

APPENDIX 2:

AMENDMENTS TO THE APPLICATION

Connor Marner

From: Fiona Small <Fiona@incite.co.nz>
Sent: Tuesday, 18 July 2017 04:14 p.m.
To: Madeline Seeley
Subject: BP Mosgiel
Attachments: BP - Mosgiel - DCC AEE - Final with LPG volume changed.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Maddy

Thanks for your time on the phone this afternoon. As discussed, we wish to make a minor change to the volume of 9kg bottles of LPG to be stored in cages at the front of the shop.

The application sought two cages with 24 x 9kg bottles of LPG in each. It is now proposed to have two cages, one storing 24 x 9kg bottles and one storing 42 x 9kg bottles. This results in an increase in the amount of LPG to be stored on the site from 432kg to 594kg. Consent is still required for the storage of LPG as a discretionary activity.

In updating the application (as attached), I have noted an error in the volume of LPG to be stored. We sought consent for two cages of 24 x 9kg bottles (432kg) but in the District Plan assessment, I have noted that 648kg is to be stored. Apologies for this inconsistency. It is now superseded by the new volume of 594kg.

Any questions, please do not hesitate to ask.

Thanks very much
Fiona

Fiona Small
Senior Planner



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Connor Marner

From: Fiona Small <Fiona@incite.co.nz>
Sent: Monday, 7 August 2017 03:10 p.m.
To: Madeline Seeley
Subject: BP Mosgiel - Proposed Redevelopment
Attachments: Appendix K - Pre and Post Development Service Assessment.pdf

Hi Maddy

I've just spoken with Scott Purdue at BP and he has confirmed that BP will accept that the stormwater off the forecourt area shall be discharged to the sewer network and all other areas (roofs and non-hazardous areas) shall be discharged to the stormwater network.

Also attached is the pre and post development services assessment as requested.

Thanks very much
Fiona

Fiona Small
Senior Planner



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Connor Marner

From: Karen Sannazzaro
Sent: Monday, 24 July 2017 11:07 a.m.
To: 'Purdue, Scott R'
Cc: Frank van Betuw; John Eteuati
Subject: RE: BP Connect Mosgiel - proposed temporary dewatering & operational stormwater discharge to network

Hi Scott,

Thank you for your email. To clarify any confusion about the DCC position, potentially contaminated runoff from new service station forecourts will no longer be accepted into the DCC stormwater network. Without regular ongoing monitoring of the discharge from this higher-risk area of the site, neither the DCC nor the site operator can confirm the discharge is of acceptable quality. However, the DCC will accept stormwater from the balance of the site into the stormwater network.

Historically, forecourt interceptor discharge has been allowed to discharge into the DCC stormwater network. However, there are a few factors that have meant the DCC have modified their approach to discharges from new developments. These are:

- Meeting Otago Regional Council (ORC) resource consent conditions for [DCC stormwater discharges to the coastal marine area](#) (although these consents are not relevant in this instance)
- The permitted activity rules for stormwater discharge under the ORC Water Plan
- Increasing societal demand for improved quality of discharges (including as identified in the DCC's [Three Water Strategic Direction Statement 2010-2060](#))
- The NPSFM, and ORC proposals to address water quality particularly in the urban environment, including the current/[proposed Otago Regional Policy Statement](#), and the ORC [urban water quality strategy](#) (in development). ORC have indicated there will be future plan changes for both stormwater and hazardous substances (even going so far as saying they will commence mid 2017).
- The current [Trade Waste Bylaw](#) and in particular Schedule 1E. It is noted that the ORC have required as a condition of the coastal stormwater consents, that DCC investigate a stand along stormwater bylaw to control the quality of discharges into the stormwater network.

The DCC propose to more clearly address its requirements for forecourt discharges in a proposed Bylaw review. If and how this should be applied to existing sites will be considered and consulted on as part of that review, and we would welcome further engagement with your organisation.

The DCC offers an alternative to discharging into its stormwater network, which is discharge into its wastewater network for further treatment. There is currently no annual or volumetric charge to discharge to the DCC sewer from those units, nor an intention to change this approach. There is a one-off consent registration fee (typically every 10 years being the likely duration of a trade waste consent).

If you have any further queries, please let me know.

Regards,

Karen

Karen Sannazzaro
 Acting Commercial and Regulatory Manager, Water and Waste Services
 Dunedin City Council

50 The Octagon, Dunedin; P O Box 5045, Moray Place, Dunedin 9058, New Zealand
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 Please consider the environment before printing this e-mail

From: Purdue, Scott R [mailto:Scott.Purdue@se1.bp.com]
Sent: Thursday, 13 July 2017 10:39 a.m.
To: John Eteuati
Cc: reagan.knapp@separatephase.com; McConchie, Phil (Spencer Holmes); Fiona@incite.co.nz; Karen Sannazzaro; Frank van Betuw; Court, James
Subject: FW: BP Connect Mosgiel - proposed temporary dewatering & operational stormwater discharge to network

Dear John

BP New Zealand (BP) is in receipt of the below email regarding the-discharge at the proposed BP Connect Mosgiel Service Station. As operators of Service Stations and Truckstops in New Zealand for over 70 years, we (BP) are somewhat confused about Dunedin City Council's position on the proposed discharge from site. Based on the comment below from Frank van Betuw, it appears that the DCC is looking at a process around managing such discharges but in terms of this proposal:

Discharge Location

To propose that treated forecourt (or refuelling area) runoff, and non-forecourt (balance area) runoff should discharge to sewer would be a precedent locally and nationally. BP currently operates 151 company owned sites, with another 100 BP branded sites (privately operated), ALL of which discharge forecourt water to stormwater infrastructure. This includes retail sites such as BP Andersons Bay Road and BP Cumberland St which are Retail and Truckstop sites in Dunedin (I have copies of the site plans for reference). -

Through the installation of stormwater treatment devices (API interceptors, SPEL Puraceptors) BP sites are configured and operated to meet the requirements of the MFE Guidelines for the Discharge from Petroleum Hydrocarbon Sites. To our knowledge no other council in New Zealand requires stormwater (balance area or refuelling areas) from a service station to go to foul sewer. In fact, the opposite is true, as most Councils trade waste bylaws do not permit stormwater to go to foul sewer.

Consistent with this is Otago Regional Councils Regional Plan Rule whereby the Discharge to stormwater from a forecourt via an interceptor is a permitted activity under the Otago Regional Plan. Ref: 12.B.1.8 & 12.B.3 of the Otago Regional Plan for water. See below planning snapshot:

Name of Council and Relevant Plan	Bunding containment	Interceptor Required?	Relevant Provisions	Consent Required if no interceptor?	Activity status	If facility is MfE Compliant, is consent still required?	Comment
Otago Regional Council Regional Plan for Water	No control of hazardous facilities or containment of hazardous substances.	Yes	12.B.1.8 12.B.3	Yes	Rule 12.B.3 - Restricted Discretionary activity	No – Should be able to meet permitted activity conditions.	The Council have discretion on granting consent over numerous matters including, of relevant, treatment

options,
volume, rate
and method of
the discharge,
adverse
effects,
potential for
soil
contamination.
Permitted
pathway
available for
discharges
into reticulated
stormwater
system

Discharge Quality

In terms of discharge quality from forecourt and balance areas, it has been demonstrated that this water quality is similar or better than a carpark and better than a road carriageway. This is based on evidence MfE's own guidelines for Discharges from Petroleum Hydrocarbon site, and Consultant run trials at BP Rolleston and BP Edgware (see attached reports).

For the refuelling areas, all credible spills will also be contained in the interceptor therefore achieving the discharge standards specified in the MfE guidelines. At Mosgiel this would be achieved through the provision of a SPEL purceptor again which again has been accepted by all other District and Regional Councils. Also while spills outside of these areas are no more likely than any road or carpark, BP proposes to install trapped catch pits capable of holding 60 litres of spilled product and "enviropod filters" to further enhance water quality.

Based on the provision of the above information BP would like the DCC to reconsider BP's proposal to discharge to stormwater. BP would also be interested in obtaining a copy of the DCC WWS Trade Waste Unit policy, Stormwater Bylaw? or any other rules relating to discharges from such sites if they are available.

BP would welcome the opportunity to discuss this matter further with the council at your earliest convenience. We want to ensure appropriate and consistent outcomes for the local environment.

Thanks and regards

Scott Purdue

Senior Project Manager
BP Oil New Zealand Limited
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From: John Eteuati [<mailto:John.Eteuati@dcc.govt.nz>]
Sent: Tuesday, 11 July 2017 12:30 p.m.
To: Reagan Knapp; Frank van Betuw

Cc: Fiona Small; Richard Howard; Purdue, Scott R; McConchie, Phil (Spencer Holmes); Frank van Betuw; Karen Sannazzaro

Subject: RE: BP Connect Mosgiel - proposed temporary dewatering & operational stormwater discharge to network

Hi Reagan,

Again we appreciate the effort in preparing the proposed plans received. Unfortunately, the proposed design still does not meet the DCC requirements for discharge from the proposed development site.

According to the DCC WWS Trade Waste Unit policy:

- discharge into the existing stormwater reticulation can **only be run offs from the roofs**
- discharge into the existing foul sewer reticulation system would be **from the onsite treatment facility only** which accepts runoff from the car park, fore court area, car wash etc....
- stormwater calculations from the outdoor impervious areas mentioned above shall be provided to determine the capacity of the treatment facility and the need for additional retention storage tanks.
- additional retention storage should be designed to account for the excessive flows from a 1 in 100 year storm 10min duration as there is no secondary flow path available due to the flatness of the Mosgiel area.
- The additional storage facility should also be designed to run through the treatment facility before discharging into the existing foul sewer lateral for the site.

I have included Frank's comments in red below for further information.

I hope this clarifies our requirements, otherwise happy to discuss further.

Regards

John E

From: Reagan Knapp [<mailto:reagan.knapp@separatephase.com>]

Sent: Thursday, 6 July 2017 1:06 p.m.

To: John Eteuati; Frank van Betuw

Cc: Fiona Small; Richard Howard; Purdue, Scott R; Philip McConchie

Subject: RE: BP Connect Mosgiel - proposed temporary dewatering & operational stormwater discharge to network

Hi John and Frank,

Thank you both for your time on the phone regarding the temporary dewatering discharge and the operational stormwater discharge from the proposed BP Connect Mosgiel site.

As requested, please find **attached**:

1. Design drawings from Spencer Holmes, to be submitted with our consent application. Page 7 shows the indicative services.
2. Pre and post development services assessment including calculations.

For operational stormwater discharge:

3. The preference would be to install a 300mm diameter extension to the stormwater network from 70 Gordon Road, to capture the stormwater from the drains and sumps per page 7 of the attached drawings.
4. Per MfE Guidelines I would have thought that the roof water and site stormwater (with proper treatment from the SPEL in required areas) could be discharged to the stormwater network. We would be seeking consent to discharge to the DCC stormwater network. What would DCC's acceptance criteria be for discharge to the stormwater network?

I explained that roof water could be drained direct to SW drains. SW water from hard surfaces away from the forecourt could be discharge via a catchpit to storm. SW collected from around the forecourt area would pass through the SPEL this water would then discharge to foul. I do understand that if there is a spill of fuel or fuel leakage away from the forecourt area would contaminate the SW. What is the risk that this would occur? If there is insufficient capacity in the foul sewer to take the extra flow then one option would be is that they have to install buffering tanks.

Note – we probably need to get a process in place on how to deal with SW from petrol stations and the like. I have been saying that water from puraceptor's must be discharged into the sewer because of DCC's issues with SW discharge consents.

If we are going to allow the discharge from puraceptor into the SW network then they will have to be monitored to ensure they comply with DCC TW Bylaw / Mfe Guidelines/ ANZECC guidelines.

Council could impose self-monitoring of puraceptors if they are to discharge to SW.

There are no ORC consents to discharge SW into the Silverstream.

SW acceptance Standards as in the TW Bylaw has a number of conditions that that would/could mean that the discharge **should be** discharged to the foul sewer.

- Not contain any hazardous substance;
- Not contain substances that are toxic to the aquatic ecosystem (as measured relative to the ANZECC Guidelines for Fresh and Marine quality, 2001);
- Not cause any conspicuous colour changes in the receiving water.
- Not cause the production of any conspicuous oil, grease films, scums or floatable materials;
- Not have wastes from trade or industrial processes that should be discharged to a trade waste system, or suitable alternative subject to a Resource Consent

5. We are concerned that the sewer network may not have the capacity to deal with the surface water runoff from the site.

For discharge of the temporary dewatering during construction (likely up to 5 days):

6. Our proposed dewatering and treatment flow diagram is **attached** as EMP Figure 5.
7. If I understand correctly, DCC will not allow this water to go to stormwater (even with treatment and analytical testing). Instead, DCC require a trade waste permit to discharge water extracted from beneath the tank pit to the sewer. Please confirm.

Please let me know what questions you have. We are looking to lodge the DCC consent application this week and your input is greatly appreciated.

