

**FURTHER SUBMISSION ON THE PROPOSED WAITOMO DISTRICT PLAN PURSUANT TO
CLAUSE 8 OF THE FIRST SCHEDULE OF THE RESOURCE MANAGEMENT ACT 1991**

To: Waitomo District Council
PO Box 404
Te Kuiti 3941
Attention: Planning Technician

Via email: districtplan@waitomo.govt.nz

Submitter: BP Oil New Zealand Limited Z Energy Limited
PO Box 99 873 PO Box 2091
Auckland 1149 Wellington 6140

Hereafter referred to as the Fuel Companies

Address for Service: 4Sight Consulting Limited
201 Victoria Street West
Auckland Central
Auckland 1010

Attention: Thomas Trevilla
Phone: 020 400 06702
Email: thomas.trevilla@4sight.co.nz

Date: 19 July 2023

1. The Fuel Companies are a submitter (submission number 56) on the Proposed Waitomo District Plan (*the Proposed Plan*).
2. The Fuel Companies' further submission is set out in the attached table.
3. The Fuel Companies' interest in the Proposed Plan is greater than that of the general public.
4. The Fuel Companies could not gain an advantage in trade competition through this further submission.
5. The Fuel Companies wish to be heard in support of this further submissions.
6. If others make similar submissions, the Fuel Companies may be prepared to consider presenting a joint case with them at any hearing.

Signed for and on behalf of BP Oil New Zealand Limited and Z Energy Limited



Thomas Trevilla
Planning and Policy Consultant
4Sight Consulting Limited

19 July 2023

Submission	Submitter	Provision	Relief sought by the submission	Position of the further submission	Reasons for the further submission and the relief sought
17.66	Waka Kotahi	TRAN – Table 3	<p>Amend provision by incorporating threshold for equivalent car movements onto the State Highway:</p> <p><u>Activities adjacent to the state highway network</u> <u>Any development, land use or subdivision located adjacent the state highway network.</u></p> <p><u>ITA Threshold</u> <u>Any activity exceeding 100 equivalent car movements per day requires an ITA.</u></p>	Oppose	<p>The Fuel Companies’ core business in the Waitomo District relates to retail fuel outlets and several of their service stations and truck stops are adjacent to the state highway network (<i>the SHN</i>).</p> <p>The Fuel Companies recognise the importance of managing the effects of activities and development adjacent to the SHN on the SHN’s safety and efficiency. They also recognise the role of Integrated Transport Assessments (<i>ITA</i>) in assessing proposals which may result in a significant number of vehicle movements.</p> <p>The Fuel Companies, however, consider that the relief sought by submission 17.66 is too restrictive, and, in its current wording combined with the way in which it is open for interpretation, may result in the unnecessary provision of ITAs for minor proposals (e.g., a minor expansion to a lawful existing activity adjacent to the SHN which might result in overall vehicle movements just exceeding the specified ITA threshold).</p> <p>Secondly, it is important to note that new vehicle access, or the use of an existing vehicle access for an existing activity which changes in nature or intensity, to the SHN is either a restricted discretionary or discretionary activity under TRAN-R8. The effect of traffic on the SHN is thus not only assessed under the resource consent process but is a core matter of consideration.</p> <p>Lastly, it is also noted that the relief sought by submission 17.66 may create conflict with Table 3’s other rules (for example, certain</p>

Submission	Submitter	Provision	Relief sought by the submission	Position of the further submission	Reasons for the further submission and the relief sought
					<p>activities are excluded from the ITA threshold such as any emergency service facility).</p> <p>For these reasons, the Fuel Companies seek the following relief:</p> <p>(1) That submission 17.66 is disallowed.</p> <p>OR</p> <p>(2) If a general ITA requirement for proposals adjacent to the SHN is inserted into Table 3, that the specified ITA threshold only applies to:</p> <ul style="list-style-type: none"> ▪ A new activity which exceeds the specified ITA threshold. ▪ An expansion to an existing activity where that expansion (excluding the existing activity) results in an exceedance of the specified ITA threshold. <p>OR</p> <p>(3) If the relief sought by submission 17.66 is inserted into Table 3, that service stations are excluded from the specified ITA threshold.</p> <p>This is because service stations rely on existing traffic on the road network for their customers. Customers simply pause their journey for a short period of time at the service station before resuming their journey. Service stations are not destinations.</p>