

4/65

Rec'd 16/9/19

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**NOTICE OF SUBMISSION TO NETWORK TASMAN'S PROPOSED PLAN CHANGE 70 TO THE  
TASMAN RESOURCE MANAGEMENT PLAN PURSUANT TO CLAUSE 6 OF THE FIRST  
SCHEDULE OF THE RESOURCE MANAGEMENT ACT 1991**

**To:** Tasman District Council  
Private Bag 4  
Richmond 7050

Via email: [tasmanrmp@tasman.govt.nz](mailto:tasmanrmp@tasman.govt.nz)

**Submitter:** Z Energy 2015 Limited  
PO Box 2091  
**WELLINGTON**

**Address for Service:** 4Sight Consulting Limited  
201 Victoria St West  
PO Box 911310, Victoria St West,  
**AUCKLAND 1142**

Attention: Mark Laurensen

Phone: 021 0868 8135  
Email: [markl@4sight.co.nz](mailto:markl@4sight.co.nz)  
File ref: AA5917

**A. Introduction**

1. Z Energy 2015 Limited (Z Energy) purchased the assets of Chevron New Zealand in June 2016 and is the wholesale fuel supplier to Caltex branded service stations and truck stops. The Caltex branded retail network remains independently owned and operated, with the operators setting their own retail fuel prices.
2. As shown in **Figure 1**, through Plan Change 70 (PC70) Network Tasman affects Lot 1 DP 19736 and Lot 1 DP 20392 (*the PC area*), adjacent to the existing Caltex Truck Stop at 68 Main Road (State Highway 6), Hope (*the truck stop*). Both the PC area and the truck stop are currently zoned (and would remain) Rural 1 under the Tasman Resource Management Plan (*the operative plan*). However, PC70 seeks to extend the provisions of Schedule 17.5A 'Activities on Network Tasman Ltd Site at Main Road, Hope' over the PC area. At the same time, it seeks to change the existing Schedule provisions, and those changed provisions will apply to all sites affected by Schedule 17.5A. This would change the land use development potential on both the existing and newly included land subject to Schedule 17.5A.

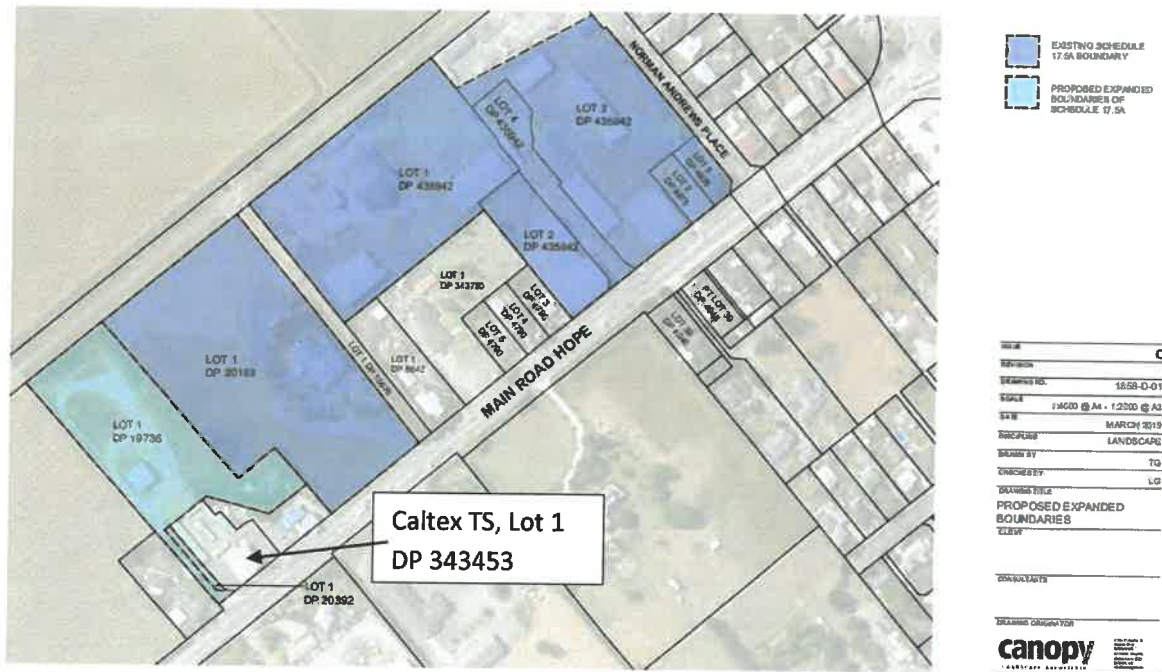


Figure 1: Caltex Truck Stop annotated on Network Tasman’s ‘Proposed Expanded Boundaries’ Drawing.

3. Lot 1 DP 19736 is a rear site that has existing access via a right of way which also serves, by way of easement, as the southern vehicle access to the truck stop (referred to by Network Tasman as CP68B). The approved truck stop layout, including the design of CP68B, is provided for by resource consent granted in July 2001 (RM010273). That resource consent and a number of the approved plans (as considered relevant to the background of PC70), including the site plan, are attached at **Appendix 1**. For completeness, it appears that Lot 1 DP 19736 is also served by a right of way access to the north of the truck stop site, and which incorporates the northern vehicle access to the truck stop, but which is not subject to PC70.

4. PC70 seeks to change the land development potential of the land subject to Schedule 17.5A, with a corresponding potential to generate effects on the operation of, including vehicle movements via, CP68B. In particular PC70 seeks to provide for a range of industrial activities to occur on the PC area as a controlled activity, subject to conditions, including in relation to traffic generation and vehicle access.
5. Z Energy seeks to ensure that PC70 appropriately mitigates potential adverse effects on the ongoing operation of the truck stop.
- B. The specific provisions of PC70 that Z Energy's submission relates to are summarised as follows:**
6. In the context of the background above, this submission seeks amendments to PC70 to provide certainty regarding the nature of activities that can be undertaken within the Schedule 17.5A area, and the generation and management of the corresponding adverse effects on the truck stop. More specifically, the relief sought seeks amendments to the following to achieve that effect:
  - Permitted activity rule 17.5.2.1
  - Controlled activity standards and matters of control at Schedule 17.5A: Activities on Network Tasman Ltd Site at Main Road, Hope
7. The specific matters submitted on, the rationale for Z Energy's submission on each of the matters, and the relief sought, is described in full in Schedule 1. Subject to those changes, Z Energy would adopt a neutral position with regards to PC70.
8. In addition to the specific outcomes sought below, the following general relief is sought:
  - (a) Achieve the purpose and principles of the Resource Management Act 1991 (*RMA*) and consistency with the relevant provisions in Sections 6 - 8 RMA;
  - (b) Consistency with the Operative District Plan;
  - (c) Give effect to the Regional Policy Statement;
  - (d) Assist the Council to carry out its functions of achieving the integrated management of the effect of the use, development or protection of land;
  - (e) Meet the requirements of the statutory tests in section 32 of the RMA;
  - (f) Avoid, remedy or mitigate any relevant and/or identified environmental effects, particularly with respect to impacts on the shared access to the truck stop site;
  - (g) Make any consequential relief as required to give effect to this submission, including any consequential relief not specifically subject of this submission; and
  - (h) Any other relief required to give effect to the issues raised in this submission.

- C. Z Energy wishes to be heard in support of this submission.
- D. If others make a similar submission, Z Energy would be prepared to consider presenting a joint case at any hearing.
- E. Z Energy could not gain an advantage in trade competition through this submission.
- F. Z Energy is directly affected by an effect of the subject matter that –
  - i. Adversely affects the environment; and
  - ii. Does not relate to trade competition or the effects of trade competition.

Signed on and behalf of Z Energy 2015 Limited as authorised signatory



.....  
Mark Laurensen  
Senior Planner

Dated this day of 16 September 2019

## SCHEDULE ONE

### A. The specific provisions of PC70 subject of this submission are:

- Rule 17.5.2.1, which is supported in part and opposed in part;
- Schedule 17.5A controlled activity rule 1, which is supported in part and opposed in part; and
- Schedule 17.5A restricted discretionary and discretionary activity rules, which are supported

### B. The reason for the submission and relief sought are (deletions in strike through, additions in underline, with proposed changes shown to the operative text as proposed to be amended by PC70, accepting that alternative wording may be acceptable provided it achieves the same intent):

#### Permitted Activity Rule 17.5.2.1

Rule 17.5.2.1 provides for a range of permitted activities in the Rural 1 zone excluding (inter alia and via condition (a)(xii)) activities on the PC area. Consequently, all activities on the PC area require resource consent. This is supported in principle, however, as drafted, standard 17.5.2.1(a)(xii) only applies if those lots are owned by Network Tasman. This is opposed as the conditions should relate to the land, not the ownership. An amendment to this effect will, importantly, ensure that there are no permitted activities on the PC area irrespective of future changes in land ownership. A minor amendment is also sought to replace the conjunction 'and' with 'or' to ensure that the condition applies to development on any of the specified lots.

The specific relief sought is therefore to amend Rule 17.5.2.1 to remove the requirement for Lot 1 DP 20392 and/or Lot 1 DP19736 to be owned by Network Tasman Limited and to replace the conjunction 'and' with 'or' to ensure that the condition applies to development on any of the specified lots. This could be achieved by making changes along the following lines:

*(a) The activity is not:*

...

*(xii) on.... Lot 1 DP 20392 ~~and or~~ Lot 1 DP19736 (Main Road, Hope-owned by Network Tasman Limited);*

①

#### Schedule 17.5A: Controlled Activity Rule 1

**Controlled Activity Rule 1** applies to the PC area and enables a range of activities subject to conditions. The proposed amendment to the rule needs to be amended to replace the conjunction 'and' with 'or' to ensure that the rule applies to land use on any of the specified lots, subject to conditions. The existing list of Lot and DPs subject to Controlled Activity Rule 1 does not contain a conjunction and therefore clearly applies to any of the listed lots, separately or cumulatively. It is inappropriate to fundamentally change that approach through PC70 (and may well not be intentional).

The specific relief sought is therefore to amend the changes proposed to Controlled Activity Rule 1 to replace the conjunction 'and' with 'or' to ensure that the condition applies to land

use on any of the specified lots. This could be achieved by making changes along the following lines:

*Any land use on Lot 1 DP 20183, Lots 1 & 2 DP 435942, Lot 3 DP 435942, Lot 4 DP 435942, Lots 2 & 3 DP 4875, Lot 1 DP 20392 ~~and~~ Lot 1 DP 19736 is a controlled activity, if it complies with the following conditions:*

2

More substantial changes are required to **controlled activity condition 1(b)(viii)** relating to vehicle access and crossing place CP68B in particular and which is a new and additional condition proposed by PC70. As notified, the condition is as follows:

*Crossing Place CP68B (on Lot 1 DP19736) may only be used for vehicles to enter the site via a controlled access. All vehicles must exit the sites within Schedule 17.5A onto State Highway 6 (SH6) at Crossing Places CP66 or CP57 (on Lot 1 DP 435942).*

***Note:** For the purposes of this condition 'controlled access' means an electronic entry gate located at the site entrance in a manner which does not restrict access to Lot 1 DP 343453 from Main Road Hope. Access to the site will be restricted to services vehicles associated with the activity on the site. For the avoidance of doubt 'service vehicle' is intended to include any vehicle type including trucks.*

The notified wording of the condition does not specify the number of movements that may be provided for via CP68B and therefore any new land use within the PC area would be a controlled activity irrespective of the number of vehicle movements created. While it is acknowledged that one of the matters of control enables the Council to consider the effects of trip generation exceeding 40 Equivalent Car Movements (ECM)<sup>1</sup>, as notified, the Council would not be able to refuse an application irrespective of the numbers and could only consider effects on the New Zealand Transport Agency (NZTA). This is not appropriate and fails to recognise potential effects on Z Energy.

Further, the reference to 'the site' in the first sentence is ambiguous and may be interpreted as relating to a single lot, or potentially the wider Network Tasman Site subject of the Schedule. This is a concern as uncertainty in this regard may lead to the interpretation that up to 40 ECM can occur to each lot or activity within the wider Network Tasman Site.

The provision for movements to be averaged over the course of a full year (referring to the definition of ECM as footnoted) is considered unreasonable, would be difficult to monitor and control, and would potentially allow for significant movements over a short period with potentially significant adverse effects. A shorter time frame of a week or a month would allow for some fluctuations but within appropriate limits. To address these matters, the limits on

<sup>1</sup> In the notified matter of control, ECM is defined as follows:

ECM (averaged over a year) is defined as follows in relation to the entry-only Crossing Place CP68B:

- 1 car entering the property = 1 equivalent car movement
- 1 truck entering the property = 3 equivalent car movements
- 1 truck and trailer entering the property = 5 equivalent car movements

vehicle numbers should be amended and addressed in the condition itself. Given the requirement for a controlled access, which it is anticipated will constitute electronic access, monitoring of compliance with the prescribed movement limits should then be much more readily achievable and without the peak periods of use that would otherwise be provided for.

