

**TO** Celia Davison, Manager Planning – Central/South

**FROM** Vanessa Leddra Policy Planner Central / South

**DATE** 15 December 2025

**SUBJECT** **Update requested to the Auckland Unitary Plan (Operative in Part 2016) (AUP)**



I request an update to the AUP as outlined below:

<b>Reason for update</b>	Alteration to designation confirmed
<b>Chapter(s)</b>	Chapter K Designations Wiri Oil Services Ltd
<b>Designation only</b>	
<b>Designation # 9701</b>	Hazardous Substances Terminal, Wiri Oil Services Limited
<b>Location:</b>	149 Roscommon Road, Wiri
<b>Lapse Date</b>	Given effect to (i.e. no lapse date)
<b>Purpose</b>	Provides for the operation, maintenance, upgrading and future expansion of the Wiri Oil Services Terminal and associated facilities and the authorisation of all ancillary activities and facilities.
<b>Changes to text (shown in underline and strikethrough)</b>	Please refer to 10.3 in Recommendation report for text changes to existing designation. (Attachment A)
<b>Changes to diagrams</b>	Delete Diagram 5.11 and replace with updated diagram in 10.3 of the Recommendation report (Attachment A)
<b>Changes to spatial data</b>	N/A
<b>Attachments</b>	<p><b>Attachment A:</b> Recommendation report.</p> <p><b>Attachment B:</b> Designation 9701 Hazardous Substances Terminal conditions and diagram (Strikethrough/underscore)</p> <p><b>Attachment C:</b> Designation 9701 Hazardous Substances Terminal conditions and diagram (clean)</p>

<b>Maps prepared by:</b> Geospatial Specialist	<b>Text Entered by:</b> Bronnie Styles Planning Technician
<b>Signature:</b>  N/A	<b>Signature:</b> 
<b>prepared by:</b> Vanessa Leddra Policy Planner	<b>Reviewed by:</b> Craig Cairncross Team Leader
<b>Signature:</b> 	<b>Signature:</b> 
<b>Authorised by:</b> Celia Davison Manager Central/South Planning	
<b>Signature:</b>  <b>Pp:</b>	

**Attachment A**  
**Recommendation Report**

# **Alteration of a designation under Section 181(3) of the Resource Management Act 1991**



## **Request for a waiver of the requirement for an outline plan of works under section 176A(2) of the RMA**

### **Summary**

Auckland Council has received a request from Wiri Oil Services Limited under section 181(3) of the Resource Management Act 1991 (RMA), dated 7 November 2025, to alter Designation 9701, Hazardous Substance Terminal, Wiri Oil Services Ltd. It is proposed to increase the height threshold applying to tank T1722 from 20 metres to 24 metres.

It is considered after undertaking an assessment of the notice, that the proposed alteration meets the statutory tests of section 181(3) of the RMA and can therefore be processed and confirmed as a minor alteration.

An accompanying request (referenced within the s181(3) AEE), seeks a waiver of the requirement for an outline plan of works under section 176A(2) of the RMA.

### **Recommendations**

#### **Recommendation 1 - Alteration of Designation 9701 under RMA Section 181(3)**

1. That the proposed alteration of Designation 9701, Hazardous Substance Terminal, Wiri Oil Services Ltd. in the Auckland Unitary Plan be confirmed, subject to the conditions recommended in Section 3 of this report for the following reasons:
  - the alteration involves no more than minor changes to the effects on the environment associated with the use of the land;
  - both the requiring authority and Auckland Council agree with the alteration;
  - agreement with the alteration sought by the owners of the site, being Mobil Oil NZ Ltd, BP Oil NZ Ltd, Z Energy Ltd, Z Energy 2015, has been confirmed as being implicit in the request.
2. That Designation 9701, Hazardous Substance Terminal, Wiri Oil Services Ltd is altered in the Chapter K Designations where the diagram and text needs to be altered in the Auckland Unitary Plan.

#### **Recommendation 2 – Waiver of the requirement for an outline plan of works under section 176A(2) of the RMA in respect of proposed works within Designation 9701**

3. That the requirement for an outline plan of works in respect of a proposal to modify the roof of tank T1722 within Designation 9701, Hazardous Substance Terminal, Wiri Oil Services Ltd and associated activities, be waived for the following reasons:

- The project and its effects have been adequately explained in documentation and further information relating to the requested alteration of Designation 9701.
- the project involves no more than minor changes to the effects on the environment associated with the use of the land.

## 1. Minor alteration to a designation

Auckland Council has received a notice of requirement (NoR) for an alteration to Designation 9701, Hazardous Substance Terminal from Wiri Oil Services Limited (**WOSL**) under section 181(3) of the RMA (see Attachment A).

A minor alteration is being sought to enable an increase in the height of the roof of tank T1722 above the existing designation limit of 20 metres. It is proposed to increase the height threshold applying to tank T1722, only, from 20 metres to 24 metres.

The requested minor alteration is supported by a report prepared by SLR Consulting New Zealand, dated 7 November 2025 (**SLR Report**).

## 2. Land affected by the alteration

The land affected by the alteration to the designation is a 25.8104 ha site located at 149 Roscommon Road, Wiri, Auckland 2104 Auckland. The designated site is shown in **Figure 1 below**.



**Figure 1: The extent of designation 9701 in the AUP GIS viewer**

### **3. Description of the site and existing environment**

The site and surrounding environment is as described in sections 3.3 and 3.3 of the SLR Report. In brief, the Wiri Oil Services Terminal site is located at 149 Roscommon Road. Across Roscommon Road to the east is a range of industrial and commercial development. To the south of Wiri Station Road (and east of the Terminal), is Matukutūruru / Wiri Mountain. Land to the north is occupied by a range of industrial uses, including the Liquigas facility, another Major Hazard Facility, near the north-western site boundary. To the west, past McLaughlins Road is a range of industrial and warehouse development. To the south is the Auckland Region Women's Corrections Facility (**ARWCF**), which contains buildings set back approximately 300m from the WOSL boundary.

The WOSL site contains nine bulk storage tanks located in bunded compounds. The tanks hold petrol (regular and premium), diesel and jet fuel prior to distribution. The Terminal also has a truck loading gantry and truck park. The terminal is classed as an 'Upper Tier Major Hazard Facility' under the Health and Safety at Work (Major Hazard Facilities) Regulations 2016 (the MHF Regulations).

Designation 9071 applies to this site for the purpose of the operation, maintenance, upgrading and future expansion of the Wiri Oil Services Terminal and associated facilities and the authorisation of all ancillary activities and facilities.

### **4. Description of the Project and the Designation Alteration Sought**

The proposed works are described in the following extract from Section 2 of the SLR Report.

In order to meet forecast growth in demand for jet fuel, WOSL proposes to convert one of the existing bulk fuel storage tanks (T1722) at the Wiri Oil Terminal from petrol storage to Jet A1. In order to convert the tank, there is a need to replace the tank's existing floating roof with a fixed roof structure appropriate to the requirements of the different fuel grade.

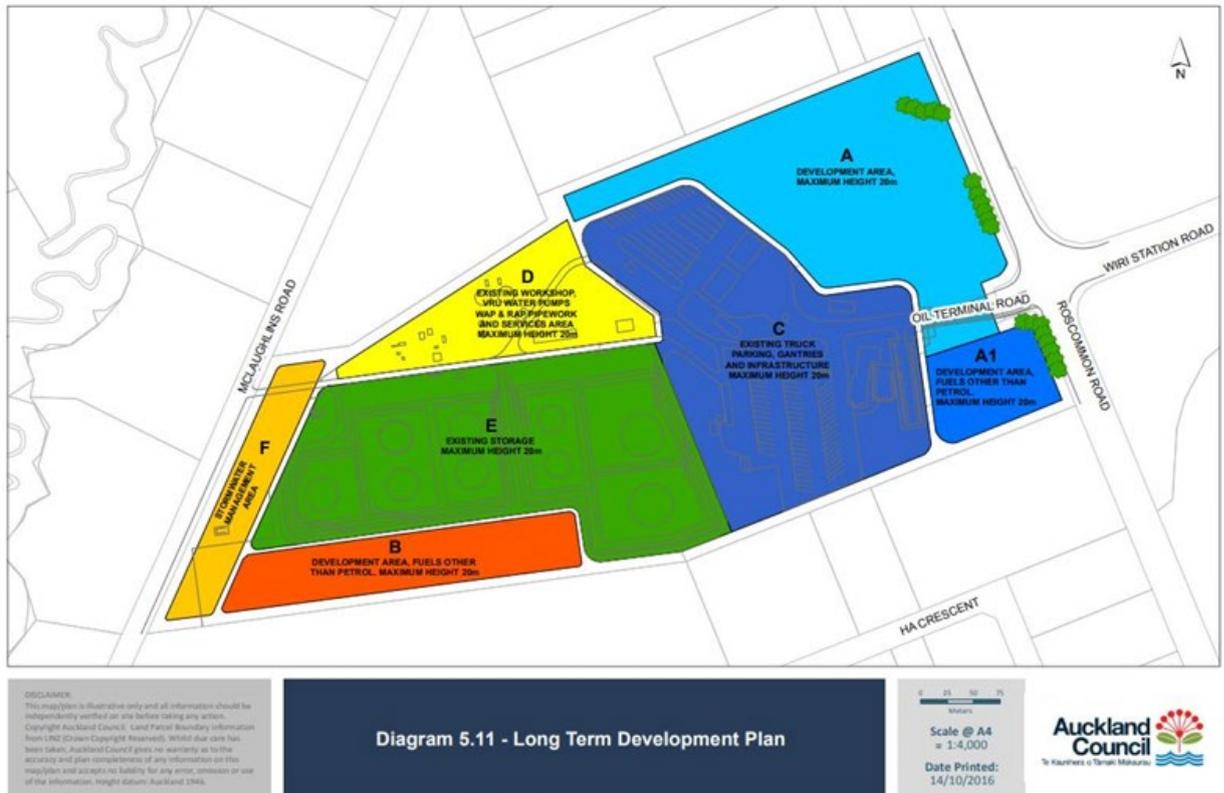
The proposed new fixed roof will increase the height of the existing tank by approximately 3.4m, as the new tank roof will have a conical shape, extending above the top rim of the tank. The height of the existing tank is 19.8m above existing ground level (as measured at the nearest site boundary) such that the total height of the tank and new fixed roof structure will be approximately 23.2m above ground level.

The alternative roof form will not result in additional storage capacity in the tank in terms of the volume of fuel stored or safe fill levels in the tank.

The request includes plans of the proposed tank modification. Further details of construction activities proposed were provided in a subsequent email dated December 11 2025 (see Attachment B).

All other aspects of the proposed works will fall within the scope of the existing terminal designation and comply with all other designation conditions. The SLR report notes that, while Jet A1 storage capacity will increase, storage of petrol will decrease by the same amount and the facility will remain "well within" the envelope of effects established by way of Designation 9701 in relation to hazardous substances management and risk. It is further noted in the SLR Report that the proposed works will comply with the existing terminal stormwater and air discharge consents and with all other relevant regional rules

in the Auckland Unitary Plan. The Alteration to Designation sought is as described in Section 4 of the SLR Report. The Existing Designation Plan – Diagram 5.11 – Long Term Development Plan is shown in **Figure 2** below.



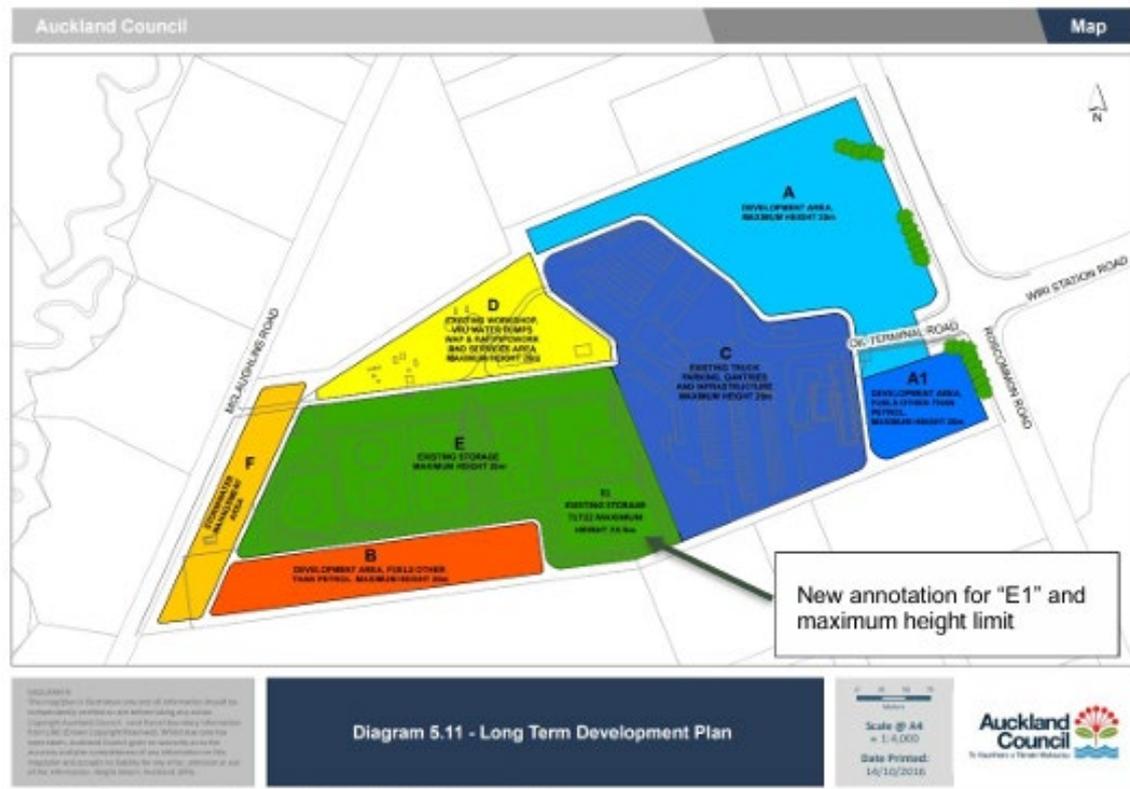
**Figure 2: Existing Designation Plan – Diagram 5.11 – Long Term Development Plan**

To enable the height of the roof of T1722 to be increased to up to 24 metres WOSL proposes to alter Diagram 5.11, and Condition 1 and Condition 8 – “Height” of Designation 9701.

WOSL proposes that the increased height limit is confined to T1722 rather than applying universally within the designation boundary.

In respect of Diagram 5.11 it is proposed that Area “E” as shown in Diagram 5.11 is amended to include a sub-zone referred to as “E1”, that will provide for a maximum height of 24m in relation to tank T1722.

This is shown on **Figure 3** below (being Figure 3 in the SLR Report).