Many thanks

Reagan Knapp, CEnvP
Environmental Consultant

Separate Phase Ltd

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From: John Eteuati [<mailto:John.Eteuati@dcc.govt.nz>]

Sent: Wednesday, 5 July 2017 11:28 AM

To: Reagan Knapp <reagan.knapp@separatephase.com>

Cc: Frank O'Callaghan (Iplex NZ) <f.ocallaghan@iplexpipelines.co.nz>; Karen Sannazzaro <Karen.Sannazzaro@dcc.govt.nz>; William Clifford <William.Clifford@dcc.govt.nz>; David Dewhirst <David.Dewhirst@dcc.govt.nz>

Subject: FW: BP Connect Mosgiel - proposed temporary dewatering & operational stormwater discharge to network 72,76, 78 Gordon Road Mosgiel

Hi Reagan,

Thank you for providing us with the detail information regarding your proposed gas station makeover project. Unfortunately, Council Trade Waste Unit have indicated that the proposed plan does not meet the current DCC policies, which forbids any treated wastewater discharge into the public stormwater reticulation system. Refer

to comments in the below email (highlighted section). Please note that this proposal requires a trade waste permit as well and maybe further requirements which Frank va Betuw can assist you with.

So, this means that any runoffs from the development site (temporary dewatering included) will run through the onsite treatment facility before it is discharged into the current foul sewer reticulation network. Also be mindful that tests are required (periodically/randomly) to ensure quality of discharge meets Council standards prior to discharge during and after construction.

Should you required further questions, please refer to Frank van Betuw cc'd in this email.

Connections to the foul sewer reticulation system will be applied with the building consent application. In other words, stormwater connections might not be required or allowed for this site as well all other proposed gas station sites.

If you have further question regarding the existing foul sewer reticulation system in the area, please do ask me.

Regards

John E

From: Frank van Betuw

Sent: Monday, 3 July 2017 2:03 p.m.

To: John Eteuati

Cc: Karen Sannazzaro

Subject: RE: BP Connect Mosgiel - proposed temporary dewatering & operational stormwater discharge to network 72,76, 78 Gordon Road Mosgiel

Hi John

No this is not the site we were talking about earlier – this was 1 Tay Street the former Mobil Petrol Station.

BP is expanding their existing site.

72 Gordon Rd is a hazardous site so like 1 Tay will require consenting by ORC

With the treatment of the waste water preference is now not to discharge anything other than rain water runoff into the SW network.

The treated water needs to go to the sewer after treatment – this will need to be tested before it does this.

They will need a TW consent to do this

Is this a permanent feature or just for use during construction.

Cheers Frank

Frank van Betuw

Education and Compliance Officer – Senior, Water and Waste Services

Dunedin City Council

50 The Octagon, Dunedin; P O Box 5045, Moray Place, Dunedin 9058, New Zealand

Telephone: 03 477 4000; Fax: 03 474 3468

Email: frank.vanbetuw@dcc.govt.nz



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From: John Eteuati

Sent: Monday, 3 July 2017 1:02 p.m.

To: Frank van Betuw

Subject: FW: BP Connect Mosgiel - proposed temporary dewatering & operational stormwater discharge to network 72,76, 78 Gordon Road Mosgiel

Hi Frank,

Can you please confirm if the subject location is the same one as the previous one you recently replied to regarding discharge from an ex gas station?

The quality side of the discharge is what I'm concerned off as it is outside my area of expertise. Are you able to assist with some suggestions please? I can comment on the proposed technical plan submitted.

But if you can assist on the treatment side of things especially on a possible contaminated site, this would be greatly appreciated.

Happy to discuss if required.

Regards

John E

From: Reagan Knapp [<mailto:reagan.knapp@separatephase.com>]

Sent: Friday, 30 June 2017 2:26 p.m.

To: John Eteuati

Cc: Fiona Small; Richard Howard; pjm@spencerholmes.co.nz

Subject: RE: BP Connect Mosgiel - proposed temporary dewatering & operational stormwater discharge to network

Hi John,

This email is in response to our conversation earlier in the week regarding the temporary dewatering and discharge, and also the operational stormwater discharge, for the BP Mosgiel site.

There are two figures attached for your reference:

- **Figure 3** shows the three options (A, B, C) for temporary dewatering discharge options.
- **Figure 3** also shows the approximate location of the new 300mm extension to the SW network we are proposing.
- **Figure 5** is a flow diagram of our dewatering and discharge process.

The processes in **Figure 5** following the baffled silt trap (O/W interceptor, flocculant, etc.) are not anticipated to be required. This is due to the following information:

- Historical reports showing a lack of contamination at the site following several tank removals and installations.
- The tank pit is located in an area where tanks have never been located, so we are not anticipating encountering hydrocarbon-impacted soil or groundwater.
- Recent test pitting in the area of the tank pit which encountered natural in situ soil with no contamination.

As far as **Temporary Dewatering Discharge**, in order of preference, we would like to (refer **Figure 3**):

1. **OPTION A:** Install the proposed 300mm stormwater extension along Gordon Road as early in the site works as possible so that we can discharge to the extension during the temporary dewatering. If this is not possible before earthworks commences, then:
2. **OPTION B:** Discharge via temporary pipe to the network along Irvine Street via the driveways of 35 Irvine Streets (need traffic management). Otherwise,
3. **OPTION C:** Discharge via temporary pipe to the network along Mure Street (need traffic management).

Please review the above and attached information and come back to us with any questions you may have. We are looking to lodge our DCC resource consent application next week, but thought we could answer some of these pertinent questions in the meantime.

Many thanks

Reagan Knapp, CEnvP
Environmental Consultant

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From: John Eteuati [<mailto:John.Eteuati@dcc.govt.nz>]
Sent: Tuesday, 27 June 2017 12:12 PM
To: Reagan Knapp <reagan.knapp@separatephase.com>
Subject: FW: BP Connect Mosgiel - proposed operational stormwater discharge to network

From: John Eteuati
Sent: Tuesday, 27 June 2017 12:10 p.m.
To: 'reagan.knapp@separatephase.com'
Cc: Jared Oliver; Frank van Betuw
Subject: FW: BP Connect Mosgiel - proposed operational stormwater discharge to network

Hi Reagan,

Your query was referred to me by David Dewhirst this morning.

I was wondering if we could discuss the temporary dewatering discharge approach further? If there is no approved discharge outlet, Or if dewatering discharge quality is deemed harmful to the environment, then perhaps the temporary discharge can be serviced by a mobile disposal tanker.

The proposed 300mm stormwater main extension to connect to the existing SW main in Mure Street is a favourable option given the gradient would allow for it. This would require detail engineering plans submitted for approval showing invert levels from the start to end at every manhole or access point. This can be a condition for releasing a building consent application.

Please feel free to contact me for further discussion if required.

Regards

John E

From: David Dewhirst
Sent: Tuesday, 27 June 2017 11:48 a.m.
To: John Eteuati
Subject: FW: BP Connect Mosgiel - proposed operational stormwater discharge to network

John

As discussed.

David Dewhirst
Network Contracts Engineer, Water and Waste Services
Dunedin City Council

50 The Octagon, Dunedin; P O Box 5045, Moray Place, Dunedin 9058, New Zealand
Telephone: 03 477 4000; Fax: 03 474 3468; DDI 03 474 3720; Cell 0274 321504
Email: david.dewhirst@dcc.govt.nz; www.dunedin.govt.nz

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From: Reagan Knapp [<mailto:reagan.knapp@separatephase.com>]
Sent: Monday, 26 June 2017 4:58 p.m.
To: David Dewhirst
Subject: BP Connect Mosgiel - proposed operational stormwater discharge to network

Hi David,

Thanks very much for taking my call last week regarding the temporary dewatering discharge and further, the operational stormwater discharge to the network at the proposed BP Connect on Gordon Road in Mosgiel.

As discussed, the architect who prepared the plans for the site (see attached), would like to add a 300mm diameter extension to the existing main which can serve the BP site (and further for neighbours of the site if wished), and pick up the existing sump on the Gordon Road / Mure Street intersection. Please see page 7 of the attached drawings showing the proposed extension.

Could you please review this request and the plans and let us know your thoughts please?

Many thanks

Reagan Knapp, CEnvP
Environmental Consultant

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Connor Marner

From: Purdue, Scott R <Scott.Purdue@se1.bp.com>
Sent: Friday, 11 August 2017 10:29 a.m.
To: Karen Sannazzaro
Cc: Mark Laurenson; Court, James; Fiona@incite.co.nz; Reagan Knapp (reagan.knapp@separatephase.com); Frank van Betuw; Chelsea McGaw; John Eteuati; Warren Biggs; Jared Oliver
Subject: RE: BP Mosgiel assessment against ORC Water Plan PA Rule 12.C.1.1

Hi again Karen – thanks for your email and consideration of this issue. We will therefore proceed with the application detailing forecourt discharge to the wastewater network as requested.

BP (as part of the Oil Industry Environmental Working Group) would also welcome the opportunity to be involved in discussions regarding any future Bylaw in this area.

Thanks again

Scott Purdue | BP Senior Project Manager | **Mobile:** 0274 421 227

From: Karen Sannazzaro [mailto:Karen.Sannazzaro@dcc.govt.nz]
Sent: Thursday, 10 August 2017 8:54 a.m.
To: Purdue, Scott R
Cc: Mark Laurenson; Court, James; Fiona@incite.co.nz; Reagan Knapp (reagan.knapp@separatephase.com); Frank van Betuw; Chelsea McGaw; John Eteuati; Warren Biggs; Jared Oliver
Subject: RE: BP Mosgiel assessment against ORC Water Plan PA Rule 12.C.1.1

Hi Scott,

I have discussed this matter with our Strategic Engineer and Asset Planning Team Leader. Improving the quality of discharge from the stormwater network is one of the DCC's key priorities, and as previously noted, the DCC has the right to accept or reject discharges to its network. At present, any change to the current approach of requiring such interceptors to discharge to the wastewater network would be a somewhat ad-hoc reactive response as there is not time for thorough consideration of the matter.

The 1998 guidelines present the 'best practicable option' considered for discharges from forecourt at that time. It also presented a pragmatic and consistent approach nationally, particularly I would imagine, for more remote areas without reticulated services. Times are changing in regard to urban water quality, and we'd like to consider further whether discharge to the stormwater network in urban areas continues to be the 'best practicable option' to manage risk when a wastewater network is available (and at effectively no additional cost to the customer in Dunedin). We also would like to consider adherence to these guidelines (e.g. maintenance) which is likely crucial to the quality of the discharge, and whether other industries with similar practices and discharges would use them (e.g. truck yards).

The Trade Waste Bylaw is due for review, and we are considering the value of having a Stormwater Bylaw. We will investigate the matter further as part of those processes, which will include consultation, so we are happy to have further discussion on this matter in more general terms – once we've considered the large amount of material you have provided us with, ORC future direction, and our own analyses of existing discharges.

However, in the immediate future and for the BP Mosgiel proposal, the DCC will be continuing to require discharge from new developments with forecourt interceptors be made to the wastewater network, where this is practicable.

Regards,

Karen

Karen Sannazzaro
3 Waters Commercial and Regulatory Manager (Acting)
Dunedin City Council

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Telephone: 03 477 4000; Fax: 03 474 3468
Email: karen.sannazzaro@dcc.govt.nz



 Please consider the environment before printing this e-mail

From: Purdue, Scott R [<mailto:Scott.Purdue@se1.bp.com>]
Sent: Wednesday, 9 August 2017 2:25 p.m.
To: Karen Sannazzaro
Cc: Mark Laurenson; Court, James; Fiona@incite.co.nz; Reagan Knapp (reagan.knapp@separatephase.com)
Subject: FW: BP Mosgiel assessment against ORC Water Plan PA Rule 12.C.1.1

Hi again Karen,

I understand that you have been speaking with Mark Laurenson of Burton Consultants regarding the discharge from the proposed Mosgiel Service Station upgrade. While due to time pressures we have proceeded on the basis of the forecourt discharge going to sanitary sewer, it appears that you may be open to possibility of the forecourt area discharging to stormwater (in addition to the balance area and the roof surfaces). To assist with this consideration we have provided an assessment of the relevant Otago Regional Council Rule (Rule 12) below. Also in addition to the BP studies already provided, we have attached a copy of the report undertaken for Z Energy which again demonstrates the suitability of discharges from typical forecourt runoff ie meeting MFE and ANZECC Guidelines.

While our experience has been that conditions are not typically imposed on such discharges, we consider that the adherence to the BP Operational Environmental Plan and ongoing compliance with the ORC Permitted Activity Rule would be appropriate and acceptable.