The vehicle access standard also addresses a number of key matters via a note to the condition, including defining a controlled access and specification of the type of vehicles provided for – service vehicles. Notes have no statutory weight and this content should instead be addressed in the condition itself. Further detail regarding the location of the controlled access point should also be incorporated.

A number of other changes are sought to more clearly articulate what is understood to be proposed by Network Tasman based on a review of the supporting information, and to provide certainty to plan users. These changes include specifying that CP68B is only to be used by heavy vehicles, noting that small service vehicles would be able to use alternative access to the PC area provided for through Plan Change 50.

Z Energy would also support inclusion of a plan at Schedule 17.5A to clearly depict the location of the referenced crossings, lots and controlled access, which would make the application of the rules much easier to follow.

The specific relief sought is therefore to amend the change to achieve the following outcomes:

- Limit the vehicle access condition to a 40 ECM per day maximum (averaged over no more than one month) for truck and truck and trailer movements to the wider Network Tasman Limited site, not just Lot 1 DP 19736;
- Exclude car access to Lot 1 DP 19736 via CP68B;
- Define ECM in the vehicle access condition with trucks and truck and trailers constituting 3 and 5 ECM respectively;
- Specify detail of the required controlled access in the vehicle access standard to ensure that the gate restricts access to the Network Tasman Limited site but does not restrict access to the truck stop, including when vehicles are queued at the controlled access;
- Include a plan to clearly depict the location of the referenced crossings and lots to aid interpretation of the Schedule.

This could be achieved by making changes along the following lines to the vehicle access condition:

*(viii) Vehicle Access*

*Crossing Place CP68B (on Lot 1 DP19736) may only be used by trucks and truck and trailers for up to a maximum of 40 Equivalent Car Movements per day (averaged over a month) vehicles to enter the site Network Tasman Limited Site via a controlled access. All vehicles must exit the sites Network Tasman Limited Site within Schedule 17.5A onto State Highway 6 (SH6) at Crossing Places CP66 or CP57 (on Lot 1 DP 435942).*

Equivalent Car Movements (ECM) in relation to CP68B means:

1 truck is 3 ECM

1 truck and trailer is 5 ECM

Cars are not addressed under the ECM as CP68B is only to be used for heavy vehicles.

~~Note: For the purposes of this condition 'Controlled access' in relation to CP68B means an electronic entry gate located at the site entrance in a position that in a manner which only provides access to the site for authorised vehicles but does not restrict access to Lot 1 DP 343453, including when up to two heavy vehicles are queued at the controlled access, from Main Road Hope. Access to the site will be restricted to service vehicles associated with the activity on the site. For the avoidance of doubt 'service vehicle' is intended to include any vehicle type including trucks.~~

3

The key matters of control relating to vehicle access as notified are as follows:

(6) The purpose and timing of any review conditions of consent (Section 128 of the Act) in relation to traffic effects.

(7) The effects of trip generation where the estimated number of vehicles entering the site via Crossing Place CP68B exceeds 40 Equivalent Car Movements (ECM) per day with New Zealand Transport Agency being [sic] the only affected party.

NOTE: For the avoidance of doubt, ECM (averaged over a year) is defined as follows in relation to the entry-only Crossing Place CP68B:

- 1 car entering the property = 1 equivalent car movement
- 1 truck entering the property = 3 equivalent car movements
- 1 truck and trailer entering the property = 5 equivalent car movements

These are new and additional matters proposed to be inserted through PC70.

Matter 6 is supported, and Z Energy seeks that it is retained as notified.

Matter 7 is supported subject to the specific relief below to avoid duplication of content now addressed (in accordance with, and consequential to, the relief sought in this submission) in the corresponding condition:

~~(7) The effects of trip generation where the estimated number of vehicles entering the site via Crossing Place CP68B exceeds 40 Equivalent Car Movements (ECM) per day with New Zealand Transport Agency being the only affected party.~~

~~NOTE: For the avoidance of doubt, ECM (averaged over a year) is defined as follows in relation to the entry-only Crossing Place CP68B:~~

- ~~• 1 car entering the property = 1 equivalent car movement~~
- ~~• 1 truck entering the property = 3 equivalent car movements~~
- ~~• 1 truck and trailer entering the property = 5 equivalent car movements~~



**Schedule 17.5A: Restricted Discretionary Activity Rules 2 and 3 and Discretionary Activity Rule 3**

Where compliance is not achieved with controlled activity standards relating to access, there is no restricted discretionary pathway available and discretionary activity consent is required. Subject to the amendments set out above in relation to the controlled activity rule, this is supported as it enables the Council to consider all potential effects, including on the truck stop, and when movements exceed 40ECM per day (averaged over a month).

Z Energy seeks that the restricted discretionary and discretionary rules are retained as notified.

**APPENDIX A – RM010273 AND MOST RELEVANT APPROVED DRAWINGS**

Reference:

RM010273

To File → 1943018200

Direct Dial: Rosalind Squire (03) 544-8176

Email: [Ros@tdc.govt.nz](mailto:Ros@tdc.govt.nz)

13/07/01

Caltex New Zealand Ltd.  
C/- R Scholfield  
Boffa Miskell Ltd  
PO Box 11 442  
WELLINGTON

Dear Mr Scholfield

**RE: RESOURCE CONSENT APPLICATION NO. RM010273**

In accordance with Section 114 of the Resource Management Act 1991, I enclose a copy of the Council's decision on the above application.

The applicant or any person who has made a submission has the right of appeal to the Environment Court against the Council's decision as provided for in Section 120 of the Resource Management Act 1991.

Any such appeal must be made to the Environment Court within fifteen working days from the date of receipt of this notice.

In terms of Section 127 of the Resource Management Act 1991, this consent shall expire two years after the date of consent (by this Council or, if relevant, the Environment Court) unless:

- (a) The person to whom it was granted has within that period given effect to the consent; or
- (b) The Council has, on an application made within three months after the expiry of that period, satisfied itself that the circumstances in Section 125(b) apply.

Yours faithfully



R D SQUIRE  
RESOURCE PLANNER

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Tel (03) 528-7700  
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**Golden Bay  
Service Centre**

78 Commercial Street  
P.O. Box 74, Takaka  
Tel (03) 525-9516  
Fax (03) 525-9972

RM 010273

In the matter of the Resource  
Management Act 1991

and

In the matter of the application lodged  
by

Caltex New Zealand Limited

for a Resource Consent for a non-  
complying activity under the provisions  
of Sections 104 and 105 of the  
aforesaid Act.

## PROPOSAL

To redevelop the existing Caltex New Zealand Service Station on a Rural 1 zoned property. The redevelopment involves the erection of:

- (i) A forecourt with shelter canopy – with two fuel islands including diesel dispensers;
- (ii) Underground motor spirit storage tanks containing a maximum of 70,000 litres of petrol and 40,000 litres of diesel;
- (iii) The relocation of existing vehicle crossings – comprising two 9.0 metre crossings onto State Highway 6;
- (iv) The erection of one 2.2 square metre promotion sign, one entry sign, a replacement 9.0 metre high flag sign, and signs attached to the fascia of the service station and canopy;
- (v) The formation and marking of five on-site parking spaces;
- (vi) Air and water facilities; and
- (viii) Landscaping.

## LOCATION

66 Main Road, Hope, currently described as Lots 1 and 2 DP14583 (CT 9B/1024).

## DECISION

Acting under authority delegated by the Council, the Consent Planner, Land considered the Resource Consent application under the provisions of Sections 104 and 105 of the Resource Management Act 1991 and resolved that the application be consented to, subject to the following conditions:

1. The development shall, unless otherwise provided for in the conditions of the consent, be undertaken in general accordance with the documentation submitted with the application and with the plans attached to this consent marked Plan A and B dated 13 July 2001.
2. Any matter not referred to in this application for resource consent or otherwise covered in the consent conditions, must comply with the provisions of the Proposed Tasman Resource Management Plan.
3. Stormwater shall be discharged through an API Interceptor and collected from the forecourt area only. A discharge consent shall be obtained if the applicant intends to discharge detergents or other contaminants into the stormwater system in a manner that does not comply with TRMP Rule 36.4.3.A.
4. The fuel storage and dispensing facility shall be established and operated in accordance with the *Environmental Guidelines for Water Discharges from Petroleum Industry Sites in New Zealand* (MfE 1998 or subsequent versions) and the *Code of Practice for Design, Installation and Operation of Underground Petroleum Storage Systems* (OSH 1992, or subsequent versions).
5. The applicant shall give 24 hours notice to Council's Resource Scientist – Waste, before the old tank is removed. Should inspection at the time of the removal of the old tank indicate contamination of surrounding ground, the applicant will be required to undertake appropriate remedial measures as determined by the Council.
6. The applicant shall maintain a "site management plan" to ensure that appropriate risk management is undertaken to prevent any fire/explosion risk from the fuelling facility and to prevent any contamination of the environment from the storage/use of hazardous substances.
7. The applicant shall maintain an "emergency spill contingency plan" to deal with any spillage of hazardous substances, and shall also maintain an adequate on-site "spill kit" to adequately cope with any accidental release of hazardous substances.
8. The applicant shall keep a register of any accidents or incidents involving spillage of hazardous substances and upon the request of Council, the consent holder shall provide a written assessment of the accident and incident register identifying any trends or problems, so that a need for a review of conditions can be determined by Council.
9. Copies of the site management plan and emergency spill contingency plan shall be made available to the Council and developed to the satisfaction of the Tasman District Council's Environment & Planning Manager.
10. The Environment & Planning Manager may require that the plans be reviewed to address any issues that may be required to mitigate any adverse effects on the environment. (Refer review condition).
11. The applicant shall undertake and maintain landscape plantings as indicated in Plan A to the satisfaction of the Environment & Planning Manager.
12. A minimum of 5 parking spaces shall be provided on site. All works shall be undertaken to the satisfaction of the District Roding Engineer.

13. Access to and from the site shall be provided in accordance with Plan A. Final construction plans for all works within road reserve shall be submitted to Opus International Consultants Ltd. for Transit New Zealand's approval prior to commencement of any works. No cost shall fall on Transit New Zealand.
14. One 1.99 metre high promotional sign, one 1.15 metre high entry sign, one 1.46 metre air facility sign and canopy signage may be erected in accordance with and in the locations indicated on the plans submitted with the application. These shall be in a colour scheme which complements that of the service station and shall not contain retro reflective material or flashing illumination. No signs may be located on or overhanging road reserve.
15. Potable water shall be provided to the satisfaction of the District Environmental Health Officer.
16. The resource consent holder shall advise Council when the activity this consent authorises commences so monitoring of conditions can be programmed.
17. Council pursuant to Section 128 of the Resource Management Act 1991 may review any of the foregoing conditions by giving notice of its intention to do so at any time within six months of the date of this consent, and thereafter in each successive year during the continuation of this consent.

The purpose of such review would be to deal with any adverse effect on the environment which may arise, and is appropriate to deal with at a later stage, because it is not presently known what would be required of the consent holder to adopt the best practical option to reduce the adverse effects on the environment.

The particular issues, which Council will consider in its review, would be in regard to use and storage of hazardous substances.

NOTATION 1: The applicant shall meet the requirements of Council with respect to all Building and Health Bylaws, Regulations and Acts, and also the requirements of the Dangerous Goods Act and Regulations, and any other relevant legislative requirements. The applicant shall obtain all required permits from Council's Engineering Department before connection to any Council infrastructural asset.

NOTATION 2: Monitoring of the consent is required under Section 35 of the Resource Management Act 1991, and a deposit fee is payable at this time. Should monitoring costs exceed this initial fee, Council will recover this additional amount from the resource consent holder. Costs can be minimised by consistently complying with conditions and thereby reducing the frequency of Council visits.

## REASONS FOR THE DECISION

1. The application involves the redevelopment of the existing Hope Caltex Service Station to a more modern service station with new facilities. Tasman District Council granted consent to the proposed development in September 1998, but the consent was not given effect to within the required two year period and has now lapsed. Caltex New Zealand was advised that a new application was required to undertake the proposed works.

