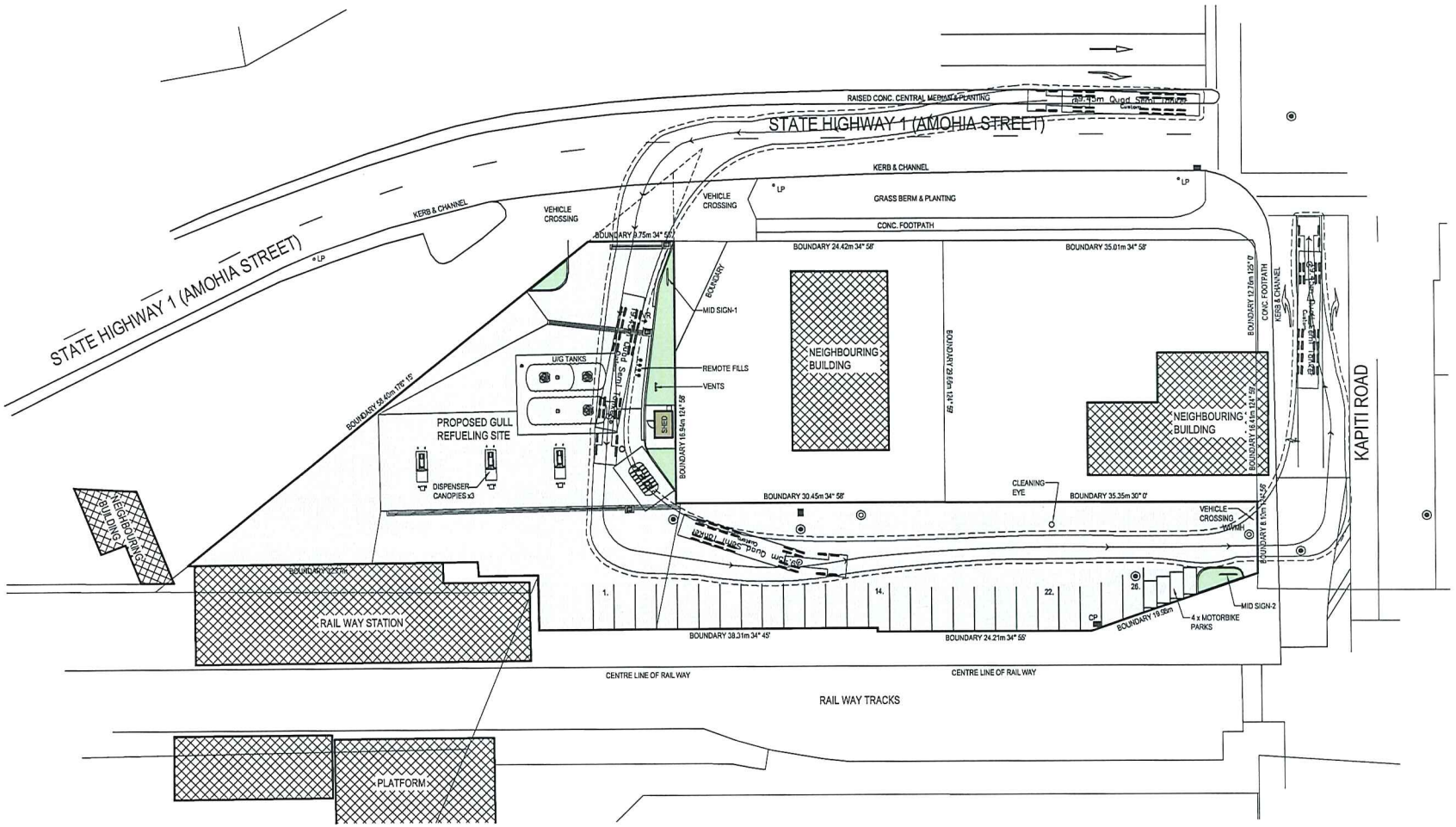
NES-CS. Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.

pNRP: Proposed natural resources plan for the Wellington region. Wellington Regional Council. Wellington. June 2015.

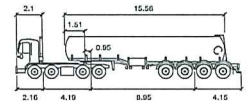
URS: Determination of common pollutant background soil concentrations for the Wellington region. Report 48235-002/R001 to Greater Wellington the Regional Council. URS New Zealand Limited, Wellington. 2003.

WasteMINZ: Technical guidelines for disposal to land. Waste Management Institute of New Zealand, Auckland. 2016.

Appendix A: Proposed site plan



Vehicle Profile



Semi Quad - 19.45m Long m

Tractor Width	: 2.5	Lock to Lock Time	: 6sec
Trailer Width	: 2.5	Steering Angle	: 40
Tractor Track	: 2.5	Articulating Angle	: 70
Trailer Track	: 2.5	Tracking Clearance	0.5

A1 Scale.	1:250
A3 Scale.	1:500
Designed.	L.MEIKLEJOHN
Drawn.	B.MILLWARD
A1 Plot Scale.	1 : 1
A3 Plot Scale.	1 : 2

NOTES

DO NOT SCALE.

DIMENSIONS IN MILLIMETERS UNLESS NOTED OTHERWISE.

IF IN DOUBT ON ANY ISSUE SEEK VERIFICATION PRIOR TO PROCEEDING.

READ THESE DRAWINGS IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS AND SPECIFICATIONS.

REV.	DESCRIPTION	BY.	DATE
A	PRELIMINARY RESOURCE CONSENT ISSUE	BM	12-06-18

Project.

GULL PARAPARAUMU
PROPOSED DEVELOPMENT
3 Kapiti Road, Paraparaumu

TECHNITRADES ARCHITECTURE
12 Ben Lomond Crescent, Pukuranga, Auckland 2010
Phone (09) 5767166 | design@technitrades.co.nz

Drawing.

Proposed Overall Site Plan with Tanker Tracking

Drawing No.	Revision.
2982-F01-TT	A

Appendix B: Certificates of title

References
Prior C/T 189/215
Proclamations: 5288, 3284
Transfer No.
N/C. Order No. B.449633.3

Land and Deeds 69

DISTRICT LAND REGISTRAR CANCELLED WELLINGTON NEW ZEALAND

REGISTER

No. 44B/740

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT

This Certificate dated the 14th day of August one thousand nine hundred and ninety-five under the seal of the District Land Registrar of the Land Registration District of WELLINGTON

WITNESSETH that **HER MAJESTY THE QUEEN** for Railway Purposes

is seised of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial underwritten or endorsed hereon) in the land hereinafter described, delineated with bold black lines on the plan hereon, be the several admeasurements a little more or less, that is to say: All that parcel of land containing 2247 square metres more or less situate in the District of Kapiti being Lot 1 on Deposited Plan 77182

DISTRICT LAND REGISTRAR WELLINGTON

Assistant Land Registrar

B.449633.5 Transfer grant of Telecommunication Rights (in gross) over the part herein marked "F", "G", "H", "J", "K", "L" and "T" on DP 77182 in favour of Telecom New Zealand Limited - 14.8.1995 at 3.20 p.m.

A.L.R.

B.449633.6 Transfer to Mana Coach Services Limited at Wellington together with

a) Water and Sewage Drainage Rights over the part herein marked "A", "B" and "C" on DP 77182 and
b) Water Supply Rights over the part herein marked "B", "C", "D", "E" and "F" on DP 77182 and
c) Electricity Rights over the part herein marked "J", "M", "N" and "P" on DP 77182 (in gross) in favour of Her Majesty the Queen - 14.8.1995 at 3.20 p.m.

A.L.R.

B.449633.7 Transfer containing Restrictive Covenant - 14.8.1995

A.L.R.

B.536493.1 Mortgage to The National Bank of New Zealand Limited - 29.8.1996 at 3.09 p.m.

A.L.R.

B642487.3 DISCHARGED Compensation Certificate under Section 19 Public Works Act 1981 by Her Majesty the Queen 12.12.1997 at 3.45

for RGL

for DLR

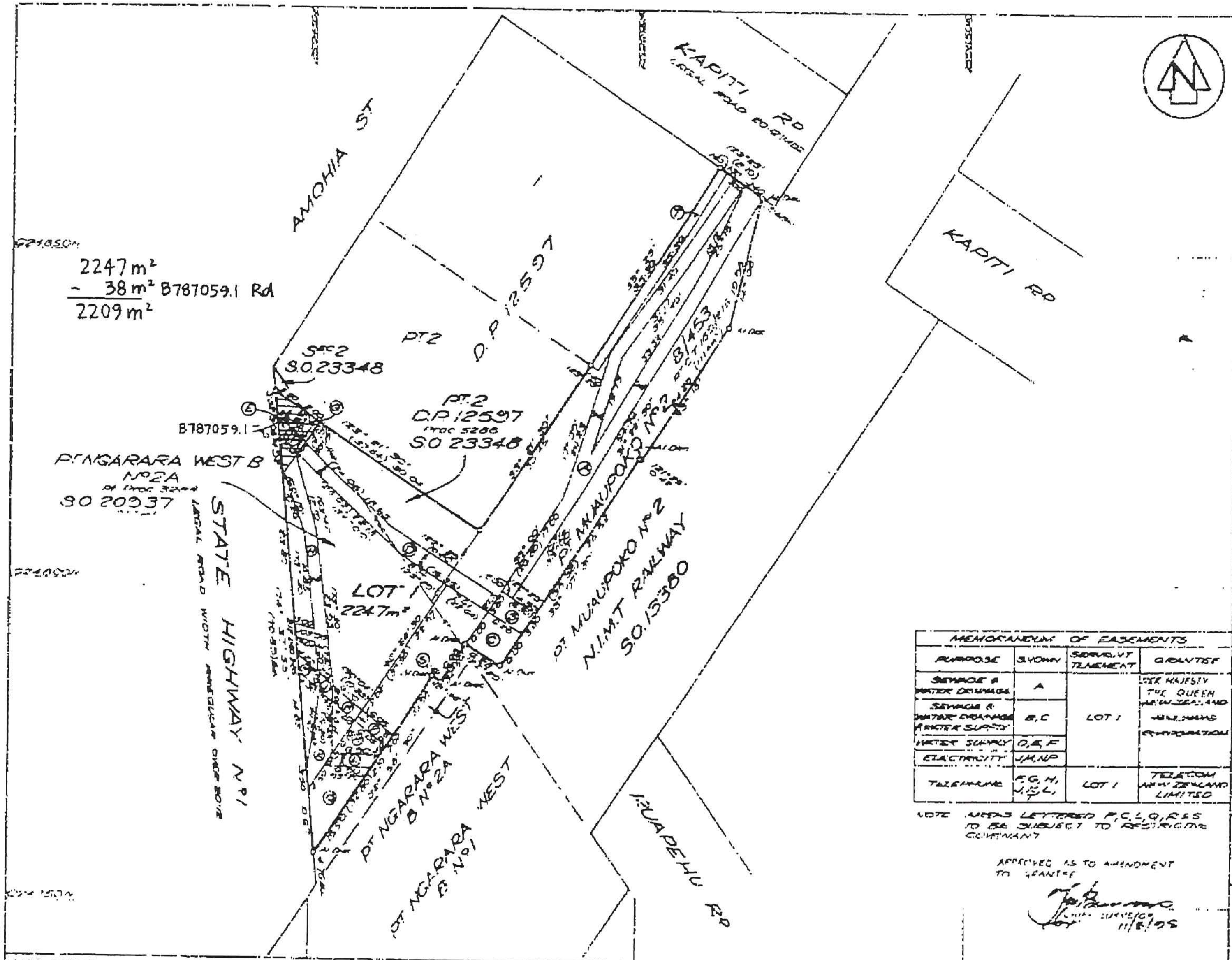
B787059.1 Gazette Notice (2000pg1300) aquiring part of the within land (38 m² being Section 9 SO 51192) Hatched black hereon for limited access road, becomes road, limited access road and state highway and shall vest in The Crown on 1.6.2000 8.6.2000 at 9.00.

for RGL

56A/909

Measurements are Metric

No. 44B/740



FOR THE NEW ZEALAND RAILWAYS CORPORATION

Dated 28/7/93

Manager Technical Services

FOR AND ON BEHALF OF HER MAJESTY THE QUEEN PURSUANT TO SEC. 24(3) OF THE RAILWAYS CORPORATION ACT 1981

APPROVED PURSUANT TO SECTION 223 OF THE RESOURCE MANAGEMENT ACT 1991 ON THE 18th DAY OF MAY 1993 SUBJECT TO THE GRANTING OR RESERVING OF THE EASEMENTS SET OUT IN THE MEMORANDUM HEREON

THE COMMON SEAL OF THE KAPITI COAST DISTRICT COUNCIL IS AFFIXED HERETO IN THE PRESENCE OF

MAYOR

GENERAL MANAGER

PURSUANT TO SECTION 224(c) OF THE RESOURCE MANAGEMENT ACT 1991 I HEREBY CERTIFY THAT ALL THE CONDITIONS OF THE SUBDIVISION CONSENT HAVE BEEN COMPLIED WITH TO THE SATISFACTION OF THE KAPITI COAST DISTRICT COUNCIL.

DATED THIS 2nd DAY OF July 1993

GENERAL MANAGER

MEMORANDUM OF EASEMENTS			
PURPOSE	SHOWN	SERVIENT TENEMENT	GRANTEE
SEWAGE & WATER DRAINAGE	A	LOT 1	HER MAJESTY THE QUEEN NEW ZEALAND RAILWAYS CORPORATION
SEWAGE & WATER DRAINAGE & WATER SUPPLY	B, C		
WATER SUPPLY	D, E, F		
ELECTRICITY	J, M, N, P		
TELEPHONE	F, G, H, J, K, L	LOT 1	TELECOM NEW ZEALAND LIMITED

NOTE: AREAS LETTERED F, C, L, Q, R & S TO BE SUBJECT TO RESTRICTIVE COVENANT

APPROVED AS TO AMENDMENT TO GRANTEE

CHIEF SURVEYOR 11/8/95

Total Area 2247m²

Comprised in Proc 5288 (Pt) Proc 3284 (Pt) C.T. 183/215 (Pt)

I, BRETT DOUGLAS GANN, Registered Surveyor and holder of an annual practising certificate (or who may act as a registered surveyor pursuant to section 23 of the Survey Act 1986), hereby certify that this plan has been made from surveys executed by me or under my direction, that both plan and survey are correct and have been made in accordance with the Survey Regulations 1972 or any regulations made in substitution thereof

Dated at Wellington this 26th day of July 1993 Signature

Field Book 6463, p 118-127 Traverse Book 517 Y 153-155

Reference Plans 6/453, DP 12597, 26700, 33969, SO 15380, 20937, 23348, ...

Examined M. Prince ...... Correct ......

Approved as to Survey

27 / 9 / 93

Chief Surveyor

Deposited this ... day of August 1993

District Land Registrar

77182

LAND DISTRICT WELLINGTON

SURVEY BLK. & DIST. III KAPITI

NZMS 261 SHT R26 RECORD MAP No 59-13

PARAPARAUMU 4

LOT 1 BEING SUBDIVISION OF PT LOT 2 D.P.12597, PT NGARARA WEST B No 2A & PART MUAUPOKO No 2

TERRITORIAL AUTHORITY KAPITI COAST DISTRICT

Surveyed by T.S.E. GROUP LTD

Scale 1:400 Date APRIL 1993

44B/740

B797165.1 Certificate under Section 107 Public Works Act 1981.

CT 56A/909 issued.

- all 14.8.2000 at 9.00.

For RGL

NEW ZEALAND.