**Figure 3: Proposed Amendment to Designation Diagram 5.11**

Consequential amendments to Conditions 1 and 8 are proposed, as follows (amendments shown in red underlined / strikethrough):

1. The designation is for the operation, maintenance, upgrading and future expansion of the Wiri Oil Services Terminal and associated facilities, located at 149 Roscommon Road, Wiri, and the authorisation of all ancillary activities and facilities. The scope of the designation shall be generally in accordance with the Notice of Requirement for the Terminal dated August 2013 and further information provided on 27 March 2014 and 4 July 2015 including the plan titled 'Long Term Development Plan Drawing C210' contained in Figure 5.11 and subsequently updated on (insert AUP update date) November 2025, subject to any amendments by the conditions that follow. Nothing in this condition shall limit future activities on the site in so far as they are consistent with the designation and other conditions.
8. Height of structures shall be restricted to a maximum of 20 metres within the designation, except that with the exception of:
  - a. Diagram 5.11 Area E1 where Tank 1722 may extend up to 24 metres in height; and
  - b. Lighting, security and communication poles and devices that may extend up to 25 metres in height.

## 5. Delegated Authority

The Team Leader Planning – South has delegated authority, in accordance with Schedule 2A of the Auckland Council Delegations: Chief Executive Officer (Chief Executive's Delegations Register, updated July 2025, Version 2.0), to exercise the council's functions, powers, duties and discretions under the Resource Management Act 1991 in relation to (in respect of the designation alteration) section 181(3) and (in respect of the requested waiver of outline plan of works) section 176A(2).

## **6. Relevant statutory provisions - Alteration of designation**

Section 181 "Alteration of designation" of the Resource Management Act 1991 states:

- (1) A requiring authority that is responsible for a designation may at any time give notice to the territorial authority of its requirement to alter the designation.*
- (2) Subject to subsection (3), sections 168 to 179 and 198AA to 198AD shall, with all necessary modifications, apply to a requirement referred to in subsection (1) as if it were a requirement for a new designation.*
- (3) A territorial authority may at any time alter a designation in its district plan or a requirement in its proposed district plan if-*
  - (a) The alteration-*
    - (i) Involves no more than minor changes to the effects on the environment associated with the use or proposed use of land or any water concerned; or*
    - (ii) Involves only minor changes or adjustments to the boundaries of the designation or requirement; and*
  - (b) Written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners or occupiers agree with the alteration; and*
  - (c) Both the territorial authority and the requiring authority agree with the alteration*  
—  
*and sections 168 to 179 and 198AA to 198AD shall not apply to any such alteration.*

## **7. Relevant statutory provisions – Waiver of Outline Plan of Works**

Pursuant to section 176A(2), the RMA provides for territorial authorities to waive the requirement to submit an outline plan. Section 176A(2) states:

- (2) An outline plan need not be submitted to the territorial authority if—*
  - (a) The proposed public work, project, or work has been otherwise approved under this Act;*  
*or*
  - (b) The details of the proposed public work, project, or work, as referred to in subsection (3), are incorporated into the designation; or*
  - (c) the territorial authority waives the requirement for an outline plan.*

## **8. Analysis of the proposed designation alteration**

The relevant matters to consider are contained in section 181(3) of the RMA as outlined above.

### **8.1 Assessment of Environmental effects (s181(3)(a)(i))**

The requiring authority, through the SLR Report, has provided an assessment of environmental effects. Section 5.2 of that report provides reasons that the proposed alteration to the designation involves no more than minor changes to the effects on the environment, and is repeated below:

The proposed alteration will enable one tank structure within the designated site to exceed the height limit within the wider designation by approximately 3.4 metres. The increase is proposed to be confined to a single structure within a confined area of the designation boundary.

All other conditions imposed to mitigate the effects of the designated work on the site will remain unchanged. The only relevant effect to be assessed with the height increase is visual amenity, and it is considered that the effects on the environment associated with the designated works will be no more than minor as a consequence of the alteration. Effects associated with height infringement typically relate to matters such as visual dominance, shading and landscape considerations.

The additional height of T1722 will not be disproportionate to the maximum height within the designation or the underlying Heavy Industry Zone height limit of 20 metres. Further, any associated dominance effects will be mitigated by the tapered roof that will rise to a central point.

The tank is well removed (at least 35m) from the nearest site boundary, such that any additional shading over adjoining properties would be minimal. On that basis, any additional effect on these sites is expected to be no more than minor. In addition, the tank is set well back from the road boundaries (at least 380m), with limited views from public places, and the altered roof line would be viewed in the context of the wider terminal facility and surrounding industrial land uses.

The submitted SLR Report contains a short section on RMA Part 2 matters.

That analysis is generally supported, however a request for further elaboration was made in respect of the assessment that the proposal was not considered to be inconsistent with Section 8 - principles of the Treaty of Waitangi.

This was the only reference made to mana whenua matters, apart from the acknowledgement that the WOSL site is within the vicinity of Matukutūruru / Wiri Mountain, a Tūpuna Maunga in the Wiri volcanic field.

The requiring authority, through its consultant SLR, provided a comprehensive response dated 1 December 2025 which is copied as Attachment B to this report. In summary, the response states that it is considered the proposal to increase the roof height of a single tank at the Wiri Terminal will not result in adverse cultural effects, noting there is no longer any view between Pūkaki Marae and Matukutururu due to the extent of quarrying, such that the roof will not obstruct any cultural viewshafts. It is further considered that the project does not involve any intrusive works that could result in adverse effects on Matukutururu and/or the underground lava caves. This analysis and its conclusions are supported as being an appropriate response to the elaboration that was sought.

Based on the AEE and the further information provided the proposed alteration to Designation 9701 is considered to involve no more than minor changes to the effects on the environment. Accordingly, the proposal meets the threshold under section 181(3)(a)(i) of the RMA.

## **8.2 Assessment of minor changes or adjustments to the boundary (s181(3)(a)(ii))**

The alteration to the designation does not involve any changes to the boundary of the existing designation.

## **8.3 Written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners and occupiers agree with the alteration (s181(3)(b))**

It is noted that the owners of the site are Mobil Oil NZ Ltd, BP Oil NZ Ltd, Z Energy Ltd, Z Energy 2015. In response to a request in relation to whether these owners agree with the alteration, the requiring authority, through SLR, provided the following response on 12 December 2025 (see Attachment B).

WOSL was set up by New Zealand's four main oil companies and is now owned by BP, Mobil, Z Energy and Z Energy 2015 (formerly Chevron). The WOSL Board is made up of one director for each shareholder, and the chair rotates annually. All decisions require a unanimous vote. Mobil, BP and Z Energy are the largest shareholders with 28% each. Z Energy (2015) is the smallest shareholder, with a 16% stake. The shareholders own the land on which the Wiri Terminal is located, and WOSL operates the Terminal.

Essentially, WOSL wouldn't have been in a position to advance the project without the unanimous support of the shareholders, such that landowner approval is implicit in the application.

On the basis of the above it can be considered that consent of the site owners is implicit.

Section 5.3 of the SLR Report states that it is considered unlikely that any party will be 'directly affected' by the changes proposed to Tank T1722. However written notice of the proposed alteration was given to every owner or occupier of land that may be directly affected, being those properties closest to and within 100 metres of Tank T1722, being ARWCF – 20 Hautu Drive Manukau Quarry – 33 Ha Crescent Pacer Car Clean Products (NZ) Ltd – 33 Ha Crescent. This documentation, including written consents, is attached as Appendix E to the SLR Report.

#### **8.4 Agreement of both the territorial authority and the requiring authority (181(3)(c))**

The alteration to the designation has been requested by the requiring authority, and therefore it agrees to the alteration. It is considered that Auckland Council can agree with the proposed alteration for the following reasons:

- The alteration involves no more than minor changes to the environmental effects
- The alteration does not involve any changes to the boundary
- The owners and/or occupiers of all land directly affected by the proposed alteration have been given notice and agree with the proposed alteration.
- Adherence with recommended conditions will ensure any potential adverse effects are avoided, remedied or mitigated.

### **9. Outline Plan Waiver Request**

In respect of section 176(2) of the RMA, details of the proposed public work, project, or work have been provided. However, apart from the alteration of designation to provide for the height of the project, those details are not proposed to be incorporated into the designation. Section 176(2)(b) is therefore not relevant. However under s176(2)(c), the territorial authority can waive the requirement for an outline plan. The details that have been provided are considered to be appropriate in making a decision on the waiver.

Section 6.0 of the SLR Report states:

The tank conversion work is currently scheduled to commence in February 2026. Construction works are limited to the replacement of the roof of an existing tank, such that construction effects are expected to be limited in nature and scale. Roof replacement will involve hot works (including welding) to a bulk fuel storage tank and will be strictly controlled in accordance with health and safety requirements.

The tank will be empty during works, such that there will be no odour (petrol fumes) and noise is expected to comply with standard construction noise thresholds.

No earthworks are required, such that there is no need for erosion and sediment control measures.

Roof replacement works will require only minimal construction traffic. The Terminal currently generates some 180 vehicle movements per day. Traffic generated for construction purposes would be significantly less than this and would generally be absorbed within the surrounding traffic environment.

No other rules or standards in the AUP are relevant in this context. In particular, the natural hazard provisions, including those introduced through Plan Change 120 (PC120) are not relevant, as these are district plan provisions and therefore do not apply in accordance with section 176 of the RMA. In any case, the proposed change to the roof form will not result in any adverse effects from a natural hazards perspective.

Based on the nature of the works, the compliance with all designation conditions, except for height, and the compliance with all other relevant rules and standards of the AUP, WOSL seek that an outline plan waiver be granted.

Further details of construction activities are given in Attachment B.

Overall, it is considered that the detailed information provided is sufficient to enable consideration of the effects of the proposed project. It is concluded that any adverse effects will be no more than minor. On the basis of the information provided an outline plan waiver is considered to be warranted.

## 10. Conclusions and Recommendations

### 10.1 Conclusions

The proposed alteration meets the statutory tests of Section 181(3) of the Resource Management Act 1991, in that:

- The alteration involves no more than minor changes to the environmental effects.
- Existing conditions/recommended conditions will ensure any potential adverse effects are avoided, remedied or mitigated.
- There are no changes or adjustments to the boundaries of the existing designation.
- The owners and/or occupiers of all land directly affected agree with the alteration.

### 10.2 Recommendation – Designation Alteration

1. That, pursuant to Section 181(3) of the Resource Management Act 1991, Wiri Oil Services Ltd's notice of requirement for an alteration to Designation 9071, Hazardous Substances Terminal is **confirmed** subject to the amended conditions recommended in Section 4 of this report.
2. That Designation 9071, Hazardous Substances Terminal, is amended in the Chapter K Designations in the Auckland Unitary Plan Operative in part as recommended in Section 4 of this report.

### 10.3 Alterations

Text amendments are shown in red underlined / strikethrough):

## 9701 Hazardous Substances Terminal

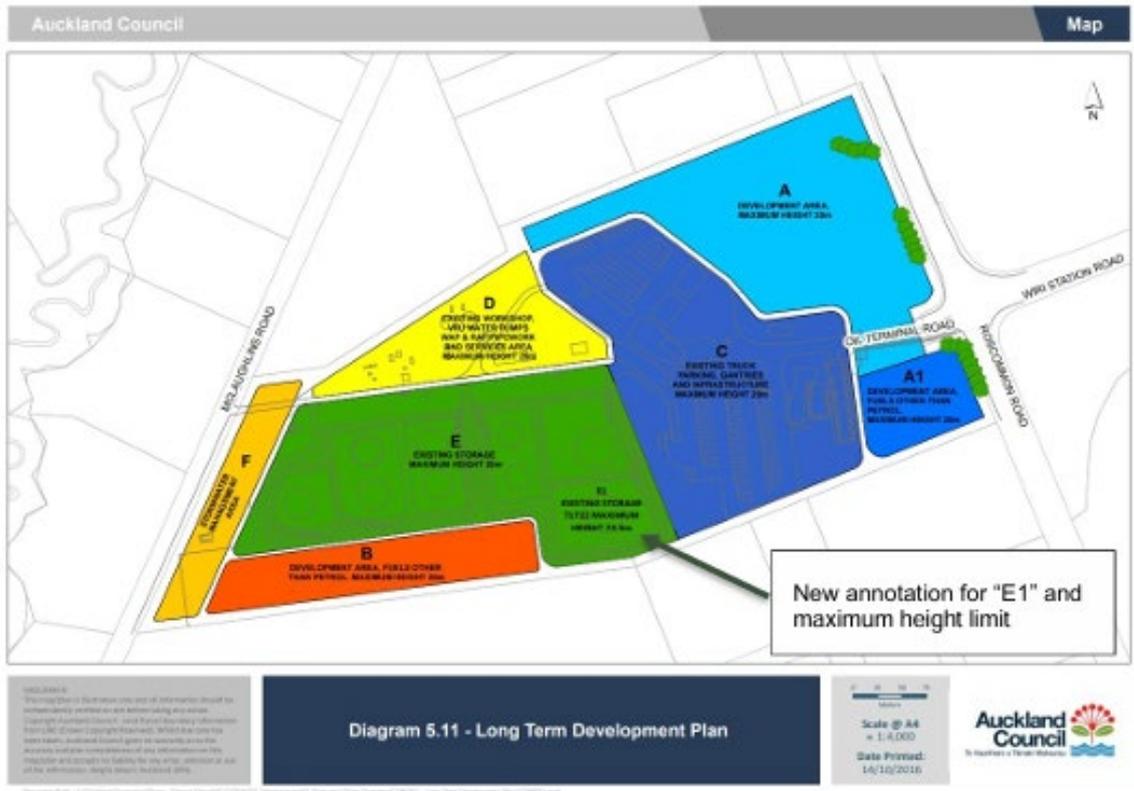
Designation Number	9701
Requiring Authority	Wiri Oil Services Limited
Location	149 Roscommon Road, Wiri
Rollover Designation	Yes
Legacy Reference	Designation 320 Auckland Council District Plan (Manukau Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

The designation provides for operation, maintenance, upgrading and future expansion of the Wiri Oil Services Terminal and associated facilities and the authorisation of all ancillary activities and facilities.

### Conditions

1. The designation is for the operation, maintenance, upgrading and future expansion of the Wiri Oil Services Terminal and associated facilities, located at 149 Roscommon Road, Wiri, and the authorisation of all ancillary activities and facilities. The scope of the designation shall be generally in accordance with the Notice of Requirement for the Terminal dated August 2013 and further information provided on 27 March 2014 and 4 July 2015 including the plan titled 'Long Term Development Plan Drawing C210' contained in Figure 5.11 and subsequently updated on (insert AUP update date) November 2025, subject to any amendments by the conditions that follow. Nothing in this condition shall limit future activities on the site in so far as they are consistent with the designation and other conditions.
  - 2 – 7 (unchanged)
  8. Height of structures shall be restricted to a maximum of 20 metres within the designation, ~~except that~~ with the exception of:
    - a. Diagram 5.11 Area E1 where Tank 1722 may extend up to 24 metres in height; and
    - b. Lighting, security and communication poles and devices that may extend up to 25 metres in height.
  - 8 – 13 and Advice Notes (unchanged)
- Delete Diagram 5.11 and replace with:



#### 10.4 Recommendation – Outline Plan Waiver

That, pursuant to section 176(2)(c) of the Resource Management Act 1991, the requirement for an outline plan of works in respect of a proposal to modify the roof of tank T1722 within Designation 9701, Hazardous Substance Terminal, Wiri Oil Services Ltd, as altered in terms of section 10.3 above, and as described in the information provided in Attachments A and B to this report, be waived.