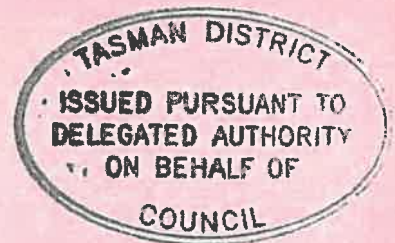
2. The site of the development is zoned Rural A in the Waimea Section of the Transitional District Plan and Rural 1 in the Proposed Tasman Resource Management Plan. The activity is non-complying under the Transitional plan and discretionary under the proposed plan. The property is located on the north-western side of State Highway 6, between Bateup Road and Whites Road.
3. The existing Caltex Hope Service Station building is located at the north-eastern corner of the site and comprises three fuel pumps, a diesel pump and diesel stop facility, a canopy, a combined retail shop and workshop and associated signs. The balance of the property is an open area covered in grass and gravel which is currently used as a turning area for trucks using the diesel stop facility.
4. The proposal involves the construction of a new Caltex service station facility involving a forecourt with shelter canopy with two fuel island diesel dispensers, underground motor spirit storage tanks, signs, parking, air and water facilities, new access crossings and associated landscaping. The existing workshop/retail shop building will remain within the north-eastern corner of the site and would be used as a workshop comprising three workshop bays and one tyre bay.
5. The surrounding land uses are mainly rural/residential in character. The Ewing Poultry Farm is located on the opposite side of Main Road (to the south-east) and an electrical substation/yard is located north of the site. The surrounding area comprises mainly small rural lifestyle blocks with residential dwellings adjoining both the north-western and south-western boundaries of the subject site.
3. The re-development is not considered to be contrary to Part II of the Resource Management Act 1991. The proposal enables the re-development of the site in a manner which avoids, remedies or mitigates any adverse effects on the environment.
4. Potential visual and general amenity effects on the surrounding environment are minimised by the design of the development including clean sight-lines, landscaping and screening, and an open canopy format which avoids visual cluttering. Any adverse visual effects of the operation during evening hours are mitigated by specialised light fittings designed to provide the minimum of lighting necessary whilst preventing light spill beyond the confines of the property. All free-standing signs are positioned perpendicular to the SH6.
5. Any adverse visual and amenity effects on the rural residential properties located opposite the subject site are mitigated by the distance of the new service station building and canopy from these properties. Any adverse effects on the residential dwellings to the north-west and south-west are mitigated by the proposed and existing landscaping. The properties to the north-east are separated from the re-development by the existing buildings.
5. Conditions with respect to access and on-site parking will ensure that traffic safety and flow are maintained. There are no residential zones in close proximity to the site, this separation distance will effectively mitigate any adverse noise effects. The storage and ventilation pipes are located more than 65 metres from the nearest residential boundary, the ventilation pipes extend 4.5 metres above ground level allowing the quick dispersion of any fumes or odour.
6. It is considered that the noise levels associated with the proposed redevelopment will be similar to those experienced with the existing service station facility. The noise levels associated with the use of the existing diesel stop facility as currently experienced by the

properties located at the south-western boundary of the site is likely to be reduced. This is due to the relocation of the western access way so that vehicles using the diesel stop do not require a turning circle that goes as close to the boundary as it does at present.

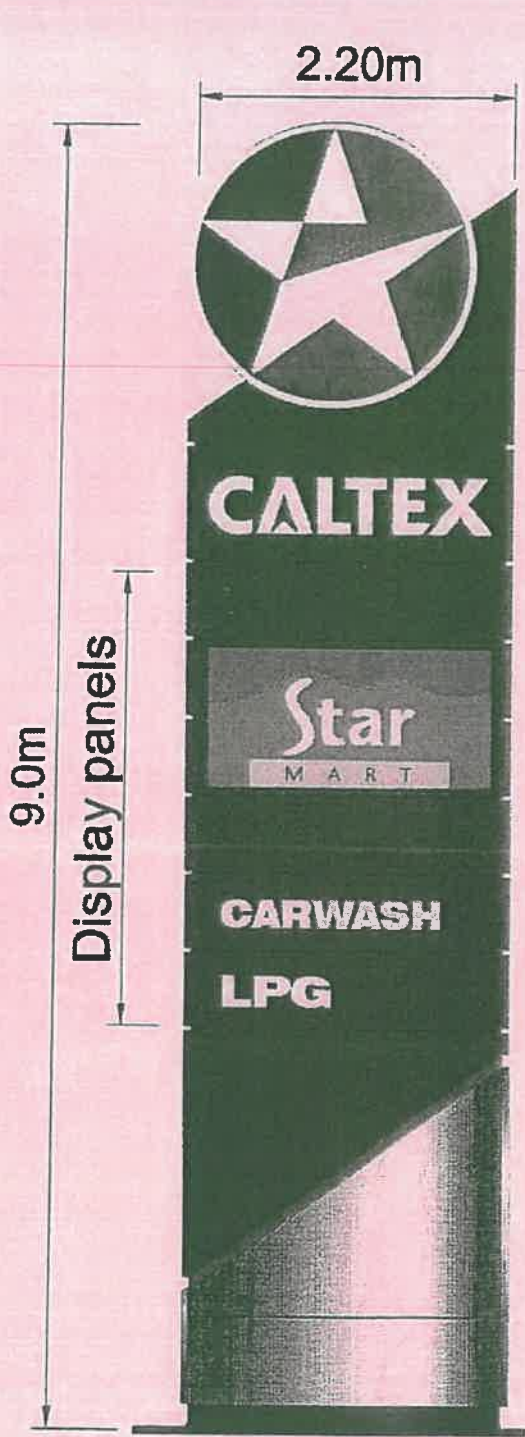
- 7. The redevelopment of the site is not considered to be contrary to the objectives and policies in the transitional or proposed plan. The redevelopment will occur on land currently open and covered in grass and gravel and used as a turning area in association with the existing service station. Valuable productive land will not be unnecessarily wasted in the erection of buildings and service areas and the open visual character and environment will be maintained. There are no alternate sites for the redevelopment which are preferable in terms of removal of land from primary production.
- 8. Access to the site will be constructed in accordance with the requirements in the proposed plan and have been designed by Traffic Design Group in consultation with Transit New Zealand. It is not anticipated that the redevelopment will significantly increase the generation of traffic to the site.
- 9. The reduced setback of the canopy and promotional sign will not result in any significant adverse effects on the environment. The promotional sign will be located in line with, and would complement, the existing flag sign.
- 10. The application has not been notified in accordance with Section 94 of the Act as the Council is satisfied that, provided the recommended conditions are adhered to, the adverse effects on the environment will be no more than minor. The applicant has obtained written approval of all the landowners whom Council considers are directly affected by the development, including Transit New Zealand.

Dated in Richmond this 13<sup>th</sup> day of July 2001

Rosalind Squire  
Consent Planner







**9.0m HIGH  
PYLON SIGN  
(PSE4)**



**PRICE SIGN  
(PS4)**



**PROMOTIONAL  
SIGN (PR3)**



**CANOPY  
BUTTON SIGN**

**BARKER & ASSOCIATES** CIVIL ENGINEERS  
 BARKER & ASSOCIATES LIMITED  
 Level 2, Windsor Court,  
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 Ph: 09 308 3333  
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ISSUED PURSUANT TO  
 DELEGATED AUTHORITY  
 ON BEHALF OF

CALTEX NEW ZEALAND  
**SIGNAGE ELEVATIONS**  
 COUNCIL

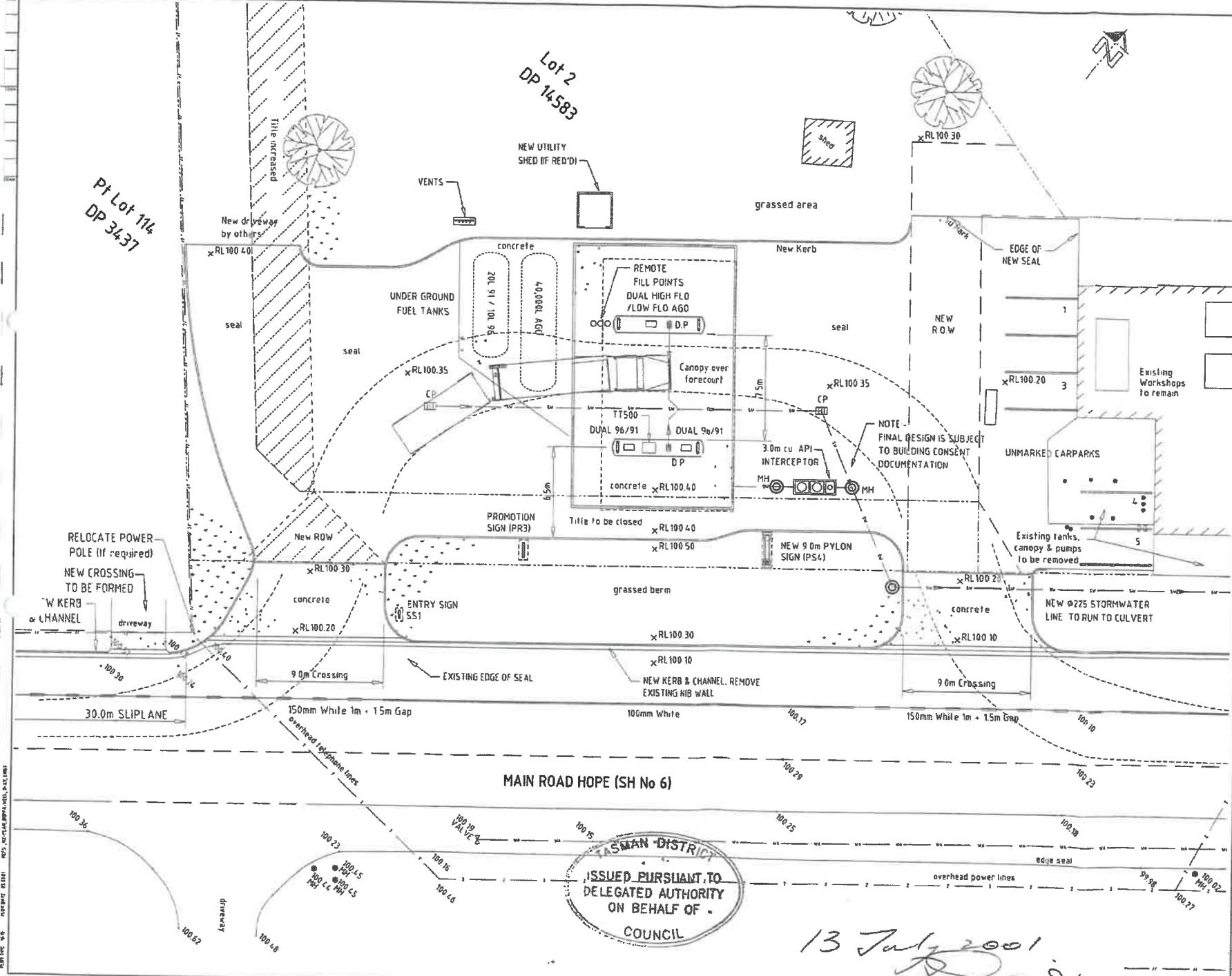
REVISION / AMENDMENT / ISSUE	BY	DATE
DRAWN R.LINDSAY	DATE 05.98	DESIGNED R.LINDSAY
CHECKED	DATE	APPROVED
DRAWING SCALES A4 = 1:50		
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13 July 2001

SCALE WITH LAYOUT  
THIS DRAWING MAY HAVE BEEN MODIFIED DURING REPRODUCTION

Lot 2  
DP 14,583

Pt Lot 114  
DP 34,37



- GENERAL NOTES**
- DO NOT SCALE OFF DRAWING
  - CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS ON SITE
  - ARCHITECTS TO BE ADVISED OF ANY VARIATION BETWEEN SITE DIMENSIONS AND THESE OFFPLANS
  - THIS DRAWING IS THE PROPERTY OF CALTEX NEW ZEALAND LIMITED AND MUST NOT BE LOANED, COPIED OR REPRODUCED IN WHOLE OR PART WITHOUT PRIOR WRITTEN PERMISSION
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planning • design • ecology

PD Box 11 442  
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111 Dixon Street  
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Tel: 64 4 385 9215  
Fax: 64 4 384 3089

NO	BY	DATE	DESCRIPTION OF CHANGE	ENGR	APP
1	BOFFA MISKELL	13 JULY 2001	ISSUE FOR CONSENT		

REVISIONS



NO	DATE	APPROVALS	INITIALS	DATE

CAD DRAWING - DO NOT REVISE BY HAND

**PROPOSED DEVELOPMENT**  
MAIN ROAD  
HOPE, NELSON  
**GENERAL ARRANGEMENT**  
**PROPOSED SITE PLAN**  
(istand design)

NO	DATE	DESIGNER	SCALE
11	13 JULY 2001	R. LINDSAY	AS SHOWN

PROJECT: A1c:125 A3:1250  
CLIENT: HOPE/0002  
DRAWING NO: D002  
PAGE: 2

ISSUED PURSUANT TO  
DELEGATED AUTHORITY  
ON BEHALF OF  
COUNCIL

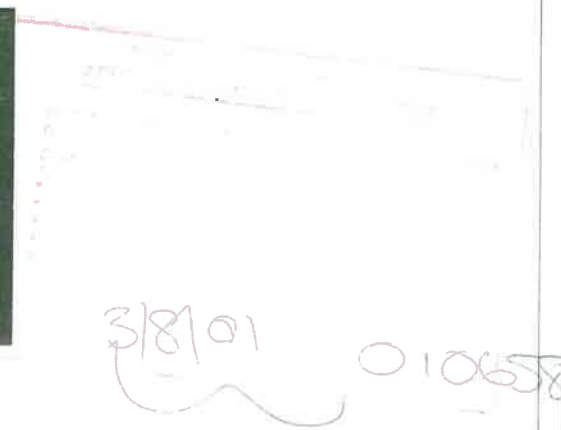
13 July 2001  
R. Lindsey

4765



**CALTEX**

Caltex New Zealand Limited



# HOPE DIESEL STOP

SITE LOCATION CODE: 5541

ADDRESS: MAIN ROAD, HOPE, NELSON

Property owners have a legal obligation under the Resource Management Act 1976 to have a competent plumber and registered drainlayer carry out their appropriate trade. Failure to do so could lead to legal action.