[Form B.

Reference: { Vol. 41, folio 181 / Transfer No. 14634

Register-book, Vol. 189, folio 215

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT.

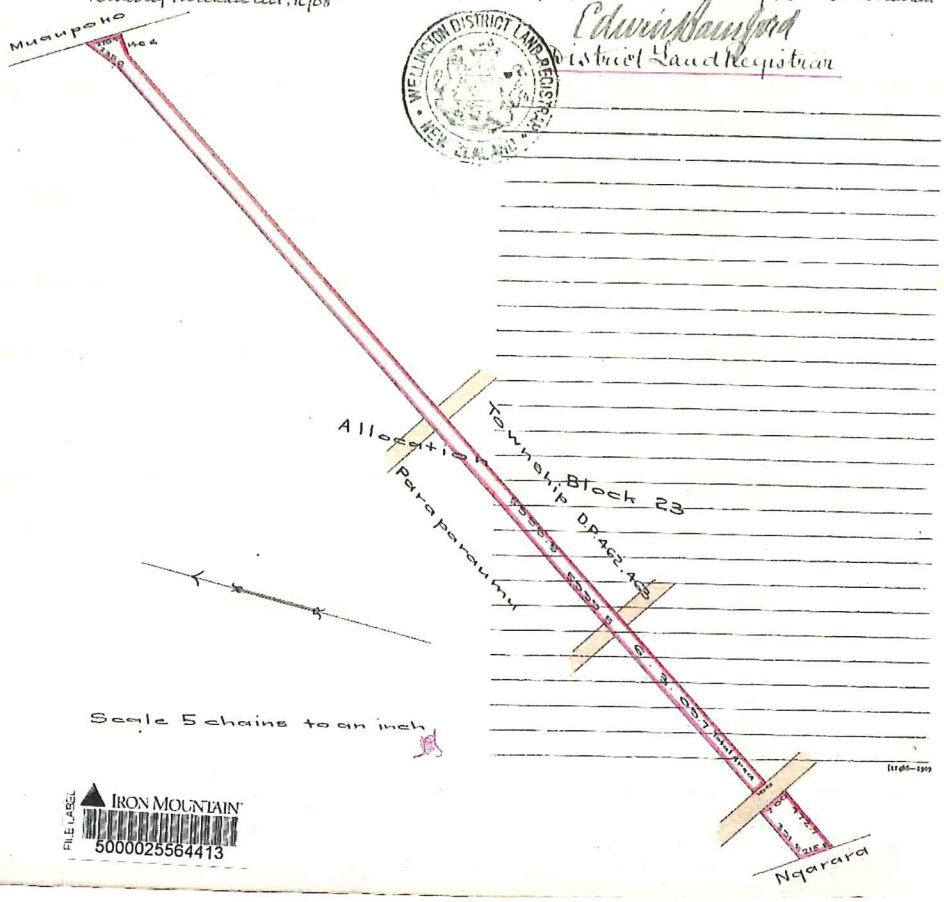
This Certificate, dated the Seventeenth day of February, one thousand nine hundred and ten, under the hand and seal of the District Land Registrar of the Land Registration District of Wellington Witnesseth that

His Majesty the King

is seised of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial under written or indorsed hereon, subject also to any existing right of the Crown to take and lay off roads under the provisions of any Act of the General Assembly of New Zealand) in the land hereinafter described, as the same is delineated by the plan hereon bordered red, be the several admeasurements a little more or less, that is to say: All that parcel of land containing Seven acres three roods nine and seven tenth perches more or less situate in the Kapiti and Waikanae Survey Districts and being part of the block numbered 25 (twenty three) of the land originally allocated under the Railways Construction and Land Act 1881 to The Wellington and Manawatu Railway Company Limited which said land has been required by His Majesty under "The Wellington and Manawatu Railway Purchase Act, 1908"

Edwin Bamford
District Land Registrar

WELLINGTON DISTRICT LAND REGISTRY NEW ZEALAND



Scale 5 chains to an inch

[Land and Deeds—4.

[FORM—B.

NEW ZEALAND.

Reference: Vol. 475, Folio 185. Transfer No. 269526. Application No. Order for N/C No.

Register-book, Vol. 1095 folio 111

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT.

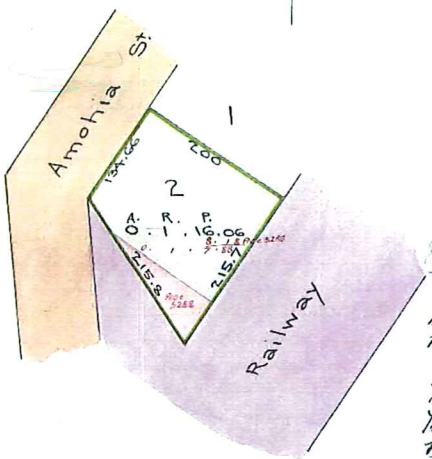
This Certificate, dated the Tenth day of March one thousand nine hundred and Forty-three under the hand and seal of the District Land Registrar of the Land Registration District of WELLINGTON Witnesseth that

EDITH JULIA DEAKIN of Waikanae Married Woman

is seised of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial under written or endorsed hereon, subject also to any existing right of the Crown to take and lay off roads under the provisions of any Act of the General Assembly of New Zealand) in the land hereinafter described, as the same is delineated by the plan hereon bordered green, be the several admeasurements a little more or less, that is to say: All that parcel of land containing ONE ROOD SIXTEEN AND SIX ONE HUNDREDTHS PERCHES more or less situate in Block III of the Kapiti Survey District being part of the Ruaupoko Block and being also Lot 2 on Deposited Plan No. 12597

WELLINGTON DISTRICT LAND REGISTRY

Karadu
District Land Registrar.



Scale: 1 Chain to an inch.

Reservation. If the above-mentioned land shall at any time be found to contain coal, the owner thereof for the time being shall pay to His Majesty the King or his successors, in respect of all coal raised or gotten out of the said land, a royalty of sixpence for every full ton of twenty hundredweight so raised or gotten.

If the above-mentioned land shall be found to contain gold or silver, such land shall be subject in all respects to the provisions of the Mining Act, 1908, but the value of the gold or silver in or on such land shall not be taken into account in ascertaining or allowing compensation to the owner for the time being of the same.

Transfer No. 269527 Edith Julia Deakin to Betton Deakin of Waikanae Butcher - produced 10th March 1943 at 10.44 a.m.

Karadu
D.L.R.

Transfer 327577 Betton Deakin to Dudley Kenneth Pinks of Paraparaumu Butcher. Produced 16th May 1950 at 2.25 P.M.

Mortgage 294093 Dudley Kenneth Pinks to The Commercial Bank of Australia Limited Produced 16th May 1950 at 2.28 P.M.

PRODUCED 31.8.1961

CONTINUED

Mortgage 294094 Dudley Kenneth Pinks to Britton Deakin. Produced 16th May 1950 at 2.30 DISCHARGED 15/6/51

[signature] ALR.

[signature] A.L.R.

Proclamation 5288 taking part (8.18 perches) for the purposes of the Wellington - Sexton Railway produced 7th June 1955 at 11.5 a.m.

[signature] A.L.R.

Mortgage 5.5790 [illegible] Dudley Kenneth Pinks to Lila Calder produced 31.8.1961 at 1.40pm

[signature] ALR

CLOSED FOR MEMORIALS
see now loose leaf copy

COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952

Search Copy

R.W. Muir
Registrar-General
of Land

Identifier	**WN56A/909**
Land Registration District	**Wellington**
Date Issued	14 August 2000

Prior References
WN44B/740 WN495/11

Estate	Fee Simple
Area	2247 square metres more or less
Legal Description	Part Lot 1 Deposited Plan 77182 and Section 8 Survey Office Plan 38192

Proprietors
Mana Coach Services Limited

Interests

Subject to Section 11 Crown Minerals Act 1991

Subject to Part IV A Conservation Act 1987

Subject to a telecommunication right (in gross) over part marked F G H J K L and T on DP 77182 in favour of Telecom New Zealand Limited created by Transfer B449633.5 - 14.8.1995 at 3.20 pm

Subject to water and sewage drainage rights (in gross) over parts marked A B and C and rights to water supply over parts marked C D E and F and rights to electricity over parts marked J M N and P on DP 77182 in favour of Her Majesty The Queen created by Transfer B449633.6 - 14.8.1995 at 3.20 pm

Land Covenant in Transfer B449633.7 - 14.8.1995 at 3.20 pm (affects part formerly in CT WN44B/740)

COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952

Historical Search Copy

R.W. Muir
Registrar-General
of Land

Identifier	**WN56A/909**
Land Registration District	**Wellington**
Date Issued	14 August 2000

Prior References
WN44B/740 WN495/111

Estate	Fee Simple
Area	2247 square metres more or less
Legal Description	Part Lot 1 Deposited Plan 77182 and Section 8 Survey Office Plan 38192

Original Proprietors
Mana Coach Services Limited

Interests

Subject to Section 11 Crown Minerals Act 1991

Subject to Part IV A Conservation Act 1987

Subject to a telecommunication right (in gross) over part marked F G H J K L and T on DP 77182 in favour of Telecom New Zealand Limited created by Transfer B449633.5 - 14.8.1995 at 3.20 pm

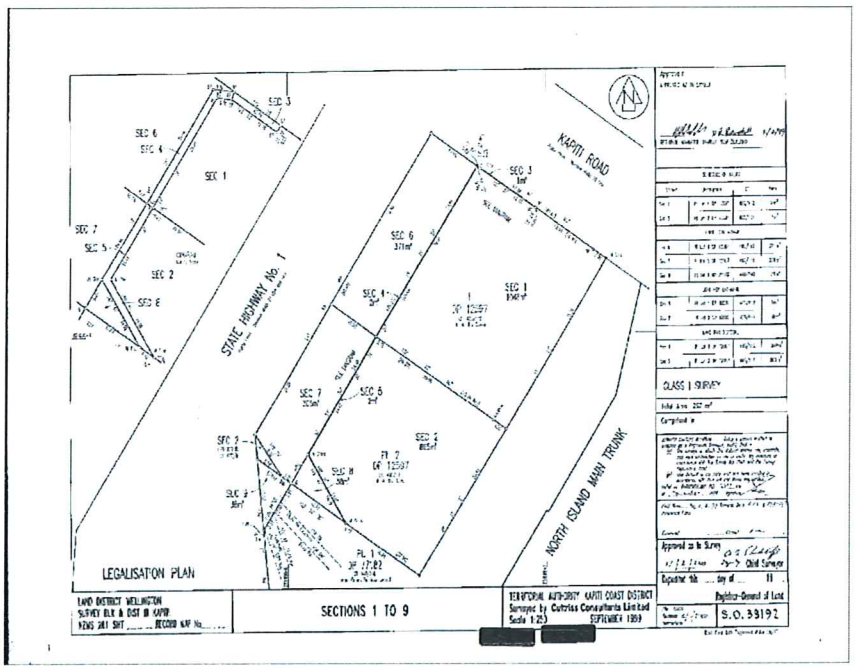
Subject to water and sewage drainage rights (in gross) over parts marked A B and C and rights to water supply over parts marked C D E and F and rights to electricity over parts marked J M N and P on DP 77182 in favour of Her Majesty The Queen created by Transfer B449633.6 - 14.8.1995 at 3.20 pm

Land Covenant in Transfer B449633.7 - 14.8.1995 at 3.20 pm (affects part formerly in CT WN44B/740)

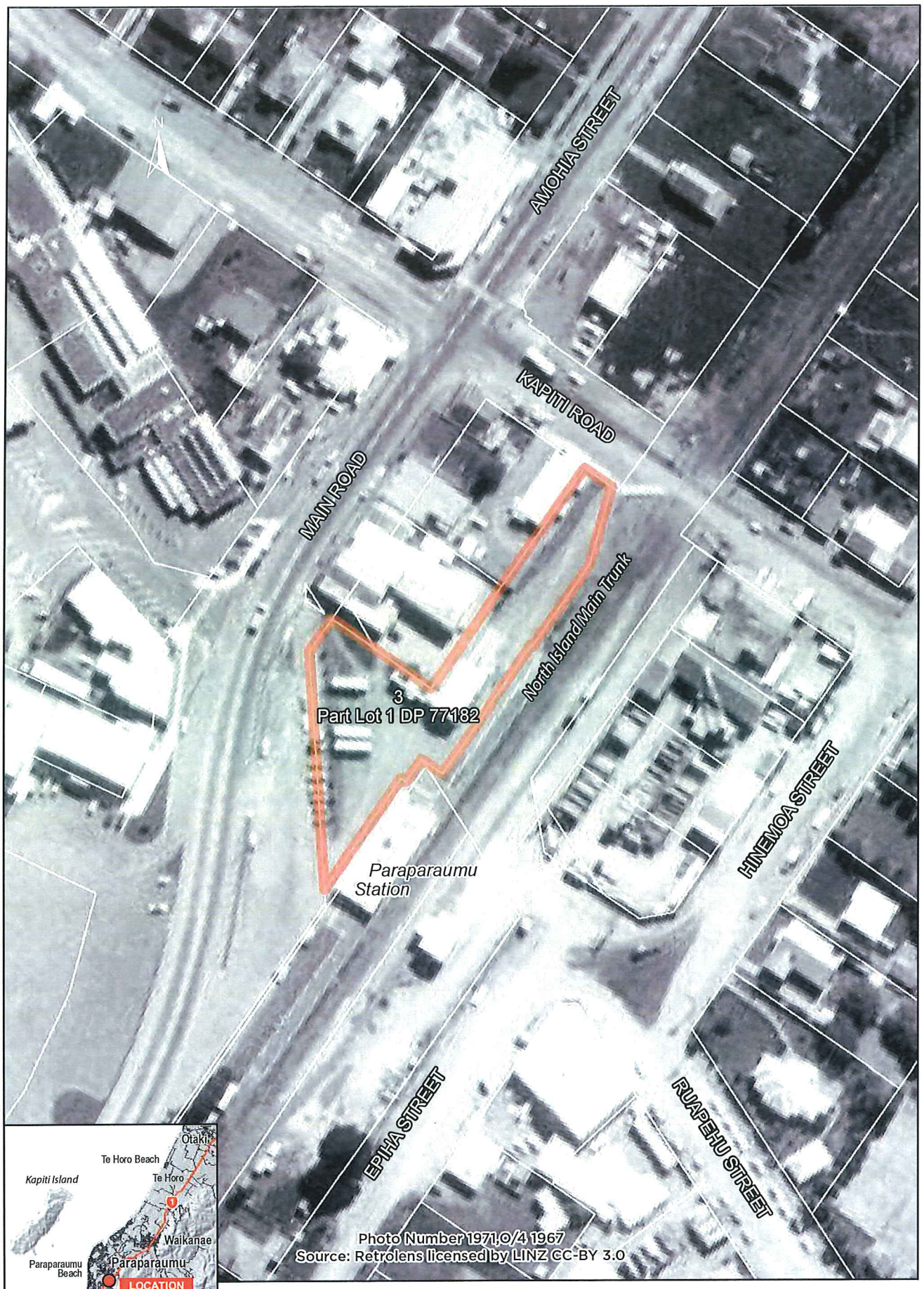
B536493.1 Mortgage to The National Bank of New Zealand Limited - 29.8.1996 at 3.09 pm (affects Section 8 SO 38192)