Report Prepared by:

Date: 15 December 2025

**Peter Reaburn**  
Consultant Planner to Auckland Council

## 11. SECTION 181(3) DETERMINATION

Having read the planner's report and recommendations on the notice or requirement, I am satisfied I have adequate information to consider the matters required by the Resource Management Act 1991 (the RMA) and to make a decision under delegated authority.

Accordingly, the notice of requirement for an alteration to Designation 9701, Hazardous Substance Terminal, Wiri Oil Services Ltd is confirmed under section 181(3) of the RMA as agreed and set out in section 4 of this report.

Name: Craig Cairncross

Title: Team Leader – Planning: Central South

Signed:



Date: 15/12/2025

## 12. SECTION 176(2)(c) DETERMINATION

Having read the planner's report and recommendations I am satisfied I have adequate information to consider the matters required by the Resource Management Act 1991 (the RMA) and to make a decision under delegated authority.

Accordingly, a waiver of the requirement to provide an outline plan of works in respect of the proposal to modify the roof of tank T1722 within Designation 9701, Hazardous Substance Terminal, Wiri Oil Services Ltd, Wairau Road Electricity Substation as set out in section 4.4 of this report.

Name: Craig Cairncross

Title: Team Leader – Planning: Central South

Signed:



Date: 15/12/2025

## SCHEDULE OF ATTACHMENTS

**Attachment A:** Wiri Oil Services Limited Designation Alteration Request Report  
**Attachment B:** Further Information Provided

**Attachment A**  
**Wiri Oil Services Limited Designation**  
**Alteration Request Report**



# Notice of Requirement for Alteration of a Designation

## Wiri Oil Terminal – Tank Roof Replacement

### Wiri Oil Services Limited

Prepared by:

**SLR Consulting New Zealand**

SLR Project No.: 810.031060.00001

Client Reference No.: 4S.002037

7 November 2025

Revision: V1.0

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## Revision Record

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Prepared for: Wiri Oil Services Limited

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Prepared by: Harrison Burns pp:  
Project Consultant - Planning



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Checked by: Rebecca Eng  
Technical Director - Planning



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Authorised by: Georgina McPherson  
Technical Director - Planning



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SLR Project No.: 810.031060.00001

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SLR Ref No.: WOSL NoR Variation - T1722 roof height v1.0

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Revision: Date: 28 October 2025

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Draft v0.1 28 October 2025

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Issued v1.0 7 November 2025

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## Basis of Report

This report has been prepared by SLR Consulting New Zealand (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Wiri Oil Services Limited (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.



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## Appendices

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## Notice of Requirement for Alteration of Designation Section 181 of the Resource Management Act 1991

Requiring Authority	Wiri Oil Services Limited (WOSL)
Territorial authority:	Auckland Council
Address for service:	SLR Consulting New Zealand 201 Victoria Street West Auckland Central 1010 Attention: Georgina McPherson <a href="mailto:georgina.mcpherson@slrconsulting.com">georgina.mcpherson@slrconsulting.com</a>
Address for fees:	Wiri Oil Services Limited c/- SLR Consulting New Zealand 201 Victoria Street West Auckland Central 1010
Site:	149 Roscommon Road, Wiri, Auckland 2104
Legal description:	Lot 27 DP 344377 Part Lot 6 DEEDS 635 Part Lot 7 DEEDS 635 (parcel 5191550) Part Lot 7 DEEDS 635 (parcel 4794246)
Owner(s):	Mobil Oil NZ Ltd, BP Oil NZ Ltd, Z Energy Ltd, Z Energy 2015
Site area:	25.8104 ha
Plan:	Auckland Unitary Plan (Operative in Part)
Zone:	Business – Heavy Industry Zone
Designations:	<ul style="list-style-type: none"><li>• <b>Designation 9701, Hazardous Substance Terminal, Wiri Oil Services Ltd</b></li><li>• Designation 9700, Jet Fuel Transmission Purposes, Wiri Oil Services Ltd</li><li>• Designation 6501, Petroleum Pipeline – Urban Section, Channel Terminal Services Limited</li><li>• Designation 1102, Protection of aeronautical functions – obstacle limitation surfaces, Auckland International Airport Ltd</li></ul>
Overlays or controls:	<ul style="list-style-type: none"><li>• Natural Resources: High-Use Stream Management Areas Overlay [rp]</li><li>• Natural Resources: High-Use Aquifer Management Areas Overlay [rp] – Manukau Southeast Kaawa</li><li>• Natural Resources: High-Use Aquifer Management Areas Overlay [rp] – Manukau Waitemata Aquifer</li></ul>



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	<ul style="list-style-type: none"><li>• Natural Resources: Quality-Sensitive Aquifer Management Areas Overlay [rp] – Wiri Volcanic Aquifer</li><li>• Infrastructure: Aircraft Noise Overlay – Aircraft noise notification area, Auckland Airport</li><li>• Controls: Arterial Roads</li><li>• Controls: Emergency Management Area Control – New Zealand Refining Pipeline, Infrastructure</li><li>• Macroinvertebrate Community Index – Rural</li><li>• Macroinvertebrate Community Index – Urban</li></ul>
Other notation(s):	<ul style="list-style-type: none"><li>• Flood Prone Area</li><li>• Flood Plains</li><li>• Overland Flow Paths</li></ul>
Brief description of the proposed activity:	<p>WOSL seeks to alter existing Designation 9701 applying to the Wiri Oil Terminal to enable an increase in the height of the roof of tank T1722 above the existing designation limit of 20 metres. It is proposed to increase the height threshold applying to tank T1722, only, from 20 metres to 24 metres.</p> <p>A waiver is also sought from the requirement to provide an Outline Plan of Works to undertake the works.</p>

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**Figure 1: Locality plan of the site (Source: Auckland Council GeoMaps).**



Figure 2: Existing Designation Plan – Diagram 5.11 – Long Term Development Plan



DISCLAIMER:  
This map/plan is illustrative only and all information should be independently verified or site before taking any action.  
Copyright Auckland Council. Land Parcel Boundary Information from LINZ (Crown Copyright Reserved). Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and plan completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information. Height datum: Auckland 1946.

Diagram 5.11 - Long Term Development Plan



Scale @ A4  
= 1:4,000

Date Printed:  
14/10/2016



## 1.0 Introduction

This Assessment of Environmental Effects (AEE) report has been prepared to support a Notice of Requirement (NoR) by Wiri Oil Services Limited (WOSL) to alter Designation 9701 under s181(3) of the Resource Management Act 1991 (the Act or the RMA).

The WOSL terminal site (the terminal or the site) is designated for the purpose of:

*‘Operation, maintenance, upgrading and future expansion of the Wiri Oil Services Terminal and associated facilities and the authorisation of all ancillary activities and facilities.’*

A copy of Designation 9701 is contained in **Appendix B**. The designation has been given effect to and is subject to 13 conditions. This NoR application seeks to alter Diagram 5.11 and Conditions 1 and 8 to enable an increase in the height of tank T1722.

The application also seeks to waive the requirement for an Outline Plan of Works for the replacement of the tank roof under s176A(2)(c). An Outline Plan of Works is otherwise required by way of Condition 6 of Designation 9701.

## 2.0 Proposed Works

In order to meet forecast growth in demand for jet fuel, WOSL proposes to convert one of the existing bulk fuel storage tanks (T1722) at the Wiri Oil Terminal from petrol storage to Jet A1. In order to convert the tank, there is a need to replace the tank’s existing floating roof with a fixed roof structure appropriate to the requirements of the different fuel grade.

The proposed new fixed roof will increase the height of the existing tank by approximately 3.4m, as the new tank roof will have a conical shape, extending above the top rim of the tank. The height of the existing tank is 19.8m above existing ground level (as measured at the nearest site boundary) such that the total height of the tank and new fixed roof structure will be approximately 23.2m above ground level.

The alternative roof form will not result in additional storage capacity in the tank in terms of the volume of fuel stored or safe fill levels in the tank. Nor will the proposal affect the overall storage capacity of the Terminal. The increased JetA1 storage capacity will be offset by a corresponding reduction in petrol (MOGAS).

Drawings of the proposal showing the location of tank T1722 on the site and elevation plans are attached as **Appendix C**, and reproduced in **Figure 3** below. While the expected height of the proposed new tank roof is approximately 23.2m, it is proposed to vary Condition 6 of Designation 9701 to provide for an increase in the height of this tank to 24m, on a contingency basis and to take account of different methodologies for measurement of height.

All other aspects of the proposed works will fall within the scope of the existing terminal designation and comply with all other designation conditions, in particular:

- **Condition 2** requires additional fuel storage at the Terminal to remain within the key parameters identified in the Sherpa Report titled ‘Risk Summary for Input to NOR’. As noted above, the proposal will not result in an increase in fuel storage capacity either within T1722 or across the site as a whole. Nor will it alter the overall throughput of fuels. As detailed in the Sherpa Report, petrol is the key driver of hazardous substances risk associated with the Terminal and petrol is the only fuel type specifically controlled by way of the designation conditions, which restrict any increase in petrol storage or throughput. While Jet A1 storage capacity will increase, storage of petrol will decrease by the same amount. On this basis, the proposal will

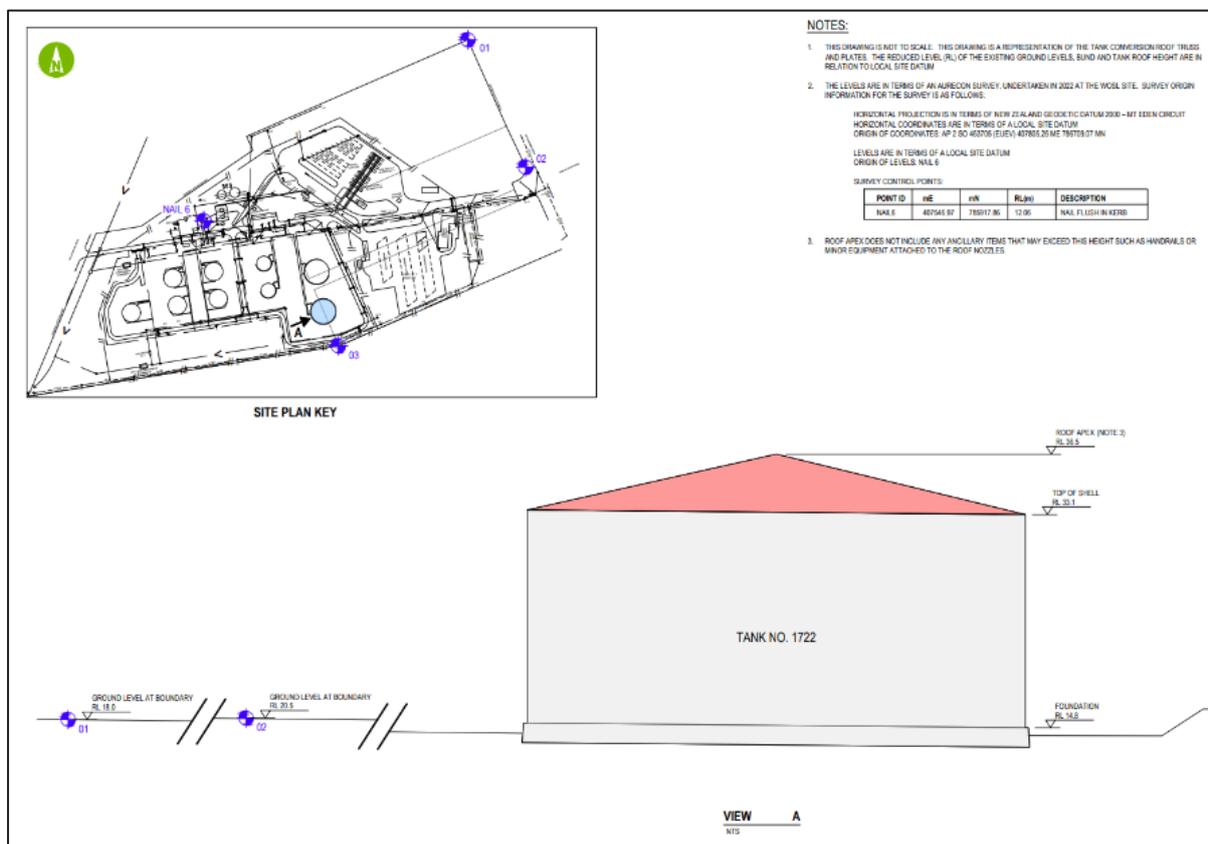


remain well within the envelope of effects established by way of Designation 9701, in relation to hazardous substances management and risk.

- **Condition 6** – as noted above, this application seeks to waive the requirement for an Outline Plan of Works for the replacement of the tank roof under s176A(2)(c). Provision for this is made under Condition 6 (and s176A(2)(c) of the Act).
- **Condition 7.d.** – Construction Management Plan. A Construction Management Plan, at a level of detail corresponding to the nature and extent of the works, is required for any project requiring an Outline Plan of Works. In this case, the works are limited to replacing the roof of existing Tank 1722 with agreement being sought from Auckland Council to waive the requirement for an Outline Plan of works.

The proposed works will comply with the existing terminal stormwater and air discharge consents and with all other relevant regional rules in the Auckland Unitary Plan.

**Figure 3: Locality and Elevation plans of proposed Tank 1722 changes**



### 3.0 Background

#### 3.1 The Requiring Authority

WOSL is a joint venture limited liability company owned by four shareholders (the shareholders): Mobil Oil New Zealand Limited (Mobil Oil), BP Oil New Zealand Limited (BP), Z-Energy Limited and Z Energy 2015. WOSL is a network utility operator within the definition of that term in s.166 of the Resource Management Act 1991 (“the RMA”) by reason of the following:



Section 166 of the Resource Management Act defines a “network utility operator” as including a person who:

*“Undertakes or proposes to undertake the distribution or transmission by pipeline of petroleum.”*

WOSL was approved as a requiring authority in respect of the Terminal by way of notice in the New Zealand Gazette No. 1605 dated 21 March 2013. WOSL is also a requiring authority in respect of its network utility operation involving the distribution and transmission by pipeline of petroleum for the Wiri to Airport pipeline (WAP) by way of notice in the New Zealand Gazette no. 3926 dated 5 June 2008.

### 3.2 Site

The site is the Wiri Oil Services Terminal located at 149 Roscommon Road (refer to **Figure 1**). The Terminal is the main bulk fuel storage facility for the Auckland Region. It stores and distributes about 95% of the fuel supplies for the Auckland region and about 40% of the fuel supplies for New Zealand. The Terminal receives fuel from the former Marsden Point Refinery (now operated as an import terminal by Channel Infrastructure Limited), via the Ruakaka to Auckland Pipeline (RAP). Fuel is stored at the Terminal prior to distribution by road tanker and to Auckland International Airport, via the Wiri to Airport Pipeline (WAP). This is the only supply route for Jet A1 fuel to the airport and it conveys approximately 1 billion litres of product per annum.