If you any need any further information please do not hesitate to contact myself or James Court (021 222 8737)

Regards,

Scott Purdue
Senior Project Manager
BP Oil New Zealand Limited
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PO Box 1859, Wellington

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Email: Scott.Purdue@bp.com

ORC Water Plan Rule 12.C.1.1	BP Mosgiel Assessment	1
(a) The discharge does not result in flooding, erosion, land instability or property damage;	Not applicable. Discharge is proposed to the DCC stormwater infrastructure. Refer to volume estimates in application.	
(b) There is no discharge of water from one catchment to water in another catchment;	Not applicable. Discharge is proposed to the DCC stormwater infrastructure, which then discharges to the Silverstream.	
(c) The discharge does not change the water level range or hydrological function of any Regionally Significant Wetland;	Not applicable. The discharge is proposed to the DCC stormwater infrastructure which then discharges to the Silverstream.	
(d) When the discharge, including any discharge from a drain or water race, enters water in any lake, river, wetland or the coastal marine area; the discharge: (i) Does not result in: (1) A conspicuous change in colour or visual clarity; or (2) A noticeable increase in local sedimentation, in the receiving water (refer to Figure 5); and (ii) Does not have floatable or suspended organic materials; and (iii) Does not have an odour, oil or grease film, scum or foam; and	Elevated levels of sediment or oil in the discharge have the potential to result in a change in colour or visual clarity, however sediment and oil will be trapped in onsite enviro pods, sumps and separator. Sediment generation will not increase as the discharge originates from sealed surfaces. Most sediment tracked or deposited onto the site will be trapped in enviro pods, sumps and separator. Will be minor as discharge from sealed forecourt and car parking area and sediment trapped in enviro pods, sumps and separator. Any oil and grease spills will be cleaned up by BP site staff or BP suppliers as per <i>O-EMP</i>. Any fuel/oil that does inadvertently become entrained in stormwater will be trapped in sumps (balance area) or the separator (forecourt/remote fills). The separator (SPEL) has been designed and sized in accordance with the <i>MfE guidelines</i> with additional features including: • Automatic shut off valve in event of a significant spill entering the SPEL • Fuel sensors in SPEL connected to site and remotely monitored alarms. • A condenser filter that provides additional “polishing” during final stage of treatment.	

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30 August 2017

BP Oil New Zealand Ltd
c/-Fiona Small
Incite
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CHRISTCHURCH 8144
via email:Fiona@incite.co.nz

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450 Moray Place
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Moray Place
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T 64 3 951 3009
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Dear Fiona

PROPOSED BP CONNECT MOSGIEL, 72-76 GORDON ROAD (87) - WRITTEN APPROVAL

Thank you for your request for written approval for the proposed BP Connect, Mosgiel adjacent to SH87.

The New Zealand Transport Agency (NZTA) has reviewed the proposal and has come to an agreement with the applicant in regards to concerns over the vehicle entry and exit point as well informing the applicant over the required consultation process under the Traffic Control on State Highways Bylaw 2017. The applicant has agreed to modify their application to include the following conditions.

- *The NZ Transport Agency notes the changes to the Traffic control Devices required to implement the resource consent will require an amendment to the NZ Transport Agency (Traffic Controls on State Highways) Bylaw 2017. Any amendment to that Bylaw will be the subject of consultation in accordance with the Land Transport Act 1998 and decisions will be made by the Transport Agency on the proposed amendment in accordance with the statutory requirements and good administrative practice.*
- *That the vehicle entry and exit points are clearly marked with painted lines and or signs for driver awareness;*
- *An application to carry out work within the State Highway corridor road reserve and an appropriate traffic management plan shall be submitted to or network management contractor MWH (now part of Santec) at least seven working days prior to the works commencing.*

Written approval is therefore provided under section 95D of the Resource Management Act 1991.

Please note for land that is required within the State Highway road reserve, contact should be made with the NZTA to obtain the right to occupy that area.

Yours sincerely

Richard Shaw
Principal Planner
Pursuant to authority delegated by NZ Transport Agency

Connor Marner

From: Fiona Small <Fiona@incite.co.nz>
Sent: Monday, 11 September 2017 03:18 p.m.
To: Connor Marner
Cc: Campbell Thomson; Chandler, John
Subject: BP Mosgiel - LUC-2017-319
Attachments: 3ALC1-11E12D13H14H15F16F17B (10 Aug 2017).pdf; 710.10262-L01-v1.0 BP Mosgiel Further Information Request Acoustics.pdf

Hi Connor

Please find attached a response to the further information request sent by Madeline Seeley on 16 August 2017.

As previously advised, BP have amended the proposed site layout by moving the rear acoustic boundary fence into the site by 0.6m. This is as a result of consultation with the affected neighbours on this boundary. The height of the fence has also been increased to 3m adjacent to 41A Irvine Street at the request of the owners of 2 Mure Street. These changes are shown on the attached amended plans which we seek replace the plans which were lodged with the application.

As a result of the increase of the fence height adjacent to 41A Irvine Street, this part of the fence will be considered to be a building, as it exceeds 2.5m in height and therefore requires a building consent. In terms of the rules of the Residential 2 Zone, this part of the fence will fail to comply with the 1m yard setback and recession plane requirements for buildings. In terms of the effects of these breaches, it is noted that the dwelling on adjoining property is setback approximately 2m from the proposed fence and the area of land between the dwelling and the fence is a side yard. The main outdoor living area is to the north. BP have discussed the increase in the fence height with Rosalie Cabral of 41A Irvine Street and she has indicated agreement to the amended fence height.

As you are aware, we have three written approvals to the proposed redevelopment of the service station, however two of these were provided to the plans which have been superseded and one is incomplete. Therefore, we seek that the Council limited notify the proposal to all of the parties that have been identified as potentially affected.

Could you please forward a copy of the s95 Planners Report when it is completed.

Thanks very much

Fiona

Fiona Small
Senior Planner



PO Box 25289
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Tel 03 379 9749
Mob 0274 90 50 48
fiona@incite.co.nz

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8 September 2017

710.10262-L01-v1.0 BP Mosgiel Further Information Request Acoustics.docx

BP Oil NZ Limited
Watercare House
73 Remuera Road
Newmarket
Auckland 1050

Attention: John Chandler

Dear John

BP Mosgiel Response to further information request

SLR prepared an acoustic assessment (the SLR report)¹ to support the resource consent application for a new service station at 70-76 Gordon Road in Mosgiel. Dunedin City Council has subsequently requested further information via their letter dated 16 August 2017 (the Council request).

This letter serves as an addendum to the SLR report in order to answer Council's requests.

The Council letter contained the following two requests related to noise:

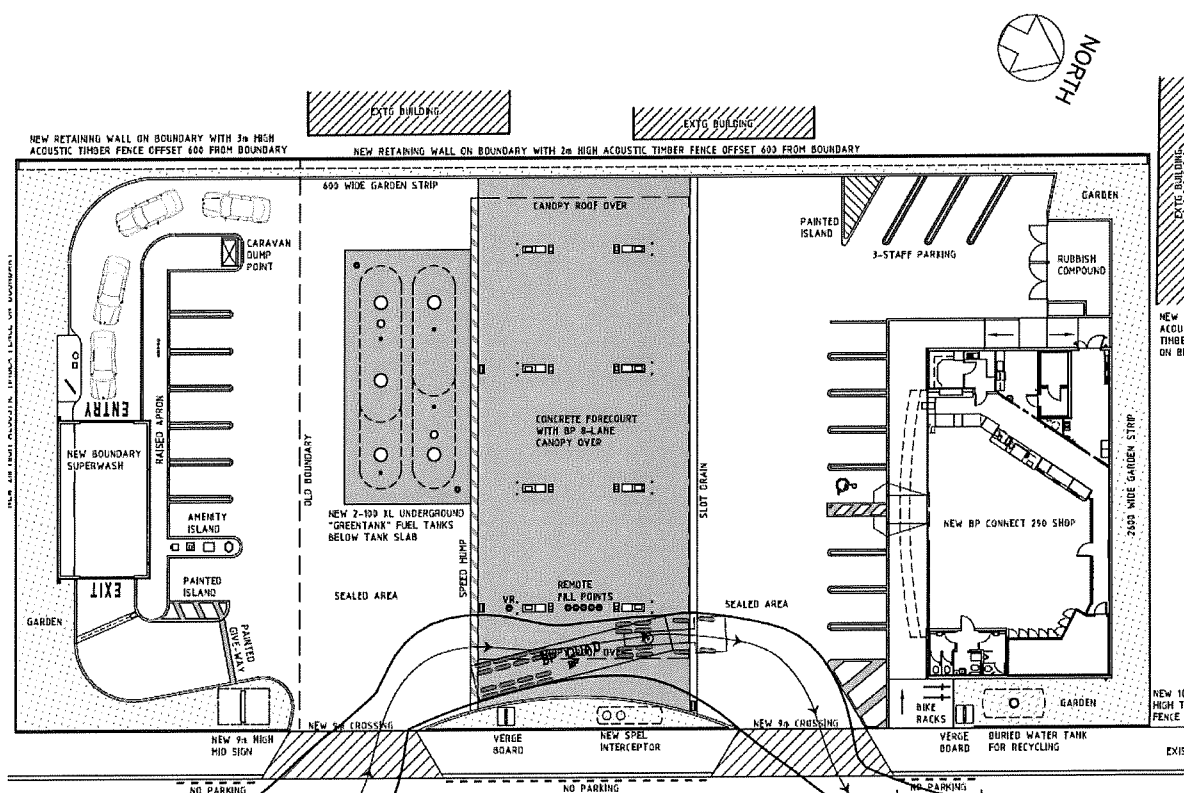
1. *Potential noise sources on-site are identified in the acoustic report, however, limited information is given regarding the predicted level of noise from these sources and how this level is proposed to change. As a result, it is unclear how the noise consultant got to the predicted noise levels set out in Table 1 of the SLR acoustic assessment, (described as the worst case scenario). The operation of the service station is proposed to change to a 24 hour service. Including detail as to the proposed increase in predicted noise levels is appropriate as this is pertinent to the assessment of who may be affected and to what degree. While there are noise limits for residential areas, the 'intrusiveness' or the nuisance noise can be defined as the degree by which the normally occurring ambient noise levels are exceeded, irrespective of what noise levels are outlined or permitted in the District Plan. Further information is required outlining the level of the noise predicted from all sources identified and assessing the potential for and mitigation of these noise sources. This may include information around predicted timing, duration and frequency and clearly indicating what the proposed increase will be. Please clearly indicate what is included in the 'worst case scenario' predicted levels provided in Table 1. Current ambient noise readings would be helpful (which I understand have been taken but not included in the acoustic report), as this will assist in determining the predicted change in noise levels and how that may affect neighbours compared to what they currently experience. Please also ensure that the predicted activity noise level at 2 Mure Street and 77 and 79 Gordon Road is also identified as it is unclear why these properties have been omitted from Table 1 of the acoustic report.*

¹ SLR report 710.10262-R02-v2.0 dated 13 June 2017

The SLR report already provides the information requested – **Section 4** outlines the sources of noise associated with the proposed development and the level of noise associated with each of these sources in terms of the sound power level. The same section notes that these noise source levels are input into a 3D noise model along with the proposed identified mitigation measures (such as the boundary and plant compound fencing) to predict the noise levels at the surrounding receivers. SLR uses the SoundPLAN software – a recognised state-of-the-art predictive tool that utilises internationally approved algorithms for the calculation of noise propagation and attenuation through the built and natural environment, in this case *ISO 9613 Acoustics – Attenuation of Sound during Propagation Outdoors*). The timing, duration and frequency of the noise sources is also provided in **Section 4** of the SLR report – the number of vehicle movements in the peak hours and the duration of typical carwash use during the District Plan periods. The plant is expected to run twenty four hours a day seven days a week. The 'worst case scenario' is described on page 7 of the SLR report as all sources occurring simultaneously. This assumes cumulative noise from use of the carwash, peak vehicle movements and identified items of mechanical plant.

Following preparation of the SLR report it is understood that the property owners to the west of the site have requested the boundary fence to be altered (brought into the site by 600 mm and, in one location, increased in height to 3 m). Accordingly BP has made these alterations, as shown in Plan 3ALC1-14 Rev H (**Figure 1**).

Figure 1 Updated proposed site plan



The SLR report identifies the surrounding properties most exposed to noise from site. Other properties in the area, such as 2 Mure Street and 77 and 79 Gordon Road, are located further from the noise sources located on the site and would therefore reasonably be expected to receive lower levels of noise, hence were not included in the original assessment.

Table 1 below presents the updated predicted noise levels based on the updated fencing location and heights, including the predicted levels at 2 Mure Street and 77 and 79 Gordon Road, as requested by Council.

Table 1 Predicted noise levels at surrounding receivers

Receiver	Predicted activity noise level, dB LA10				Expected outcome
	Daytime (Limit = 50)	Shoulder (Limit = 45)	Period	Night-time (Limit = 40)	
2 Mure Street	45	43		33	Compliance
35 Irvine Street	42	42		42	General Compliance ¹
37 Irvine Street	43	41		40	Compliance
37A Irvine Street	44	42		41	General Compliance ¹
39A Irvine Street	44	42		40	Compliance
41A Irvine Street	40	38		34	Compliance
68 Gordon Road	47	45		38	Compliance
69 Gordon Road	46	44		40	Compliance
71 Gordon Road	46	44		42	General Compliance ¹
73 Gordon Road	45	43		42	General Compliance ¹
75 Gordon Road	44	42		41	General Compliance ¹
77 Gordon Road	43	41		40	Compliance
78 Gordon Road	37	37		37	Compliance
79 Gordon Road	41	39		38	Compliance

1. An exceedance of 1-2 dB would be considered negligible (imperceptible when compared to fully compliant levels), see SLR report for further detail.