**ES** ELECTRICAL CONSULTING SERVICES LTD  
PO. BOX 112068, 16 BOTHA ROAD, PENROSE, AUCKLAND.  
TELEPHONE: (09) 5257877. FACSIMILE: (09) 5796790.

 HYDRAULIC SERVICES CONSULTANTS  
8 Melrose Street  
Newmarket  
Ph 64-9-520 7738  
Fax 64-9-520 7739

  
**JAWA**  
STRUCTURES  
LIMITED

Civil & Structural Consulting Engineers  
88 Melrose Street, Newmarket, Auckland  
Phone (09) 520-7740, Fax (09) 520-7741

  
GROUP  
**DESIGN**  
LIMITED  
23 Woodbine Road  
Mt. Eden, Auckland  
Tel 04 08 058 7700  
Fax 04 08 058 7708  
dave@bdgroup.co.nz

4165

5974

NO	DATE	DESCRIPTION
1	15/10/14	ISSUED FOR TENDER
2	15/10/14	ISSUED FOR TENDER
3	15/10/14	ISSUED FOR TENDER
4	15/10/14	ISSUED FOR TENDER
5	15/10/14	ISSUED FOR TENDER

NO	DATE	DESCRIPTION
1	15/10/14	ISSUED FOR TENDER
2	15/10/14	ISSUED FOR TENDER
3	15/10/14	ISSUED FOR TENDER
4	15/10/14	ISSUED FOR TENDER
5	15/10/14	ISSUED FOR TENDER

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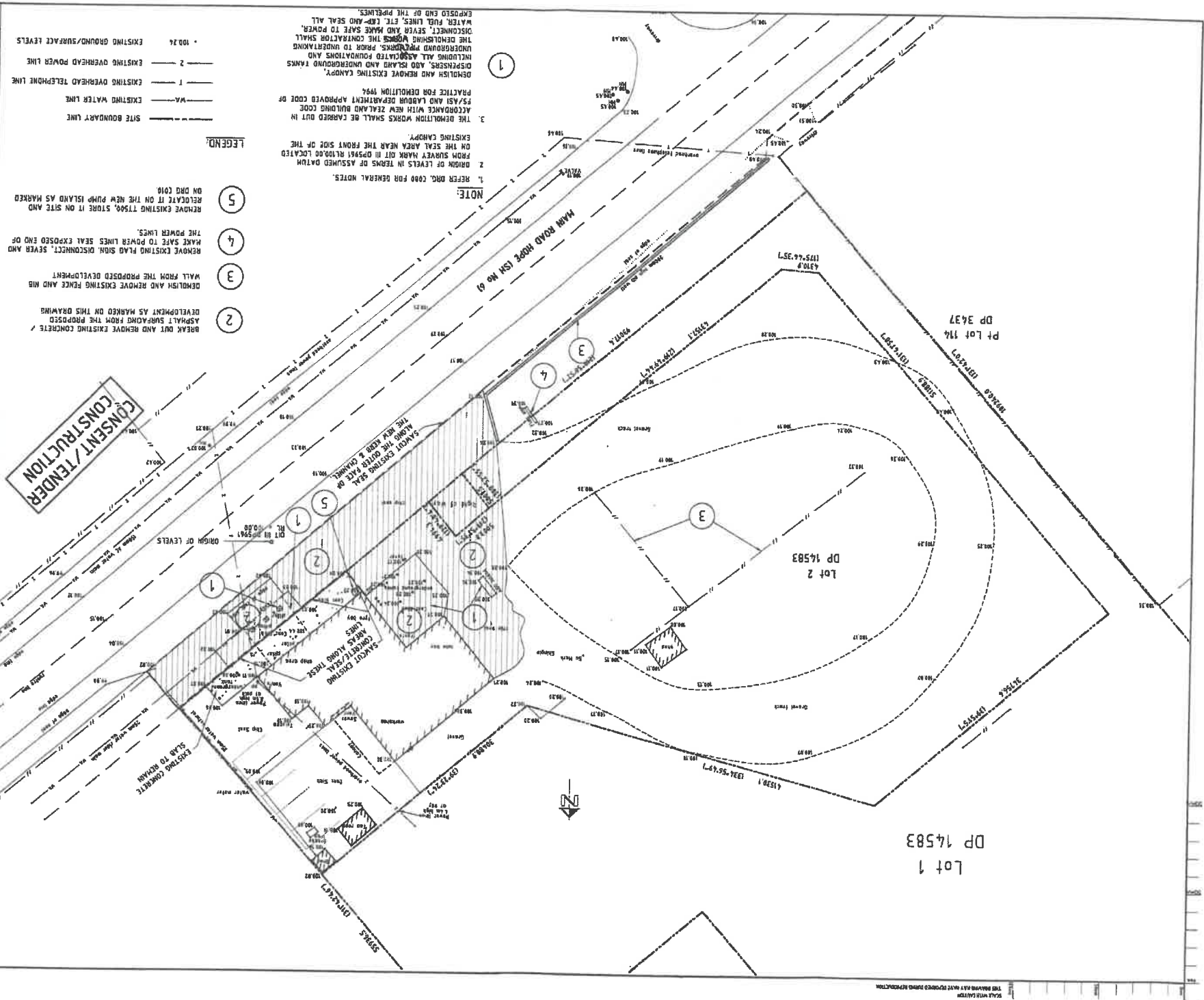
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**GENERAL NOTES**

1. DO NOT SCALE OFF DIMENSIONS ON SITE.
2. DIMENSIONS SHALL VARY AND BE RESPONSIBLE FOR ALL DIMENSIONS ON SITE.
3. PROJECT MANAGERS TO BE NOTIFIED OF ANY VARIATION BETWEEN SITE DIMENSIONS AND THOSE ON PLANS.
4. THIS DRAWING IS THE PROPERTY OF CALTEX. IT IS LOANED TO YOU FOR YOUR INFORMATION ONLY AND MUST NOT BE REPRODUCED OR USED IN ANY MANNER WITHOUT PRIOR PERMISSION.
5. THE DRAWING TO BE READ IN CONJUNCTION WITH ALL CHECKED DRAWINGS AND SPECIFICATIONS.
6. ALL DIMENSIONS ARE SHOWN IN MILLIMETRES.

1516 5514C001



- LEGEND**
- ① BREAK OUT AND REMOVE EXISTING CONCRETE / ASPHALT SURFACING FROM THE PROPOSED DEVELOPMENT AS MARKED ON THIS DRAWING.
  - ② DEMOLISH AND REMOVE EXISTING FENCE AND MIB WALL FROM THE PROPOSED DEVELOPMENT.
  - ③ REMOVE EXISTING FLAG SIGN, DISCONNECT, SEWER AND MAKE SAFE TO POWER LINES SEAL EXPOSED END OF THE POWER LINES.
  - ④ REMOVE EXISTING TPO, STORE IT ON SITE AND RELOCATE IT ON THE NEW PUMP ISLAND AS MARKED ON DND 010.
  - ⑤

**NOTE:**

1. REFER DND, COND FOR GENERAL NOTES.
2. ORIGIN OF LEVELS IN TERMS OF ASSUMED DATUM FROM SURVEY MARK G11 IN DP5961 R100.00 LOCATED ON THE SEAL AREA NEAR THE FRONT SIDE OF THE EXISTING CANOPY.
3. THE DEMOLITION WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH NEW ZEALAND BUILDING CODE OF PRACTICE FOR DEMOLITION 1994.
4. DEMOLISH AND REMOVE EXISTING CANOPY, DISPENSERS, AND ISLAND AND UNDERGROUND TANKS INCLUDING ALL ASSOCIATED FOUNDATIONS AND UNDERGROUND SERVICES. PRIOR TO UNDERMINING THE EXISTING CONCRETE COMPARTMENT SHALL DISCONNECT, SEWER AND MAKE SAFE TO POWER, WATER, FUEL LINES, ETC. LIFT AND SEAL ALL EXPOSED END OF THE PIPELINES.

- SITE BOUNDARY LINE
- EXISTING WATER LINE
- EXISTING OVERHEAD TELEPHONE LINE
- EXISTING OVERHEAD POWER LINE
- EXISTING GROUND/SURFACE LEVELS

**GENERAL NOTES**  
 2. DO NOT SCALE OFF DRAWING.  
 3. CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS ON SITE.  
 4. PROJECT HANDBOOK TO BE NOTIFIED OF ANY VARIATION FROM THE DRAWING AND THESE ON PLANS.  
 5. ALL SITE SERVICES AND UTILITIES TO BE SHOWN AND LOCATED AND MUST BE PROTECTED BY THE CONTRACTOR AT ALL TIMES.  
 6. ALL DIMENSIONS ARE SHOWN IN METERS UNLESS OTHERWISE SPECIFIED.  
 7. CHECK ALL WORK TO BE DONE IN CONFORMANCE WITH ALL CITY COUNCIL STANDARDS.  
 8. ALL DIMENSIONS ARE SHOWN IN METERS UNLESS OTHERWISE SPECIFIED.

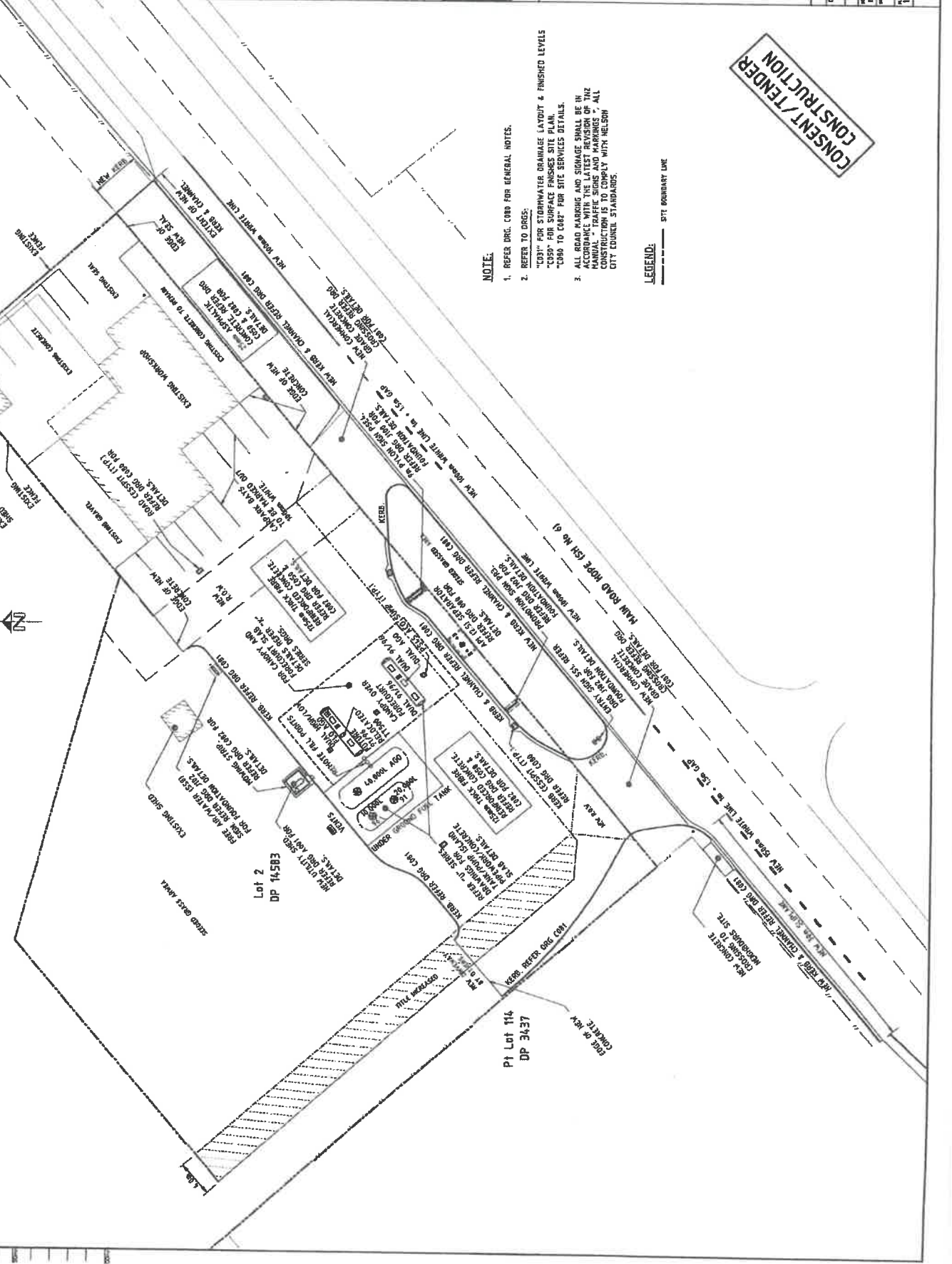


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**HOPE DIESEL STOP  
 MAIN ROAD  
 HOPE, NELSON  
 PROPOSED SITE PLAN**