The Terminal has nine bulk storage tanks, in which petrol (regular and premium), diesel and jet fuel is held prior to distribution. The tanks are located in bunded compounds. Premium and regular petrol is stored in specially designed tanks with external floating roofs that sit just above the surface of the fuel, to prevent the formation of petrol vapours, and rise and fall within the tank structure as the tank fills and empties. Aviation jet fuel (Jet A-1) is stored in specially designed tanks with fixed roofs.

The Terminal also has a truck loading gantry and truck park. The truck loading gantry is used to distribute petrol, diesel and jet fuel by road to service stations, airports and other customers throughout the Auckland region and parts of the Waikato as far south as Taupo. In the Auckland region the tanker fleet also collects vapours from service station deliveries and returns those to the terminal via the vapour recovery unit.

The terminal is classed as an ‘Upper Tier Major Hazard Facility’ under the Health and Safety at Work (Major Hazard Facilities) Regulations 2016 (the MHF Regulations).

### 3.3 Surrounding environment

The site is bound by Roscommon Road to the east, beyond which is a range of industrial and commercial development. To the south of Wiri Station Road (and east of the Terminal), is Matukutūruru / Wiri Mountain, a Tūpuna Maunga in the Wiri volcanic field, much of which has now been quarried away.

Land to the north of the Terminal is occupied by a range of industrial uses, including the Liquigas facility, another Major Hazard Facility, near the north-western site boundary. The site is bound by McLaughlins Road to the west, beyond which is a range of industrial and warehouse development.

The southern Terminal boundary is dominated by the presence of the Auckland Region Women’s Corrections Facility (ARWCF), with ARWCF buildings being set back approximately 300m from the WOSL boundary. Additional industrial/commercial activities are located further east along Ha Crescent and adjoining the southern Terminal boundary.



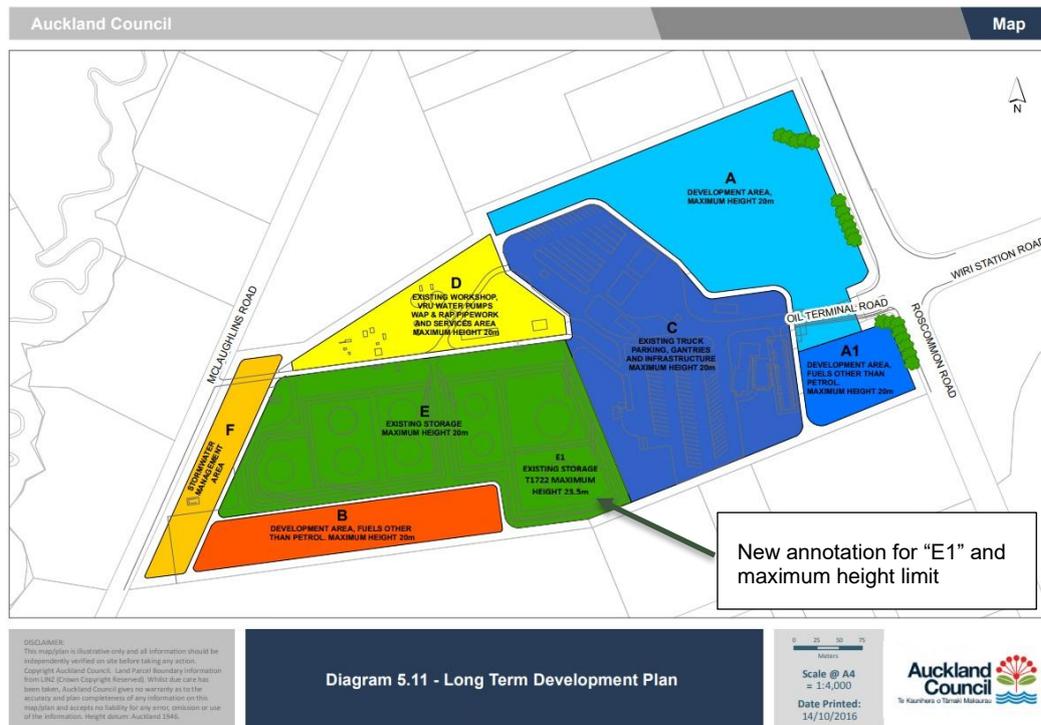
## 4.0 Alteration to Designation

To enable the height of the roof of T1722 to be increased to up to 24 metres, to provide for the conversion of the tank from petrol to Jet A1, WOSL proposes to alter Diagram 5.11, Condition 1 and Condition 8 – “Height” of Designation 9701. WOSL proposes that the increased height limit is confined to T1722 rather than applying universally within the designation boundary. The following specific alterations are proposed to capture this:

### 4.1 Diagram 5.11

It is proposed that Area “E” as shown in Diagram 5.11 is amended to include a sub-zone referred to as “E1”, that will provide for a maximum height of 24m in relation to tank T1722. This is shown on **Figure 3** below and on the amended version of Diagram 5.11 contained in **Appendix D**.

**Figure 3: Proposed Amendment to Designation Diagram 5.11**



### 4.2 Condition 1

A consequential amendment to Condition 1 is proposed as follows (amendments shown as red underlined):

1. The designation is for the operation, maintenance, upgrading and future expansion of the Wiri Oil Services Terminal and associated facilities, located at 149 Roscommon Road, Wiri, and the authorisation of all ancillary activities and facilities. The scope of the designation shall be generally in accordance with the Notice of Requirement for the Terminal dated August 2013 and further information provided on 27 March 2014 and 4 July 2015 including the plan titled 'Long Term Development Plan Drawing C210' contained in Figure 5.11 and subsequently updated on XX November 2025, subject to any amendments by the conditions that follow. Nothing in this condition



*shall limit future activities on the site in so far as they are consistent with the designation and other conditions.”*

### 4.3 Condition 8 – Height

Condition 8 is proposed to be altered to authorise a taller structure for T1722 as follows (amendments shown as red underlined and red strikethrough):

*“Height of structures shall be restricted to a maximum of 20 metres within the designation, ~~except that~~ with the exception of:*

- a. Diagram 5.11 Area E1 where Tank 1722 may extend up to 24 metres in height; and
- b. Lighting, security and communication poles and devices ~~that~~ may extend up to 25 metres in height.”

## 5.0 Section 181 of the RMA

### 5.1 Introduction

Under S181 of the RMA, a requiring authority that is responsible for a designation may at any time give notice to the territorial authority of its requirement to alter the designation. Subject to subsection 3, sections 168 to 179 and 198AA to 198AD shall, with all necessary modifications, apply to such an alteration as if it were a requirement for a new designation. However, if the alteration meets the tests in Section 181(3) then the alteration shall not be treated as a new requirement for designation. WOSL considers that the proposed alteration to designation 9701 meets Section 181(3) of the RMA. An assessment of the proposal against Section 181(3) is set out below.

### 5.2 Effects (section 181(3)(a)(i))

The proposed alteration will enable one tank structure within the designated site to exceed the height limit within the wider designation by approximately 3.4 metres. The increase is proposed to be confined to a single structure within a confined area of the designation boundary. All other conditions imposed to mitigate the effects of the designated work on the site will remain unchanged. The only relevant effect to be assessed with the height increase is visual amenity, and it is considered that the effects on the environment associated with the designated works will be no more than minor as a consequence of the alteration.

Effects associated with height infringement typically relate to matters such as visual dominance, shading and landscape considerations. The additional height of T1722 will not be disproportionate to the maximum height within the designation or the underlying Heavy Industry Zone height limit of 20 metres. Further, any associated dominance effects will be mitigated by the tapered roof that will rise to a central point. The tank is well removed (at least 35m) from the nearest site boundary, such that any additional shading over adjoining properties would be minimal. On that basis, any additional effect on these sites is expected to be no more than minor.

In addition, the tank is set well back from the road boundaries (at least 380m), with limited views from public places, and the altered roof line would be viewed in the context of the wider terminal facility and surrounding industrial land uses.

Section 181(3)(a)(ii) is not applicable because the boundary of the designation is not being altered.



### 5.3 Written notice (section 181(3)(b))

For the reasons set out in section 5.2 above, it is considered unlikely that any party will be 'directly affected' by the changes proposed to Tank T1722. Notwithstanding this, in accordance with s181(3)(b) of the RMA, written notice of the proposed alteration has been given to every owner or occupier of land that may be directly affected, being those properties closest to and within 100 metres of Tank T1722. This is:

- ARWCF – 20 Hautu Drive
- Manukau Quarry – 33 Ha Crescent
- Pacer Car Clean Products (NZ) Ltd – 33 Ha Crescent

This documentation is attached as **Appendix E**.

### 5.4 Summary

Overall, based on the preceding assessment, the proposed alteration meets the requirements of section 181(3) and subsection 181(2) of the RMA does not apply. WOSL seeks that Auckland Council confirms its agreement with the alteration.

### 5.5 Part 2 of the RMA

For the avoidance of doubt, the proposal is consistent with the purpose and principles of the RMA, as set out in Part 2 of the RMA In particular:

- Section 5 identifies the purpose of the Act as being the sustainable management of natural and physical resources. This means managing the use of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic well-being while sustaining those resources for future generations, protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment. The proposal for upgrades to an existing storage tank will result in less than minor adverse effects on the environment, and is not of a nature that requires further mitigation.
- Section 6 of the RMA sets out matters of national importance. There are no matters of national importance relevant to the proposal.
- Section 7 of the RMA sets out other matters of importance. Given that the proposal will result in less than minor adverse effects on the environment, the amenity values of the Terminal and surrounding environment are considered to be maintained. There are no other Section 7 matters relevant to the proposal.
- Section 8 of the RMA refers to the principles of the Treaty of Waitangi. The proposal is not considered inconsistent with the principles of the Treaty of Waitangi.



## 6.0 Waiver Request

The RMA provides for territorial authorities to waive the requirement to submit an outline plan, with section 176A(2) of the RMA stating:

*(2) An outline plan need not be submitted to the territorial authority if—*

- (a) The proposed public work, project, or work has been otherwise approved under this Act; or*
- (b) The details of the proposed public work, project, or work, as referred to in subsection (3), are incorporated into the designation; or*
- (c) the territorial authority waives the requirement for an outline plan.*

The tank conversion work is currently scheduled to commence in February 2026.

Construction works are limited to the replacement of the roof of an existing tank, such that construction effects are expected to be limited in nature and scale. Roof replacement will involve hot works (including welding) to a bulk fuel storage tank and will be strictly controlled in accordance with health and safety requirements. The tank will be empty during works, such that there will be no odour (petrol fumes) and noise is expected to comply with standard construction noise thresholds.

No earthworks are required, such that there is no need for erosion and sediment control measures.

Roof replacement works will require only minimal construction traffic. The Terminal currently generates some 180 vehicle movements per day. Traffic generated for construction purposes would be significantly less than this and would generally be absorbed within the surrounding traffic environment.

No other rules or standards in the AUP are relevant in this context. In particular, the natural hazard provisions, including those introduced through Plan Change 120 (PC120) are not relevant, as these are district plan provisions and therefore do not apply in accordance with section 176 of the RMA. In any case, the proposed change to the roof form will not result in any adverse effects from a natural hazards perspective.

Based on the nature of the works, the compliance with all designation conditions, except for height, and the compliance with all other relevant rules and standards of the AUP, WOSL seek that an outline plan waiver be granted.

## 7.0 Conclusion

WOSL seeks to alter Conditions 1 and 8 and Diagram 5.11 of Designation 9701 to enable an increase in storage capacity of Jet A1 fuel at the Terminal by converting tank T1722 from petrol storage to Jet A1.

This alteration and the associated proposal will result in no more than minor adverse effects on the environment, and written approval has been obtained from all parties who may be directly affected by the proposal.



The proposal is also consistent with s181(3) and Part 2 of the RMA. Accordingly, WOSL requests that Auckland Council agree to the proposal and alters designation 9701 in the AUP(OP) in accordance with the Notice of Requirement set out above.

In addition, based on the limited nature and scale of the works, as detailed above, WOSL seek that an Outline Plan Waiver be granted.





# Appendix A Record of Title

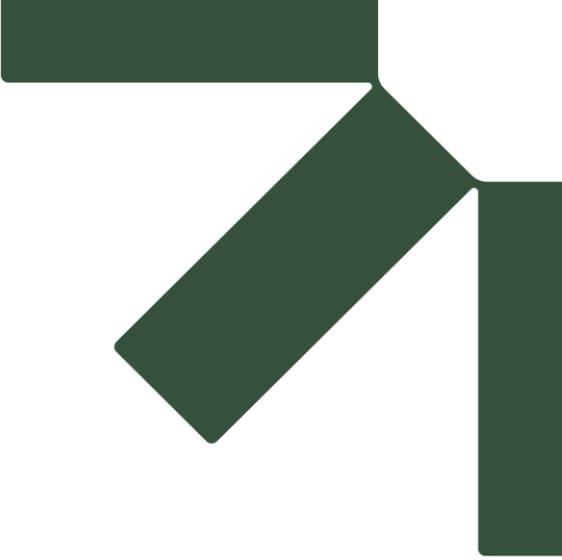
## Notice of Requirement for Alteration of a Designation