As expected there are minor changes in the predicted activity noise levels – due to the updated site modifications – however, the findings of the SLR report remain unchanged.

SLR understands that, as is the case across New Zealand, the District Plan permitted activity noise limits are set based on what is considered reasonable for the zoning of the land and the anticipated uses of that land. General compliance with these limits is, therefore, considered sufficient to meet the requirements of both the District Plan and the overarching requirements of Section 16 of the Resource Management Act 1991 (i.e., that noise generated by an activity does not exceed a reasonable level). For this reason the results of a noise survey undertaken by SLR as part of the initial site investigation were not deemed necessary for inclusion in the SLR report.

Notwithstanding, as requested by Council, a summary of the ambient noise survey results is provided in **Table 2**. Monitoring was undertaken on 11 April 2017 using a Svan 957 sound level meter (serial number 20670) in general accordance with the NZS 6801: 1999 *Acoustics - Measurement of sound*. The calibration of the sound level meter was checked before and after the measurements and was found to be within an acceptable margin of the reference signal.

The survey was undertaken at the rear of the site close to the boundary with 41A Irvine Street; this position was selected to identify noise levels away from Gordon Road (i.e., the likely quietest locations around the site). The survey period encompassed evening and morning (shoulder) periods and a night-time period. Weather was suitable for such measurements (overcast, wind speed under 5 m/s and no precipitation). Free flowing traffic on Gordon Road was noted to be the principal source of noise in the area.

Table 2 Ambient noise survey results, dB

Period	Average LA10	Average LA90
Shoulder (7:00 am – 8:00 am and 6:00 pm – 9:00 pm)	52	40
Night-time (9:00 pm – 7:00 am)	41	28

To provide further information about noise levels surrounding the site (particularly at properties fronting onto Gordon Road), corresponding noise measurements were undertaken; these measurements found that noise levels were typically 10-15 dB higher at the front of the site on Gordon Road – as would be expected due to this location being closer to the road.

The noise survey results show that the predicted cumulative worst-case activity noise would be less than the existing average LA10 levels during the shoulder periods and consistent with the existing average night-time LA10 levels. On that basis, it would be reasonable to conclude that the activity noise levels would not result in an adverse impact during the sensitive night-time period.

2. *Clarification is sought demonstrating how the proposed mitigation will achieve the noise reduction at the residential boundaries. It is noted that the car wash exceeds the height of the proposed acoustic fence, yet it is unclear how the claimed noise mitigation is achieved, especially beyond the height of the fence. In terms of the potential source of noise emission during operation, is any mechanism contained in the upper roof section of the car wash or will it mainly be from vents of other mechanisms at or near to ground level. The Environmental Health Officer has also requested some detail regarding the rubbish compound and the proposed acoustic screen associated with it. The rubbish compound is proposed to contain the mechanical plant of the shop, which is identified as a noise source. This location is very close to the residential activity and therefore further detail is required demonstrating what the proposed screening around the compound will do and what the estimated effect on the residential neighbours is. Will the mechanical plant be making a constant 35-40 dBA noise emission or will this be intermittent? And will there be a combined effect of all 3 operating together?*

The key noise mitigation measures are the carwash doors and the acoustic boundary and mechanical plant screening.

The carwash doors prevent noise escaping via the entrance and exit openings. They open and close automatically as part of the car wash cycle, with the cycle not starting until doors are closed. A reduction of 10 dBA has been established during a previous assessment.

Acoustic screening works by forcing noise to take a longer path from the source to the receiver. The efficacy of the screening depends on the screen height relative to the source and the receiver and the distances from source to the screen and the screen to the assessment point²; therefore, no single figure which can be applied to the proposed screening. In this instance the efficacy of the proposed screening varies from a reduction of 5 dBA to 13 dBA, when compared with no screening. The reduction is calculated to be 6 dBA at 2 Mure Street and 68 Gordon Road and 12 dBA at 41A Irvine Street (closest to the carwash) and 13 dBA at 78 Gordon Road (adjacent to the proposed plant area).

SLR has been advised that there are no air vents or ventilation fans within the carwash, the structure being essentially naturally ventilated when the doors are opened between uses.

As identified above, the 'worst-case' assessment assumes all identified noise sources operating at the same time and that the mechanical plant (all three identified items) could operate 24/7. Whilst the mechanical plant is likely to cycle on and off as required, the on-time can frequently be longer than 15 minutes and so, in accordance with the guidance in the relevant standards, is not considered to have special audible characteristics.

² In accordance with the relevant assessment standard, SLR has undertaken the assessment at a receiver position 1.5 m above ground level (or at 1.5m above first floor level where applicable, at 37 Irvine Street).

We trust the above serves to answer the queries raised by, however, please do not hesitate to contact the undersigned should you have any further queries.

Yours sincerely



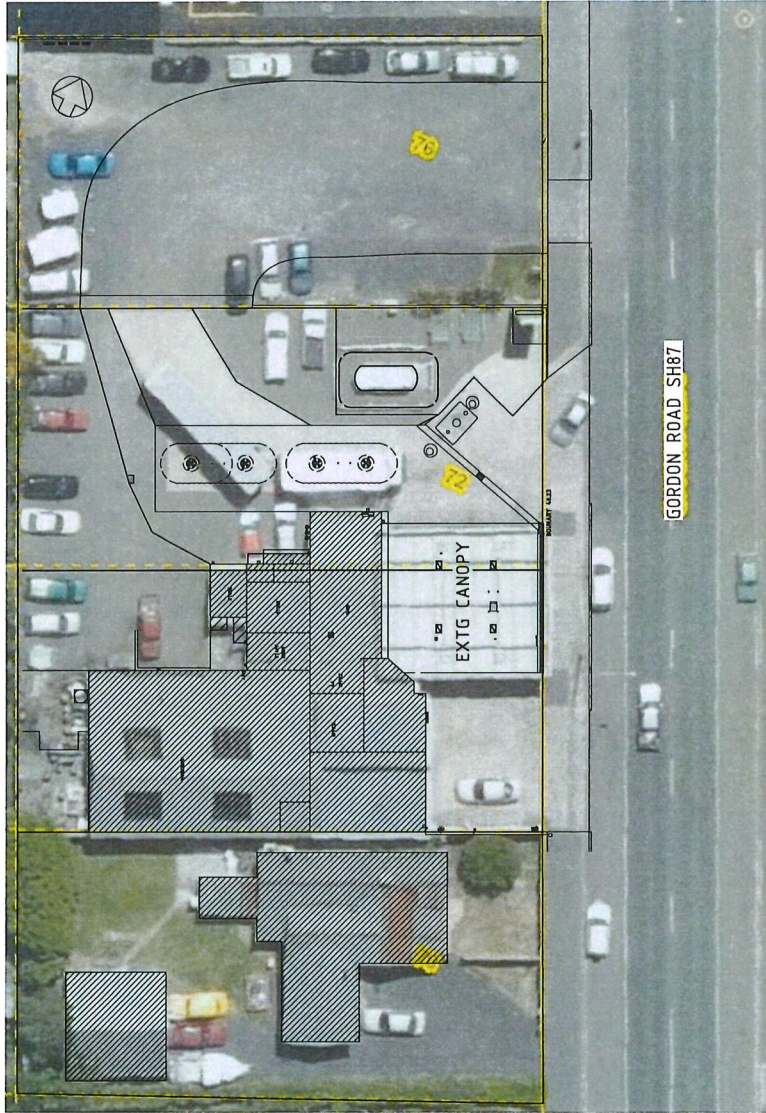
PETER RUNCIE
Associate

Checked/ Authorised by: MB

BP CONNECT MOSGIEL
SITE REDEVELOPMENT BP CONNECT SHOP,
8 LANE CANOPY, CARWASH AND SITE WORKS



DRAWING INDEX		
DRAWING	REVISION	DRAWING DESCRIPTION
3ALC1-11	F	SITE UPGRADING KEY PLAN AND DRAWING REGISTER
3ALC1-12	D	EXISTING SITE PLAN SHOWING DEMOLITION
3ALC1-13	J	PROPOSED SITE PLAN
3ALC1-14	K	PROPOSED TANKER TRACKING
3ALC1-15	L	PROPOSED AND EXISTING SITE OVERLAY PLAN
3ALC1-16	M	PROPOSED ELEVATIONS
3ALC1-17	N	INDICATIVE SERVICES PLAN

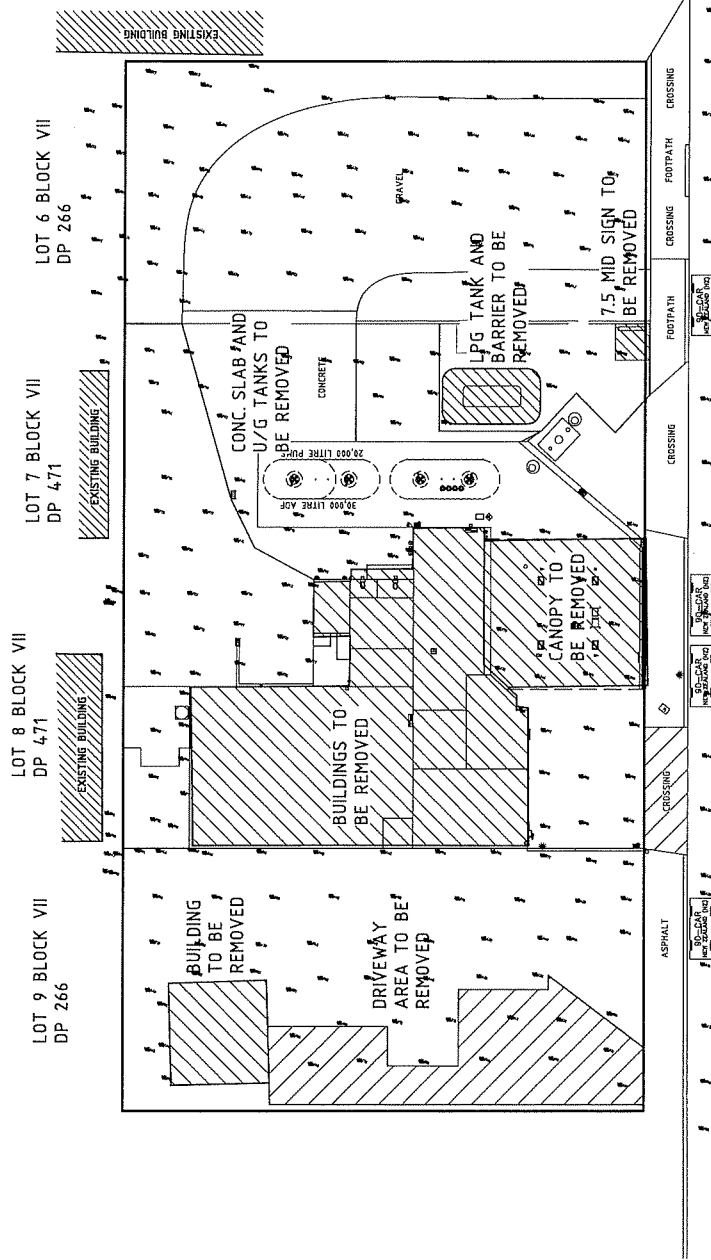


LOCALITY EXISTING SITE PLAN
SCALE: 1:1000 (AT 1:1000)

F	FRANCE-MID SON-TWATCO SON	11/17	BB
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D	REGISTER UPDATED	9/17	BB
C	LAYOUT REVISED	07/18	DDN
B	LAYOUT REVISED	07/18	DDN
A	FSRT ISSUE	04/18	DDN
REV.	DESCRIPTION	DATE	INT. APPD.
PROJECT No.	SPEC. No.	SCALE	AS SHOWN
B2371			
DATE	DATE	DATE	DATE
APR 2018	APR 2018	APR 2018	APR 2018
DESIGNED	DESIGNED	DESIGNED	DESIGNED
SHL	SHL	SHL	SHL
DDN	DDN	DDN	DDN
CHECKED	CHECKED	CHECKED	CHECKED
DDN	DDN	DDN	DDN
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IF IN DISK ON ANY ISSUE PLEASE WORK	IF IN DISK ON ANY ISSUE PLEASE WORK	IF IN DISK ON ANY ISSUE PLEASE WORK	IF IN DISK ON ANY ISSUE PLEASE WORK
INVESTIGATION	INVESTIGATION	INVESTIGATION	INVESTIGATION

BP CONNECT MOSGIEL
MOSGIEL
SITE UPGRADING
KEY PLAN AND REGISTER

BP OIL NZ LTD	REV.	F
3ALC1-11	REV.	F



GORDON ROAD (SH 87)