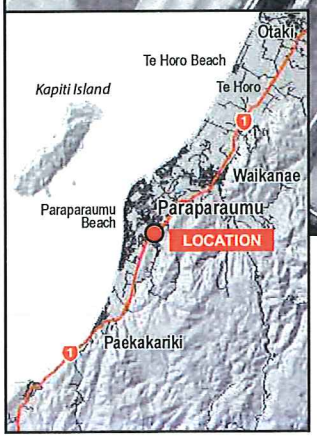
7666161.2 Discharge of Mortgage B536493.1 - 19.12.2007 at 3:05 pm

11115300.1 Departmental dealing correcting the Prior Reference WN495/11 to WN495/111 - 14.5.2018 at 11:20 am



Appendix C: Aerial photographs





Historic Aerial Imagery - Jan 1967

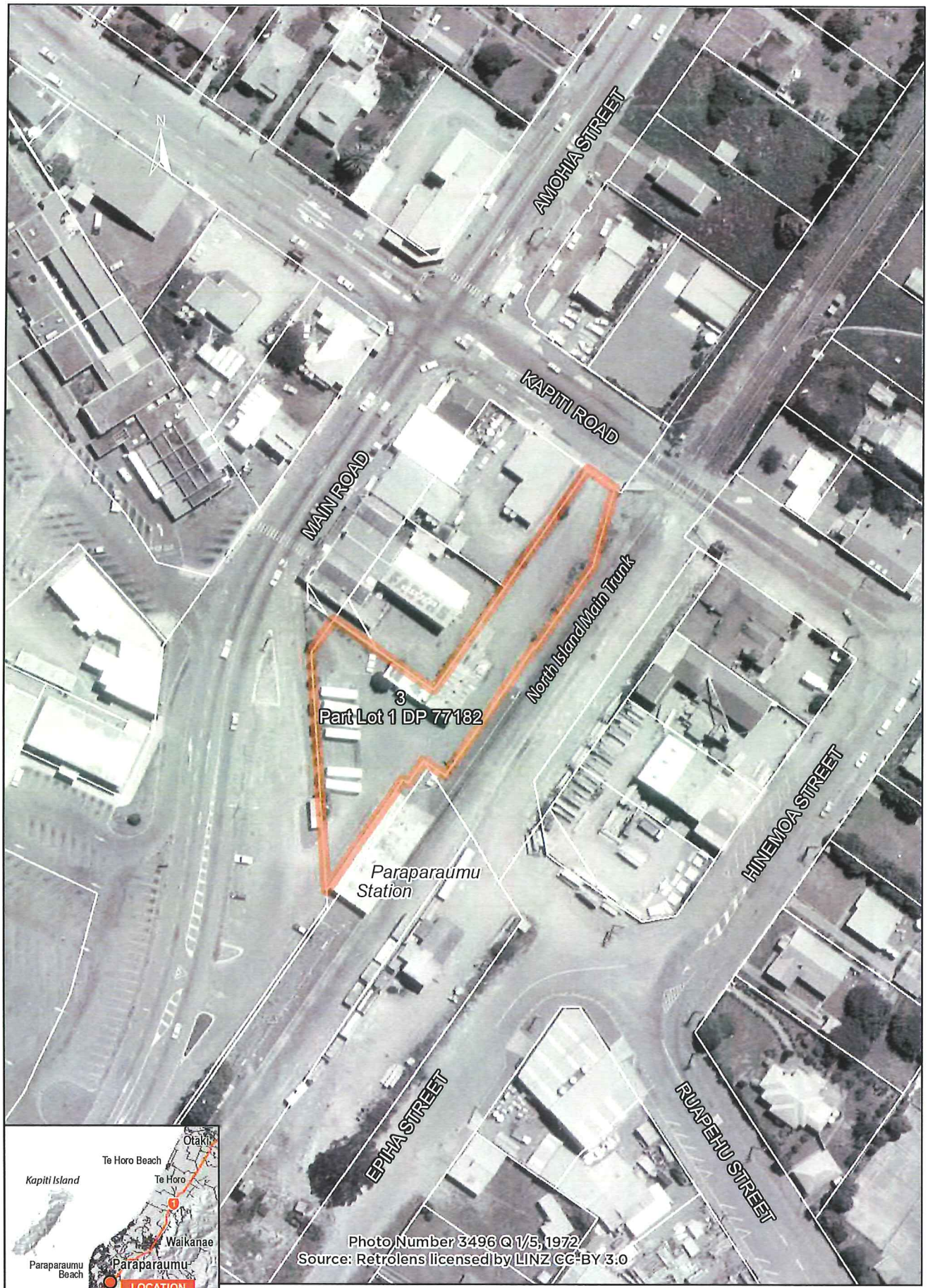
3 Kapiti Road, Paraparaumu

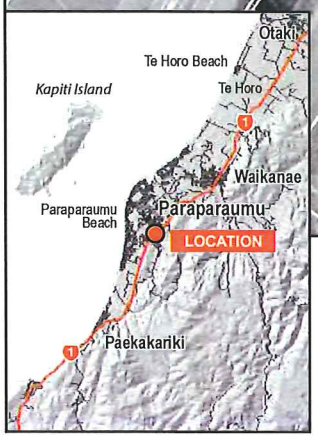
Scale = 1:1250 (A4)

0 10 20 30 40 50

Metres

HAIL Environmental





Historic Aerial Imagery - Nov 1972

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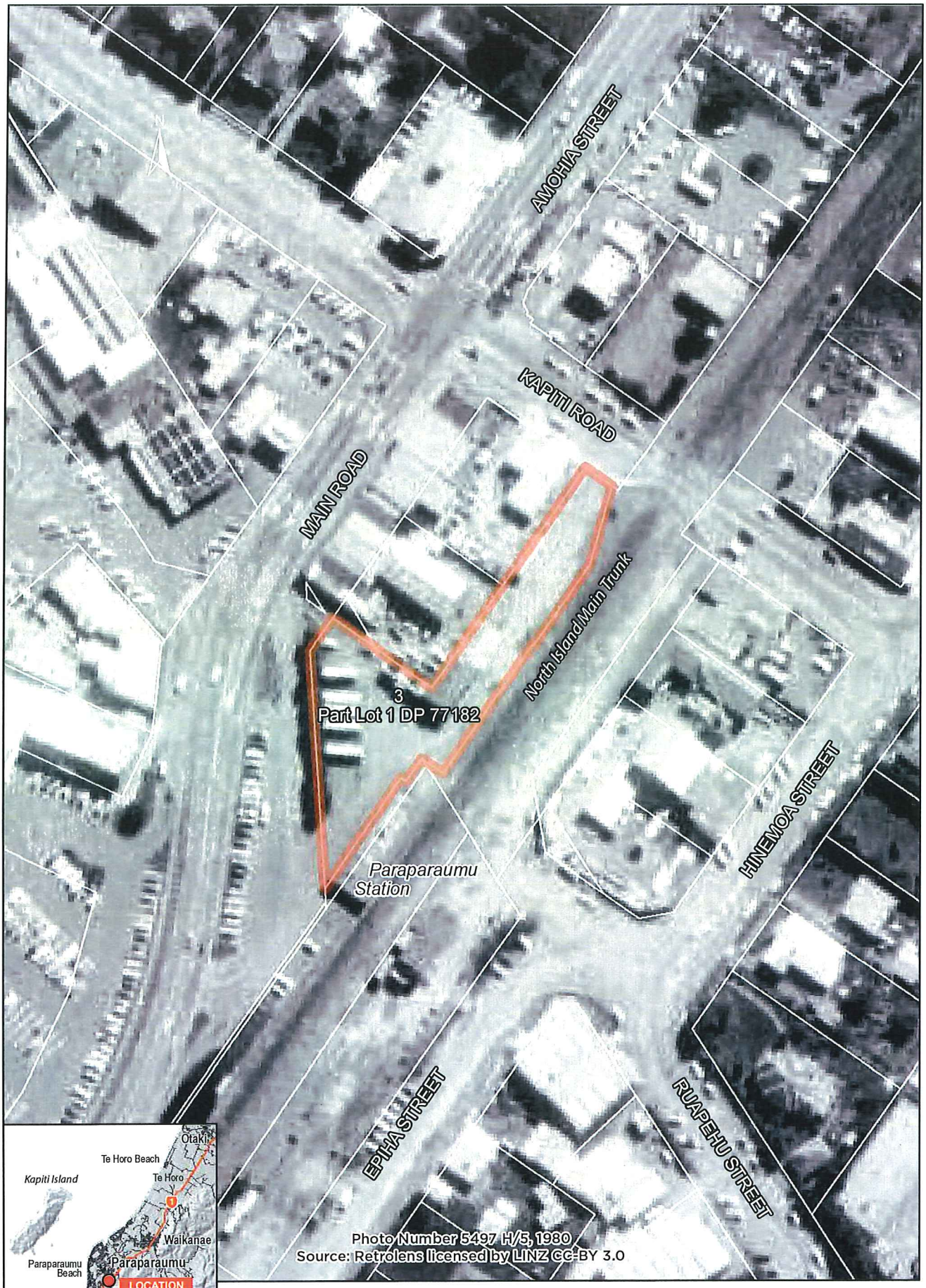
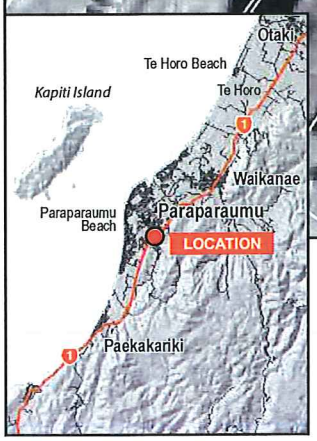
Metres

HAIL Environmental





Historic Aerial Imagery - Oct 1980

3 Kapiti Road, Paraparaumu

Scale = 1:1250 (A4)

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Metres

HAIL Environmental

Historic Aerial Imagery - Feb 2005

3 Kapiti Road, Paraparaumu

Scale = 1:2000 (A4)

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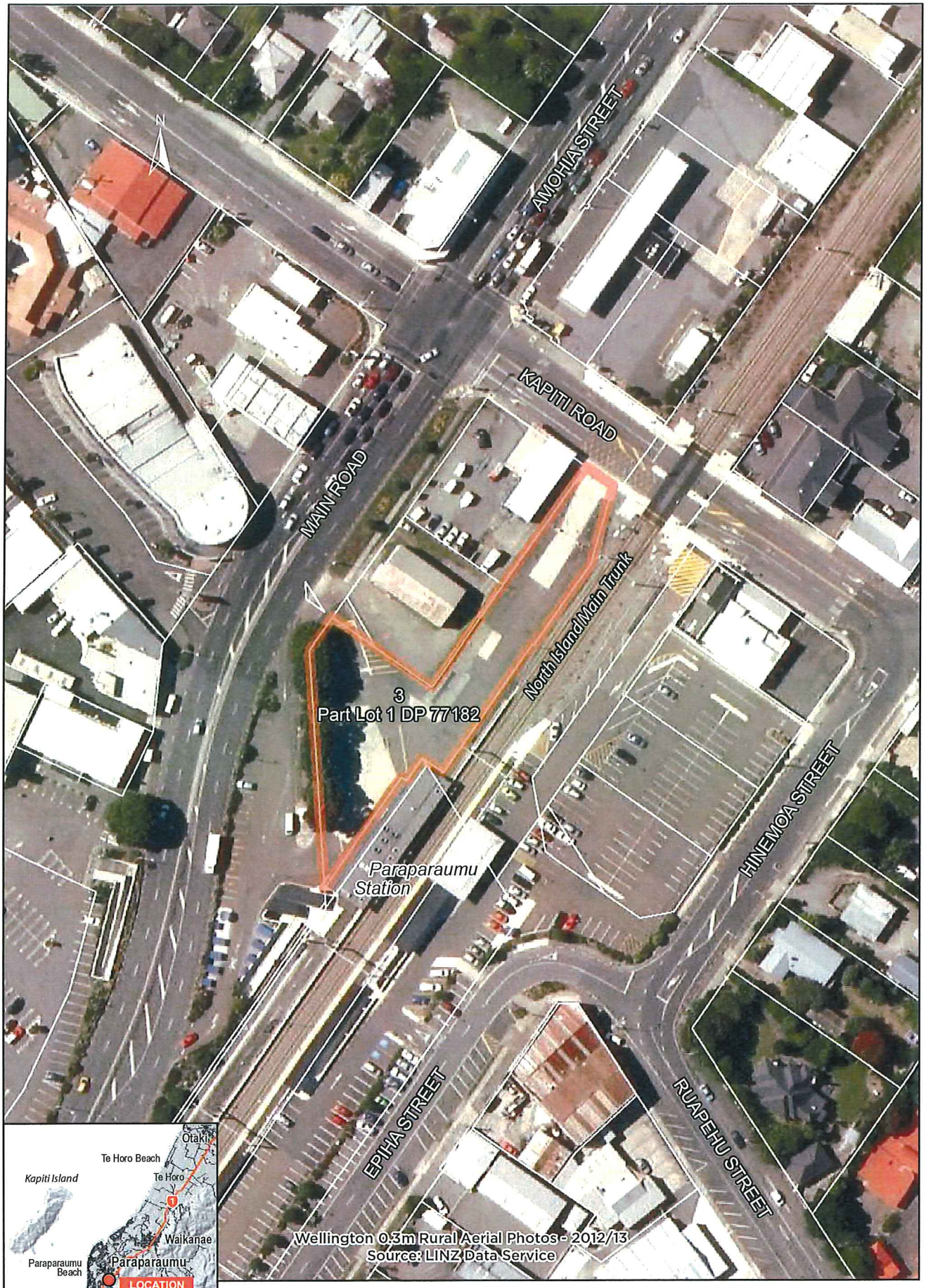
Metres

HAIL Environmental



Historic Aerial Imagery - 2012/13

3 Kapiti Road, Paraparaumu

Scale = 1:1250 (A4)

