

**SUBMISSION ON A RESOURCE CONSENT APPLICATION THAT IS SUBJECT TO PUBLIC NOTIFICATION BY THE KAPITI COAST DISTRICT COUNCIL**

Pursuant to section 96 of the Resource Management Act 1991

<b>Application Number:</b>	RM180138
<b>Applicant:</b>	Gull NZ Ltd
<b>Proposal:</b>	To establish and operate a 24-hour service station that does not comply with the standards relating to the following: <ul style="list-style-type: none"> <li>- Signs</li> <li>- Vehicle movements</li> <li>- Transport and access</li> <li>- Earthquake hazards (BIC 3 category building)</li> <li>- Major traffic activity</li> </ul>
<b>Legal Description(s):</b>	PT LOT 1 DP 77182 & SEC 8 SO 38192, Amohia Street, Paraparaumu

**DUE AT COUNCIL OFFICE NO LATER THAN 5PM ON 2 April 2020**

This is a submission on an application from Gull NZ Ltd to establish and operate a 24-hour service station that does not comply with the standards relating to the following:

- Signs
- Vehicle movements
- Transport and access
- Earthquake hazards (BIC 3 category building)
- Major traffic activity

**Please note:** This form is only a guideline. If you don't wish to use this form please make sure your submission includes all the following details (see Resource Management (Forms, Fees, and Procedure) Regulations 2003, Form 13 for official submission content requirements):

Please send your Submission to:

<b>To:</b>	<b>Or:</b>
The Chief Executive Officer	Email: <a href="mailto:submissions@kapiticoast.govt.nz">submissions@kapiticoast.govt.nz</a>
Kāpiti Coast District Council	Fax: (04) 296 4830
Private Bag 60 601	
Paraparaumu 5254	

**Note:** You are required to send a copy of your submission to the applicant as soon as reasonably practicable after you have served your submission on the Kāpiti Coast District Council.

Please serve a copy of your submission to Gull NZ Ltd (the Applicant) as below:

Gull NZ Ltd  
tracy@haysonknell.co.nz  
C/- Hayson Knell Consultants

Or email:

PO Box 381  
Tauranga 3140

Attention: Tracy Hayson

**Submitter/s Details:**

Title:	X Mr <input type="checkbox"/> Mrs <input type="checkbox"/> Miss <input type="checkbox"/> Ms <input type="checkbox"/> Dr <input type="checkbox"/> Other:		
My/Our Full Name(s):	Stephen Lange		
Address for service:	PO Box 640, Paraparaumu	Post Code:	
Physical Address:		Post Code:	
Home Ph:		Work Ph:	
Home Fax:		Work Fax:	
Cell:	027-276-2580	Email:	stephen.lange@xtra.co.nz

**Note: Correspondence will be via email unless otherwise requested.**

**Submitter/s Position:**

**Trade Competition**

I am not\* a trade competitor for the purposes of section 308B of the Resource Management Act 1991.  
\*Delete one

Please use a clear tick in the appropriate box below (✓) to show whether you support the application in full or in part, or oppose the application in full or in part, or are neutral.

<input checked="" type="checkbox"/> I / We support the application in full	<input type="checkbox"/> I / We support part of the application *
<input type="checkbox"/> I / We oppose the application in full	<input type="checkbox"/> I / We oppose part of the application *
<input type="checkbox"/> I / We are neutral on all aspects of the application	<input type="checkbox"/> I / We are neutral on part of the application *

\* If you indicate you support, oppose or are neutral for part of the application, please clearly set out the part(s) of the application you are submitting on (including reasons) in the 'My Submission Is' section of this form below.

**Reasons for Submission:**

The specific parts of the application that my submission relates to are:

Give details:

- signs – The proposed signs are of similar size to the existing competitors signs, however not as close to the intersection allowing drivers more time to see them and then turn into the site than the other similar sized signs. I note a sign considerably larger than those proposed has just been given Consent and been erected on Kapiti Road within close proximity to the intersection of Te Roto Drive, some would say as you approach a more challenging intersection.

- vehicle movements – NZTA had proposed a use for the site as part of their revocation of the Old State Highway – see plan attached to traffic report. I understand this work was initially due to be completed some time ago however has continually been delayed. This plan included Amohia Street as one lane south allowing easy access into and out from the site including a slip lane into the site with short term parking and turnaround for approx. 40+ vehicles. NZTA, who would say they have a knowledge of traffic movements, also proposed another pedestrian connection across to Coastlands along with improvements to their existing exit to the south implying they expected traffic patterns to settle in the area.

- transport and access – Buses and other vehicles are continuously turning left while travelling south into the carpark alongside the station now, into an entry partly obscured by large trees, and from the traffic management report, there have been no accidents recorded because of this. When the site was being used as a bus depot and workshop, Amohia Street was used as SH1 carrying considerably more and heavier traffic than it is today, and buses used to turn into the entry from Amohia Street.

The beauty of this site for this type of use is that it has the two entries / exits so there will always be a spread of traffic volumes across both access points, unlike for example the new BP further down Kapiti Road. Also unlike the new BP on Kapiti road, this site has a medium strip preventing north bound traffic turning directly into the site. Should this strip not be there, I would have serious concerns about vehicles heading north and turning right into the site but this is not an issue.