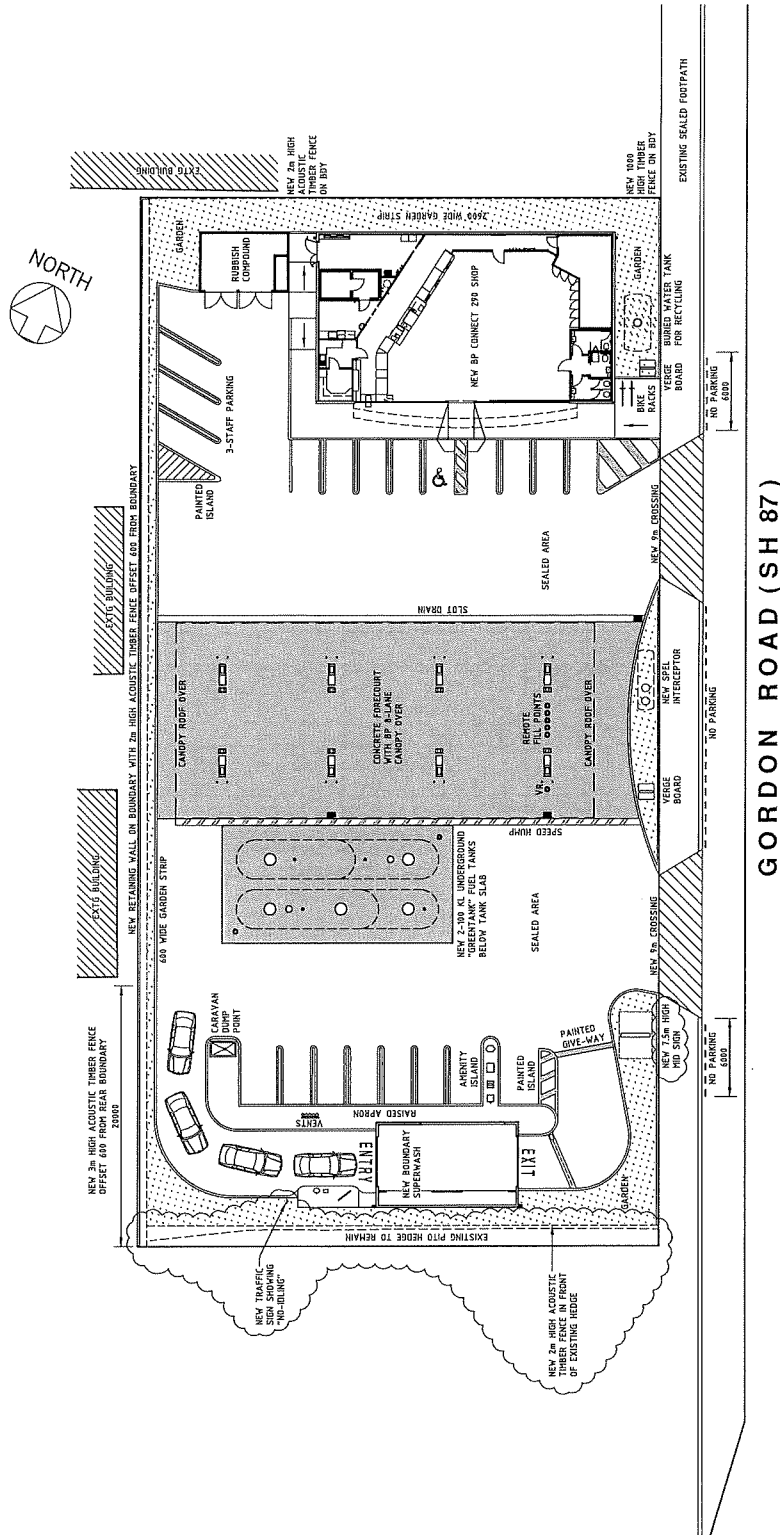
EXISTING SITE PLAN SHOWING DEMOLITION
SCALE 1:200 AT A1 (1:400 AT A3)

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BP CONNECT MOSGIEL
MOSGIEL
EXISTING SITE PLAN
SHOWING DEMOLITION

BP OIL NZ LTD

DWG No.	REV.
3ALC1-12	D



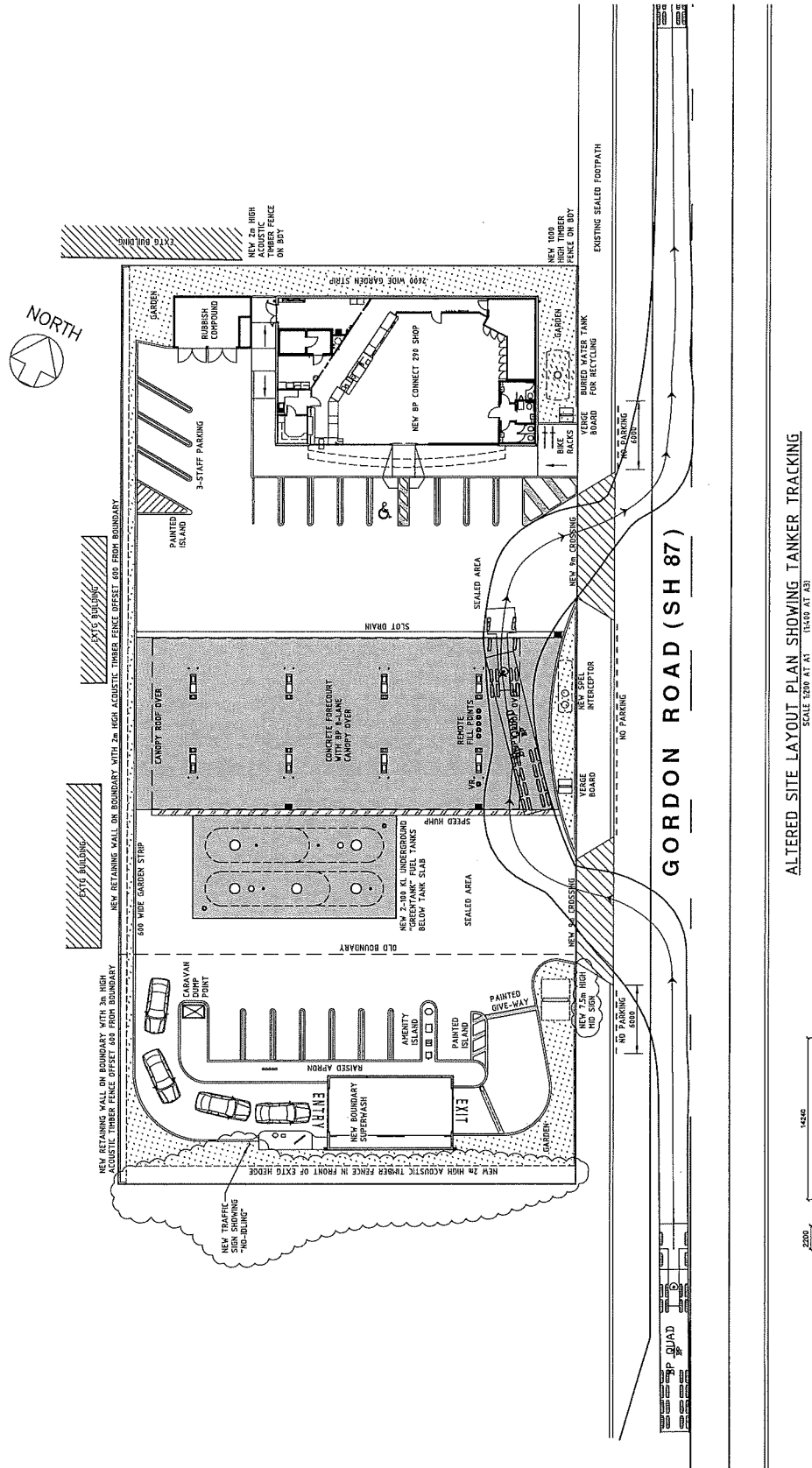
ALTERED SITE LAYOUT PLAN FOR NEW BP SERVICE STATION

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BP CONNECT MOSGIEL
MOSGIEL
PROPOSED SITE PLAN

BP OIL NZ LTD

REV.	J
DRG No.	3ALC1-13



F	TANKS RELOCATED, CANNOPY MOVED	5/17	TDP
E	SHOP + CANNOPY MOVED 1.2m SOUTH	5/17	TDP
J	FENCE-AD SIGN-WHITE SIGN	11/17	BB
H	FENCE-AD REAR TANKS MOVED	9/17	BB
G	SHOP, CANNOPY, VENTS, STEEL MOVED	6/17	BB
REC:	DISAPPEARANCE	DATE INVT. APP'D	

PROJECT NO. SPEC. NO. SCALE AS SHOWN

823731 DATE April 2018

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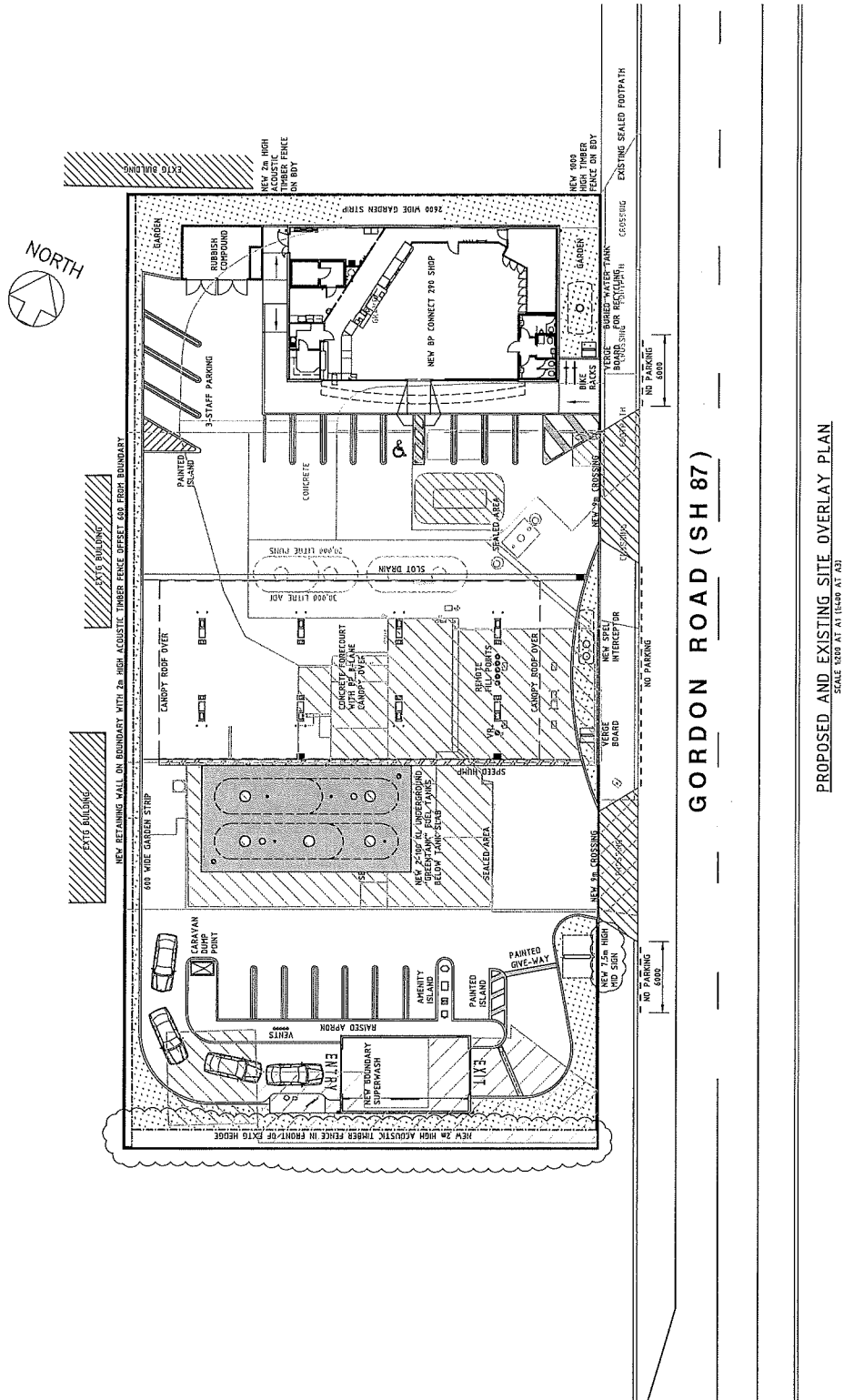
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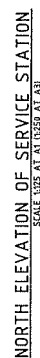
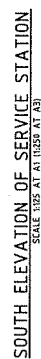
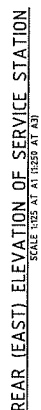
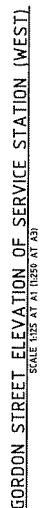
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P CONNECT MOSGIEL
MOSGIEL
PROPOSED TANKER
TRACKING

BP OIL NZ LTD

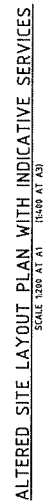
3ALC1-14	J
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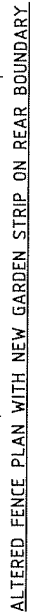


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BP CONNECT MOSGIEL
MOSGIEL
PROPOSED ELEVATIONS

ACOUSTIC TIMBER FENCE WITH
RETAINING WALL AT REAR BDY
1:20 AT A1 (1:40 AT A31)

[illegible]



Connor Marner

From: Fiona Small <Fiona@incite.co.nz>
Sent: Thursday, 16 November 2017 04:57 p.m.
To: Connor Marner
Cc: Campbell Thomson; john.chandler@se1.bp.com
Subject: BP Mosgiel - Updated plans
Attachments: BP Mosgiel Revised Resource Consent Set 16 Nov 2017.pdf

Hi Connor

As a result of submissions to the application, BP are proposing the following changes to the proposal:

- Retention of the existing boundary hedge between the site and 68 Gordon Road. This hedge provides an established and immediate screen between the two properties. It is proposed to erect the acoustic fence on the BP side of the hedge;
- Keeping the south west elevation of the car wash white (i.e. no BP green) as requested by the Kirbys;
- Erecting no idling signs at the car wash entry. BP do not believe that exhaust fumes will be an issue but are happy to do this as requested by the submitter; and
- Reducing the height of the main ID pylon sign from 9m to 7.5m so that it is the same height as the existing sign.