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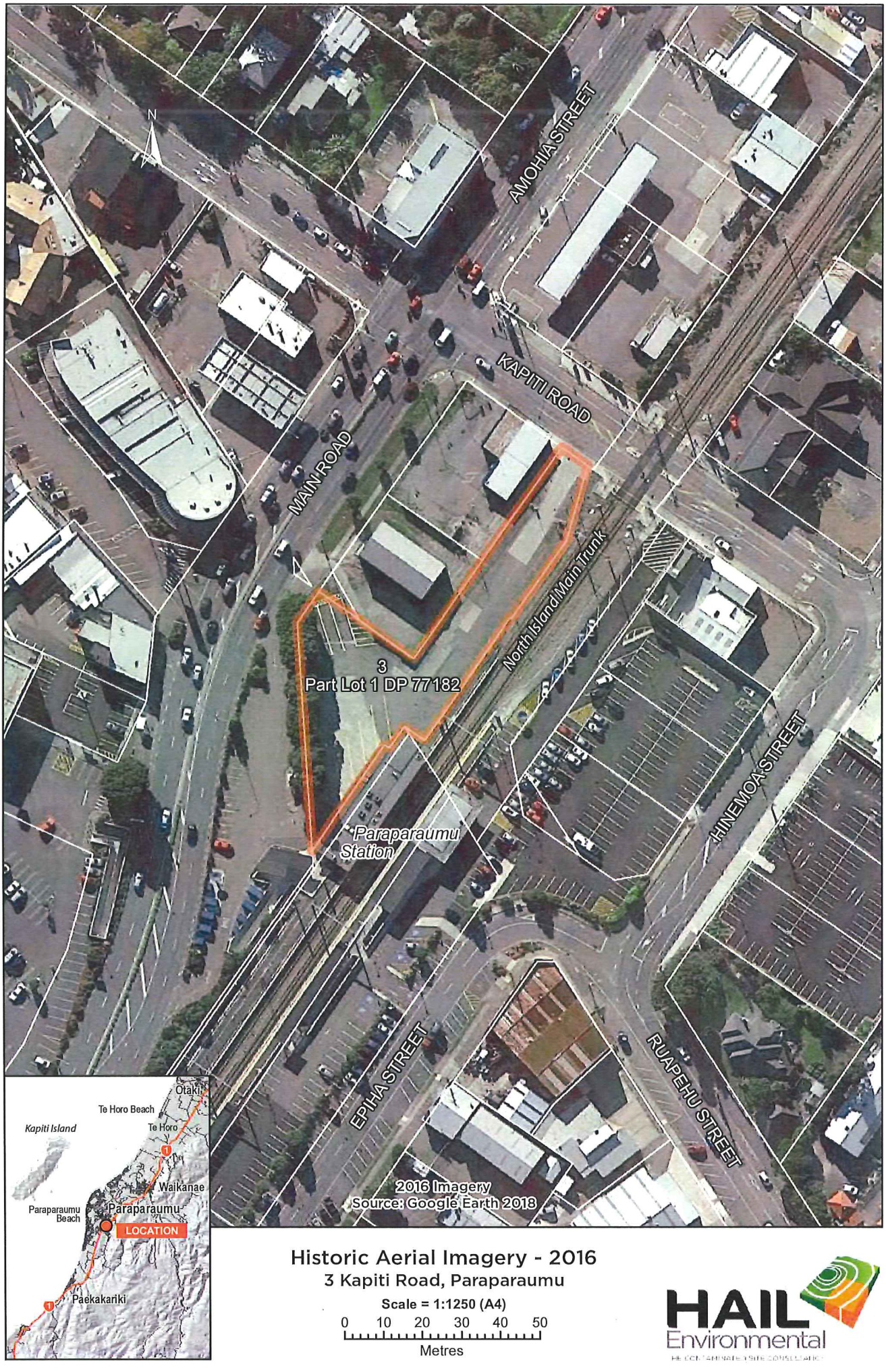
Metres

HAIL Environmental



Historic Aerial Imagery - 2016

3 Kapiti Road, Paraparaumu

Scale = 1:1250 (A4)

0 10 20 30 40 50

Metres

HAIL Environmental

Appendix D: Site photographs

Plate 1. The northern extent of the site, photographed from the centre looking north. In the foreground is the foundation slab of the former workshop, with the infilled bus inspection pit clearly visible. Rectangular patches further away, past the manhole, appear to be the locations of the former USTs. The Kapiti Road entrance is at the top of the image.

Plate 2. Facing the former workshop, now looking south. Paraparaumu train station at rear.

Plate 3. Looking west over the western extent of the site toward Amohia Street / SH1.

Appendix E: Laboratory report

Analytica Laboratories Limited
Ruakura Research Centre
10 Bisley Road
Hamilton 3214, New Zealand
Ph +64 (07) 974 4740
sales@analytica.co.nz
www.analytica.co.nz

Certificate of Analysis

Hail Environmental Wlgtn
PO Box 13811, Johnsonville
Wellington 6440
Attention: Dave Bull
Phone: 021 036 7764
Email: dbull@hailenvironmental.co.nz

Lab Reference: 18-19488
Submitted by: Dave
Date Received: 29/05/2018
Date Completed: 31/05/2018
Order Number:
Reference: 2006P

Sampling Site: KRD

Report Comments

Samples were collected by yourselves (or your agent) and analysed as received at Analytica Laboratories. Samples were in acceptable condition unless otherwise noted on this report.

Heavy Metals in Soil

			Client Sample ID	KRD 01	KRD 02	KRD 03
			Date Sampled	28/05/2018	28/05/2018	28/05/2018
Analyte		Unit	*Reporting Limit*	18-19488-1	18-19488-2	18-19488-3
Arsenic		mg/kg dry wt	*0.125*	5.66	2.88	3.35
Cadmium		mg/kg dry wt	*0.005*	0.14	0.039	0.015
Chromium		mg/kg dry wt	*0.125*	19.9	21.0	26.7
Copper		mg/kg dry wt	*0.075*	53.6	13.7	26.4
Lead		mg/kg dry wt	*0.05*	57.1	16.3	16.9
Nickel		mg/kg dry wt	*0.05*	16.9	17.3	22.1
Zinc		mg/kg dry wt	*0.05*	117	66.5	56.8

Total Petroleum Hydrocarbons - Soil

		Client Sample ID	KRD 01	KRD 02
		Date Sampled	28/05/2018	28/05/2018
Analyte	Unit	*Reporting Limit*	18-19488-1	18-19488-2
C7-C9	mg/kg dry wt	*10*	<10	<10
C10-C14	mg/kg dry wt	*15*	33	<15
C15-C36	mg/kg dry wt	*25*	2,181	42
C7-C36 (Total)	mg/kg dry wt	*50*	2,214	<50

IANZ ACCREDITED LABORATORY

All tests reported herein have been performed in accordance with the laboratory's scope of accreditation, with the exception of tests marked *, which are not accredited.

Moisture Content

	Client Sample ID		KRD 01	KRD 02
	Date Sampled		28/05/2018	28/05/2018
Analyte	Unit	*Reporting Limit*	18-19488-1	18-19488-2
Moisture Content	%	*1*	11	12

Method Summary

Elements in Soil	Acid digestion followed by ICP-MS analysis. US EPA method 200.8.
TPH in Soil	Solvent extraction, silica cleanup, followed by GC-FID analysis. (C7-C36)
Moisture	Moisture content is determined gravimetrically by drying at 103 °C.

Elizabeth Fitzgerald, B.Sc.
Inorganics Team Leader

Nathan Howse, B.Sc.
Technician

Terry Cooney, Ph.D.
Signatory

ENVIRONMENTAL TESTING

CHAIN OF CU

18-19488

ANALYTICA LABORATORIES

CLIENT INFORMATION		Lab ID (Lab use only)	18-19488	Registered By	KC	Date Registered	29/5/18
Client	HAIL Environmental	Customer Comments/Instructions					
Address	Wellington						
Project Leader	Dave Bull						
Project ID	2006P						
Site	KRD						
Sampler	Dave						
Phone	021 036 7764						
Email	dbull@hailenvironmental.co.nz						
Invoice Email	-						

CLIENT REQUESTS (Please Tick)

Routine	✓	Priority		Urgent		ESDAT		QC Report		Drinking Water	

	Sample ID	Depth	Sampling Date	Time	Matrix (Please Circle)	Analysis Requests/Suites [Enter Test Code Below]										Sample Comments (ie: extra test requests, high odour, bulk material)
1	KRDΦ1		28/5/18		S - CW - SW - WW	MH7-TR_S			TPHC7-C36							
2	KRDΦ2		-		S - CW - SW - WW	MH7-TR_S			TPHC7-S							
3	KRDΦ3		-		S - CW - SW - WW	MH7-TR_S										
4					S - CW - SW - WW											
5					S - CW - SW - WW											
6					S - CW - SW - WW											
7					S - CW - SW - WW											
8					S - CW - SW - WW											
9					S - CW - SW - WW											
10					S - CW - SW - WW											
11					S - CW - SW - WW											
12					S - CW - SW - WW											

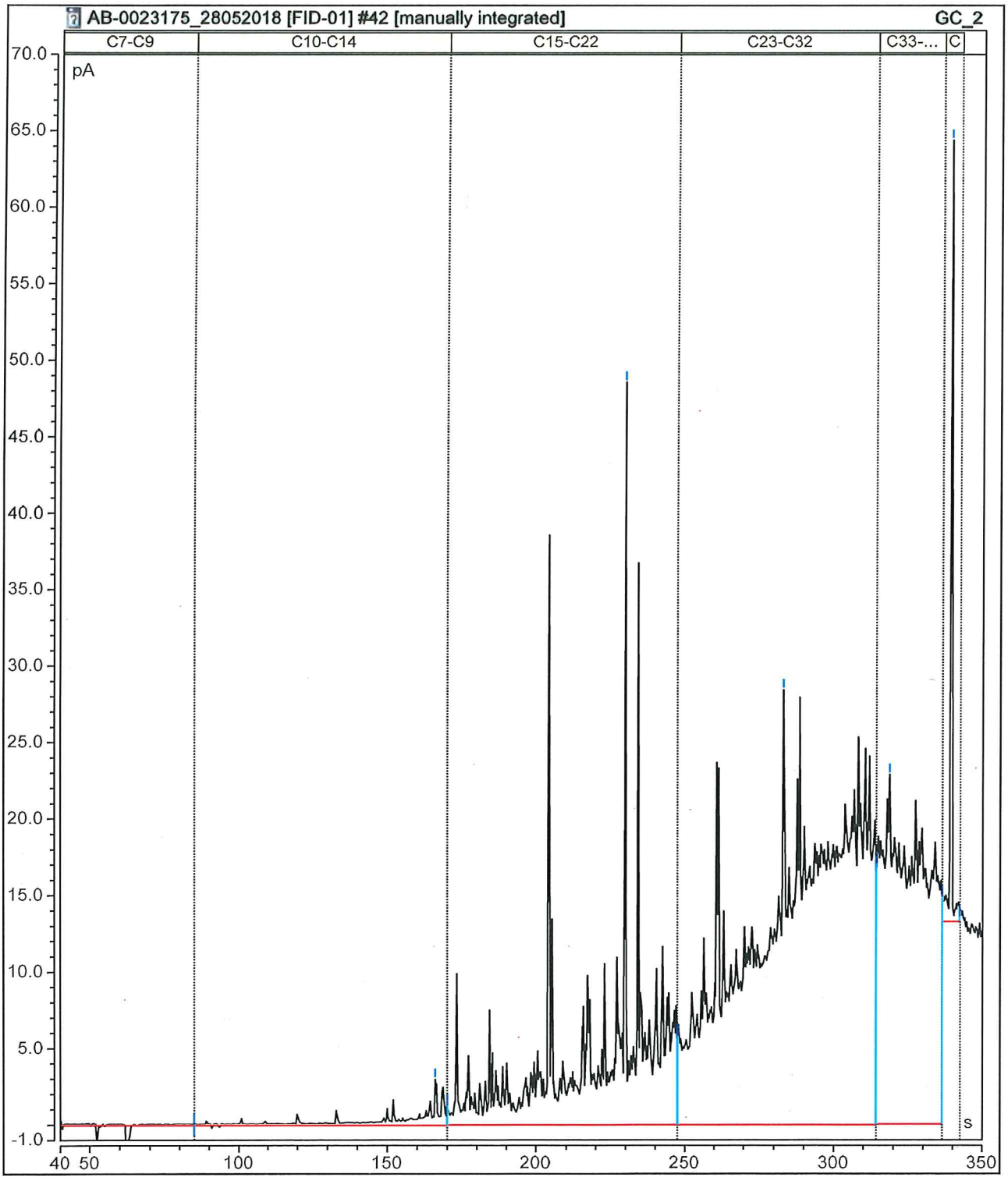
Matrix Key	S (Solids)	CW (Clean Water)	SW (Saline Water)	WW (Waste Water)
	All soils, sediment, sludge	Potable, Ground, Bore, Surface, Fresh	Sea Water, Geothermal	Effluent, Trade Waste, Leachate

Sender Name	DB	Received by (Lab Staff)	Reshma	Courier company	NZC	Courier #	JDQ0000 5336
Date Sent	28/5	Time sent	1630 am : pm	Date Received	29/05/18	Time Received	0 50 am : pm
Seal Status		Sample Chilled					

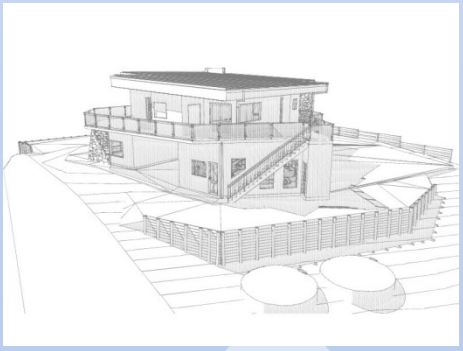
Analytica Laboratories Ltd
Ruakura Research Centre
10 Bisley Road, Private Bag 3123
Hamilton 3240, New Zealand
Phone +64 7 974 4740
Email enviro.reception@analytica.co.nz
analytica.co.nz

Chromatogram

18-19488-1



cook | costello



Geotechnical Site Suitability Assessment

3 Kapiti Road, Paraparaumu

Lot 1, DP 77182

Project Number: 14236
18 June 2018

Whangarei
2 Norfolk St
09 438 9529

Auckland
Unit 5, 36 Sale St
09 373 5357

Wellington
L5, 325 Lambton Quay
04 472 7282

Christchurch
Unit 4, 155 Blenheim Rd
03 365 5960

ACENZ

COOK COSTELLO

DOCUMENT CONTROL RECORD

Client:	**Gull NZ Ltd**
Project description:	Geotechnical Assessment
Client address:	3 Kapiti Road, Parparaumu
Date of issue:	Monday, 18 June 2018
Status:	For Issue

Originator:	**Matthew Spencer-Phillips –Geotechnical Engineer** MSci (Hons), MSc, MEngNZ

Reviewed:	**Tom Smith - Geotechnical Engineer** BSc, PMEG, MEngNZ

Approved for issue:	**Phil Cook** BE(hons), CPEng, CMEngNZ
Office of origin:	Wellington
Telephone:	04 472 7282
Contact email:	ccl@coco.co.nz

Version	Date	Comment	
1.0	11/06/18	Final Draft	Matthew Spencer-Phillips
2.0	18/06/2018	Review for distribution	Tom Smith
3.0	18/06/2018	Report distributed	Phil Cook

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1.0 INTRODUCTION

1.1 OVERVIEW

At the request of Gull NZ Ltd, we have carried out a geotechnical investigation and review of the proposed development at 3 Kapiti Road (Lot 1, DP77182). The information obtained through this investigation has been used to assess the stability of the proposed site, provide preliminary foundation recommendations, and geotechnical advice for the construction of the proposed development.

2.0 EXISTING SITE FEATURES

2.1 SITE DESCRIPTION

A visual site inspection was conducted on 23 May 2018. The site is located to the west of Paraparaumu train station, to the east of SH1 (Amohia Street) and elongates to the north to bound Kapiti Road. The land on which the proposed development is to be located is approximately 2200m^2 in size of flat land. The site is sealed with tarmac or concrete and currently used as a bus dropoff/pickup for the train station.

The east of the site is bound by Paraparaumum train station and the train tracks, and industrail buildings, and a car park and SH1 to the west. The site is currently accessed directly off Kapiti Road. (refer to Figure 1 below).

Figure 1: Site Location (Greater Wellington Regional Council, 2017).

At the time of testing, no erosional features, surface flows or depressions were evident at the site. There was also no apparent localised or global stability issues evident that may affect the proposed development.

2.2 PROPOSED DEVELOPMENT

We have been provided with proposed development drawings (Appendix 3) by Techitrades Architecture., titled “Gull Paraparaumu, Proposed Development, 3 Kapiti Road, Paraparaumu”, dated 24/04/2018. These drawings outline the construction of a new, self-service petrol station northwest of the Railway Station and new car parking to the west of the railway line. The development included an unmanned forecourt with an IT shed and two MID signs one on Kapiti Road and the other off SH1. The construction of underground petrol tanks will be situated in the middle of the petrol station development.