**Wiri Oil Terminal – Tank Roof Replacement**

**Wiri Oil Services Limited**

SLR Project No.: 810.031060.00001

7 November 2025



# **Appendix B Existing Designation 9701**

## **Notice of Requirement for Alteration of a Designation**

**Wiri Oil Terminal – Tank Roof Replacement**

**Wiri Oil Services Limited**

SLR Project No.: 810.031060.00001

7 November 2025



# Appendix C Application Plans

## Notice of Requirement for Alteration of a Designation

Wiri Oil Terminal – Tank Roof Replacement

Wiri Oil Services Limited

SLR Project No.: 810.031060.00001

7 November 2025



# **Appendix D Proposed Amendment to Diagram 5.11, Designation 9701**

## **Notice of Requirement for Alteration of a Designation**

**Wiri Oil Terminal – Tank Roof Replacement**

**Wiri Oil Services Limited**

SLR Project No.: 810.031060.00001

7 November 2025



# Appendix E Written Approvals

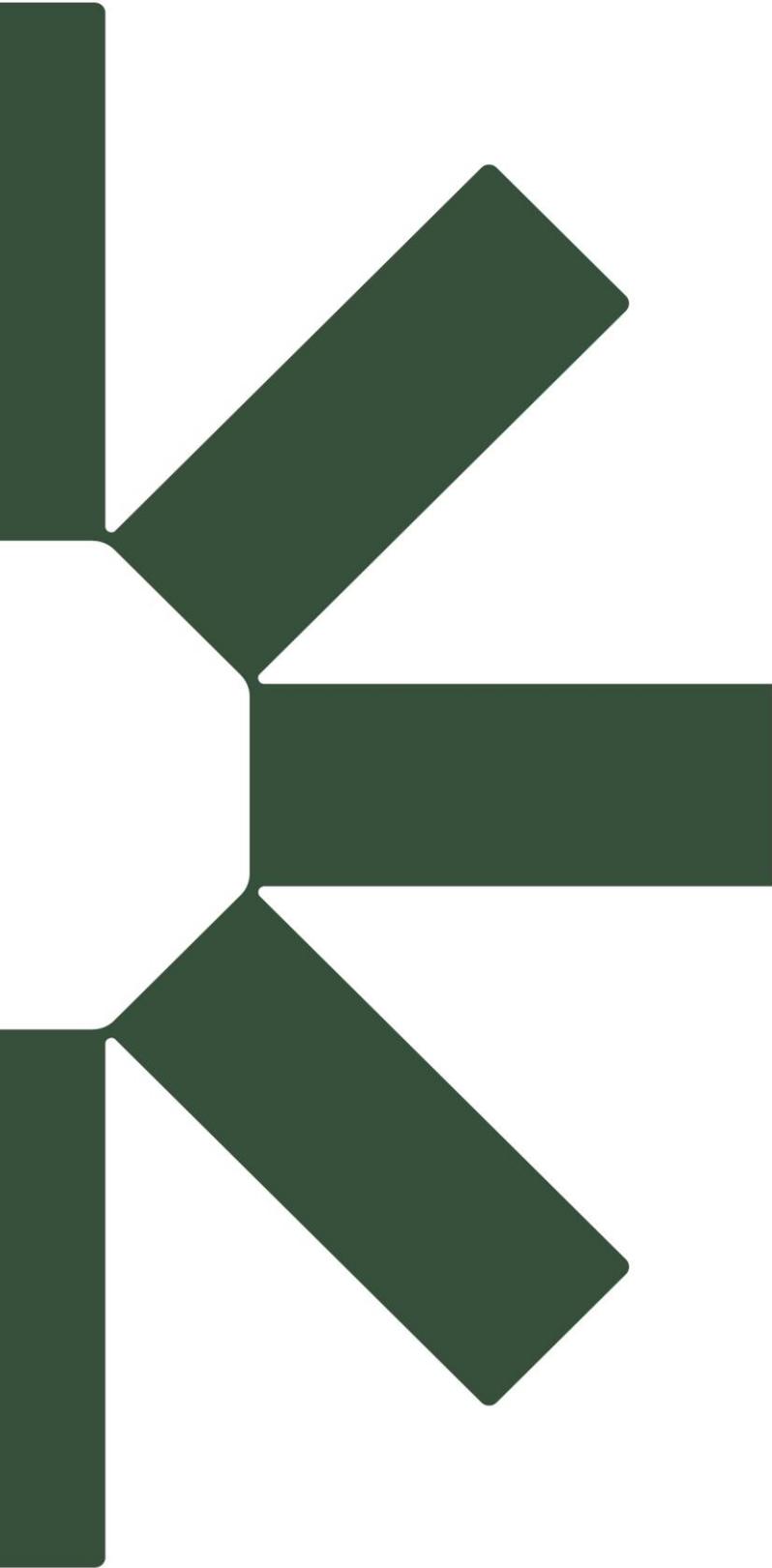
## Notice of Requirement for Alteration of a Designation

Wiri Oil Terminal – Tank Roof Replacement

Wiri Oil Services Limited

SLR Project No.: 810.031060.00001

7 November 2025



Making Sustainability Happen



**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
Search Copy**



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **182107**  
**Land Registration District** **North Auckland**  
**Date Issued** 19 July 2007

**Prior References**  
NA93D/23

---

**Estate** Fee Simple  
**Area** 17.8932 hectares more or less  
**Legal Description** Lot 27 Deposited Plan 344377

**Registered Owners**

Mobil Oil New Zealand Limited as to a 5/18 share  
BP Oil New Zealand Limited as to a 1/6 share  
Z Energy 2015 Limited as to a 1/6 share  
Europa Oil (NZ) Limited as to a 1/9 share  
Z Energy Limited as to a 5/18 share

---

**Interests**

Subject to a pipeline right (in gross) over part marked AL on DP 344377 and a water right over part marked AL, AN and AU on DP 344377 in favour of Watercare Services Limited created by Lease 16203 - 21.9.1936 at 12:05 pm  
Subject to a sewage right over part described in and created by Transfer 625820.1- 21.10.1976 at 9:00 am  
B252962.1 CERTIFICATE PURSUANT TO SECTION 643 LOCAL GOVERNMENT ACT 1974 (AFFECTS CST NA896/80, NA1634/60 AND NA1634/61) - 19.1.1984 AT 11.04 AM  
Appurtenant hereto is a pipeline right created by Transfer B437778.1 - 18.7.1985 at 11:57 am  
Appurtenant hereto are pipeline rights created by Transfer B437780.1 - 18.7.1985 at 11:57 am  
Appurtenant hereto is a pipeline right created by Transfer B437783.1 - 18.7.1985 at 11:57 am  
Appurtenant hereto is a pipeline right created by Transfer B450598.1  
Appurtenant hereto is a pipeline right created by Transfer B558066.1- 17.7.1986 at 9:46 am  
Appurtenant hereto is a pipeline right created by Transfer B570670.1- 19.8.1986 at 2:30 pm  
Subject to a pipeline right over part marked AN on DP 344377 specified in Easement Certificate C471575.6 - 16.4.1993 at 3.00 pm  
D111052.1 Gazette Notice (NZ Gazette 7.2.1997 No. 11 p265) declaring State Highway 20 adjoining within land to be a limited access road - 21.2.1997 at 2.00 pm  
D273112.1 Notice pursuant to Section 91 Transit New Zealand Act 1989 authorising a crossing place - 19.5.1998 at 1.39 pm  
7469227.5 Partial Surrender of the pipeline right specified in Transfer B570670.1 - 19.7.2007 at 9:00 am  
7469227.6 Partial Surrender of the pipeline right created by Transfer B437778.1 - 19.7.2007 at 9:00 am  
7469227.7 Partial Surrender of the pipeline right created by Transfer B437780.1 - 19.7.2007 at 9:00 am

7469227.8 Partial Surrender of the pipeline right created by Transfer B437780.1 - 19.7.2007 at 9:00 am

7469227.9 Partial Surrender of the pipeline right created by Transfer B437783.1 - 19.7.2007 at 9:00 am

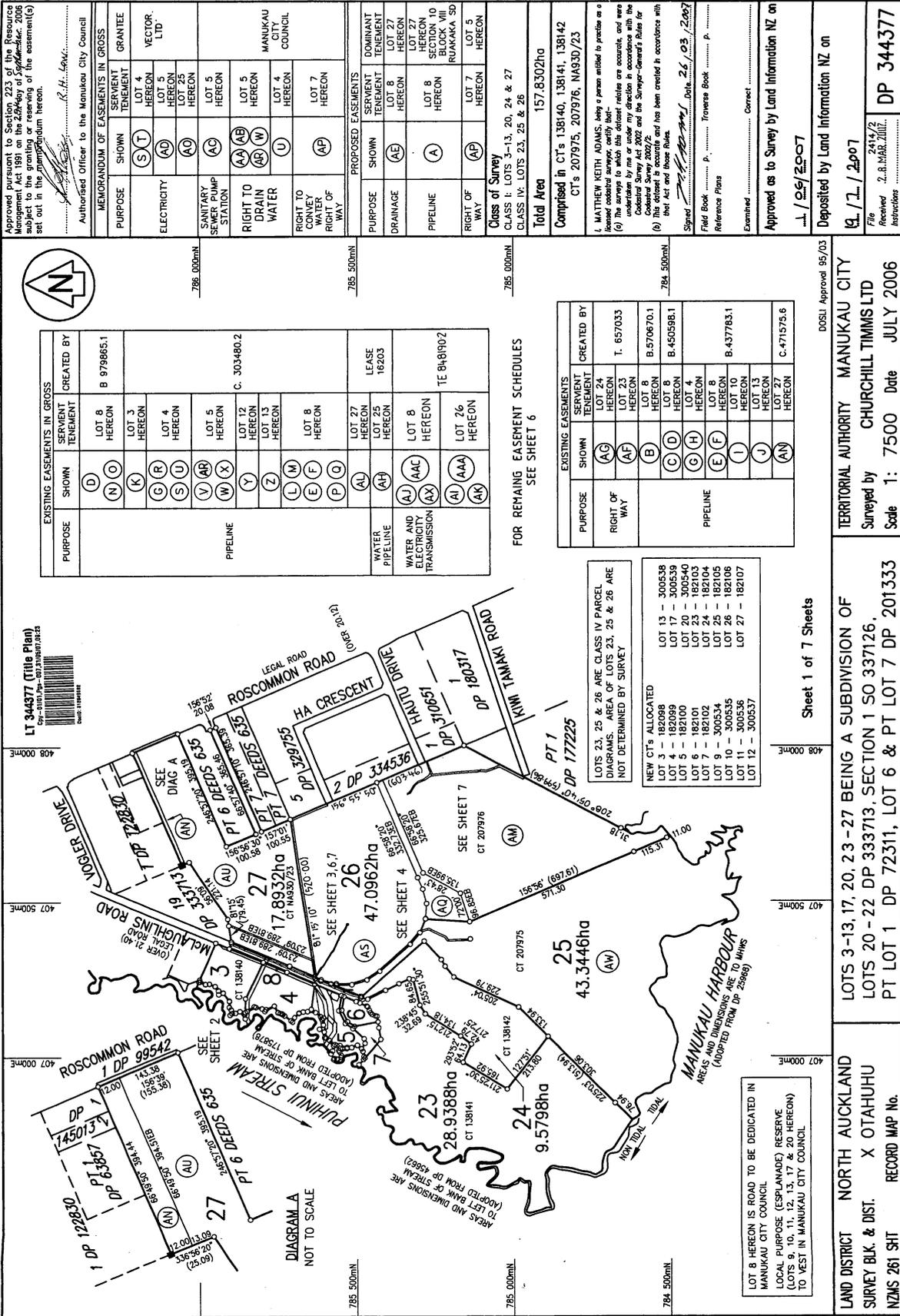
7469227.10 Partial Surrender of the pipeline right created by Transfer B450598.1 - 19.7.2007 at 9:00 am

Appurtenant hereto is a pipeline and drainage right created by Easement Instrument 7469229.10 - 19.7.2007 at 9:00 am

8996240.4 Notice pursuant to Section 91 Government Roading Powers Act 1989 - 29.2.2012 at 7:00 am

9045089.1 Lease in substitution of Lease D354450.1 Term 14 years commencing 1.3.2011 and expiring on 28.2.2025 CT  
581461 issued - 4.5.2012 at 5:04 pm

9100305.1 Notice pursuant to Section 91 Transit New Zealand Act 1989 - 19.6.2012 at 7:00 am



Approved pursuant to Section 223 of the Resource Management Act 1991 on the 28th day of September 2006 subject to the granting or reserving of the easement(s) set out in the Memorandum hereon.

Authorised Officer to the Manukau City Council

MEMORANDUM OF EASEMENTS IN GROSS	
SHOWN	GRANTEE
(S) T	LOT 4 HERON
(A) D	LOT 5 HERON
(A) U	LOT 25 HERON
(A) L	LOT 5 HERON
(A) A	LOT 5 HERON
(A) B	LOT 5 HERON
(A) R	LOT 4 HERON
(A) W	LOT 4 HERON
(A) U	LOT 7 HERON
(A) F	LOT 7 HERON

PROPOSED EASEMENTS	
PURPOSE	DOMINANT TENEMENT
DRAINAGE	LOT 27 HERON
PIPELINE	LOT 8 HERON
RIGHT OF WAY	LOT 7 HERON
RIGHT OF WAY	LOT 5 HERON

Class of Survey  
 CLASS I: LOTS 3-13, 20, 24 & 27  
 CLASS IV: LOTS 23, 25 & 26

Total Area 157.8302ha

Comprised in CTs 138140, 138141, 138142  
 CTs 207975, 207976, NA930/23

I, MATTHEW KEITH ADAMS, being a person entitled to practice as a Licensed Cadastral Surveyor, certify that:-  
 (a) The surveys to which this document relates are accurate, and were conducted by me or under my direction in accordance with the provisions of the Resource Management Act 1991 and the Survey Act 2002/2.  
 (b) This document is accurate and has been created in accordance with the Act and these Rules.

Signed: *[Signature]* Date: 28/09/2006

Field Book: ..... Traverse Book: .....  
 Examined: ..... Correct: .....

Approved as to Survey by Land Information NZ on 1/10/2007

Deposited by Land Information NZ on 19/11/2007

File 2414/2  
 Received 2.8.MAR.2006  
 DP 344377



EXISTING EASEMENTS IN GROSS	
PURPOSE	CREATED BY
PIPELINE	B 979865.1
WATER PIPELINE	LEASE 16203
WATER AND ELECTRICITY TRANSMISSION	TE 8181902

FOR REMAINING EASEMENT SCHEDULES  
 SEE SHEET 6

EXISTING EASEMENTS	
PURPOSE	CREATED BY
RIGHT OF WAY	T. 657033
PIPELINE	B.570670.1
	B.450598.1
	B.437783.1
	C.471575.6

DOSSU Approved 95/03

TERRITORIAL AUTHORITY MANUKAU CITY

Surveyed by CHURCHILL TIMMS LTD

Scale 1: 7500 Date JULY 2006



Sheet 1 of 7 Sheets

LOTS 3-13, 17, 20, 23-27 BEING A SUBDIVISION OF LOTS 20-22 DP 333713, SECTION 1 SO 337126, PT LOT 1 DP 72311, LOT 6 & PT LOT 7 DP 201333

LAND DISTRICT NORTH AUCKLAND SURVEY BLK. & DIST. X OTAHUHU NZMS 261 SHT RECORD MAP No.