DATE	BY	FOR	REVISIONS
15/16	ZZ	AS	ISSUE FOR CONSTRUCTION
15/16	ZZ	AS	ISSUE FOR CONSTRUCTION



**NOTE.**  
 1. REFER DRC. CDB FOR GENERAL NOTES.  
 2. REFER TO DROS:  
 "CDB" FOR STORMWATER DRAINAGE LAYOUT & FINISHED LEVELS  
 "SFP" FOR SURFACE FINISHED SITE PLAN.  
 "CDB TO CDB" FOR SITE SERVICES DETAILS.  
 3. ALL ROAD MARKING AND SIGNAGE SHALL BE IN ACCORDANCE WITH THE LATEST REVISION OF THE CITY COUNCIL STANDARDS. ALL CONSTRUCTION IS TO COMPLY WITH NELSON CITY COUNCIL STANDARDS.

**LEGEND:**  
 --- SITE BOUNDARY LINE

**CONSENT/TENDER  
 CONSTRUCTION**

Lot 1  
 DP 14563

PI Lot 114  
 DP 3437

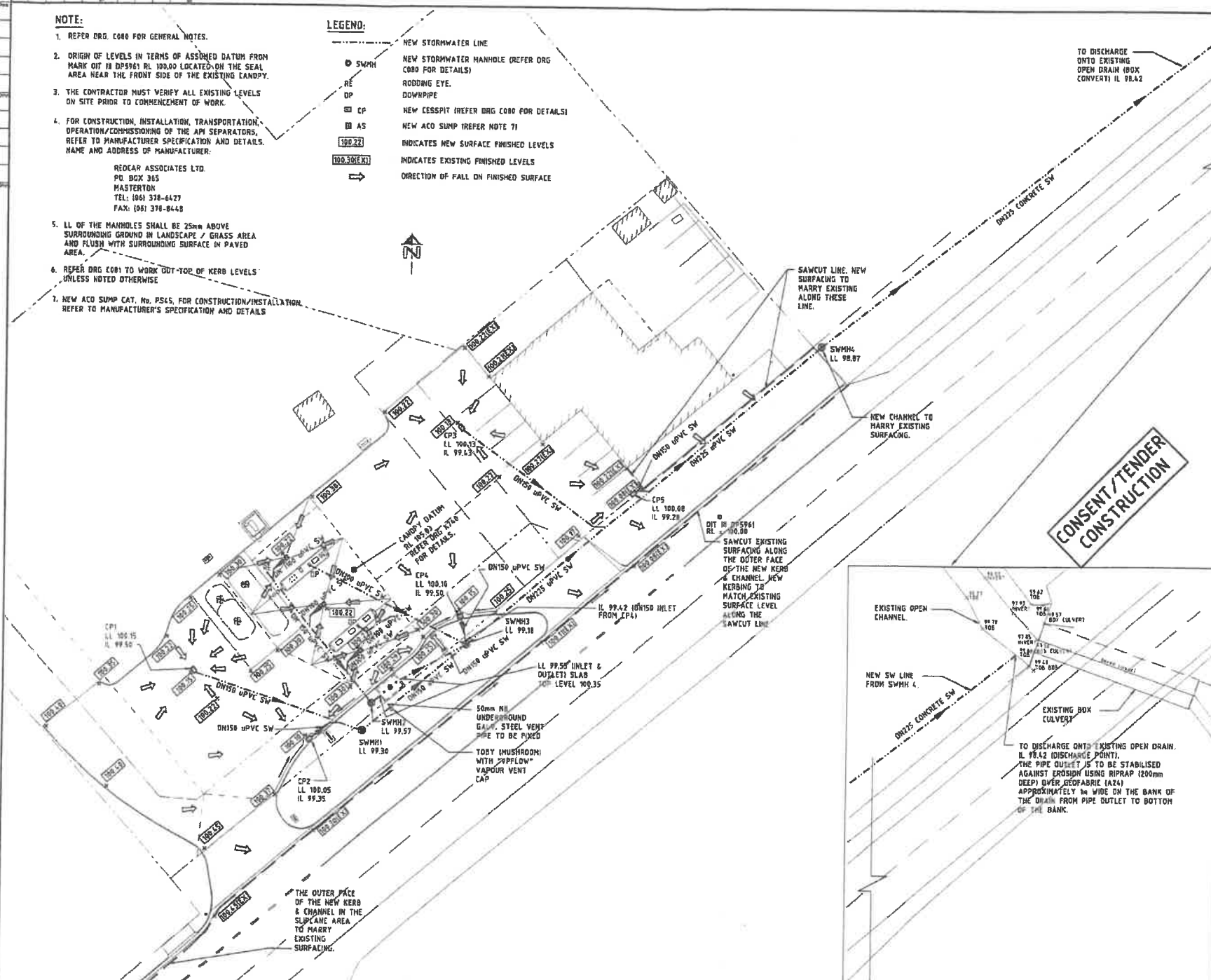
Lot 2  
 DP 14563

**NOTE:**

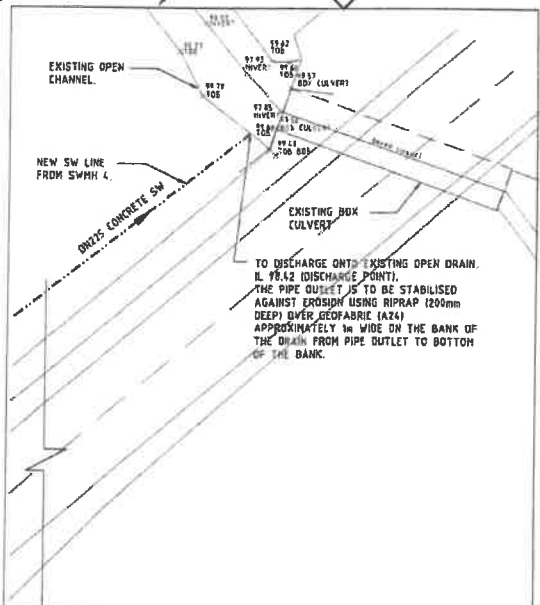
1. REFER DRG. C080 FOR GENERAL NOTES.
2. ORIGIN OF LEVELS IN TERMS OF ASSIGNED DATUM FROM MARK OIT IN DPS961 RL 100.00 LOCATED ON THE SEAL AREA NEAR THE FRONT SIDE OF THE EXISTING LANDFILL.
3. THE CONTRACTOR MUST VERIFY ALL EXISTING LEVELS ON SITE PRIOR TO COMMENCEMENT OF WORK.
4. FOR CONSTRUCTION, INSTALLATION, TRANSPORTATION, OPERATION/COMMISSIONING OF THE API SEPARATORS, REFER TO MANUFACTURER SPECIFICATION AND DETAILS, NAME AND ADDRESS OF MANUFACTURER:  
  
REDCAR ASSOCIATES LTD.  
PO. BOX 365  
MASTERTON  
TEL: (06) 378-6427  
FAX: (06) 378-6448
5. LL OF THE MANHOLES SHALL BE 25mm ABOVE SURROUNDING GROUND IN LANDSCAPE / GRASS AREA AND FLUSH WITH SURROUNDING SURFACE IN PAVED AREA.
6. REFER DRG C081 TO WORK ODT-TOP OF KERB LEVELS UNLESS NOTED OTHERWISE
7. NEW ACO SUMP CAT. No. PS45, FOR CONSTRUCTION/INSTALLATION REFER TO MANUFACTURER'S SPECIFICATION AND DETAILS

**LEGEND:**

- NEW STORMWATER LINE
- NEW STORMWATER MANHOLE (REFER DRG C080 FOR DETAILS)
- RODDING EYE
- DOWNPIPE
- NEW CESSPIT (REFER DRG C080 FOR DETAILS)
- NEW ACO SUMP (REFER NOTE 7)
- INDICATES NEW SURFACE FINISHED LEVELS
- INDICATES EXISTING FINISHED LEVELS
- DIRECTION OF FALL ON FINISHED SURFACE



**CONSENT/TENDER CONSTRUCTION**



**GENERAL NOTES**

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6. ALL DIMENSIONS ARE SHOWN IN MM (MILLIMETERS)



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Civil & Structural Consulting Engineers  
8 Melrose Street, Newmarket, Auckland  
Phone (09) 525-7740, Fax (09) 525-7745

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**REVISIONS**



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**HOPE DIESEL STOP  
MAIN ROAD  
HOPE, NELSON  
PROPOSED DRAINAGE AND  
FINISHED LEVELS LAYOUT  
PLAN**

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CHKD AR	DATE 14/11	DATE
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**CONSENT / FENDER  
CONSTRUCTION**

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  - ALL DIMENSIONS ARE SHOWN IN MM UNLESS SPECIFIED.



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5 Melrose Street, Newmarket, Auckland  
Phone (09) 820-7740, Fax (09) 820-7741

REV.	BY	DATE	DESCRIPTION OF CHANGE	CHKD	APP.
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**HOPE DIESEL STOP  
MAN ROAD  
HOPE, NELSON  
SURFACE FINISHES SITE  
LAYOUT PLAN**

APPROVALS		INITIALS	DATE
DESIGN			
CIVIL ENGINEER/REGISTERED BY BOARD			
DESIGN	DATE	DESIGNED	DATE
BY	27.03.01	AN	27.03.01
CHECKED	DATE	CHECKED	DATE
BY	27.03.01	BJT	27.03.01
PLT. DATE	REV. DATE	CD. NO.	CD. NO.
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- ALLOW FOR FIELD DENSITY TEST AT BASE AND SUB-BASE LEVEL AT MAX. 10m GRID BY A NUCLEAR DENSITOMETER TO BE DONE BY AN APPROVED TESTING LABORATORY FOR ACTUAL COMPACTED DENSITY REQUIREMENT OF BASE/SUB-BASE/SUBGRADE/FILL. REFER TO THE SPECIFICATIONS. THE TEST RESULT SHOULD BE APPROVED BY THE PROJECT MANAGER PRIOR TO PLACING ASPHALT/CONCRETE.
- THE CONTRACTOR SHALL CHECK THE AVAILABILITY OF 335 MESH AT THE TIME OF FENDER. IF UNAVAILABLE OR IT IS MORE EXPENSIVE THEN IT SHALL BE REPLACED WITH M10 @ 300 CRS EACH WAY.
- STEEL FIBRE REINFORCED CONCRETE INCLUDING VAPOUR BARRIER WILL BE SUPPLIED, LAID AND ALL JOINTING (EXCLUDING SEALANTS) COMPLETED BY:

FIRTH INDUSTRIES LTD.  
P.O. BOX 30187  
LOWER HUTT  
WELLINGTON  
ATTN: MALCOLM THOMSON  
TEL: 04-5764410, 025-323783  
FAX: 04-5651830