2.3 DESKTOP STUDY

The combined earthquake hazard map by the Greater Wellington Regional Council was consulted for potential seismic hazard. The map indicates that the site has a low risk of earthquake induced slope failure and is within a ‘none’ potential zone for liquefaction. The map also indicates that the site is in a low-moderate zone for ground shaking and in a ‘moderate’ combined earthquake hazard zone (Greater Wellington Regional Council, 2017). However, this is a regionally scaled document and should not be relied upon for site specific acceptance.

Two records of previous subsoil investigations were available on the New Zealand Geotechnical Database in the area surrounding the site (Appendix 4). However, each borehole encountered different ground conditions. BHR26/6525 located approximately 35m east of the site encountered SAND to a depth of 14.6m, indicative of aeolian sand dune deposits. The other subsoil investigation was located approximately 30m south of the site and encountered silty gravel to a depth of 3.1m, gravelly sand to a depth of 4.2m, then silty clay to 6.2m depth, then silty gravel through to borehole termination at 7.45m, indicative of alluvium and colluvium deposits.

2.4 GEOLOGY

The geology of the site has been obtained from the 1:250,000 scale geological map of New Zealand. This map indicates that the site is underlain by Late Quaternary aeolian dune deposits consisting of loose to poorly consolidated sand in mobile and fixed dunes locally with paleosol and peat. (IGNS Ltd., 2000).

The Ohariu Fault lies approximately 1.2km east of the proposed development and an active section of the Gibbs Fault lies approximately 6.5km northeast of the proposed development. The Ohariu Fault is a northeast trending Class 2 active fault. GNS describes this as an oblique dextral strike-slip fault (IGNS Ltd., 2000). The Gibbs Fault is a northeast trending Class 3 active fault. Refer to Figure 2 below.

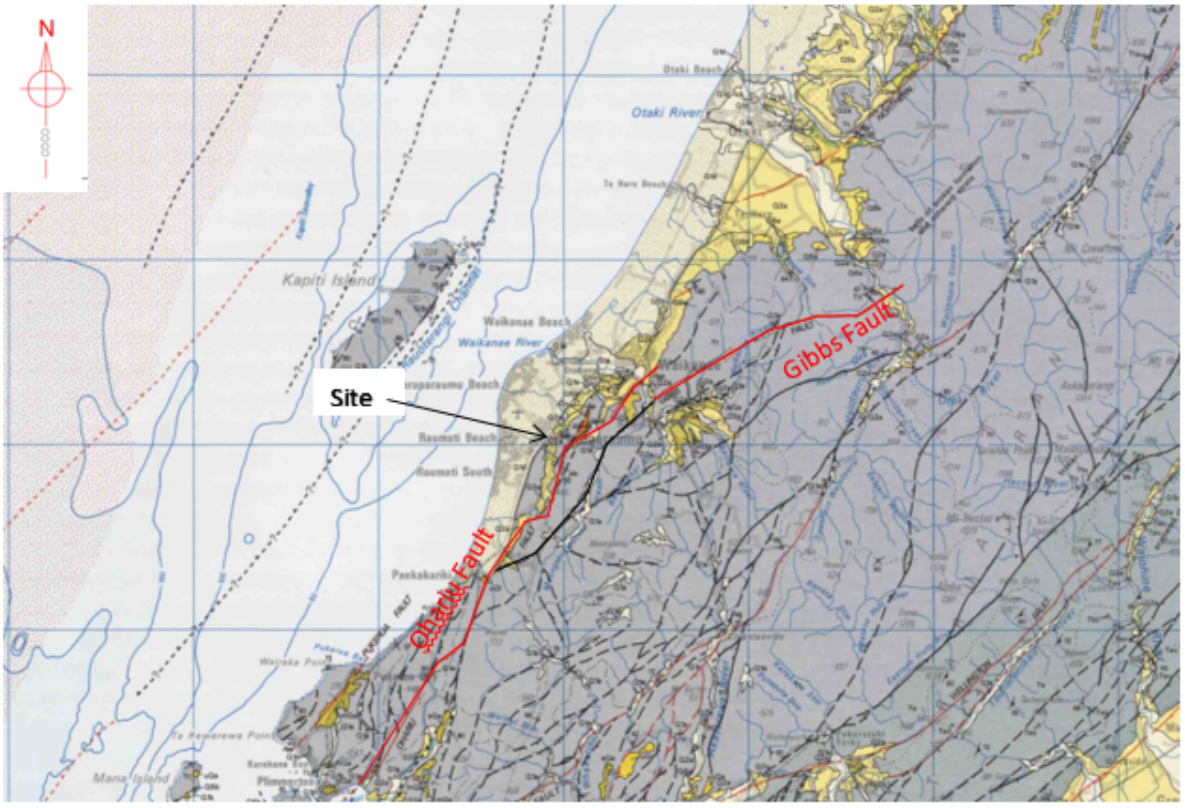

Figure 2: GNS Geological Map 1: Geological Map of New Zealand (IGNS Ltd., 2000).

3.0 GEOTECHNICAL INVESTIGATION

3.1 SITE WALKOVER OBSERVATIONS

A visual site inspection was conducted on 23/5/2018.

The site is flat over the entirety of the section. At the time testing, no erosion features, surface flows or depressions were evident at the site.

3.2 GROUND INVESTIGATION

Ground testing has been undertaken in accordance with:

- NZS3604:2011 Timber-framed buildings
- Kapiti Coast District Council Code of Practice for land development.
- MBIE MODULE 2: Geotechnical investigations for earthquake engineering

Ground investigations were undertaken on 23rd of May 2018 and the 28th of May 2018 and consisted of:

- 3 no. Scala penetrometer (SP) investigations to provide clarification of the type and strength of the near surface soils.
- 1 no. 10m machine borehole with a soakage test conducted at 3mbgl. SPT testing at 1.0m spacing.
- 2 no. soakage tests conducted at 1.5mbgl.

The locations of all site investigations are shown on the site plan attached as Appendix 1. Machine borehole data, Scala results and soakage test results are included in Appendix 2.

4.0 GEOTECHNICAL ASSESSMENT

4.1 GROUND PARAMETERS

Analysis of the drilling data was undertaken to produce a geotechnical model for the site. The results from the machine borehole show predominately sandy GRAVEL and silty CLAY deposits. Table 1 summarises each of these layers from the geotechnical investigation.

Table 1: Summary of each layer presented in the geotechnical section

Layer	Soil Description	Depth (m)	Layer Thickness (m)	SPT N_{60} (blows/300mm)
I	FILL	0.00– 0.50	0.50	-
II	Sandy GRAVEL	0.50 – 0.90	0.70	-
III	Sandy GRAVEL	0.90 – 2.10	1.20	12

IV	Silty CLAY	2.10 – 2.60	0.50	7
V	Silty CLAY	2.60 – 5.00	2.40	1
VI	Silty CLAY	5.00 – 6.00	1.00	4
VII	Silty CLAY	6.00 – 6.50	0.50	9
VIII	Sandy GRAVEL	6.50 – 9.00	2.50	43
IX	Sandy GRAVEL	9.00 – 10.50	1.50	23

These parameters provided are for in-situ soil and adjustments should be made by the foundation designer due to construction effects (for example, disturbance from boring). The parameters interpreted are:

- Unit weight, γ (kN/m^3);
- Undrained cohesion, Cu (kPa);
- Effective angle of friction, φ' (°);
- Soil modulus, Es (MPa)

Table 2 below presents geotechnical parameters to aid with the structural design of foundations at the site. The stress-strain modulus (E_s) values for each soil layer have been estimated based on Bowles (1997) correlations for soil properties.

Table2: Geotechnical parameters for each layer presented in the geotechnical section

Layer	Soil Description	γ_{ave} (kN/m^3)	E_s (MPa)	ϕ' (°)	Cu(kPa)
I	FILL	-	8	-	-
II	Sandy GRAVEL	-	2	-	-
III	Sandy GRAVEL	18	6	28.6	-
IV	Silty CLAY	16.5	4	-	34.1
V	Silty CLAY	13.6	2	-	5.3
VI	Silty CLAY	16.1	3	-	23.5
VII	Silty CLAY	16.9	5	-	45.4
VIII	Sandy GRAVEL	19.6	16	38	-
IX	Sandy GRAVEL	18.6	9	33.9	-

It can be seen from the geotechnical section and parameters that site subsoil conditions are consistent with the Class C soil classification in accordance with NZS1170.5:2004.

4.2 SUBSURFACE CONDITIONS

Despite the geological map and nearby MBH investigations showing sand dune deposits could be present at the site, initial geotechnical investigations undertaken as part of this report indicate alluvium/colluvium deposits to be present on site. Sandy GRAVEL was encountered below the asphaltic concrete material from 0.1mbgl through to 2.1mbgl. Silty CLAY was encountered from 2.1mbgl to 6.5mbgl, then sandy GRAVEL was encountered from 6.5mbgl through the termination of the borehole at 10.4mbgl.

Groundwater was encountered at 4.9m.

4.3 UNCORRECTED STATIC BEARING CAPACITY

Three Scala penetrometer tests were undertaken alongside the BH to confirm the uncorrected ultimate bearing capacity of the shallow soil (Appendix 2). As defined in NZS3604, good ground is found at an ultimate bearing capacity of 300kPa (i.e. an allowable pressure of 100kPa using a factor of safety of 3.0).

Although the Scala data encountered “good ground” (according to NZS3604) in the upper soil profile, the machine borehole data shows a weak layer with N_{60} values of 1 at a depth of 2.6 m – 5.0m. Given this, the site is unlikely to provide suitable bearing capacity for the proposed structures at the site and specific engineering design (SED) should be undertaken for the proposed structures at the site.

It is important to note that that there may be conditions on site that that have not be encountered, such as unpredictable soil strata. The information given in this report is based on the ground conditions encountered during the shallow site investigation.

Cook Costello should be engaged to undertake SED bearing capacity calculations for any proposed foundations types and geometries proposed for the site.

4.4 SOAKAGE TESTING

Soakage testing, as per E1/VM1 section 9.0.2, was carried out at the site on the 10/10/2017. The test hole was pre-soaked with water for approximately 2 hours. Following pre-soaking, the hole was filled with water and measurements were carried out at 30 minute intervals for a period of 4 hours.

Three soakage test were undertaken on site at locations request by Gull NZ Ltd. Soakage tests at locations TH1 and TH2 (Appendix 1) were conducted at 1.5m depth in hand auger holes, and a soakage test was conducted in the machine BH at a depth of 5m.
The soakage test results are summarised in table 4 and full results can be found in Appendix 2.

Table 4: Summary of soakage tests.

Soakage Test ID	Soakage Rate (mm/hr)
TH1	40
TH2	12
BH01	12

5.0 ENGINEERING CONSIDERATIONS

5.1 FOUNDATION RECOMMENDATIONS

Preliminary drawings, indicate an IT shed, a forecourt and erection of two MID signs. Provided the foundations are situated upon in-situ cut ground, the in-situ foundation soils may be assumed to offer an ultimate bearing capacity of 300kPa, which is found at approximately 0.1m below the existing ground level.

5.2 UNDERGROUND TANK RECOMMENDATIONS

Preliminary drawings indicate underground tank storage under the location of the petrol pumps. The following recommendations are made based on the proposed design:

- The ground water table was encountered at 4.9mbgl.
    - Fluctuations in the water table do occur so it is likely that the precise depth of dewatering will need to be confirmed during excavation
- If excavations are to occur below the water table, the excavation will require dewatering. This will likely require resource consent for discharge of water from the site.
    - Dewatering methodology should be designed for the low permeability soils (Silty CLAY) present at the site.
- If underground tanks are to be founded below the water table, the tanks will need to be designed for buoyant forces acting on the tank due to hydrostatic pressure.
- Soakage to ground cannot occur beneath the water table so an alternative soakage system will need to be devised.
- Low strength Silty CLAY type soils (SPT N_{60} values of 1) were encountered from 2.10 – 6.50 mbgl.
    - The low strength soils will require significant shoring/stabilisation during excavation with sheet piles (or similar) founded in the underlying Sandy GRAVEL layer (>6.50m bgl) for excavations >2.0mbgl.

Once underground tanks sizes and depths etc. are confirmed, Cook Costello should be engaged to provide recommendations.

5.3 LIQUEFACTION ANALYSIS

The site is within a 'none' potential zone for liquefaction defined by Greater Wellington Regional Council, 2017 webmap, and soils encountered during site investigations are either permeable (sandy gravel) or cohesive (high plasticity silty clay); so there is no mechanism for liquefaction. We can conclude that there is no risk of liquefaction present at the site therefore no liquefaction analysis was undertaken.

5.4 EROSION AND SEDIMENT CONTROL

The approach to erosion and sediment control will be to avoid erosion as early as possible, before soil particles become dislodged and mobilised. Given the earthworks to be completed on site is generally minor, it is recommended to use relatively simple but effective methods such as contour drains, mulching and earth bunds to control erosion during the construction phase.

5.5 SAFETY IN DESIGN

The recommendations made in this report have been made with regards to Safety in Design, which should be taken into account during the design phase.

6.0 CONCLUSION AND RECOMMENDATIONS

Cook Costello has been engaged by Gull NZ Ltd to provide a geotechnical report to examine the geotechnical properties of the site for the proposed development at 3 Kapiti Road. Initial geotechnical investigations indicate that the site is underlain by predominately alluvium deposits of sandy gravel and silty clays.

The soils encountered at the site consisted of dense, permeable gravels and plastic clays. Therefore, liquefaction is deemed unlikely at the site in future design earthquake events.

The proposed development should be constructed in accordance with the following guidelines in order to ensure the long term stability of the site:

- Preliminary underground tank excavation recommendations are outlined in section 5.2. Once underground tanks sizes and depths etc. are confirmed, Cook Costello should be engaged to provide recommendations.
- A suitably qualified Chartered Professional Engineer is to be engaged to perform a site specific foundation and soakage pit design for the proposed development, taking into consideration the subsoil conditions of the site with respect to the location of the building platform.
- At the time of construction, we recommend that a suitably qualified Chartered Professional Engineer who is familiar with the greater Wellington region subsoil conditions is engaged to assess the site conditions and ensure that the foundations are designed for the available bearing capacity and site conditions.

It is our professional opinion that a safe and stable building platform exists at the site, and that the site is free from any deep seated global stability issues, as long as the above recommendations are followed.

7.0 LIMITATIONS

This report has been prepared for the benefit of Gull NZ Ltd as our client with respect to geotechnical feasibility and for Kapiti Coast District Council approval of the proposal as defined in the brief. It shall not be relied upon for any other purpose. The reliance by other parties on the information or opinions contained in this report shall, without our prior review and agreement in writing, be at such parties' sole risk.

Opinions and judgments expressed herein are based on our understanding and interpretation of current regulatory standards, and should not be construed as legal opinions. Where opinions or judgments are to be relied on they should be independently verified with appropriate legal advice. Any recommendations, opinions, or guidance provided by Cook Costello in this report are limited to technical engineering requirements and are not made under the Financial Advisers Act 2008.

Recommendations and opinions in this report are based on data from hand augers with in situ Scala penetrometer testing undertaken on site. The nature and continuity of subsoil conditions away from the excavated borehole and Scalas are inferred and it must be appreciated that actual conditions could vary considerably from the assumed model.

During excavation and construction the site should be examined by an Engineer or Engineering Geologist competent to judge whether the exposed subsoils are compatible with the inferred conditions on which the report has been based. It is possible that the nature of the exposed subsoils may require further investigation and the modification of the design based on this report. In any event it is essential that the firm is notified if there is any variation in subsoil conditions from those described in the report as it may affect the design parameters recommended in the report.