I have attached amended plans which show these changes. Please do not hesitate to contact me if you wish to discuss anything further.

Kind regards
Fiona

Fiona Small
Senior Planner



PO Box 25289
Christchurch 8144
Tel 03 379 9749
Mob 0274 90 50 48
fiona@incite.co.nz

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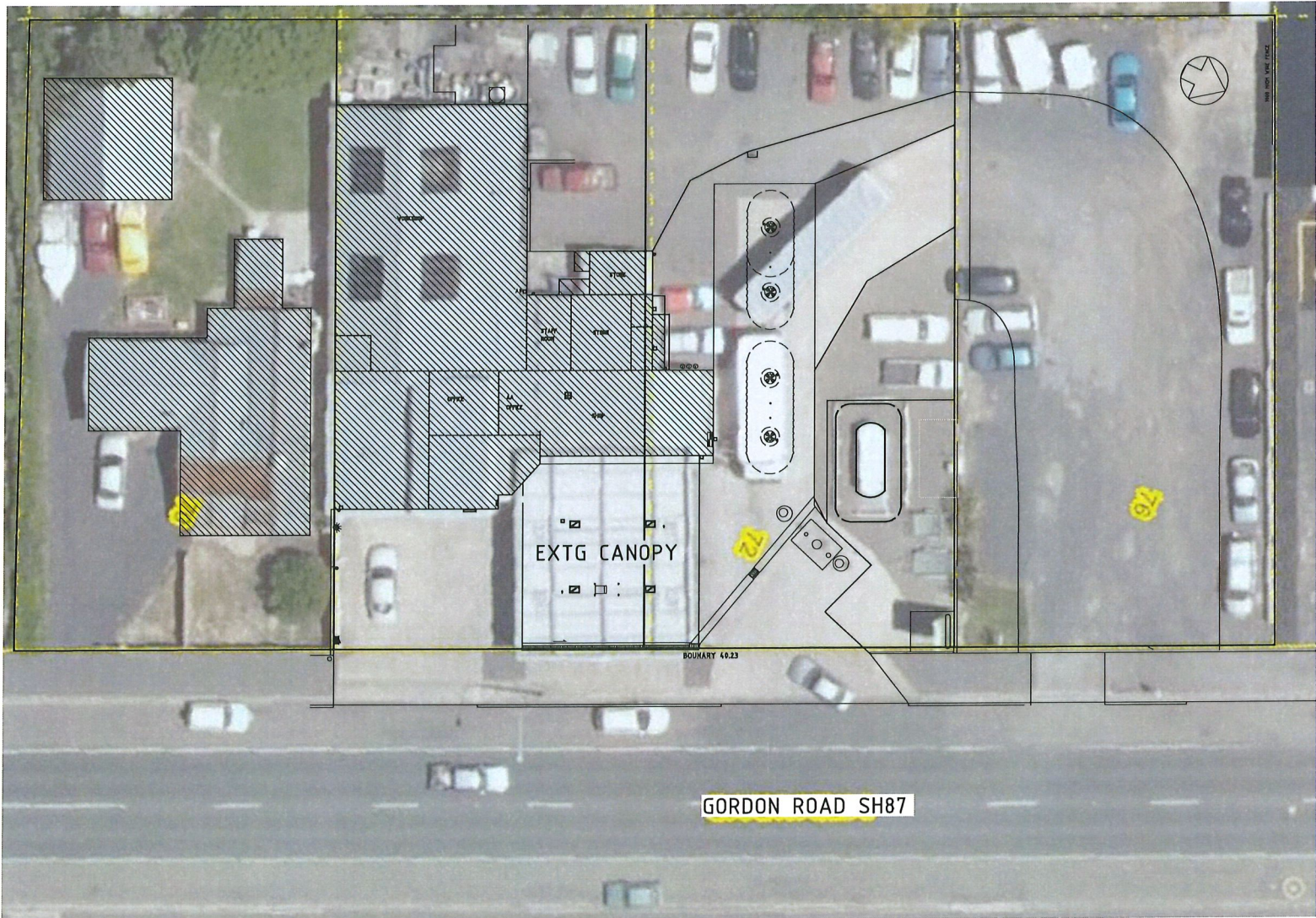


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BP CONNECT MOSGIEL
SITE REDEVELOPMENT BP CONNECT SHOP,
8 LANE CANOPY, CARWASH AND SITE WORKS

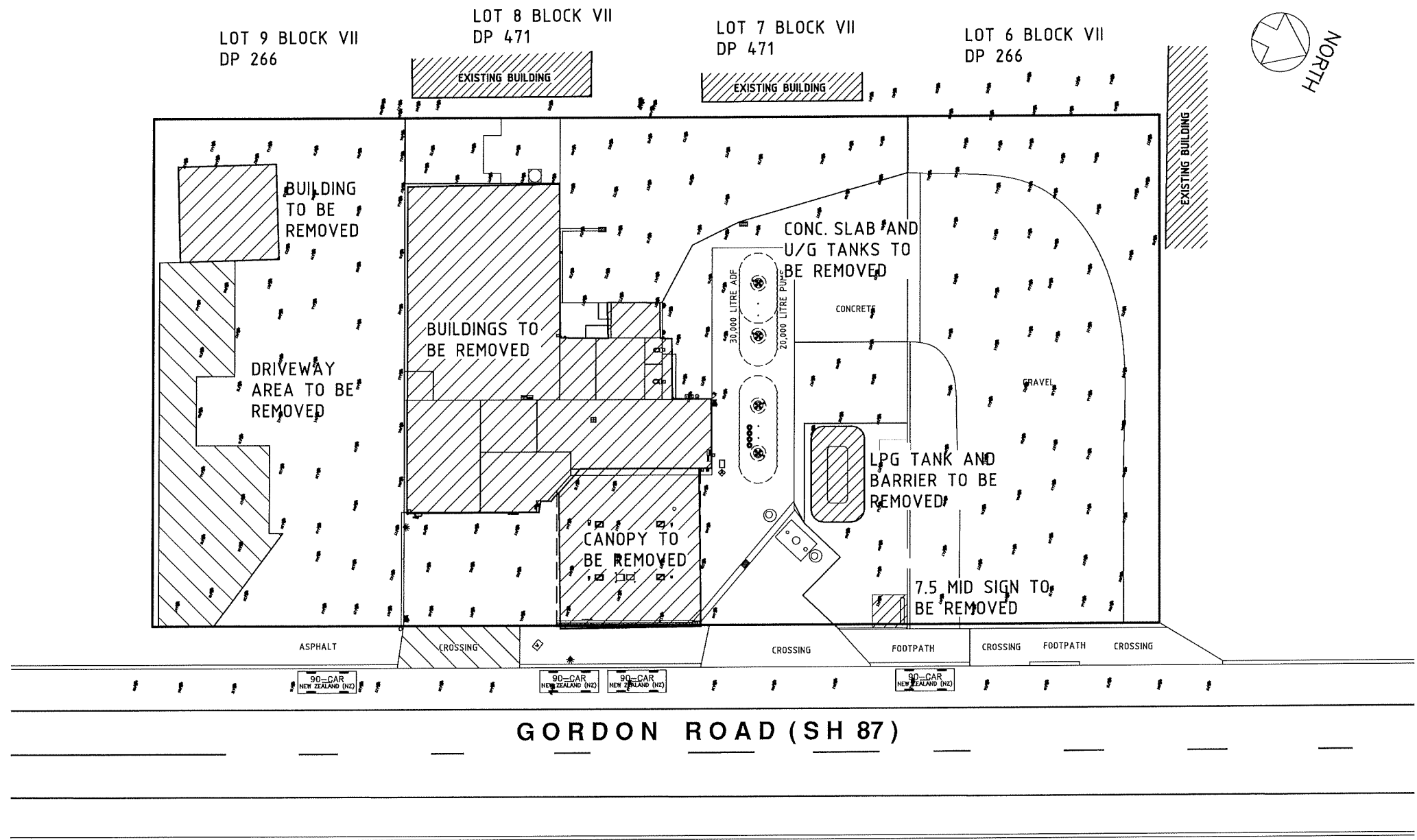


DRAWING INDEX		
DRAWING	REVISION	DRAWING DESCRIPTION
3ALC1-11	E	SITE UPGRADING KEY PLAN AND DRAWING REGISTER
3ALC1-12	D	EXISTING SITE PLAN SHOWING DEMOLITION
3ALC1-13	H	PROPOSED SITE PLAN
3ALC1-14	H	PROPOSED TANKER TRACKING
3ALC1-15	F	PROPOSED AND EXISTING SITE OVERLAY PLAN
3ALC1-16	F	PROPOSED ELEVATIONS
3ALC1-17	B	INDICATIVE SERVICES PLAN



LOCALITY EXISTING SITE PLAN
SCALE 1:200 AT A1 (1:400 AT A3)

E	REGISTER UPDATED	8/17	BB	
D	REGISTER UPDATED	6/17	BB	
C	LAYOUT REVISED	07/16	DGN	
B	LAYOUT REVISED	07/16	DGN	
A	FISRT ISSUE	04/16	DGN	
REV.	DESCRIPTION	DATE	INIT'L	APP'D
PROJECT No. B2371		SPEC. No.	SCALE	AS SHOWN
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			DESIGNED	SHL
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TITLE				
BP CONNECT MOSGIEL MOSGIEL SITE UPGRADING KEY PLAN AND REGISTER				
BP OIL NZ LTD			bp 	
DWG No.			REV.	
3ALC1-11			E	



EXISTING SITE PLAN SHOWING DEMOLITION
SCALE 1:200 AT A1 (1:400 AT A3)

D	SITE SURVEY ADDED	6/17	BB	
C	LOT 9 INCLUDED IN REDEVELOPMENT	3/17	BB	
B	LAYOUT REVISED	07/16	DGN	
A	FISRT ISSUE	04/16	DGN	
REV.	DESCRIPTION	DATE	INIT'L	APP'D
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			DATE	April 2016
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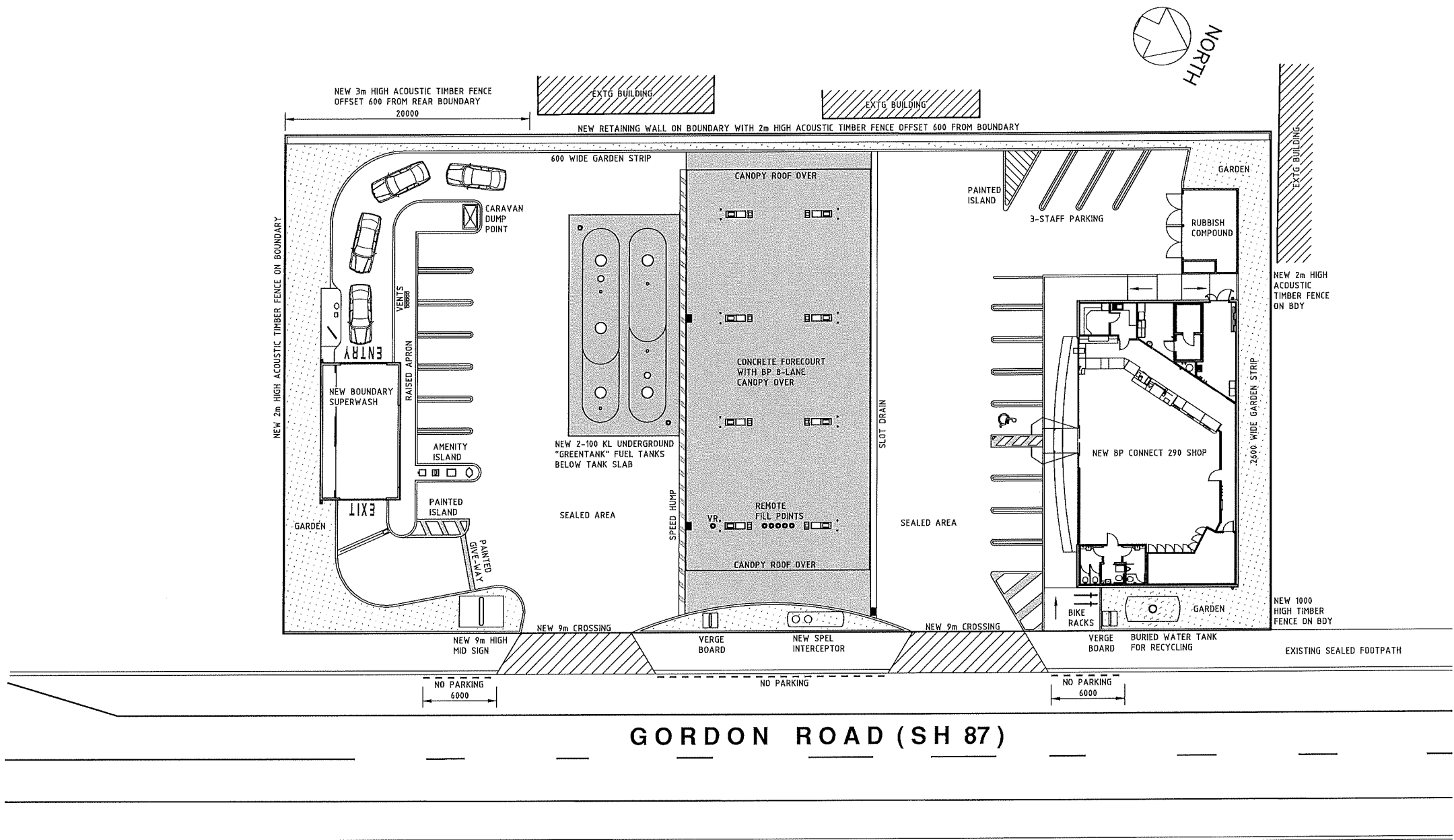
BP CONNECT MOSGIEL
MOSGIEL