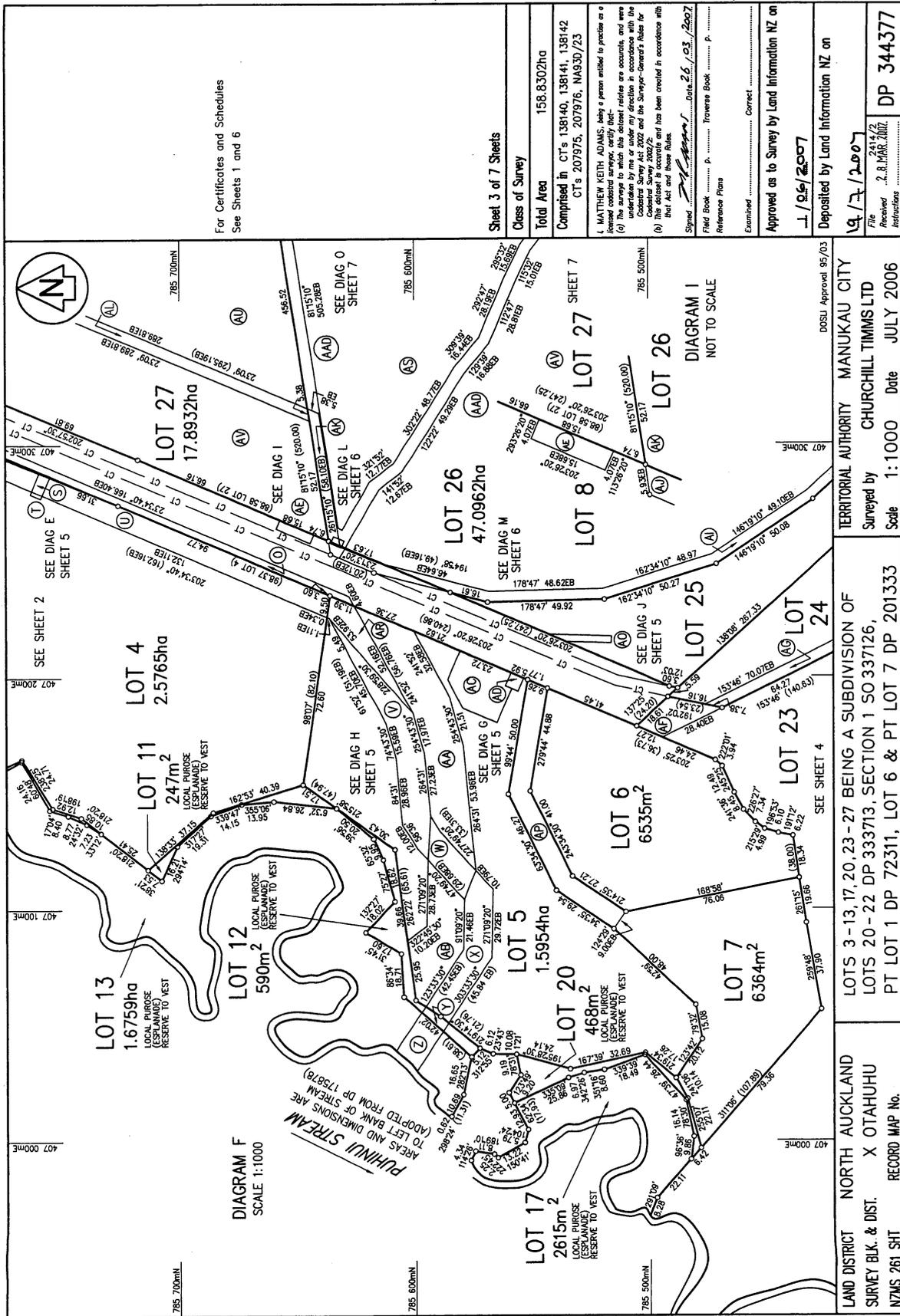
LOT 8 HERON IS ROAD TO BE DEDICATED IN MANUKAU CITY COUNCIL LOCAL PURPOSE (ESPLANADE) RESERVE (LOTS 9, 10, 11, 12, 13, 17 & 20 HERON) TO VEST IN MANUKAU CITY COUNCIL

NEW CT'S ALLOCATED  
 LOT 3 - 300538  
 LOT 4 - 182098  
 LOT 5 - 182100  
 LOT 6 - 182101  
 LOT 7 - 182102  
 LOT 8 - 182103  
 LOT 9 - 300534  
 LOT 10 - 182105  
 LOT 11 - 300535  
 LOT 12 - 300536  
 LOT 13 - 300537

LOTS 23, 25 & 26 ARE CLASS IV PARCEL DIAGRAMS. AREA OF LOTS 23, 25 & 26 ARE NOT DETERMINED BY SURVEY

DIAGRAM A NOT TO SCALE





For Certificates and Schedules  
See Sheets 1 and 6

Sheet 3 of 7 Sheets  
Class of Survey  
Total Area 158.8302ha

Completed in CT's 138140, 138141, 138142  
CT's 207975, 207976, NA930/23

I, MATTHEW KEITH ADAMS, being a person entitled to practice as a  
licensed cadastral surveyor, certify that:-  
(a) the survey to which this diagram relates is accurate, and was  
made in accordance with the provisions of the Survey Act 2002 and the  
Cadastral Survey Act 2002 and the Surveyor-General's Rules for  
Cadastral Survey 2002/2.  
(b) This diagram is accurate and has been created in accordance with  
that Act and those Rules.

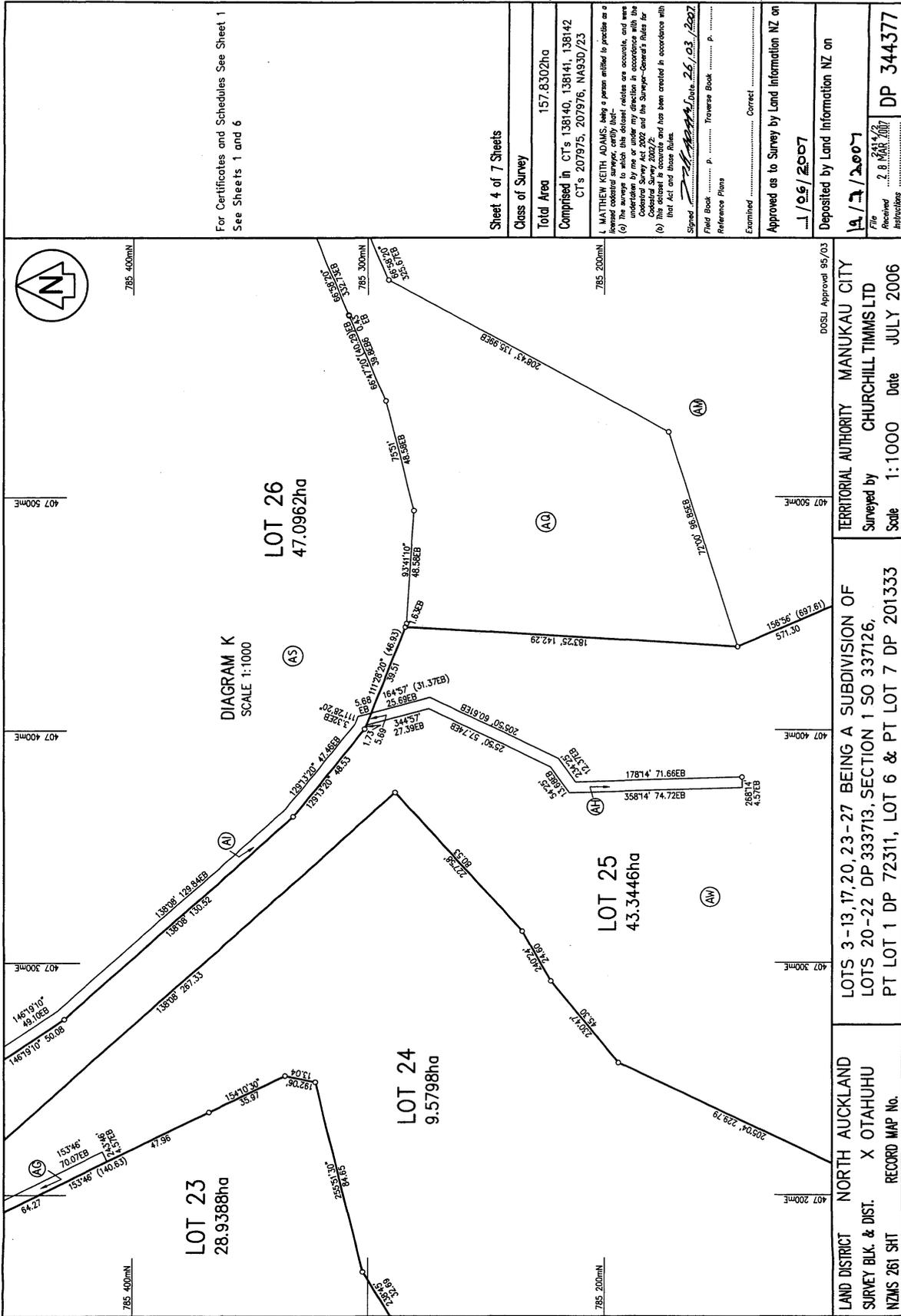
Signed: [Signature] Date: 26/03/2007  
Field Book: P. Traverse Book: P.  
Reference Plans: Correct

Examined: [Signature] Correct  
Approved as to Survey by Land Information NZ on  
19/06/2007  
Deposited by Land Information NZ on  
19/07/2007  
File No: 2414/2  
Received: 28 MAR 2007  
Instructions: DP 344377

DOSU Approval 95/03  
TERRITORIAL AUTHORITY MANUKAU CITY  
Surveyed by CHURCHILL TIMMS LTD  
Scale 1:1000 Date JULY 2006

LOTS 3-13, 17, 20, 23-27 BEING A SUBDIVISION OF  
LOTS 20-22 DP 333713, SECTION 1 SO 337126,  
PT LOT 1 DP 72311, LOT 6 & PT LOT 7 DP 201333

LAND DISTRICT NORTH AUCKLAND  
SURVEY BLK. & DIST. X OTAHUHU  
NZMS 261 SHT RECORD MAP No.



For Certificates and Schedules See Sheet 1  
See Sheets 1 and 6

Sheet 4 of 7 Sheets

Class of Survey

Total Area 157.8302ha

Comprised in CT's 138140, 138141, 138142

CT's 207975, 207976, NA9307/23

I, MATTHEW KEITH ADAMS, being a person entitled to practice as a licensed cadastral surveyor, certify that—  
(a) The surveys to which this document relates are accurate, and were undertaken by me or under my direction in accordance with the Cadastral Survey Act 2022 and the Survey-General's Rules for the Survey of Land, and  
(b) This document is accurate and has been created in accordance with that Act and those Rules.

Signed: *[Signature]* Date: 26/03/2007

Field Book: ..... Traverse Book: .....  
Reference Plans

Examined: ..... Correct

Approved as to Survey by Land Information NZ on

1/06/2007

Deposited by Land Information NZ on

19/1/2007

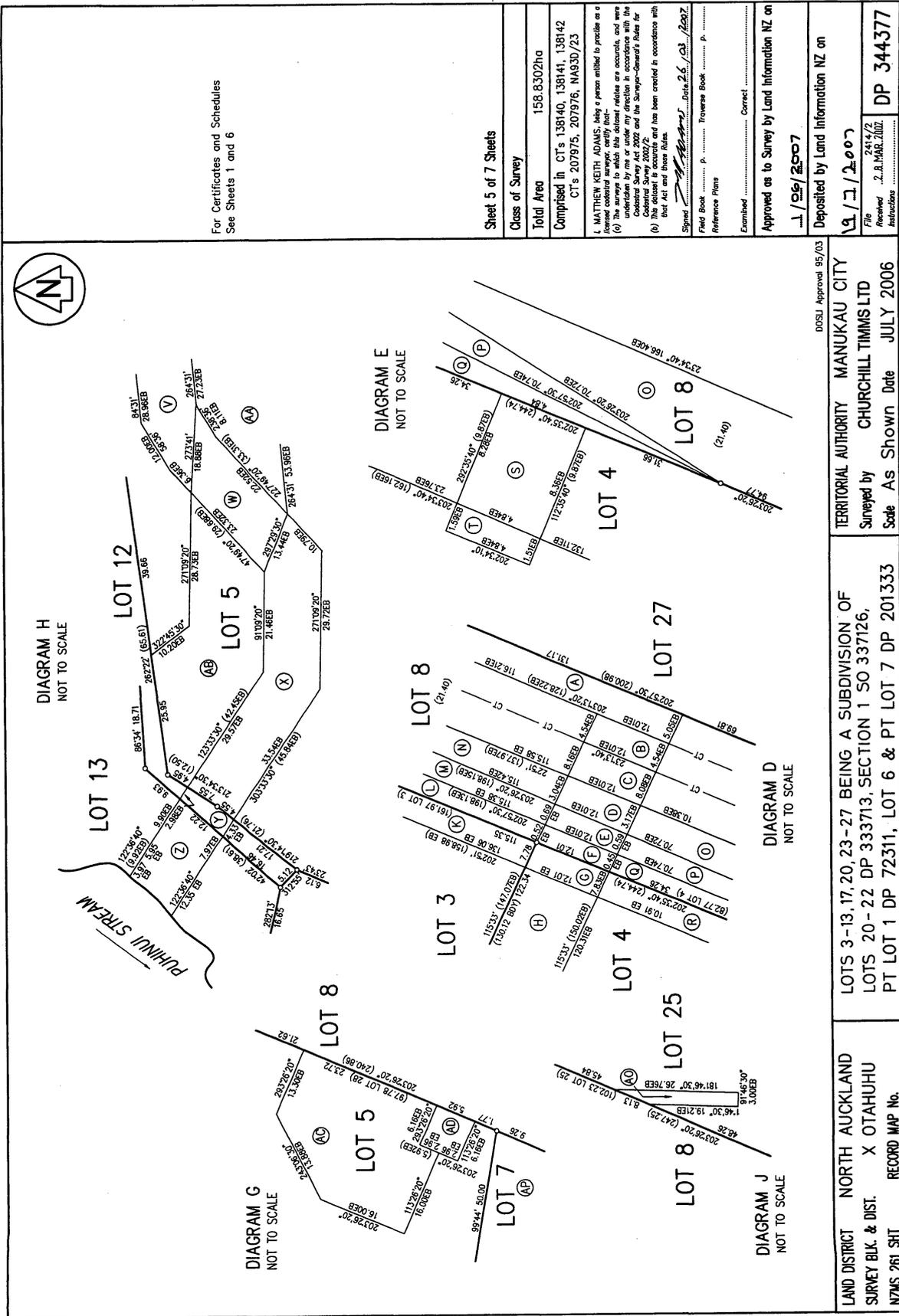
File No: 28 MAR 2007

DP 344377

DOSU Approval 95/03  
TERRITORIAL AUTHORITY MANUKAU CITY  
Surveyed by CHURCHILL TIMMS LTD  
Scale 1:1000 Date JULY 2006

LOTS 3-13, 17, 20, 23-27 BEING A SUBDIVISION OF  
LOTS 20-22 DP 333713, SECTION 1 SO 337126.  
PT LOT 1 DP 72311, LOT 6 & PT LOT 7 DP 201333

LAND DISTRICT NORTH AUCKLAND  
SURVEY BLK. & DIST. X OTAHUHU  
NZMS 261 SHT RECORD MAP No.



For Certificates and Schedules  
See Sheets 1 and 6

Sheet 5 of 7 Sheets

Class of Survey

Total Area 158.8302ha

Comprised in CT's 138140, 138141, 138142  
CT's 207975, 207976, NA930/23

I, MATTHEW KEITH ADAMS, being a person entitled to practice as a  
land surveyor, do hereby certify that the above is a true and correct  
copy of the original plan as deposited in the office of the Registrar  
(4) The sheets to which this plan relates are accurate, and were  
underwritten by me or under my direction in accordance with the  
Ordinance Survey Act 2002 and the Surveyor-General's Rules for  
Ordinance Survey 2002/2, and that the same have been created in accordance with  
that Act and those Rules.