Cook Costello have performed the services for this project in accordance with the standard agreement for consulting services and current professional standards for environmental site assessment. No guarantees are either expressed or implied.

There is no investigation which is thorough enough to preclude the presence of materials at the site which presently, or in the future, may be considered hazardous. Because regulatory evaluation criteria are constantly changing, concentrations of contaminants present and considered to be acceptable now may in the future become subject to different regulatory standards which cause them to become unacceptable and require further remediation for this site to be suitable for the existing or proposed land use activities.

8.0 REFERENCES

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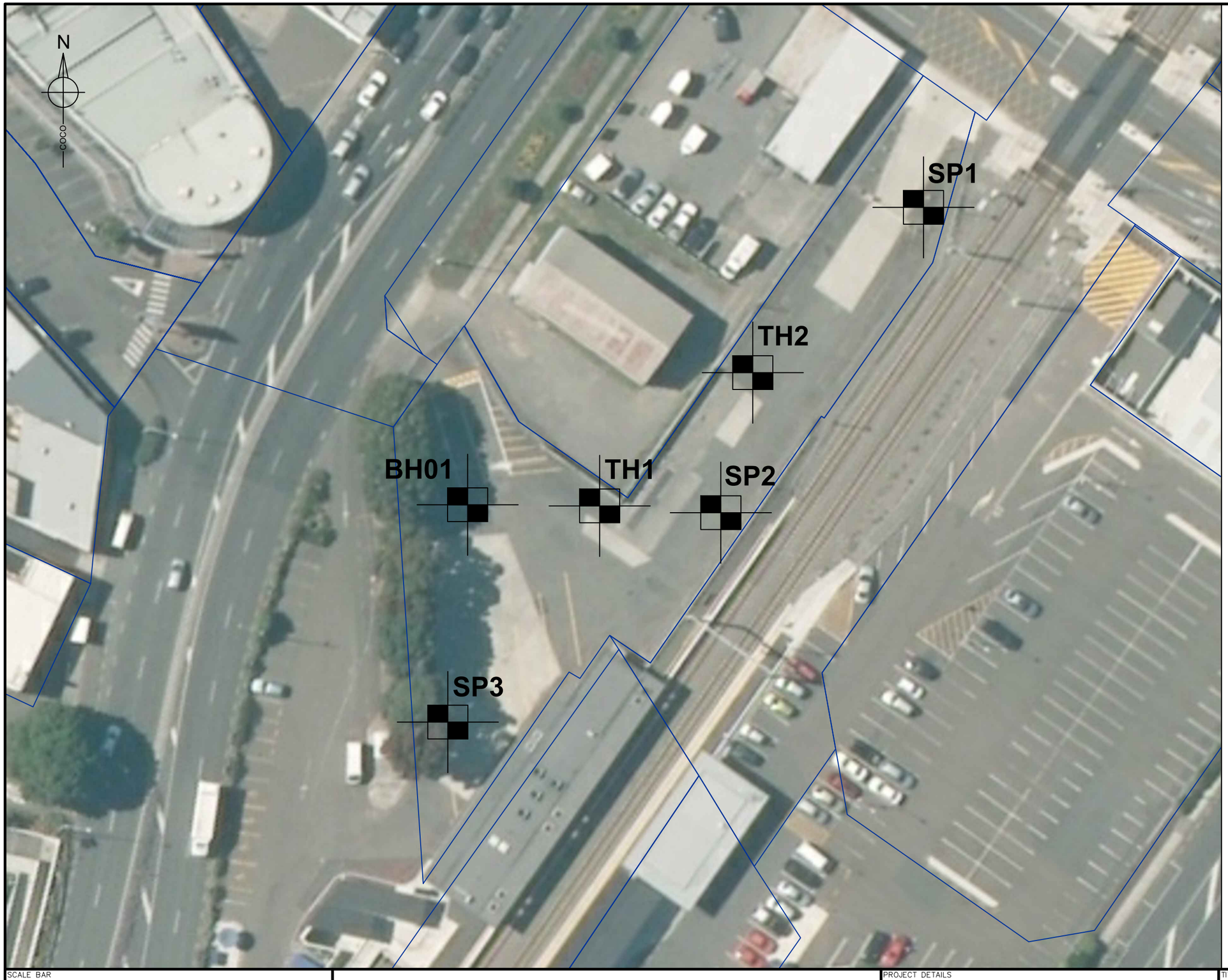
APPENDIX 1: SITE PLAN



LEGEND:

TEST LOCATION

Notes:

1. BOUNDARY INFORMATION HAS BEEN DOWNLOADED FROM QUICKMAPS.
2. SUBSOIL TESTS CONSISTS OF THREE SCALA PENETROMETER TESTS, TWO 1.5m SOAKAGE TESTS AND ONE MACHINE BOREHOLE WITH SOAKAGE TEST CONDUCTED AT 5m.
3. ALL WORKS SHALL COMPLY WITH ALL RELEVANT NZ STANDARDS, THE NZ BUILDING CODE & TERRITORIAL AUTHORITY REGULATION INCLUDING THE CURRENT VERSION OF NZS 3604.

SCALE BAR

REV.	REVISION DETAILS	DATE
D		
C		
B		
A	FOR ISSUE	07-06-18

cook | costello

Whangarei | 09 4389 529
Auckland | 09 373 5357
Wellington | 04 472 7282
Christchurch | 03 365 5960

ccl@coco.co.nz
www.coco.co.nz

ACENZ

PROJECT DETAILS

GEOTECHNICAL ASSESSMENT
3 KAPITI ROAD, PARAPARAUMU
SITE PLAN

TITLE

OVERALL SITE PLAN

DATE	CCL REF. No.	DWG NUMBER	REV.
07-06-18	14236	01	A
STATUS	SCALE 1:500 @ A3	SHEET No. 1 OF 1	

DATE PLOTTED: 07/06/2018 FILE PATH: Z:\14000-14499\14236 - Kapiti Coast Geotechnical Project\CAD\Site Plan.dwg

APPENDIX 2: SITE INVESTIGATIONS RESULTS

Geocivil Ltd
47C Kenepuru Dr, Wellington
M: 027 6565 220
E: info@geocivil.co.nz
www.geocivil.co.nz

TEST REPORT

Lab Job No:	8337-127
Your ref.:	14236
Date of Issue:	30/05/2018
Date of Re-Issue:	-
Page:	1 of 3

Test Report.

No. WLG18-098

PROJECT:	3 Kapiti Road, Paraparaumu
CLIENT:	Cook Costello Ltd Level 5, 326 Lambton Quay, Wellington, 6011
ATTENTION:	Matthew Spencer-Phillips
INSTRUCTIONS:	Machine Borehole Log where required
TEST METHOD:	NZGS December 2005
SAMPLING METHOD:	N/A
TEST RESULTS:	As Per Laboratory Sheets attached

G. Breckon
Laboratory Technician

S. Kokich
Supervisor

GEO CIVIL
TEST RIGHT • BUILD RIGHT

MACHINE BOREHOLE LOG

47C Kenepuru Drive,
Wellington
M:0276565220
E:info@geocivil.co.nz

Job No.: 8337-127
Report No.: WLG18-098
Client: Cook Costello Ltd.
Client Ref. No.: 14236
Project: Geotechnical Investigations

Borehole No.: MBH1
Coordinates:
Location: 3 Kapiti Road, Paraparaumu

Sheet: 1 of 2
Date: 28/05/18
Ground Level: 0

Geological Interpretation (In accordance with NZGS 2005)	UCS	Recovery	Depth (m)	Legend	SPT N-VALUE	SPT Data (uncorrected)	Samples
Ashpaltic concrete, black.							
Sandy GRAVEL, minor medium to coarse sand, minor silt, dark brown, loose. Gravel is; sub-angular, moderately strong, up to 30mm.	GM	60%	0.5				
Sandy GRAVEL, minor silt, brown, loose. Gravel is; sub-rounded to sub-angular, moderately strong, up to 30mm. Sand is; medium to course.	GM						
Sandy GRAVEL, minor silt, brown with traces of orange mottling, loose. Gravel is; sub-angular, moderately strong, up to 30mm. Sand is; medium to coarse.	GM	80%	1.0			N = 8 (S) 1.00m 4, 3 / 3, 2, 2, 1 450mm penetration	
			1.5				
Silty CLAY, grey with minor orange mottling, high plasticity, soft.	CH	95%	2.0			N = 5 (S) 2.00m 2, 1 / 1, 1, 1, 2 450mm penetration	
Silty CLAY, traces of medium to coarse sand, brownish grey with minor orange mottling, high plasticity, soft.	CH		2.5				
Colour change; becoming orangey brown.	CH	80%	3.0			N = 1 (S) 3.00m 0, 1 / 0, 0, 1, 0 450mm penetration	
Silty CLAY, brown, high plasticity, soft.	CH		3.5				
Silty CLAY, minor medium to coarse sand, traces of extremely weak gravels up to 10mm, grey with traces of brown and orange mottling, high plasticity, soft.	CH	95%	4.0			N = 1 (S) 4.00m 0, 0 / 0, 1, 0, 0 450mm penetration	
Water table at 4.9m.	CH		4.5				
Silty CLAY, dark orange, high plasticity, soft.	CH	80%	5.0			N = 3 (S) 5.00m 1, 0 / 1, 0, 1, 1 450mm penetration	

Remarks

Investigation Type
- ☐ Hand Auger
- ☐ Test Pit
- ☐ Machine Borehole

Contractor:	Rig/Plant Used:	Logged By:	Checked By:	Hole Depth:
Pro Drill	Sonic Drill Rig	M.P		10.45 m

GEO CIVIL
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MACHINE BOREHOLE LOG

47C Kenepuru Drive,
Wellington
M:0276565220
E:info@geocivil.co.nz

Job No.: 8337-127
Report No.: WLG18-098
Client: Cook Costello Ltd.
Client Ref. No.: 14236
Project: Geotechnical Investigations

Borehole No.: MBH1
Coordinates:
Location: 3 Kapiti Road, Paraparaumu

Sheet: 2 of 2
Date: 28/05/18
Ground Level: 0

Geological Interpretation (In accordance with NZGS 2005)	UCS	Recovery (255075)	Depth (m)	Legend	SPT N-VALUE (10 20 30 40 50)	SPT Data (uncorrected)	Samples
<Continued> Silty CLAY, dark orange, high plasticity, soft.	<Continued> CH	80%	6.0			N = 6 (S) 6.00m 1, 1 / 1, 2, 1, 2 450mm penetration	
Sandy GRAVEL, minor silt, brown with minor grey and light orange mottling, loose to medium dense. Gravel is; sub-angular, extremely weak, up to 10mm. Sand is; medium to coarse.	GM	80%	6.5				
Sandy GRAVEL, minor silt, orangey brown with minor purple mottling, medium dense to dense. Gravel is; sub-angular, extremely weak, up to 20mm. Sand is; medium to coarse.	GM	80%	7.0			N = 26 (S) 7.00m 3, 4 / 6, 5, 7, 8 450mm penetration	
		80%	7.5				
		80%	8.0			N = 32 (S) 8.00m 5, 7 / 8, 9, 8, 7 450mm penetration	
		80%	8.5				
		80%	9.0			N = 10 (S) 9.00m 3, 4 / 2, 2, 1, 5 450mm penetration	
		80%	9.5				
		80%	10.0			N = 21 (S) 10.00m 5, 6 / 5, 5, 5, 6 450mm penetration	
End of borehole - Target depth.			10.5				

Remarks

Investigation Type
- ☐ Hand Auger
- ☐ Test Pit
- ☐ Machine Borehole

Contractor:	Rig/Plant Used:	Logged By:	Checked By:	Hole Depth:
Pro Drill	Sonic Drill Rig	M.P		10.45 m

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Wellington Laboratory
47C Kenepuru Drive, Porirua
M: 027 6565 220
E: info@geocivil.co.nz
www.geocivil.co.nz

TEST REPORT

Lab Job No:	8337-127
Your ref.:	14236
Date of Issue:	25/05/2018
Date of Re-Issue:	-
Page:	1 of 6

Test Report.

No.WLG18-093

PROJECT:	3 Kapiti Road, Paraparaumu
CLIENT:	Cook Costello Ltd. Level 5, 326 Lambton Quay, Wellington, 6011
ATTENTION:	Matthew Spencer-Phillips
INSTRUCTIONS:	Determination of the percolation rate of soil Determination of the penetration resistance using a dynamic cone (scala) Penetrometer
TEST METHOD:	NZS 4610:1982 Appendix A NZS 4402: 1988 Test 6.5.2
SAMPLING METHOD:	N/A
TEST RESULTS:	As Per Laboratory Sheets attached

G. Breckon
Laboratory Technician

S. Kokich
Supervisor

Whangarei Laboratory
166 Bank Street
Whangarei
P: 09 438 4417
E: info@geocivil.co.nz

PERCOLATION TEST -GRAPH SHEET

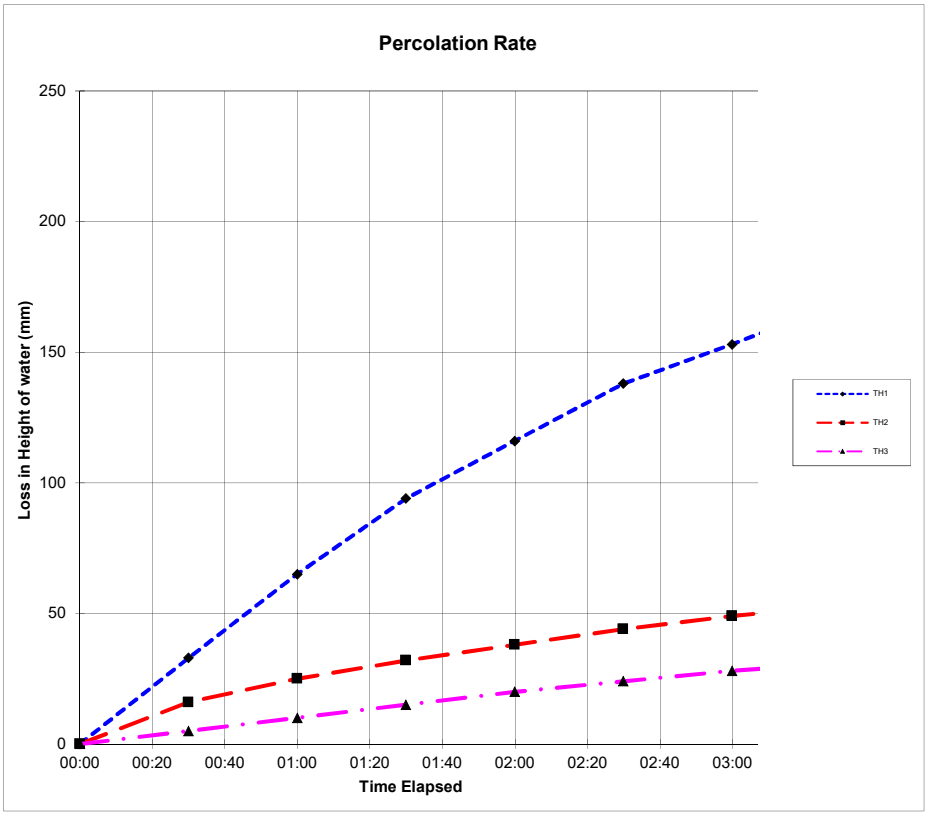
NZS 4610 : 1982 Appendix A

Lab Job No: 8337-127 **Ref.:** 14236
Client: Cook Costello Ltd **Report No.:** WLG18-093
Job: 3 kapiti Road **Page:** 2 of 6
Location: Paraparaumu