EXISTING SITE PLAN
SHOWING DEMOLITION

BP OIL NZ LTD

DWG No.
3ALC1-12

REV.
D



GORDON ROAD (SH 87)

ALTERED SITE LAYOUT PLAN FOR NEW BP SERVICE STATION

SCALE 1:200 AT A1 (1:400 AT A3)

F	TANKS RELOCATED, CANOPY MOVED	5/17	BB	
E	SHOP + CANOPY MOVED 1.2m SOUTH	5/17	BB	
H	FENCE AT REAR, TANKS MOVED	8/17	BB	
G	SHOP, CANOPY VENTS, SPEL MOVED	8/17	BB	
REV.	DESCRIPTION	DATE	INIT'L	APP'D
	PROJECT No. B2371	SPEC. No.	SCALE AS SHOWN	
		DATE April 2016	DESIGNED PJM	
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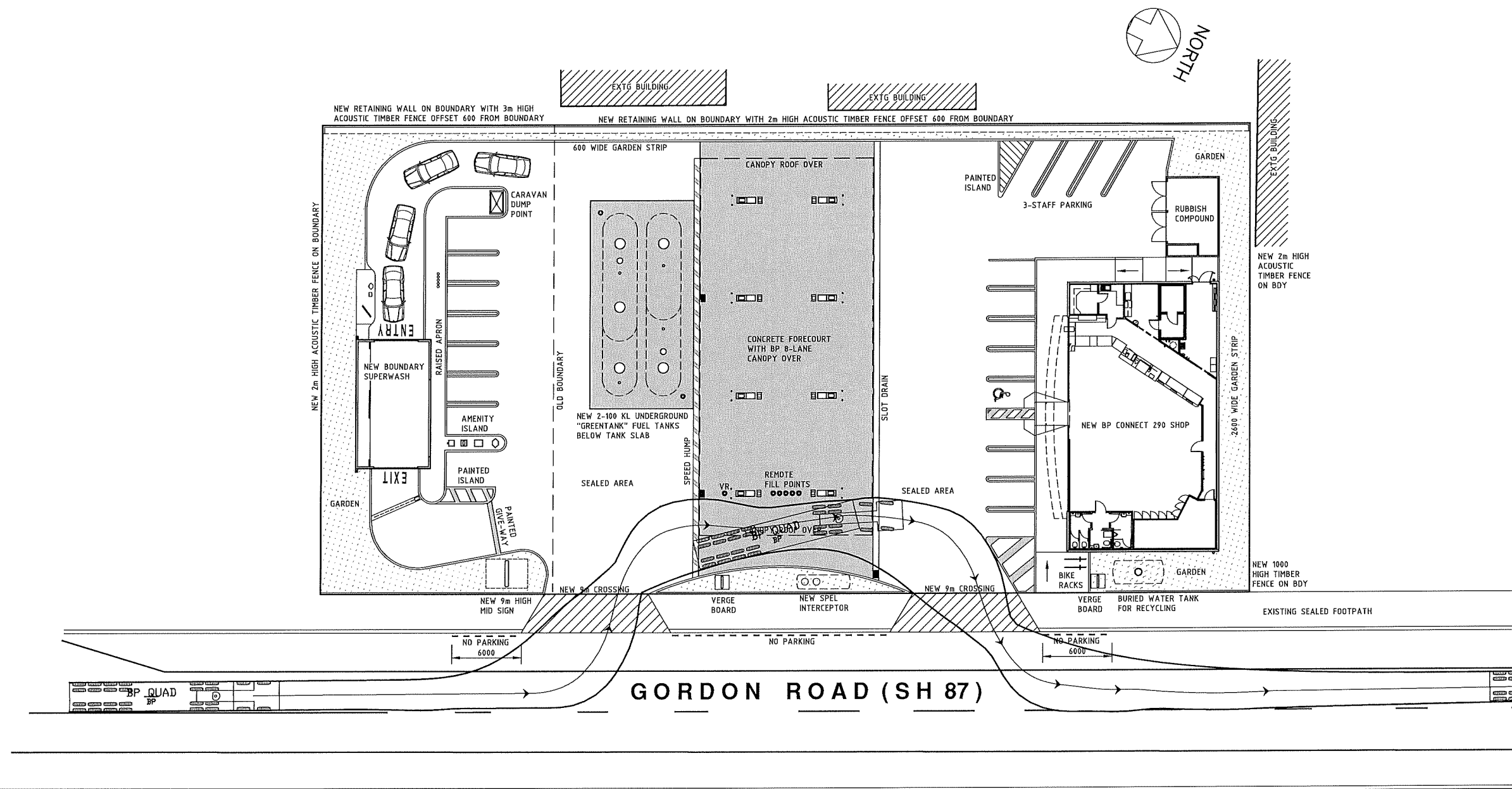
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BP CONNECT MOSGIEL
MOSGIEL
PROPOSED SITE PLAN

BP OIL NZ LTD

DWG No.
3ALC1-13

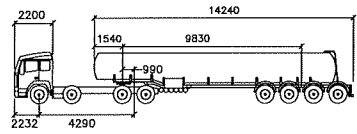
REV.
H





ALTERED SITE LAYOUT PLAN SHOWING TANKER TRACKING

SCALE 1:200 AT A1 (1:400 AT A3)



BP QUAD			
	mm		
Tractor Width	: 2500	Trailer Width	: 2500
Tractor Track	: 2500	Trailer Track	: 2500
Lock to Lock Time	: 6.0	Articulating Angle	: 70.0
Steering Angle	: 28.4		

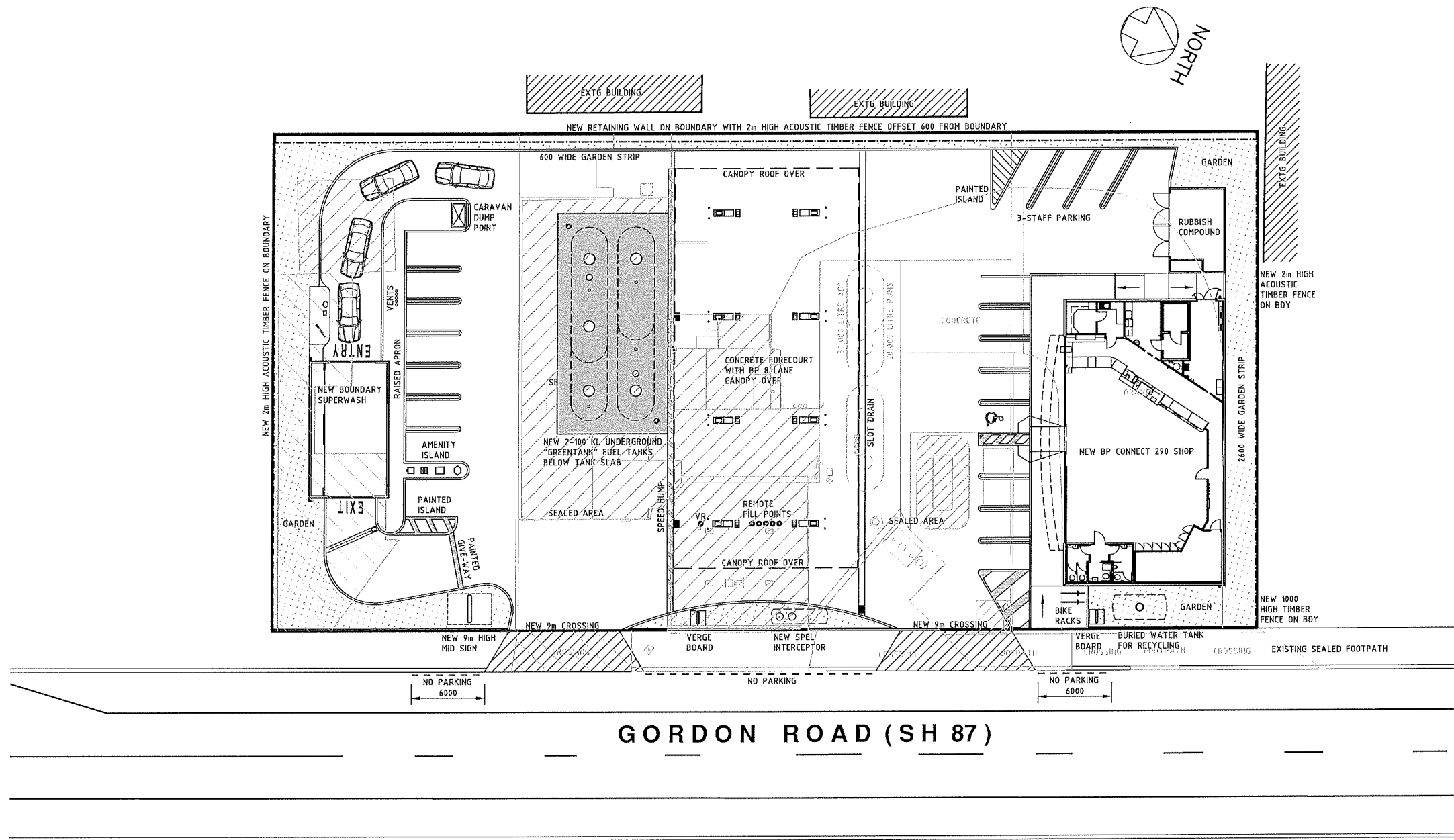
F	TANKS RELOCATED, CANOPY MOVED	5/17	TDP
E	SHOP + CANOPY MOVED 1.2m SOUTH	5/17	TDP
H	FENCE AT REAR, TANKS MOVED	8/17	BB
G	SHOP, CANOPY, VENTS, SPEL MOVED	6/17	BB
REV.	DESCRIPTION	DATE	INIT'L APP'D
PROJECT No. B2371		SPEC. No.	SCALE AS SHOWN
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		DESIGNED	PJM
		DRAWN	DGN
		CHECKED	
		ENG APP'D	

BP CONNECT MOSGIEL
MOSGIEL
PROPOSED TANKER
TRACKING

BP OIL NZ LTD

DWG No. 3ALC1-14

REV. H



PROPOSED AND EXISTING SITE OVERLAY PLAN
SCALE 1:200 AT A1 (1:400 AT A3)

F	FENCE AT REAR, TANKS MOVED	8/17	BB	
E	SHOP, CANOPY, VENTS, SPEL MOVED	6/17	BB	
D	ADJACENT SECTION INCLUDED	3/17	BB	
C	LAYOUT REVISED	07/16	DGN	
B	LAYOUT REVISED	07/16	DGN	
A	FIRST ISSUE	04/16	DGN	
REV.	DESCRIPTION	DATE	INIT'L	APP'D
PROJECT No. B2371		SPEC. No.	SCALE	AS SHOWN
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		DESIGNED	PJM	
		DRAWN	DGN	
		CHECKED		
		ENG APP'D		