Signed: *[Signature]* Date: 26/03/2007

Field Book: ..... P. .... Traverse Book: ..... P. ....  
Reference Plans

Examined: ..... Correct

Approved as to Survey by Land Information NZ on

1/09/2007

Deposited by Land Information NZ on

19/03/2007

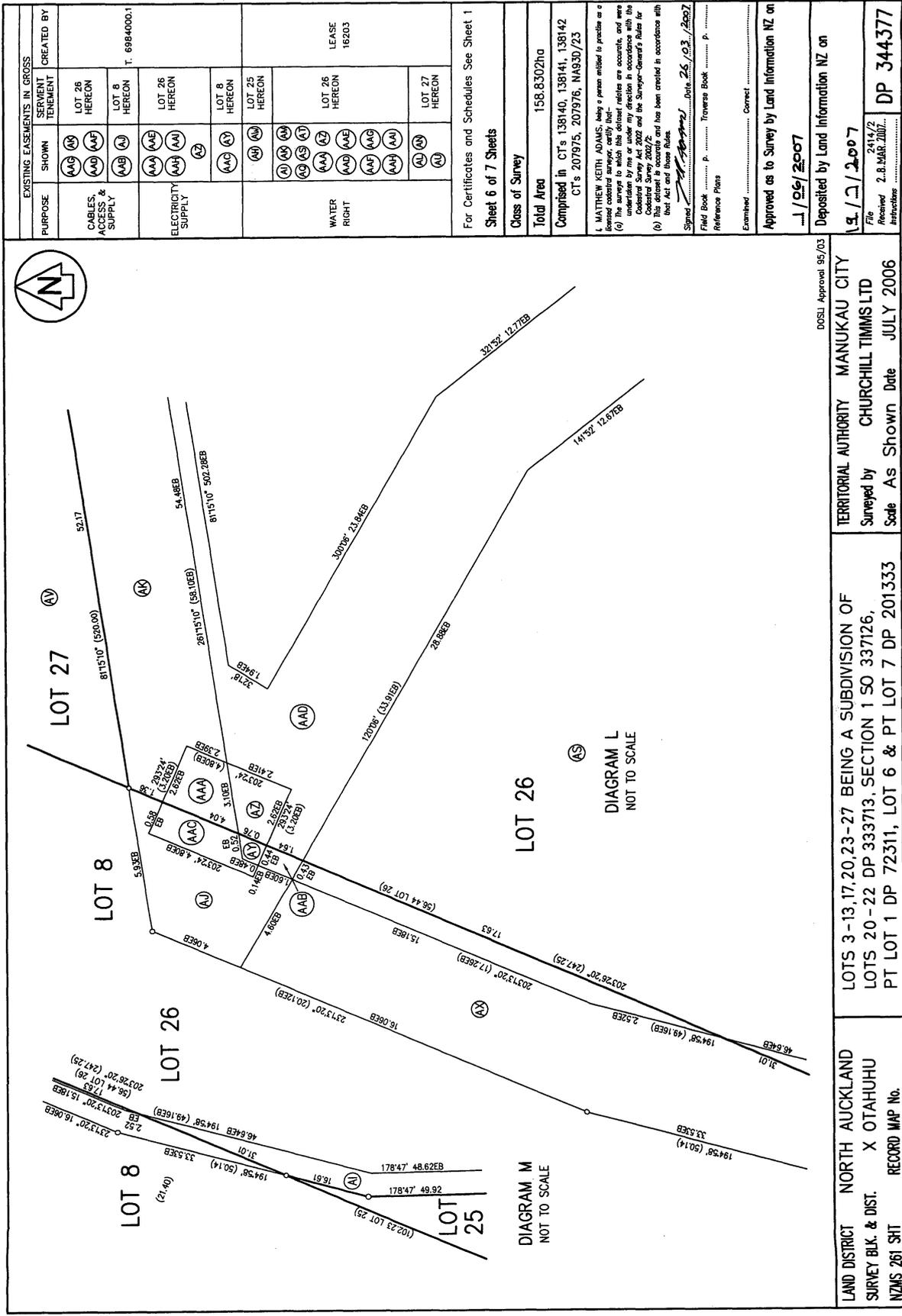
File No. 2414/2  
Received 2.8.MAR.2007  
Instructions DP 344377

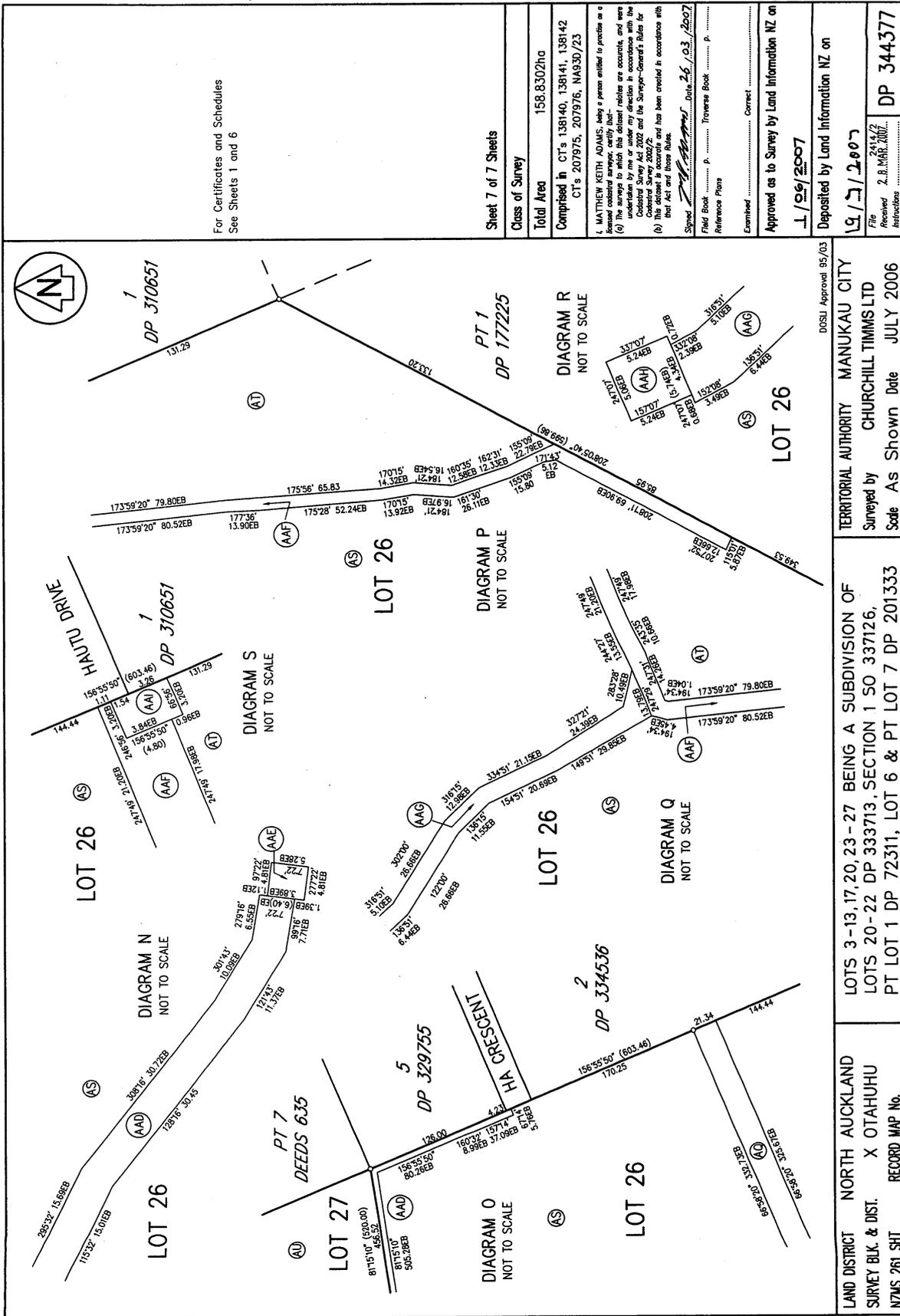
DOSU Approval 95/03

TERRITORIAL AUTHORITY MANUKAU CITY  
Surveyed by CHURCHILL TIMMS LTD  
Scale As Shown Date JULY 2006

LOTS 3-13, 17, 20, 23-27 BEING A SUBDIVISION OF  
LOTS 20-22 DP 333713, SECTION 1 SO 33726,  
PT LOT 1 DP 72311, LOT 6 & PT LOT 7 DP 201333

LAND DISTRICT NORTH AUCKLAND  
SURVEY BLK. & DIST. X OTAHUHU  
NZMS 261 SHT RECORD MAP No.





For Certificates and Schedules  
See Sheets 1 and 6

Sheet 7 of 7 Sheets

Class of Survey

Total Area 158.8302ha

Comprised in CT's 138140, 138141, 138142  
CT's 207975, 207976, NA930/23

I, MATTHEW KEITH ADAMS, being a person entitled to practice as a  
licensed cadastral surveyor, certify that—  
(a) the boundaries, areas, and other particulars are correctly and  
(b) the area is correct and has been created in accordance with  
the Act and these rules.

Signed *[Signature]* Date 26/03/2007

Field Book ..... p. Traverse Book ..... p.

Reference Plans

Examined ..... Correct

Approved as to Survey by Land Information NZ on

1/06/2007

Deposited by Land Information NZ on

19/03/2007

File 2414/2

Received 28 MAR 2007

Instructions DP 344377

DCSL Approval 95/03

LAND DISTRICT NORTH AUCKLAND  
SURVEY BLK. & DIST. X OTAHUHU  
NZMS 261 SH1 RECORD MAP No.

LOTS 3-13, 17, 20, 23-27 BEING A SUBDIVISION OF  
LOTS 20-22 DP 333713, SECTION 1 SO 337126,  
PT LOT 1 DP 72311, LOT 6 & PT LOT 7 DP 201333

TERRITORIAL AUTHORITY MANUKAU CITY  
Surveyed by CHURCHILL TIMMS LTD  
Scale As Shown Date JULY 2006

## 9701 Hazardous Substances Terminal

Designation Number	9701
Requiring Authority	Wiri Oil Services Limited
Location	149 Roscommon Road, Wiri
Rollover Designation	Yes
Legacy Reference	Designation 320 Auckland Council District Plan (Manukau Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

The designation provides for operation, maintenance, upgrading and future expansion of the Wiri Oil Services Terminal and associated facilities and the authorisation of all ancillary activities and facilities.

## Conditions

1. The designation is for the operation, maintenance, upgrading and future expansion of the Wiri Oil Services Terminal and associated facilities, located at 149 Roscommon Road, Wiri, and the authorisation of all ancillary activities and facilities. The scope of the designation shall be generally in accordance with the Notice of Requirement for the Terminal dated August 2013 and further information provided on 27 March 2014 and 4 July 2014 including the plan titled 'Long Term Development Plan Drawing C210' contained in Figure 5.11, subject to any amendments required by the conditions that follow. Nothing in this condition shall limit future activities on the site in so far as they are consistent with the designation and other conditions.

2. Any additional fuel storage at the Terminal shall be within the key parameters identified in the Sherpa Report titled 'Risk Summary for Input to NOR', reference 20762-TN-006 Rev 1 11 June 2014, as updated by Sherpa Consulting PTY Ltd (4 March 2016) QRA Report Modified Future Growth Case for WOSL site, doc ref: 21013-RP-001 and as follows:

- a. Overall total annual throughput for all fuels does not exceed 4,980,000m<sup>3</sup> per year.
- b. Total container capacity, as defined by the Hazardous Substances and New Organisms Act 1996, shall not exceed 110,400m<sup>3</sup> for gasoline (petrol) and 245,000m<sup>3</sup> for all fuels (including gasoline).
- c. The proportion of gasoline (petrol) does not exceed 32% of the total annual specified in condition 2a.
- d. The capacity of the Refinery Auckland Pipeline (RAP) shall not exceed 570 m<sup>3</sup> per hour.
- e. No additional gasoline (petrol) storage shall take place in the currently vacant southern part of the site, identified as Area B on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11.
- f. No more than four of the nine existing storage tanks located in Area E on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11 shall be used for the storage of gasoline (petrol).
- g. All additional gasoline (petrol) is to be stored in the area along the eastern part of the site identified as Area A on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11, north of Oil Terminal Road.

h. The commercial fatality risk  $5 \times 10^{-6}$  contour does not extend onto the land located at 25 Ha Crescent, Manurewa (Lot 1, DP 383239).

3. The risk elimination and reduction measures for all facilities on the site shall be comprehensively reviewed at no less than 5 yearly intervals, in accordance with the Hazard and Operability (HAZOP) methodology. A copy of the HAZOP report shall be provided to the Council within three months of its completion.

4. The Requiring Authority shall provide the Civil Defence and Emergency Management Director at Auckland Council with a copy of the current emergency procedures documentation for the site. All subsequent updates are to be provided to the Council.

5. A buffer zone shall be retained on the McLaughlins Road frontage of the site to accommodate the site's storm water management system, as identified by Area F on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11.

### **Outline Plan**

6. Prior to the commencement of any new physical works within the Designation, unless otherwise permitted by the District Plan, the Requiring Authority shall submit to Council an Outline Plan of Works pursuant to Section 176A of the RMA unless Council agrees to waive the requirements.

7. At the time of preparing an Outline Plan of Works for works within Area A, the Requiring Authority shall:

a. Design and operate future fuel tanks in general accordance with best industry practice. This should include consideration and installation of relevant risk elimination and reduction measures including, as a minimum, independent high-high and extra high level alarms, automatic closing of tank inlet valves for high-high or extra high level alarms, full SIL 2 approval for high-high or extra high level alarms, ducted overfill and gas detection for Mogas tanks, fixed fire protection and water cooling, fail safe auto-closing tank inlet and outlet valves (and auto-closing roof drain valves for any floating roof tanks), CCTV and tilt meters (for floating roof tanks) or such equivalent systems that may exist at the time of the expansion.

b. Before commencing any expansion of the terminal facilities, prepare and submit an updated Quantitative Risk Assessment to Council for certification that the risks from any additional gasoline (petrol) storage, based on actual storage capacity, design and management details remain within the risk profile determined in the Sherpa Consulting Pty 2016 QRA Report Modified Future Growth Case. The acceptability of risk from future development shall be determined in accordance with the NSW HIPAP4 guidelines (or the relevant successor best practice guideline at the time).

c. Liaise with land users within the Emergency Management Planning Area as shown in Figure 3.3 — 'Suggested emergency planning overlay future WOSL operation — Straight line version coinciding with property boundaries', contained in Sherpa Technical Note 20762-TN-006 in Annexure 6 of the Application material, in relation to

i) Establishment and maintenance of early warning notification system

ii) Emergency Management Planning including emergency exercises

iii) Maintenance of contact details.

### **Construction Management Plan**

d. Submit a Construction Management Plan to the Council. The Construction Management Plan shall be at a level of detail corresponding to the nature and extent of the works and include, where appropriate, specific details relating to the construction and management of works including, earthworks, silt and sediment control, construction traffic, dust, odour, noise and lighting.

Note: For the avoidance of doubt, this provision also applies to any OPW for works across the whole designated site not just to Area A.

### **Landscaping – Roscommon Road Frontage**

e. Provide a detailed landscape design for the 10 metre wide landscape strip on the Roscommon Road boundary undertaken by a Registered Landscape Architect. The detailed landscape design shall be consistent with the concept in Figures One: Landscape Concept and figure Two: Roadside Concept Images prepared by Isthmus reference 3296 dated January 2014, and shall include the matters set out below:

*i)* A minimum of 6 primary and 4 secondary earth mounds shall be constructed; the primary earth mounds shall be formed to a height of 1.5m-2m above the surrounding ground level and the secondary mounds to a height of 1m.