Tested by: M.P **Presoaking conditions:** 2 hours
Weather conditions prior: overnight rain

		Loss in height of water					Percolation Rate (mm/hr)			
Time	Time elapsed	TH1	TH2	TH3	TH4		TH1	TH2	TH3	TH4
11:30	0	0	0	0						
12:00	00:30	33	16	5			66	32	10	
12:30	01:00	32	9	5			64	18	10	
13:00	01:30	29	7	5			58	14	10	
13:30	02:00	22	6	5			44	12	10	
14:00	02:30	22	6	4			44	12	8	
14:30	03:00	15	5	4			30	10	8	
15:00	03:30	16	4	3			32	8	6	
15:30	04:00	16	4	3			32	8	6	

Depth of hole 600mm
Depth of topsoil 150mm
Diameter of hole 100mm



GEO CIVIL
TEST RIGHT • BUILD RIGHT

Wellington Laboratory
47C Kenepuru Drive
Porirua
P: 027 656 5220
E: info@geocivil.co.nz

DYNAMIC CONE (SCALA) PENETROMETER

NZS 4402 :1988 Test 6.5.2 Procedure 2

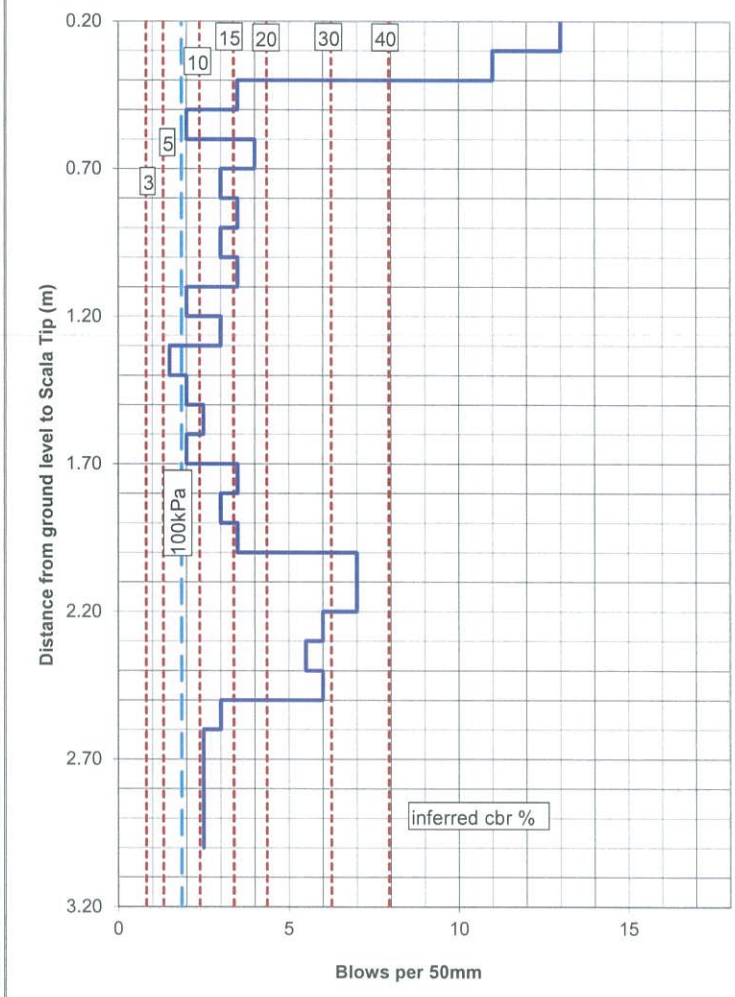
Lab Job No: 8337-127
Client: Cook Costello Ltd.
Job: 3 Kapiti Road
Location: Paraparaumu
Start Depth (m): 0.2

Scala No: SP1
Ref : 14236
Report No: WLG18-093
Page: 3 of 6

The line are the suggested correlation of CBR values based on Figure 5.3, Correlation of Dynamic Cone Penetration and CBR AUSTROADS (2004) "Pavement Design - a guide to the design of road Pavements"
(This comment is excluded from endorsement)

Blows / 100mm	Blows / 50mm	Blows / 300mm	Total Blows	depth (m)
26	13	78	26	0.30
22	11	66	48	0.40
7	4	21	55	0.50
4	2	12	59	0.60
8	4	24	67	0.70
6	3	18	73	0.80
7	4	21	80	0.90
6	3	18	86	1.00
7	4	21	93	1.10
4	2	12	97	1.20
6	3	18	103	1.30
3	2	9	106	1.40
4	2	12	110	1.50
5	3	15	115	1.60
4	2	12	119	1.70
7	4	21	126	1.80
6	3	18	132	1.90
7	4	21	139	2.00
14	7	42	153	2.10
14	7	42	167	2.20
12	6	36	179	2.30
11	6	33	190	2.40
12	6	36	202	2.50
6	3	18	208	2.60
5	3	15	213	2.70
5	3	15	218	2.80
5	3	15	223	2.90
5	3	15	228	3.00

Scala Penetrometer Results



Recorded By: M.P
Date: 23/05/2018
Checked by: Breeko
Date: 29/5/18

Note: All readings taken below 1.5m from start depth are outside the scope of this test

S. Kokich
Supervisor

GEO CIVIL
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47C Kenepuru Drive
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E: info@geocivil.co.nz

DYNAMIC CONE (SCALA) PENETROMETER

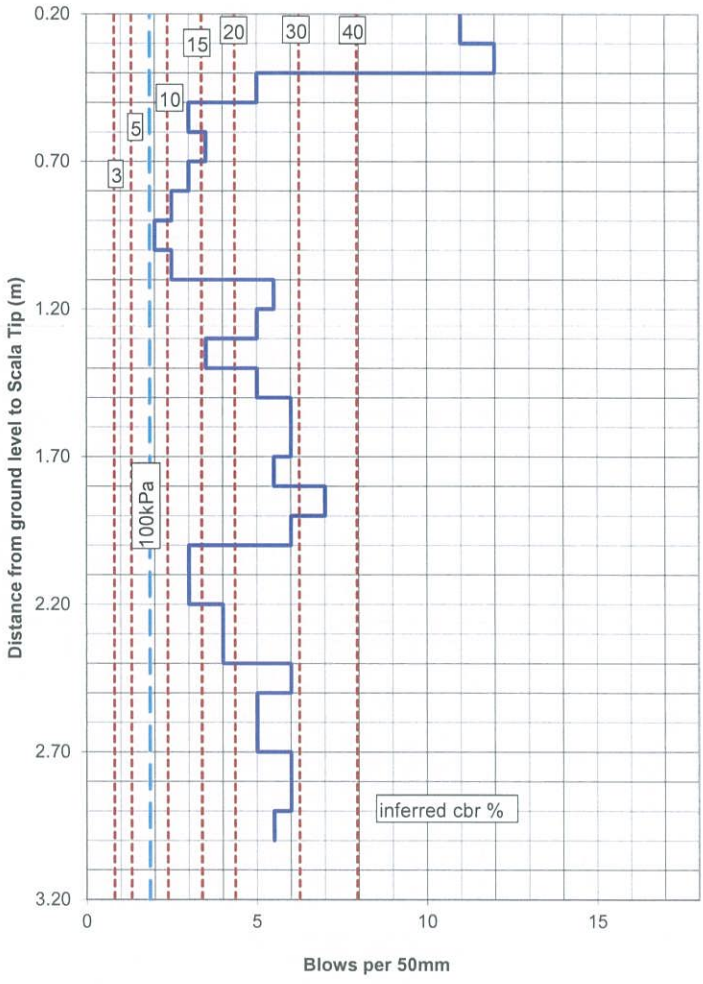
NZS 4402 :1988 Test 6.5.2 Procedure 2

Lab Job No:	8337-127	**Scala No:**	SP2
Client:	Cook Costello Ltd.	**Ref :**	14236
Job:	3 Kapiti Road	**Report No:**	WLG18-093
Location:	Paraparaumu	**Page:**	4 of 6
Start Depth (m):	0.2		

The line are the suggested correlation of CBR values based on Figure 5.3, Correlation of Dynamic Cone Penetration and CBR AUSTROADS (2004) "Pavement Design - a guide to the design of road Pavements"
(This comment is excluded from endorsement)

Blows / 100mm	Blows / 50mm	Blows / 300mm	Total Blows	depth (m)
22	11	66	22	0.30
24	12	72	46	0.40
10	5	30	56	0.50
6	3	18	62	0.60
7	4	21	69	0.70
6	3	18	75	0.80
5	3	15	80	0.90
4	2	12	84	1.00
5	3	15	89	1.10
11	6	33	100	1.20
10	5	30	110	1.30
7	4	21	117	1.40
10	5	30	127	1.50
12	6	36	139	1.60
12	6	36	151	1.70
11	6	33	162	1.80
14	7	42	176	1.90
12	6	36	188	2.00
6	3	18	194	2.10
6	3	18	200	2.20
8	4	24	208	2.30
8	4	24	216	2.40
12	6	36	228	2.50
10	5	30	238	2.60
10	5	30	248	2.70
12	6	36	260	2.80
12	6	36	272	2.90
11	6	33	283	3.00

Scala Penetrometer Results



Recorded By: M.P
Date: 23/05/2018
Checked by: C Breeden
Date: 29/5/18

Note: All readings taken below 1.5m from start depth are outside the scope of this test

S. Kokich
Supervisor

GEO CIVIL
TEST RIGHT • BUILD RIGHT

Wellington Laboratory
47C Kenepuru Drive
Porirua
P: 027 656 5220
E: info@geocivil.co.nz

DYNAMIC CONE (SCALA) PENETROMETER

NZS 4402 :1988 Test 6.5.2 Procedure 2

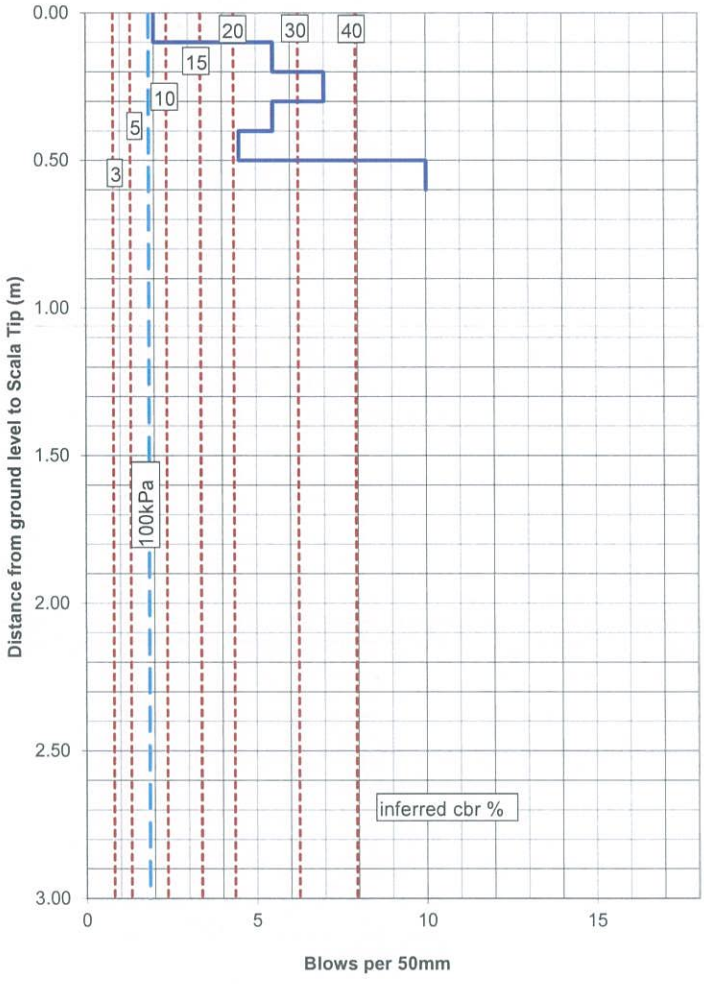
Lab Job No: 8337-127
Client: Cook Costello Ltd.
Job: 3 Kapiti Road
Location: Paraparaumu
Start Depth (m): 0

Scala No: SP3
Ref : 14236
Report No: WLG18-093
Page: 5 of 6

The line are the suggested correlation of CBR values based on Figure 5.3, Correlation of Dynamic Cone Penetration and CBR AUSTROADS (2004) "Pavement Design - a guide to the design of road Pavements"
(This comment is excluded from endorsement)

Blows / 100mm	Blows / 50mm	Blows / 300mm	Total Blows	depth (m)
4	2	12	4	0.10
11	6	33	15	0.20
14	7	42	29	0.30
11	6	33	40	0.40
9	5	27	49	0.50
20	10	60	69	0.60

Scala Penetrometer Results



Recorded By: M.P
Date: 23/05/2018
Checked by: Breeden
Date: 29/5/18

Note: All readings taken below 1.5m from start depth are outside the scope of this test

S. Kokich
Supervisor

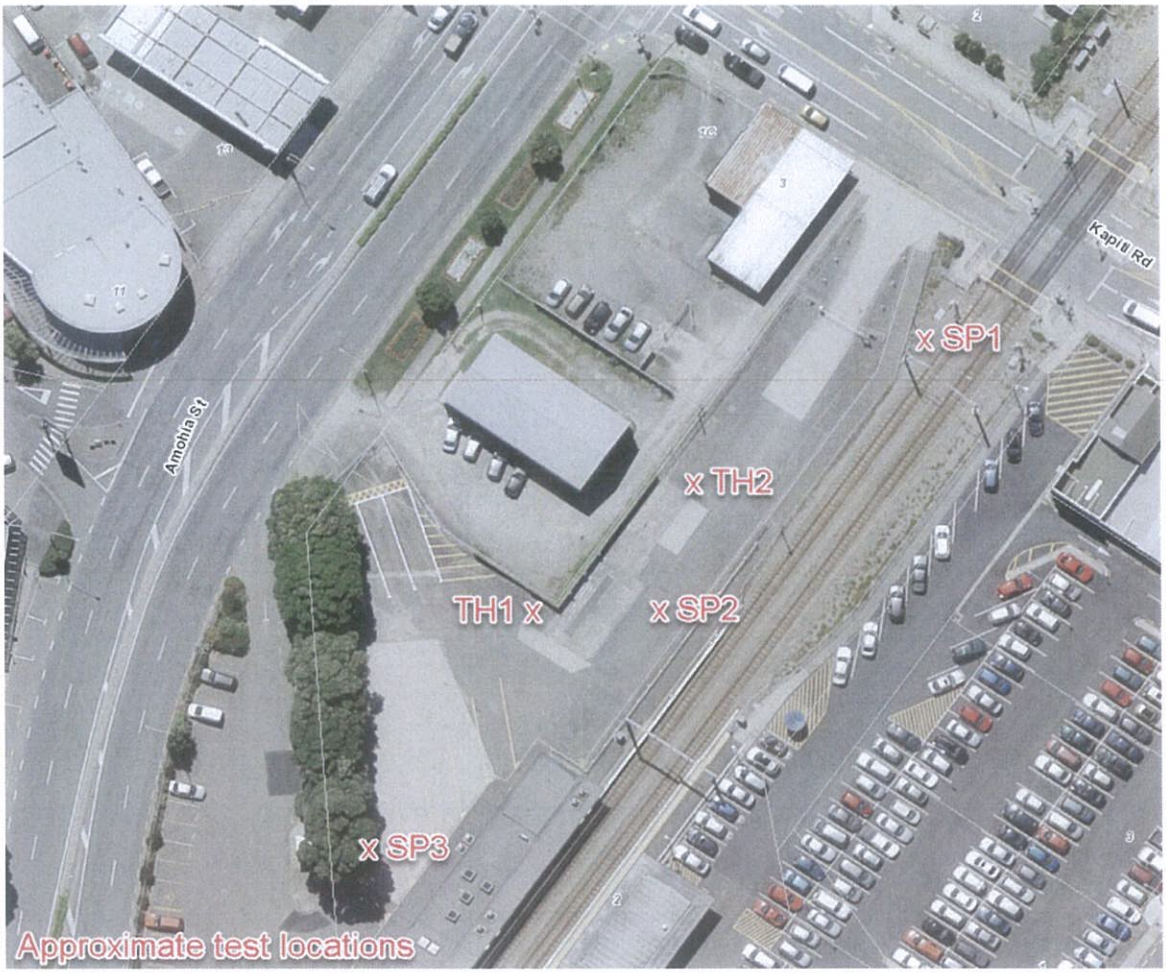
GEO CIVIL
TEST RIGHT • BUILD RIGHT

47C Kenepuru Drive
Porirua
P: 027 656 5220
E: info@geocivil.co.nz

SITE PLAN

Lab Job No: 8337-127
Client: Cook Costello Ltd.
Project: 3 Kapiti Road
Location: Paraparaumu
Report No: WLG18-093
REF: 14236