TITLE

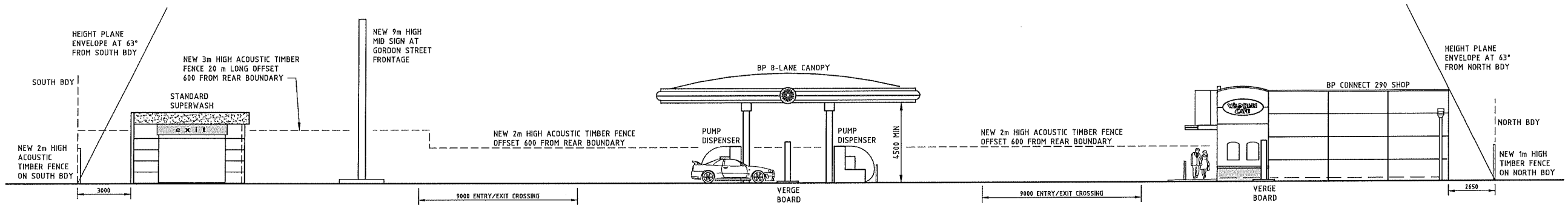
BP CONNECT MOSGIEL
MOSGIEL

PROPOSED AND EXISTING
SITE OVERLAY PLAN

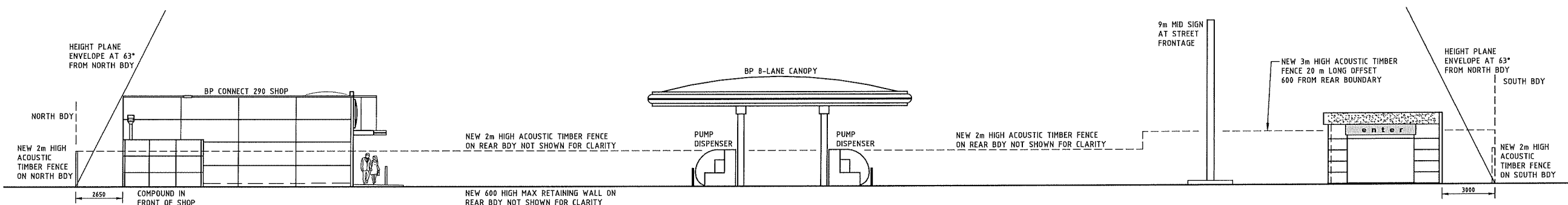
BP OIL NZ LTD

DWG No.	REV.
3ALC1-15	F

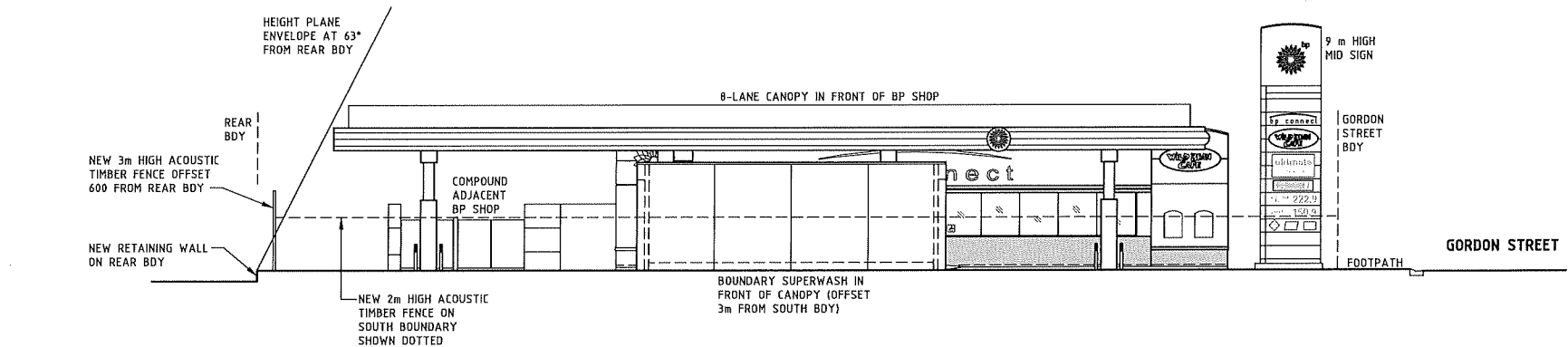




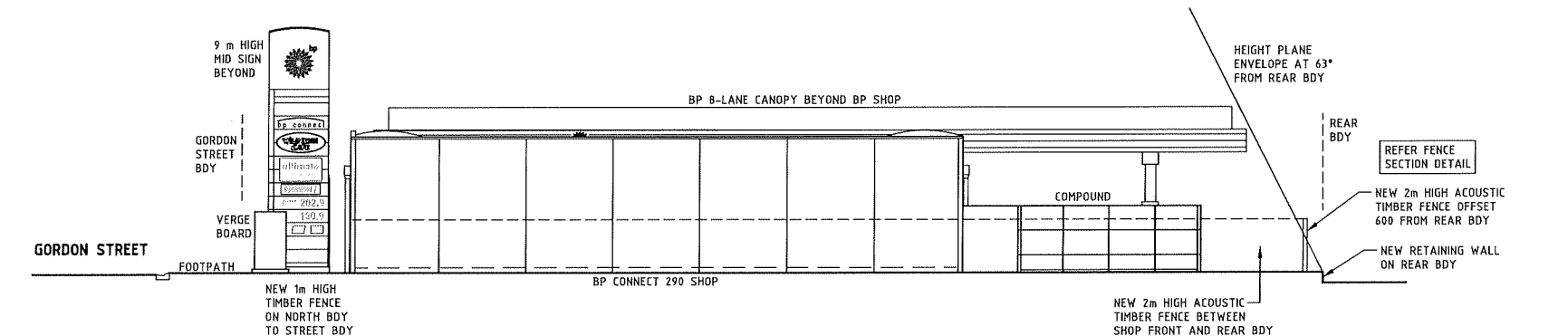
GORDON STREET ELEVATION OF SERVICE STATION (WEST)
SCALE 1:125 AT A1 (1:250 AT A3)



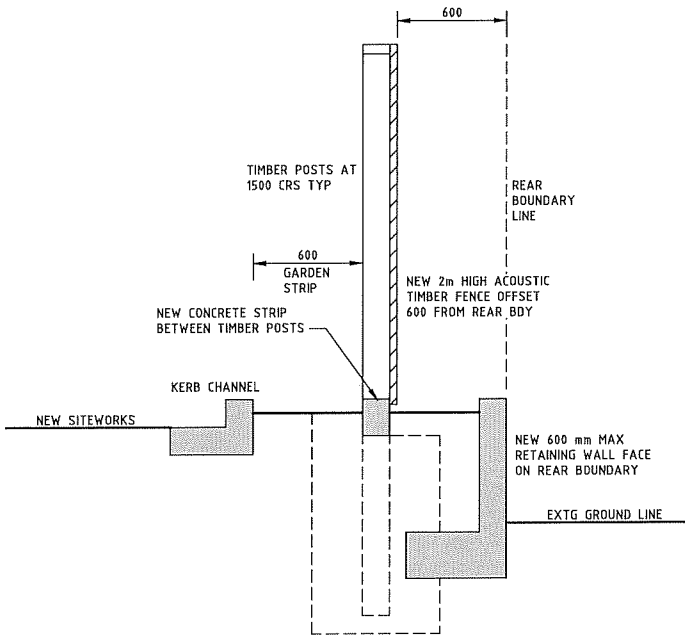
REAR (EAST) ELEVATION OF SERVICE STATION
SCALE 1:125 AT A1 (1:250 AT A3)



SOUTH ELEVATION OF SERVICE STATION
SCALE 1:125 AT A1 (1:250 AT A3)



NORTH ELEVATION OF SERVICE STATION
SCALE 1:125 AT A1 (1:250 AT A3)



ACOUSTIC TIMBER FENCE WITH
RETAINING WALL AT REAR BDY
1:20 AT A1 (1:40 AT A3)

F	FENCE AT REAR REVISED	8/17	BB	
E	ELEVATIONS REVISED	6/17	BB	
D	ADJACENT SECTION INCLUDED	3/17	BB	
C	LAYOUT REVISED	07/16	DGN	
B	LAYOUT REVISED	07/16	DGN	
A	FISRT ISSUE	04/16	DGN	
REV.	DESCRIPTION	DATE	INIT'L	APP'D
	PROJECT No.	SPEC. No.	SCALE	AS SHOWN
	B2371		DATE	April 2016
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			DRAWN	DGN
			CHECKED	
			ENG APP'D	

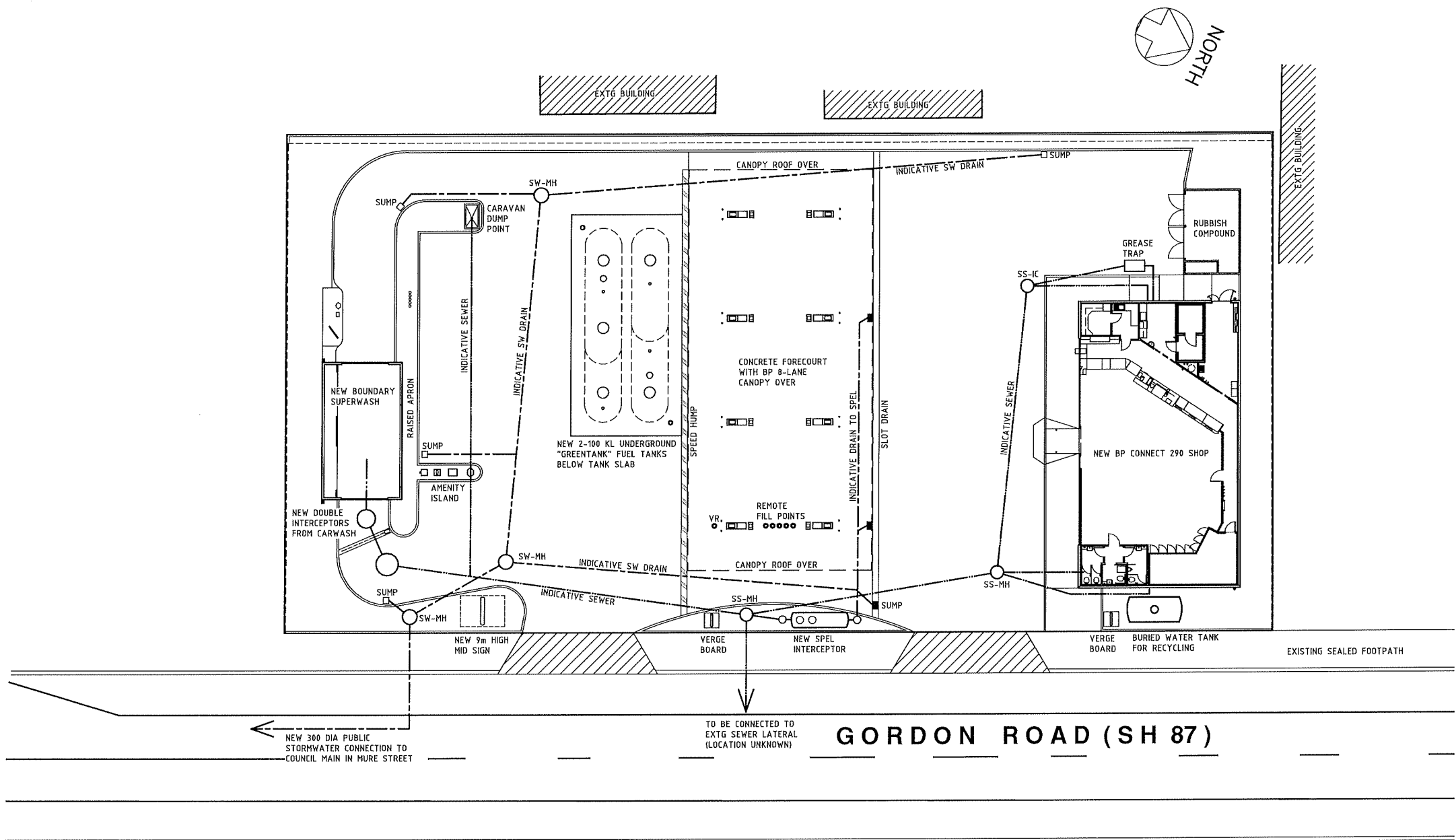
BP CONNECT MOSGIEL
MOSGIEL
PROPOSED ELEVATIONS

BP OIL NZ LTD

DWG No. 3ALC1-16

REV. F

bp



ALTERED SITE LAYOUT PLAN WITH INDICATIVE SERVICES
SCALE 1:200 AT A1 (1:400 AT A3)

B	FERNCE AT REAR, TANKS MOVED	8/17	BB		
A	ADDED TO PLANNING SET	8/17	BB		
REV.	DESCRIPTION	DATE	INIT'L	APP'D	
PROJECT No.	SPEC. No.	SCALE	AS SHOWN		
B2371		DATE	JUNE 2017		
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TITLE	
BP CONNECT MOSGIEL MOSGIEL INDICATIVE SERVICES PLAN	
BP OIL NZ LTD	
DWG No.	REV.
3ALC1-17	B