There is very little pedestrian traffic on the footpath outside the entry to this site as there is no retail of any significance. The vast majority of train passengers either arrive at the station by bus and alight directly outside the station, use the underpass to Coastlands, or head towards the carparking on the eastern side of the station. I agree with a comment in one of the traffic reports about painting the green areas on the road for cyclists which also makes it clear for buses or motorists to look out for them, no different to any other left turn anywhere else.

- earthquake hazards (BIC 3 category building) – really?? This is three unmanned pump stations, and a small shed, all being built to the latest codes, and all located outside the dreaded ponding zone.....

- major traffic activity – I understand the comments in the reports about no recent updates in traffic volumes however any local resident is aware that there is considerably less traffic on Amohia Street since the opening of the new Expressway and the bulk of the traffic is now light local vehicles, not heavy truck & trailers units, buses, campervans, caravans etc as there used to be. Also traffic into the site will be split across two roads, for example commuter traffic from the Park n Ride sites will probably always use the Kapiti Road access. North bound traffic wishing to fill up will turn right at the traffic lights, see the Kapiti Road sign and also enter from Kapiti Road. Local south bound traffic will likely enter from Amohia and exit at Kapiti Rd to continue down Kapiti Rd.

Should the site house a convenience store or food outlet of any sort like the other two corner service stations, then I believe this could have more of an impact on traffic volumes however without that, traffic

would simply be in and out just to fill up with petrol / diesel and more on. As is evident when these types of operators enter a market the competitors tend to also lower their prices so it could become the same amount of traffic that is currently going into the existing two operators being spread out over three, not queues into just this one as some reports believe could possibly happen.

*Please use additional pages if required.*

**My Submission Is:**

I have a concern with this application for Resource Consent. The date of the application is July 2018, over 18 months ago.

I find it disturbing that something this simple, an allowable industrial use in an industrial zoning, has been allowed to drag out for so long by Council.

We as a community want new business to come to Kapiti, especially reputable companies in an industry that in the time it has taken Council to process this application, has cost every vehicle owner on the Kapiti Coast many hundreds of dollars in fuel costs.

In Councils report they refer to Amohia Street as still being a 'key arterial route' which I agree, yet next door is an almost derelict poorly maintained building with a commercial use in an industrial zone and adjoining that on the corner is a landscaping supplies using trucks and trailers into and exiting from closer to the corner on Kapiti Road than the site in question, and also may I add, emblazoned with signs.....

*Please use additional pages if required.*

**Decision Sought:**

I / we seek the following decision from the Kāpiti Coast District Council (provide precise details including the general nature of any conditions or changes sought):

That Consent be given to the use of the site as requested and allowed under the existing and Proposed District Plans.

*Please use additional pages if required.*

**Wish to Speak at Hearing:**

Please indicate below whether you would like to speak at the hearing for the application (if a hearing is required). Use a clear tick in the appropriate box below (✓).

I / we do not wish to be heard and hereby make my / our submission in writing only.

*(This means that you will not be advised of the date of the hearing and cannot speak at the hearing)*

**OR**

I / we wish to be heard in respect of my / our submission (to speak at the public hearing)

*(This means you can speak at the hearing. If at a later date you decide you no longer wish to speak at the hearing you can withdraw from being heard)*

\*If others make a similar submission, I / we will consider presenting a joint case with them at the hearing. *(This is only for parties wanting to be heard)*

\* Delete if you would not consider presenting a joint case.

I / we intend to call expert witness(es). Please indicate the disciplines of expected expert witnesses. *(If you do not tick this box, you can change your mind later and decide to call experts to give evidence in relation to your submission, provided you do so in time to meet any procedural direction the Hearing Panel might make)*

\*Pursuant to Section 100 of the Resource Management Act 1991, I / we request that the Council delegates its functions, powers and duties required to hear and decide the application to one or more hearings commissioners who are not members of the Kapiti Coast District Council.

If you do wish to make a request for an Independent Commissioner pursuant to Section 100, please see notes below for potential cost implications to you.

I / we are aware that I / we are required to send copy of my / our submission to the applicant as required under section 96(6)(b) of the Resource Management Act 1991 (please tick ).



Stephen Lange

1<sup>st</sup> April 2020

Signature

Date:

Signature

Date:

**Please note:** Signature of submitter, or person authorised to sign on their behalf is required. Signature is not required for electronic (email) submissions. If this is a joint submission by two or more individuals, each individual's signature is required.

### Privacy Disclaimer

**Please note:** All submissions (including names and contact details) will be made publicly available at Council offices and public libraries. A summary of submissions including the name of the submitter may also be made publicly available and posted on the Kāpiti Coast District Council website. Personal information will also be used for administration relating to the subject matter of the submissions, including notifying submitters of subsequent steps and decisions. All information will be held by the Kāpiti Coast District Council, with submitters having the right to access and correct personal information.

### Notes to Submitters:

- The Resource Management Act (RMA) 1991 prefers electronic methods of communication.
- The closing date for serving submissions on the consent authority is the 20th working day after the date on which public or limited notification is given. If the application is subject to limited notification, the consent authority may adopt an earlier closing date for submissions once the consent authority receives responses from all affected persons.
- If you make a request for an independent commissioner(s) under section 100A of the Resource Management Act 1991, you must do so in writing no later than 5 working days after the close of submissions and you may be liable to meet or contribute to the costs of the hearings commissioner or commissioners.
- You must serve a copy of your submission on the applicant as soon as is reasonably practicable after you have served your submission on the consent authority.

## Submission Form

- If you are a trade competitor, your right to make a submission may be limited by the trade competition provisions in Part 11A of the Resource Management Act 1991.