**LEGEND:**

- SAWCUT JOINT (S.C.) REFER TO DRG C082 FOR DETAILS
- CONSTRUCTION JOINT (C.J.) REFER DRG C082 FOR DETAILS
- 125mm STEEL FIBRE REINFORCED CONCRETE (REFER NOTE 9 & DRG C082 FOR TYP SECTION).
- 125mm THICK STEEL FIBRE (TYPE RC-65/60-BM, DOSAGE 20KG/CUM) REINFORCED CONCRETE (25MPa) OVER A VAPOUR BARRIER, OVER 25mm DRESSING COURSE (COMPACTED TO MIN. 95% DENSITY), OVER MIN. 150mm (COMPACTED TO MIN. 95% DENSITY) THICKNESS OF 15mm DOWN CRUSHED ROCK HARDFILL, GRADING SHOULD COMPLY WITH THE SPECIFICATION FOR GAP65 SUB-BASECOURSE OR SIMILAR APPROVED LOCALLY AVAILABLE MATERIAL.
- FORECOURT/TANK SLAB AREA (REFER DRG C082 FOR TYP SECTION).
- 155mm THICK CONCRETE (25MPa) WITH 335 MESH WITH 60mm TOP COVER, OVER POLYETH. OVER 25mm COMPACTED DRESSING COURSE, OVER MIN. 150mm COMPACTED THICKNESS OF 15mm DOWN CRUSHED ROCK HARDFILL, GRADING SHOULD COMPLY WITH THE SPECIFICATION FOR GAP65 SUB-BASECOURSE OR SIMILAR APPROVED LOCALLY AVAILABLE MATERIAL.
- 25mm THICK ASPHALTIC CONCRETE AREAS (REFER DRG C082 FOR TYP. SECTION).
- LAY 25mm PLANTMIX COMPACTED THICKNESS OF M10 ASPHALTIC CONCRETE PLACED IN ONE LAYER, OVER MIN. 125mm COMPACTED THICKNESS OF T12/MRS PL - AP40 BASECOURSE, OVER MIN. 150mm COMPACTED THICKNESS OF 65mm DOWN CRUSHED ROCK HARDFILL SUB-BASECOURSE (GRADING SHOULD COMPLY WITH THE SPECIFICATION OF GAP65 SUB-BASECOURSE) OR SIMILAR APPROVED LOCALLY AVAILABLE MATERIAL.
- 125mm (20 MPa) CONCRETE CROSSING (REFER TO DRG. C082 FOR DETAILS)
- SEED GRASS AREA

**NOTE:**

- REFER DRG. C080 FOR GENERAL NOTES.
- EXCAVATION MATERIAL FROM EXISTING GROUND LEVEL TO PROPOSED SUBGRADE LEVEL SHALL BE CUT AND DISPOSED OFF SITE. THE LOCATION WHERE THE CUT MATERIAL TO BE DISPOSED SHOULD BE APPROVED BY THE PROJECT MANAGER PRIOR TO COMMENCEMENT OF THIS WORK.
- IN CUT AREA THE CONTRACTOR SHALL SCARIFY AND RECOMPACT THE EXISTING SUBGRADE TO A DEPTH OF 150mm. PRIOR TO PLACING SUB-BASE/BASE.
- IMPORTED FILL MATERIAL IF REQUIRED SHOULD BE GAP65 OR SIMILAR APPROVED LOCALLY AVAILABLE MATERIAL COMPACTED IN 150mm LAYERS UP TO SUBGRADE LEVEL.
- ALTERNATIVE SUB-BASE/FILL MATERIALS MAY BE CONSIDERED BUT WILL BE SUBJECT TO THE PROJECT MANAGER'S APPROVAL.
- PROOF ROLLING ON THE SUBGRADE LEVEL SHOULD BE CARRIED OUT USING A STEEL WHEELED STATIC DRUM ROLLER OF ABOUT 12 TONS) TO DETECT SOFT SPOTS. THE SOFT SPOT MATERIAL SHOULD BE REMOVED, BACKFILLED WITH GAP65 OR SIMILAR APPROVED LOCALLY AVAILABLE MATERIAL COMPACTED IN 150mm LAYERS. THIS WORK SHOULD BE CARRIED OUT IN PRESENCE OF THE ENGINEER. THE CONTRACTOR TO MAKE NECESSARY ARRANGEMENT WITH THE ENGINEER THROUGH THE PROJECT MANAGER PRIOR TO COMMENCING THIS WORK.

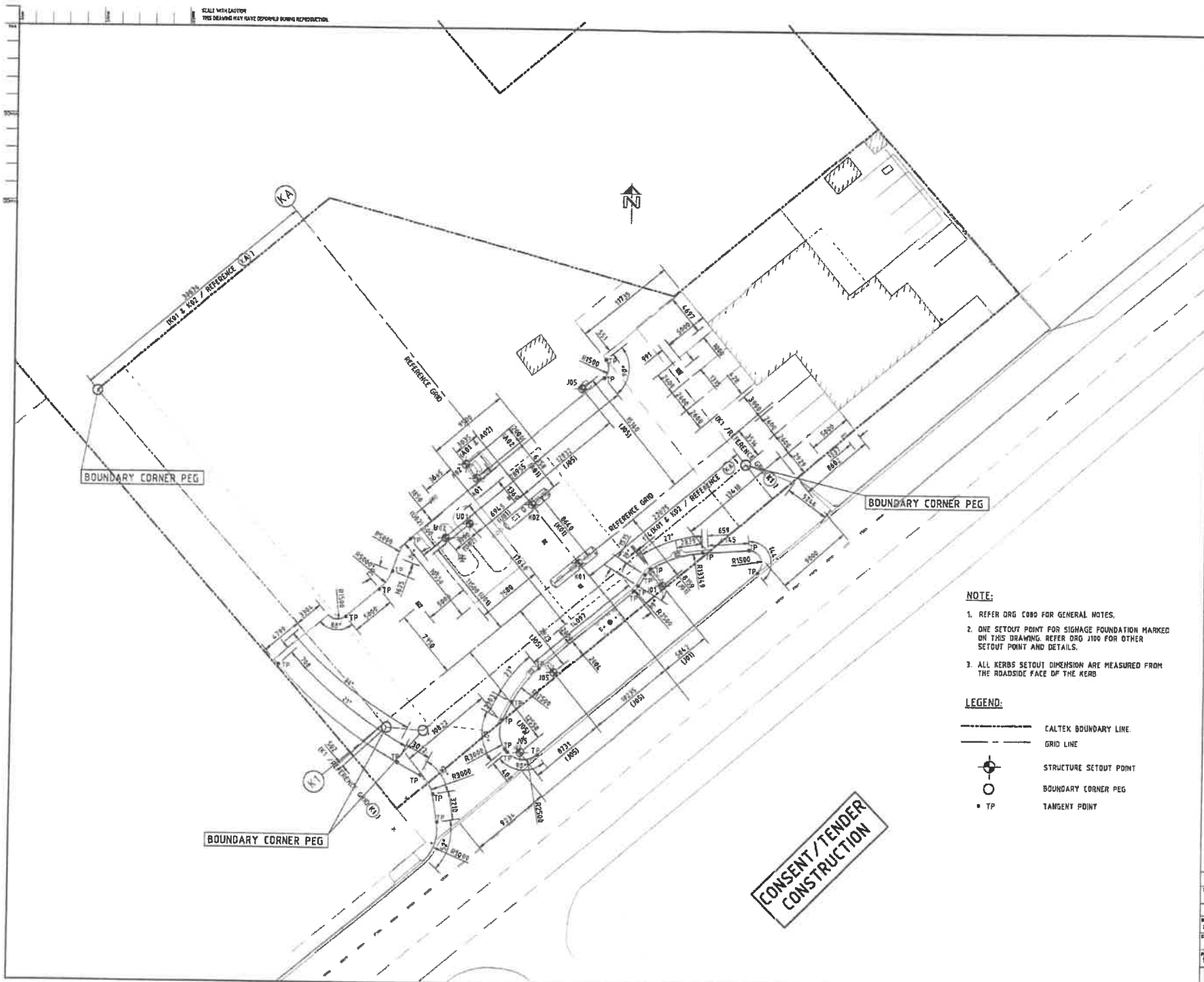
CONCRETE SLAB EDGE FINISHING REFER DRG C081 FOR DETAILS.

CONCRETE SLAB EDGE FINISHING REFER DRG C081 FOR DETAILS.

CONCRETE SLAB EDGE FINISHING REFER DRG C081 FOR DETAILS.

MAIN ROAD HOPE (SH NO 6)

SCALE WITH CAUTION  
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- GENERAL NOTES**
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  3. PROJECT MANAGER TO BE NOTIFIED OF ANY VARIATION BETWEEN SITE DIMENSIONS AND THOSE ON PLANS.
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  5. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL CONSULTANTS DRAWINGS AND SPECIFICATIONS.
  6. ALL DIMENSIONS ARE SHOWN IN MM (MILLIMETERS).



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REVISIONS



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**NOTE:**

1. REFER DRG C080 FOR GENERAL NOTES.
2. ONE SETOUT POINT FOR SIGNAGE FOUNDATION MARKED ON THIS DRAWING. REFER DRG J100 FOR OTHER SETOUT POINT AND DETAILS.
3. ALL KERBS SETOUT DIMENSION ARE MEASURED FROM THE ROADSIDE FACE OF THE KERB.

**LEGEND:**

- CALTEX BOUNDARY LINE
- GRID LINE
- STRUCTURE SETOUT POINT
- BOUNDARY CORNER PEG
- TANGENT POINT

**HOPE DIESEL STOP  
MAIN ROAD  
HOPE, NELSON  
SITE WORKS SETOUT  
LAYOUT PLAN**

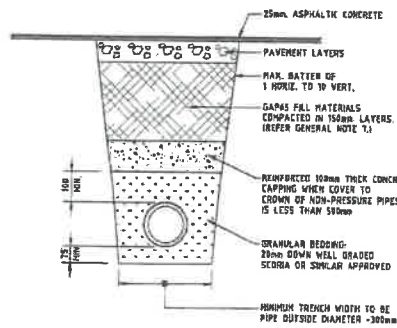
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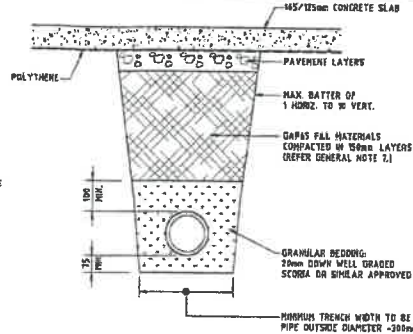


**NOTES**  
**GENERAL**

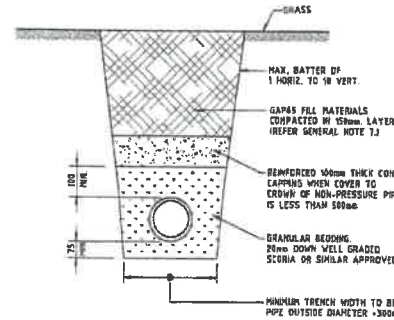
- ALL DRAWINGS TO BE READ IN CONJUNCTION WITH THE SPECIFICATION.
- EXISTING SERVICES ARE SHOWN INDICATIVELY ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE THE POSITION AND DEPTH. BEFORE CONSTRUCTION COMMENCES, OF ALL SERVICES THAT COULD BE ADVERSELY AFFECTED BY THEIR OPERATIONS.
- ALL WORK TO BE IN ACCORDANCE WITH THE TERRITORIAL AUTHORITY STANDARDS.
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.
- CONCRETE TO BE 28 MPa UNLESS OTHERWISE NOTED.
- CESSPIT POSITIONS AND GRATE LEVELS ARE APPROXIMATE. FINAL POSITIONS ARE TO SUIT SURFACE LEVELS.
- INSTEAD OF USING SPECIFIED MATERIALS THE CONTRACTOR MAY USE SIMILAR APPROVED LOCALLY AVAILABLE MATERIALS. CONTRACTOR SHALL SUBMIT AN ALTERNATIVE PROPOSAL FOR USING LOCALLY AVAILABLE MATERIALS.