Tested by: M.P
Date: 23/05/2018
Page: 6 of 6



APPENDIX 3: SUPPLIED DRAWINGS

LEGEND:

- ROW - BUILDING EXCLUSION ZONE (TBC)
- OVERLAND FLOW PATH TO BE MAINTAINED (TBC) RIGHT TO 'BUILD UNDER' (TBC)
- EASEMENTS - UNDERGROUND SERVICES (TBC)
- RIGHT OF ACCESS? OVER NEIGHBOURING LAND? (TBC)
- EXTENT OF SITE AVAILABLE FOR UNDERGROUND AND ABOVE GROUND DEVELOPMETN (TBC)

SP1 SCALA LOCATION

SOAK 2 SOAK PIT LOCATION

SERVICE LOCATION REQUIRED

A1 Scale.	1:250
A3 Scale.	1:500
Designed.	L.MEIKLEJOHN
Drawn.	B.MILLWARD
A1 Plot Scale.	1 : 1
A3 Plot Scale.	1 : 2

NOTES

DO NOT SCALE.

DIMENSIONS IN MILLIMETERS UNLESS NOTED OTHERWISE.

IF IN DOUBT ON ANY ISSUE SEEK VERIFICATION PRIOR TO PROCEEDING.

READ THESE DRAWINGS IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS AND SPECIFICATIONS.

REV.	DESCRIPTION	BY	DATE
A	FOR COMMENT/APPROVAL	MK	24-04-18

Project.

GULL PARAPARAUMU

PROPOSED DEVELOPMENT

3 Kapiti Road, Paraparaumu

TECHNITRADES ARCHITECTURE
12 Ben Lomond Crescent, Pakuranga, Auckland 2010
Phone (09) 5767166 | design@technitrades.co.nz

Drawing.

Proposed Overall Site
Existing Road Layout
Scheme Plan - E

Drawing No. 2982-E2

Revision. A

APPENDIX 4: PREVIOUS SUBSOIL INVESTIGATIONS

Borelog for well R26/6525

Gridref: 1769082.5468585
Ground Level Altitude +MSD
Driller : NEVILLE WEBB & SONS LTD
Drill Method :
Drill Depth : 54.57m Drill Date : 26/05/1971 12:00:00 a.m.

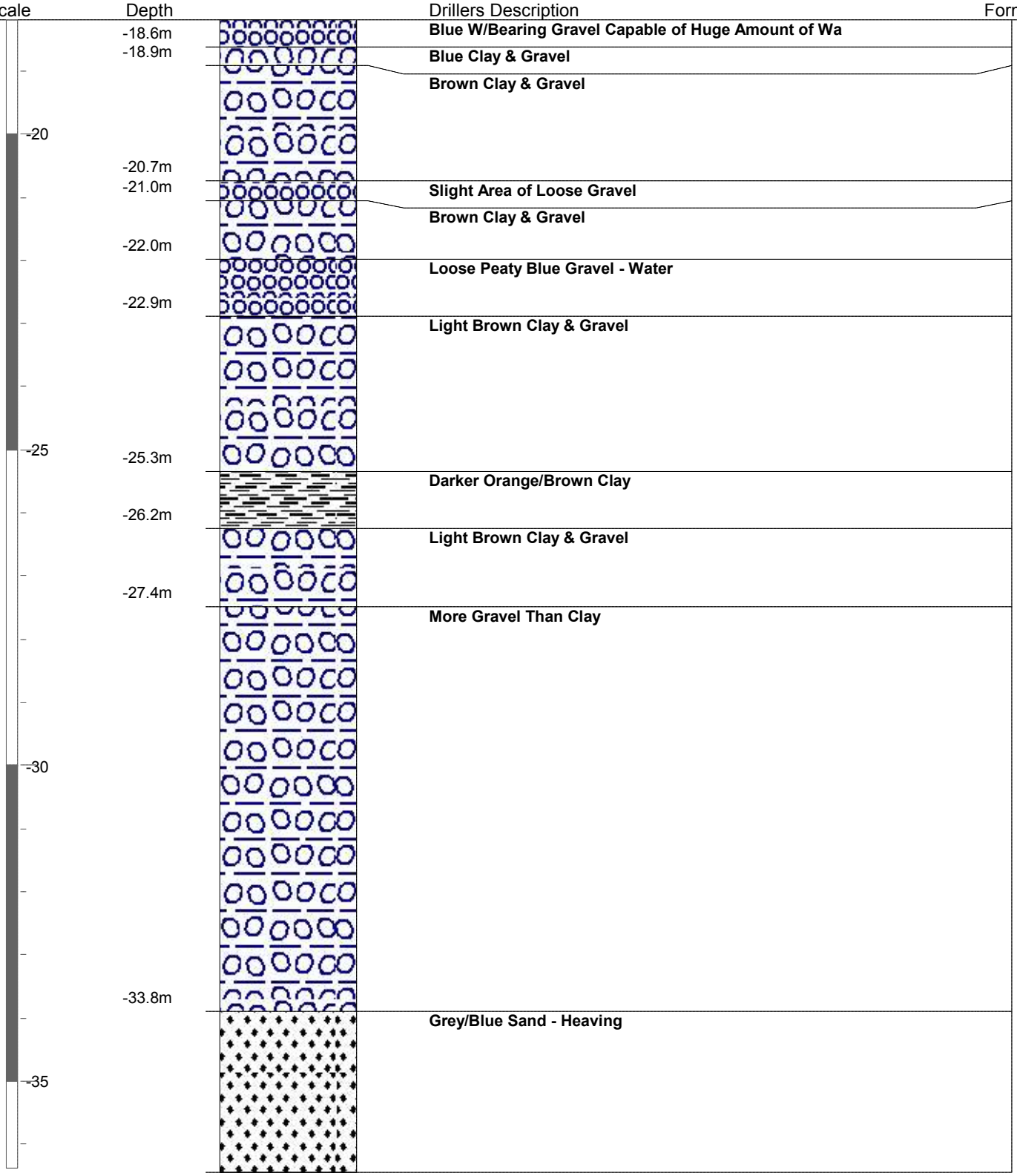
greater WELLINGTON REGIONAL COUNCIL

Scale	Depth	Drillers Description	Formation
	-0.61m	**Gravel & Topsoil**	
	-1.22m	**Dark Brown Topsoil**	
	-1.83m	**Lighter Brown Topsoil**	
		Grey Sand - Heaving	
-5			
-10			
	-11.0m	**Grey/Brown Sand - More Compact**	
	-14.6m	**Light Brown Clay - Very Easy Going**	
-15			
	-16.8m	**Blue W/Bearing Gravel Capable of Huge Amount of Wa**	
	⇓-18.6m		

Borelog for well R26/6525

Gridref: 1769082.5468585
Ground Level Altitude +MSD
Driller : NEVILLE WEBB & SONS LTD
Drill Method :
Drill Depth : 54.57m Drill Date : 26/05/1971 12:00:00 a.m.

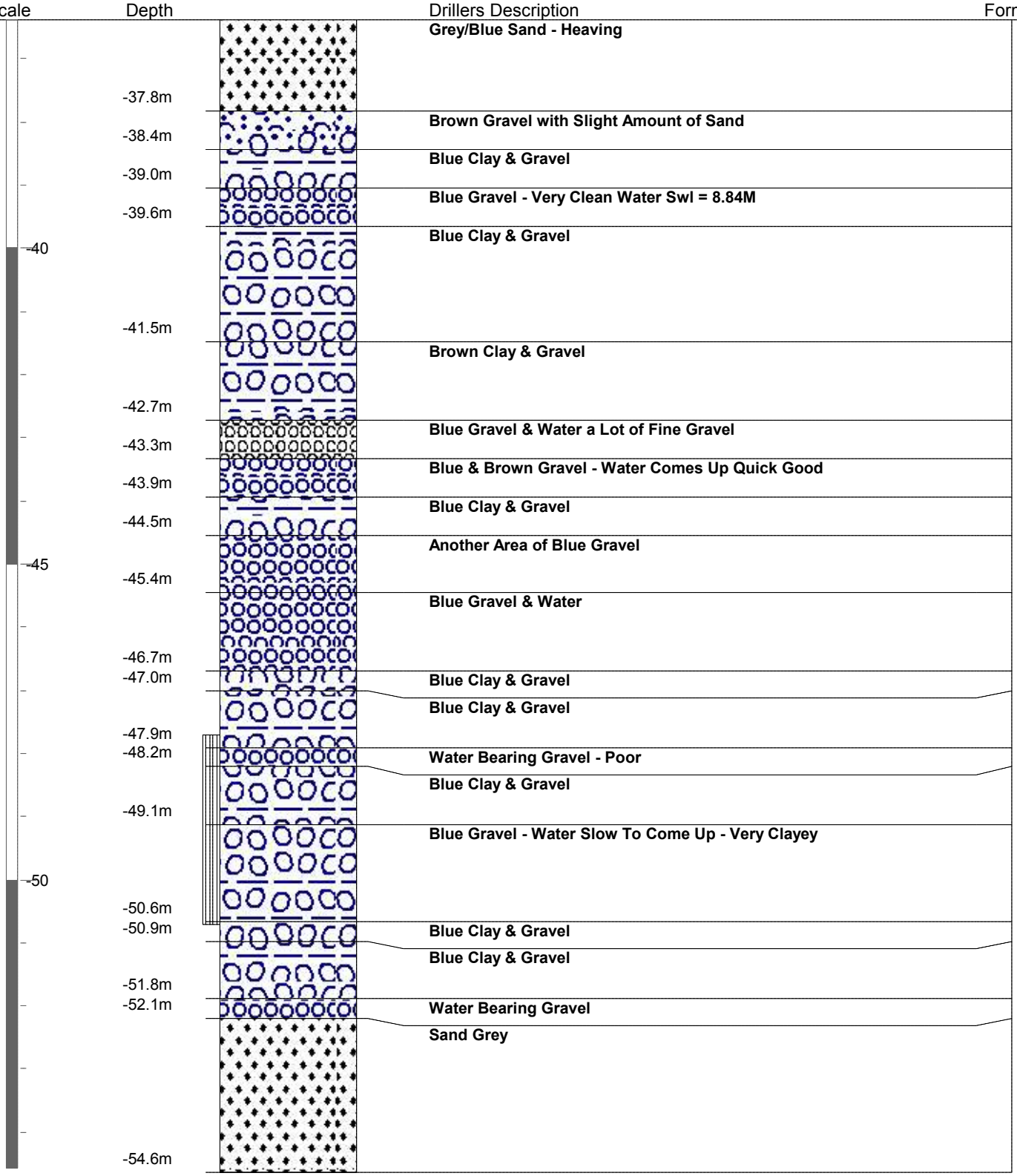
greater WELLINGTON REGIONAL COUNCIL



Borelog for well R26/6525

Gridref: 1769082.5468585
Ground Level Altitude +MSD
Driller : NEVILLE WEBB & SONS LTD
Drill Method :
Drill Depth : 54.57m Drill Date : 26/05/1971 12:00:00 a.m.

greater WELLINGTON REGIONAL COUNCIL



TONKIN & TAYLOR LTD.

BOREHOLE LOG

BOREHOLE NO: 14

SHEET 1 OF 1

PROJECT: ONTRACK DT INVESTIGATION | LOCATION: PARAPARAUMU | JOB NO: 84319.001

CO-ORDINATES: 2679045 6030248 | DRILL TYPE | HOLE STARTED: 12/12/07

DRILL METHOD: AUGER B53 | HOLE FINISHED: 12/12/07

RL: GROUND LEVEL | DRILLED BY: GEOTECH DRILLING

DATUM: CHAINAGE 48.2km | DRILL FLUID: NONE | LOGGED BY GRH | CHECKED BY:

DRILLING AND TESTS						ENGINEERING DESCRIPTION						GEOLOGICAL	
FLUID LOSS	WATER	CORE RECOVERY	METHOD/CASING	SAMPLES, TESTS	RL (m) / DEPTH (m)	GRAPHIC LOG	CLASSIFICATION SYMBOL	SOIL NAME, PLASTICITY OR PARTICLE SIZE CHARACTERISTICS, COLOUR, SECONDARY AND MINOR COMPONENTS	MOISTURE CONDITION	SHEAR STRENGTH OR RELATIVE DENSITY	ESTIMATED SHEAR STRENGTH, kPa (10, 25, 50, 100, 200)	ORIGIN TYPE, MINERAL COMPOSITION, DETECTS, STRUCTURE	UNIT
						NIA	NIA	ASPHALT	NIA	NIA		FILL (Q0f)	
						NIA	NIA	GRAVEL - BASECOURSE	D	D			
	12/12/07		AUGER		1		GM	Silty GRAVEL. Grey orange. Gravel fine to coarse angular greywacke Silt firm. Well graded.	M	MD		ALLUVIAL TERRACE (Q2a)	
			SPT	5/10/11 N=21									
			A										
			SPT	4/4/5 N=9	2		GM	Silty GRAVEL. Blue. Gravel fine to coarse rounded greywacke. Silt firm. Well graded.	W	MD			
			A										
			SPT	12/13/16 N=29	3								
			A										
			SPT	12/8/11 N=19			GP	Gravelly SAND. Grey. Sand medium to coarse. Gravel very fine rounded greywacke. Poorly sorted.	W	MD			
N/A			A		4								
			SPT	12/5/3 N=8									
			A				CL	Clayey SILT. Grey brown mottled Trace organics. Moderately plastic	D	F			
			SPT	2/2/3 N=5	5								
			A										
			BASH	91/7 kPa			CL	Silty CLAY, trace gravel. Orange Gravel fine rounded greywacke. moderately plastic.	D	St/VSt			
			A		6								
			SPT	4/10/12 N=22									
			A				GM	Silty GRAVEL. Orange brown. Gravel fine to coarse rounded highly weathered greywacke. Silt stiff.	M	MD			
			SPT	8/13/17 N=30	7							EOB @ 7.45m	