**TYPICAL uPVC PIPE BEDDING DETAIL UNDER ASPHALTIC CONCRETE**  
NTS.



**TYPICAL uPVC PIPE BEDDING DETAIL UNDER CONCRETE SLAB**  
NTS.



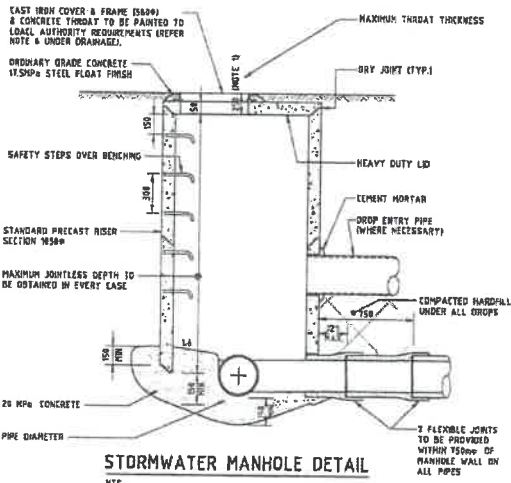
**TYPICAL uPVC/CONC. PIPE BEDDING DETAIL UNDER GRASS**  
NTS.

**EARTHWORKS**

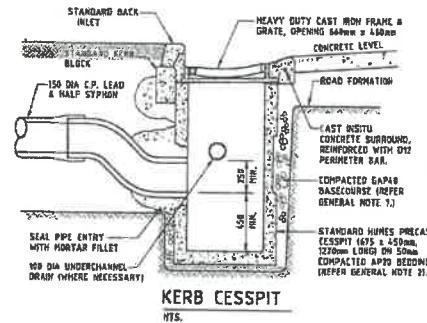
- TEMPORARY BATTERS TO HAVE A 1:2 MAXIMUM SLOPE.
- WORK TO INCLUDE THE STOPPING OF VEGETATION, TOPSOIL, & ANY SURFACE DELICIOUS MATTER. THIS INCLUDES THE BREAKING OUT OF SUBSTRUCTURES AND HARD PAVING WHERE REQUIRED, AND THE REMOVAL OF EXISTING TREES.
- THE ENGINEER TO INSPECT THE SUBGRADE BEING PROOF ROLLED PRIOR TO PLACEMENT OF FILL OR POURING OF CONCRETE. SOFT SPOTS TO BE EXCAVATED AS NECESSARY, AND SUBGRADE BROUGHT BACK TO LEVEL WITH GAPS COMPACTED AS SPECIFIED.
- CARE IS TO EXERCISED ADJACENT TO EXISTING TREES THAT ARE TO BE RETAINED. ANY EXCAVATION SHALL BE PERFORMED BY HAND.

**DRAINAGE**

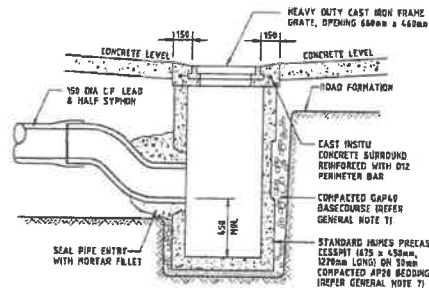
- ALL DRAINAGE WORK SHALL BE IN ACCORDANCE WITH THE NEW ZEALAND BUILDING CODE AND TERRITORIAL AUTHORITY STANDARDS.
- ALL NEW CESSPITS FRAME & GRATE TO BE HEAVY DUTY CAST IRON UNLESS OTHERWISE NOTED.
- ALL PIPES ARE HEAVY DUTY uPVC/CONCRETE UNLESS NOTED OTHERWISE.
- ALL MANHOLE RISERS ARE 1800p UNLESS OTHERWISE NOTED.
- COVER LEVELS FOR MANHOLES ARE APPROXIMATE ONLY. FINAL COVER LEVELS SHALL BE 25mm ABOVE SURROUNDING GROUND IN LANDSCAPED/GRASS AREAS AND FLUSH WITH SURROUNDING GROUND IN PAVED AREAS.
- HEAVY DUTY NON-ROCK MANHOLE FRAMES & COVERS TO BE USED IN ROADS & PAVED AREAS. MEDIUM DUTY FRAMES AND COVERS MAY BE USED IN LANDSCAPED/GRASS AREAS.
- ADJUST EXISTING MANHOLE FRAMES & COVERS TO SUIT NEW GROUND/SURFACE LEVELS.
- BEDDING AND SURROUND MATERIAL SHALL COMPLY WITH NZS 4.52 APPENDIX A, AND HAVE A COMPACTION FRACTION OF 0.1 ON LESS.
- BURIED DRAINS TO BE WRAPPED IN "PETERSON" OR SIMILAR APPROVED AT A FALL OF 1:500 (MIN).
- WHERE A SURFACE DRAIN IS TO BE CONSTRUCTED BENEATH ALL KERB CHANNELS AND CONNECTED TO CESSPITS.
- FOR FULL DETAILS OF ALL SANITARY SEWERS REFER TO THE HYDRAULIC CONSULTANT'S DRAWINGS.
- BEFORE DRAINAGE CONSTRUCTION COMMENCES CHECK INVERT LEVELS TO ALL EXISTING PIPES AND MANHOLES AND INFORM THE ENGINEER FOR APPROVAL.



**STORMWATER MANHOLE DETAIL**  
NTS.  
NOTES:  
1 THROAT THICKNESS MAY INCREASE TO 400 WITH HEAVY DUTY LIDS WHEN FIXED SURFACE LEVELS ARE TO BE WATCHED



**KERB CESSPIT**  
NTS.



**ROAD CESSPIT**  
NTS.

- NOTES: 1. ALL CONCRETE TO BE 28 MPa. AT 28 DAYS.  
2. ALL PIPES TO BE FINISHED FLUSH WITH INSIDE WALL OF CESS PIT

**GENERAL NOTES**

- DO NOT SCALE OFF DRAWING.
- CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS ON SITE.
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Phone (09) 820-7740, Fax (09) 820-7741

A	ZL	21.07.21	CONSULT/ISSUE/CONSTRUCTION	AR	01
REV.	BY	DATE	DESCRIPTION OF CHANGE	BY	APP.

REVISIONS



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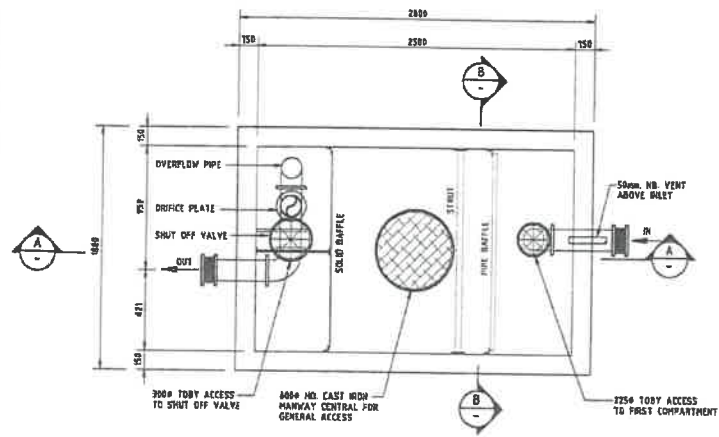
**HOPE DIESEL STOP  
MAIN ROAD  
HOPE, NELSON  
SITE SERVICES DETAILS  
SHEET 1**

APPROVALS	DETAILS	BATE
CNC		
LAD DRAWING DO NOT REUSE BY HAND		
DRAWN ZL	DATE 21.07.21	ISSUED AR
CHECKED AR	DATE 21.07.21	DESIGNED AR
PLAT SCALE 1:1	WELL NO. AS SHOWN	SPR WELL NO. 5514.C080
1516	DRAWING NO. 5514.C080	REV. A

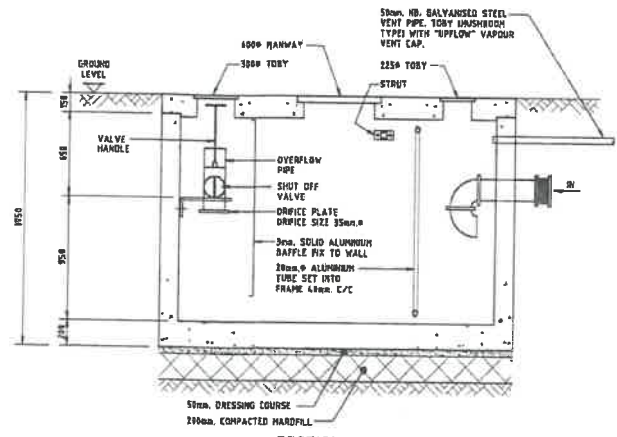
CONSENT / TENDER  
CONSTRUCTION

4165

SCALE WITH CAUTION  
THIS DRAWING MAY HAVE FORMER EDITION REPRODUCTION.

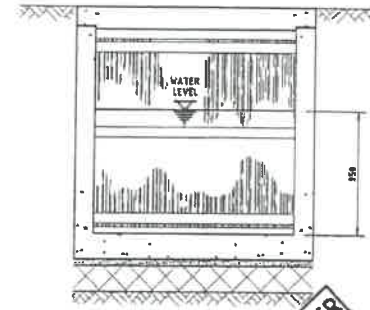


PLAN  
M.T.S.



SECTION A - A  
M.T.S.

TYPICAL DETAIL FOR API 2.5 SEPARATOR



SECTION B - B  
M.T.S.

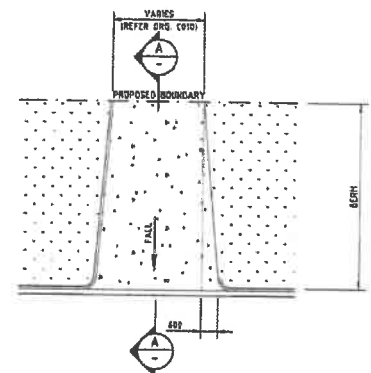
NOTE:  
1. FOR CONSTRUCTION, INSTALLATION, TRANSPORTATION, OPERATION/COMPRESSIONING OF THE API SEPARATORS, REFER TO MANUFACTURER SPECIFICATION AND DETAILS NAME AND ADDRESS OF MANUFACTURER:  
ROCAR ASSOCIATES LTD.  
P.O. BOX 315  
HAVERSTON  
TEL: (01) 378-4427  
FAX: (01) 378-8448

GENERAL NOTES  
1. DO NOT SCALE OFF DIMENSIONS.  
2. CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS ON SITE.  
3. PROJECT MANAGER TO BE NOTIFIED OF ANY VARIATION BETWEEN SITE DIMENSIONS AND THOSE ON PLANS.  
4. THIS DRAWING IS THE PROPERTY OF CALTEX NEW ZEALAND LIMITED AND MUST NOT BE USED, COPIED OR REPRODUCED IN WHOLE OR PART WITHOUT PRIOR WRITTEN PERMISSION.  
5. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS AND SPECIFICATIONS.  
6. ALL DIMENSIONS ARE SHOWN IN MM (MILLIMETERS).

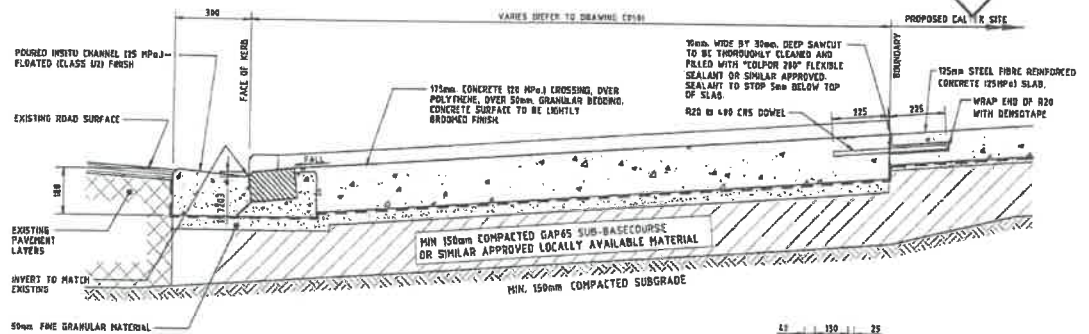


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Phone (09) 820-7740, Fax (09) 820-7741

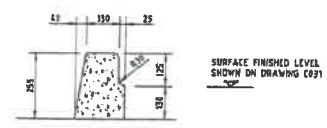
CONSENT/TENDER  
CONSTRUCTION



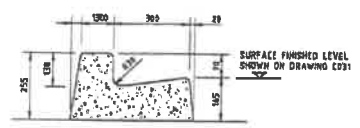
TYPICAL PLAN - COMMERCIAL GRADE CROSSING TO PROPOSED SITE  
M.T.S.



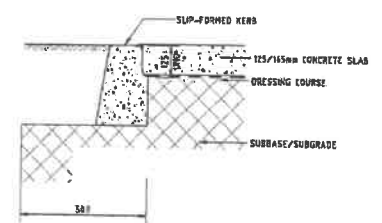
SECTION A - A  
SCALE 1:20



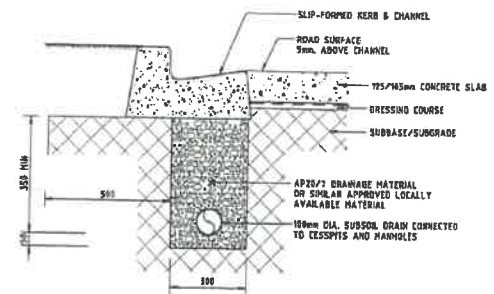
DIMENSION OF SLIP-FORMED NON-MOUNTABLE KERB  
SCALE 1:20



DIMENSION OF SLIP-FORMED KERB & CHANNEL  
SCALE 1:20



TYPICAL SLIP-FORMED KERB DETAIL  
SCALE 1:20



TYPICAL SLIP-FORMED KERB & CHANNEL DETAIL  
SCALE 1:20

NO.	DATE	DESCRIPTION OF CHANGE	ENGR	APP
A	21.12.21	CONSENT/TENDER/CONSTRUCTION	AD	EA

REVISIONS

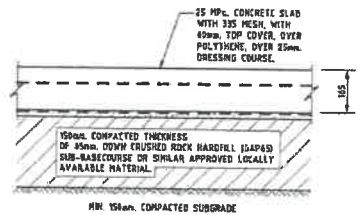


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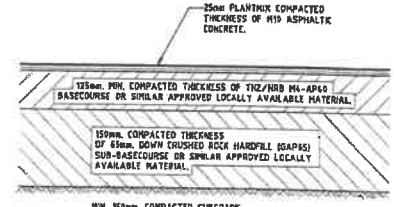
HOPE DIESEL STOP  
MAIN ROAD  
HOPE, NELSON  
SITE SERVICES DETAILS  
SHEET 2

APPROVAL	INITIALS	DATE
CIVIL		
CAD DRAWING-DON NOT REVIEW BY HAND		
DRAWN BY	DATE	REVISION
CHKD BY	DATE	NO.
DATE	BY	NO.
PROJECT NO.	SCALE	CAD FILE NO.
1516	M.T.S.	5514C081
ISSUED BY	SCALE	NO.
1516	5514C081	A

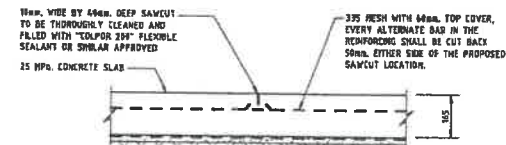
1/16/5



**TYP. X-SECT - REINF. CONC PAVEMENT FOR FORECOURT/TANK SLAB**  
SCALE 1:20

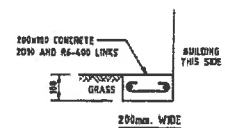


**TYP X-SECT. 25mm ASPHALT CONC. PAVEMNT**  
SCALE 1:20

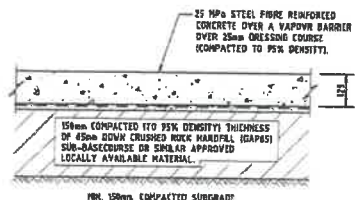


**TYPICAL SAWCUT JOINT**  
SCALE 1:20

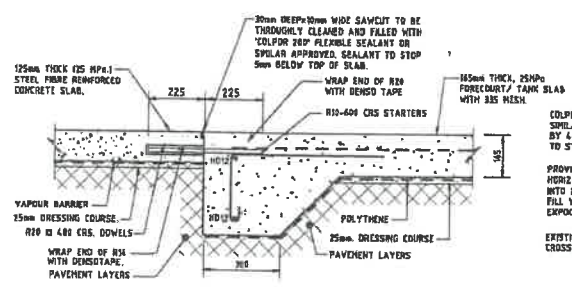
- NOTE:**
- SAWCUT TO BE SAWN 24 HOURS AFTER POURING
  - DEPTH OF SAWCUT IN CONCRETE CROSSING SHALL BE 45mm.



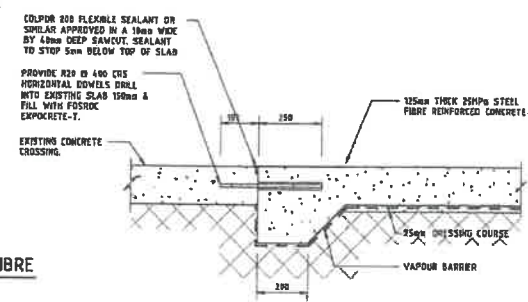
**TYP. MOWING STRIP**  
SCALE 1:20



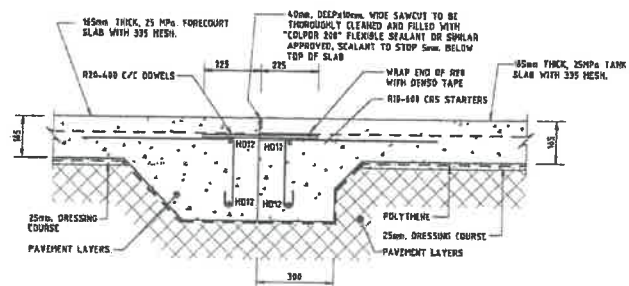
**TYP. X-SECT - REINF. CONC PAVEMENT FOR STEEL FIBRE REINFORCED CONC. SLAB**  
SCALE 1:20



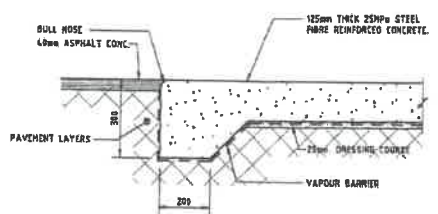
**TYPICAL CONSTRUCTION JOINT BETWEEN STEEL FIBRE REINF. CONC. SLAB & FORECOURT/TANK SLAB**  
SCALE 1:20



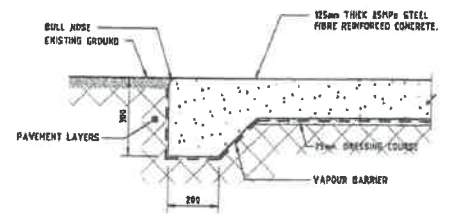
**TYP. SECTION BETWEEN EXISTING & NEW CONCRETE**  
SCALE 1:20



**TYPICAL CONSTRUCTION JOINT BETWEEN FORECOURT AND TANK SLAB**  
SCALE 1:20



**TYP. CONCRETE ABUTTING ASPHALTIC CONCRETE**  
SCALE 1:20



**TYP. CONCRETE ABUTTING EXISTING GROUND**  
SCALE 1:20

- GENERAL NOTES**
- DO NOT SCALE OFF DRAWING.
  - CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS ON SITE.
  - PROJECT MANAGER TO BE NOTIFIED OF ANY VARIATION BETWEEN SITE CONDITIONS AND THOSE ON PLANS.
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REV.	BY	DATE	DESCRIPTION OF CHANGE	CHKD	APP
A	ZL	27.03.11	CONSENT/TENDER/CONSTRUCTION	AR	LF



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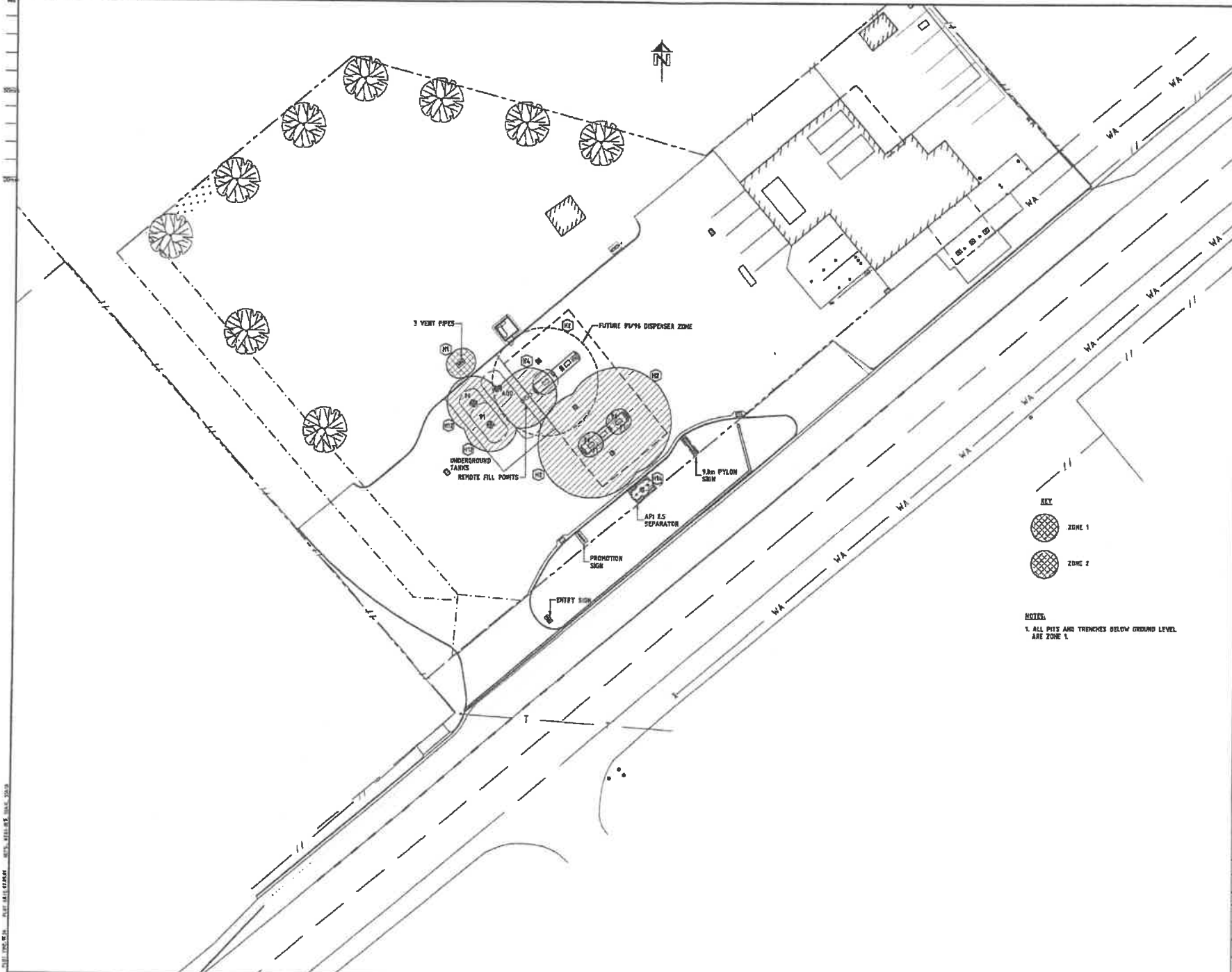
**HOPE DIESEL STOP  
MAIN ROAD  
HOPE, NELSON  
SITE SERVICES DETAILS  
SHEET 3**

**CONSENT/TENDER  
CONSTRUCTION**

APPROVALS	INITIALS	DATE
CHC		
CAD DRAWING DO NOT REMOVE BY HAND		
DATE	DESIGNED	CHECKED
27.03.11	AR	LF
DATE	DESIGNED	CHECKED
27.03.11	AR	LF
SCALE	DATE	NO.
1:20	A3	5541C082
1516	5541C082	A

4915

SCALE WITH LAYOUT  
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**GENERAL NOTES**

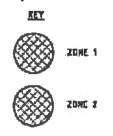
- DO NOT SCALE OFF DRAWING
- CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS ON SITE.
- PROJECT MANAGER TO BE ADVISED OF ANY VARIATION BETWEEN SITE OPERATORS AND THOSE ON PLANS.
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**ECS ELECTRICAL CONSULTING SERVICES LTD**  
 P.O. BOX 10306, 229 STATION ROAD, PUNEHU, AUCKLAND.  
 TELEPHONE: (09) 523 8777. FACSIMILE: (09) 579 9390.

REV.	BY	DATE	DESCRIPTION OF CHANGE	CHKD	APP.
REVISIONS					



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**NOTES**

- ALL PITS AND TRENCHES BELOW GROUND LEVEL ARE ZONE 1.

**HOPE DIESEL STOP  
 MAIN ROAD  
 HOPE, NELSON  
 SITE SERVICES LAYOUT  
 HAZARDOUS ZONES**

APPROVALS		INITIALS		DATE	
LAD DRAWMING DO NOT REVER BY HAND					
OWNER	DATE	DESIGNER	DATE	CHKD	DATE
N.Z.	21/08/01	N.Z.	21/08/01	CHKD	21/08/01
DATE REV	REV NO	BY	CHKD	DATE	
1/02	1	2001	A1	14/01	A3
5541		21018E006		A	

4/165