*ii)* If there is suitable volcanic material in the existing bund to create the terracing and walls this should be utilised within the construction of the landscape concept.

*iii)* A minimum of 18 trees are to be used along the entire length of the Roscommon Road frontage of a species capable of achieving a minimum height of 10m.

*iv)* Detailed design of the landforms and selection of the trees to be used shall be undertaken in consultation with Mana Whenua.

Final tree and landform location will be dependent upon the result of any additional risk modelling required.

Those parts of the landscape strip located to the north and south of Oil Terminal Road shall be developed and planted in accordance with the detailed design required by this Condition at such time as the adjacent land within the Terminal site is developed.

### **Height**

8. Height of structures shall be restricted to a maximum of 20 metres within the designation, except that lighting, security and communication poles and devices may extend up to 25 metres in height.

### **Building Set Backs**

9. All new buildings (excluding fences, flood gates, gates, security equipment and bunds) shall be set back at least 10m from the site or road boundaries as indicated on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11

### **Noise**

10. Noise levels measured at the boundary of the site when the oil Terminal is in operation shall not exceed those required by the underlying zone. During construction works, noise shall be managed in accordance with NZS6803-1999 Acoustics – Construction Noise. Emergency warning alerts shall be exempt from the noise restrictions.

### **Lighting**

11. All exterior lighting shall be designed and operated so that light spill beyond the site boundaries complies with the requirements of the underlying zone.

### **Traffic**

12. Adequate onsite parking, loading, access and manoeuvring areas shall be provided at all times for all types of vehicles anticipated to visit the Terminal.

### **Accidental discovery protocol – archaeological and/or pre European**

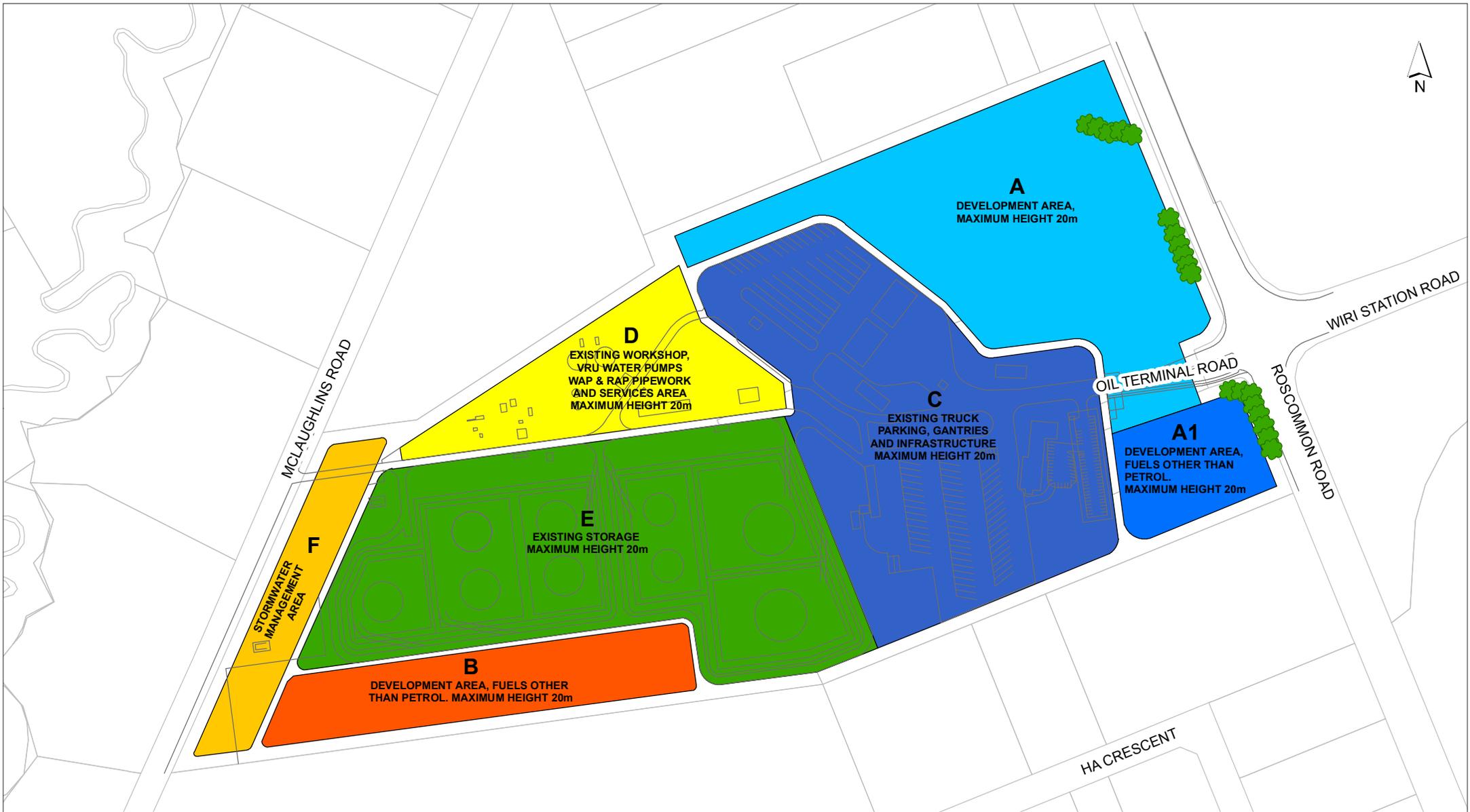
13. In the event of any discovery of an archaeological site, archaeological material, artefacts or potential human remains (kōiwi), the project manager or WOSL representative shall immediately:

- a. Cease earthworks within a 10 m radius of the archaeological find and install a suitable temporary barrier and signage restricting access;
- b. Advise the Council's heritage manager and Heritage New Zealand's Auckland Manager;
- c. Advise NZ Police, if the discovery is of potential human remains,
- d. If the archaeological material is determined to be Kōiwi Tangata (human bones) or taonga (treasured artefacts) by Heritage New Zealand, advise the appropriate Mana Whenua representatives (the council can assist in contacting Mana Whenua representatives) of the discovery; and
- e. Recommence work: Earth moving work within the area of the discovery must not recommence until:
  - i) Heritage New Zealand has confirmed that an archaeological authority has been approved for the work, or that none is required; and
  - ii) any required notification under the Protected Objects Act 1975 has been made to the Ministry for Culture and Heritage; and
  - iii) where the site is of Māori origin and an authority is not required the council will confirm in consultation with Mana Whenua that:
    - any kōiwi have either been retained in situ or removed in accordance with the appropriate tikanga; and
    - any agreed revisions to the planned works have been made in order to address adverse effects on Māori cultural values.

#### **Advice Notes**

1. This designation does not remove the need to comply with any applicable regional rules or affect the requirements of the existing regional consents relating to storm water discharge (council reference: 32707) and air discharge (council reference: 33447).
2. This designation does not affect any requirement to comply with or obtain consent under the National Environmental Standard: Assessing and Managing Contaminants in Soil to Protect Human Health.
3. The designation does not affect the Requiring Authority's obligations to operate the Terminal facilities in accordance with the Hazardous Substances and New Organisms (HSNO) Act 1996 and associated Regulations and the Health and Safety at Work Act 2015 and associated Regulations.
4. For clarity the designation does not affect the existing designations for the Refinery to Auckland pipeline and the Wiri to Airport pipeline (designation references 296 and 309, respectively, in the Operative Auckland Council District Plan (Manukau Section)) (refer s171 Resource Management Act 1991).
5. All fuel storage and associated operations shall comply with the requirements of the Hazardous Substances and New Organisms Act 1996 and associated Regulations.
6. An updated copy of the sites' Environmental Management Plan and Terminal Operating Manual (TOM) will be prepared upon commissioning of any new tanks and / or compounds and for any significant changes to management systems. Council will be notified of these changes and works in accordance with the ITA/Stormwater Resource Consent and access to a copy of the TOM provisions shall be made available to Council on request.

Figure 5.11: Long Term Development Plan Drawing C210



**DISCLAIMER:**  
 This map/plan is illustrative only and all information should be independently verified on site before taking any action.  
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## Diagram 5.11 - Long Term Development Plan

0 25 50 75  
Meters

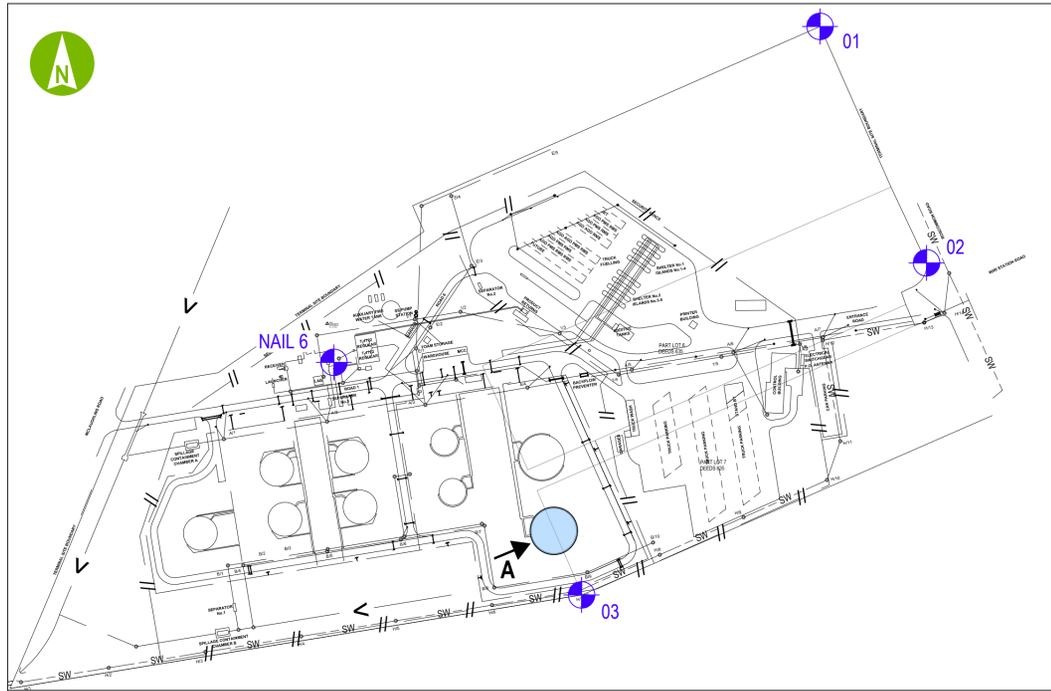
Scale @ A4  
= 1:4,000

Date Printed:  
14/10/2016



## Attachments

No attachments.



**SITE PLAN KEY**

**NOTES:**

- THIS DRAWING IS NOT TO SCALE. THIS DRAWING IS A REPRESENTATION OF THE TANK CONVERSION ROOF TRUSS AND PLATES. THE REDUCED LEVEL (RL) OF THE EXISTING GROUND LEVELS, BUND AND TANK ROOF HEIGHT ARE IN RELATION TO LOCAL SITE DATUM
- THE LEVELS ARE IN TERMS OF AN AURECON SURVEY, UNDERTAKEN IN 2022 AT THE WOSL SITE. SURVEY ORIGIN INFORMATION FOR THE SURVEY IS AS FOLLOWS:

HORIZONTAL PROJECTION IS IN TERMS OF NEW ZEALAND GEODETIC DATUM 2000 – MT EDEN CIRCUIT  
 HORIZONTAL COORDINATES ARE IN TERMS OF A LOCAL SITE DATUM  
 ORIGIN OF COORDINATES: AP 2 SO 463705 (EUEV) 407805.26 ME 786709.07 MN

LEVELS ARE IN TERMS OF A LOCAL SITE DATUM  
 ORIGIN OF LEVELS: NAIL 6

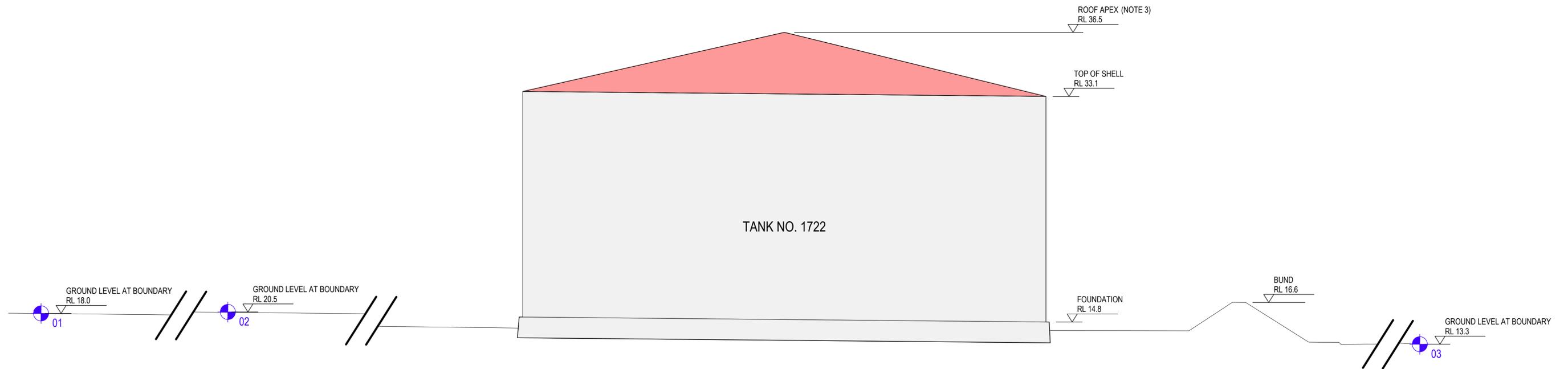
SURVEY CONTROL POINTS:

POINT ID	mE	mN	RL(m)	DESCRIPTION
NAIL6	407546.97	785917.86	12.06	NAIL FLUSH IN KERB

- ROOF APEX DOES NOT INCLUDE ANY ANCILLARY ITEMS THAT MAY EXCEED THIS HEIGHT SUCH AS HANDRAILS OR MINOR EQUIPMENT ATTACHED TO THE ROOF NOZZLES.

**LEGEND**

- T1722 TANK LOCATION
- NEW
- EXISTING
- RL MARKER



**VIEW A**  
NTS

Plot Date: 2025-08-15 1:15 pm Filename: 528237-CONGEN-DRG-MM-1101.DWG

REFERENCE DRAWINGS			REFERENCE MODELS				
REV	DATE	REVISION DETAILS	REV	DRAWN	DESIGNED	VERIFIED	APPROVED
A	2025.08.15	ISSUED FOR INFORMATION	A	A.O'RIORDAN	A. MANIPARATHY	L.HENRY	M. BELL

<b>PREPARED BY</b>  www.aurecongroup.com	<b>CLIENT</b> <b>WIRI OIL SERVICES LIMITED</b>  PO Box 76373 Manukau City Manukau 2241 Tel (09) 277 9770 Fax (09) 277 5968
<b>CERTIFICATION</b> No.      CERTIFIER      DATE	<b>CLIENT DOCUMENT NUMBER</b> REV

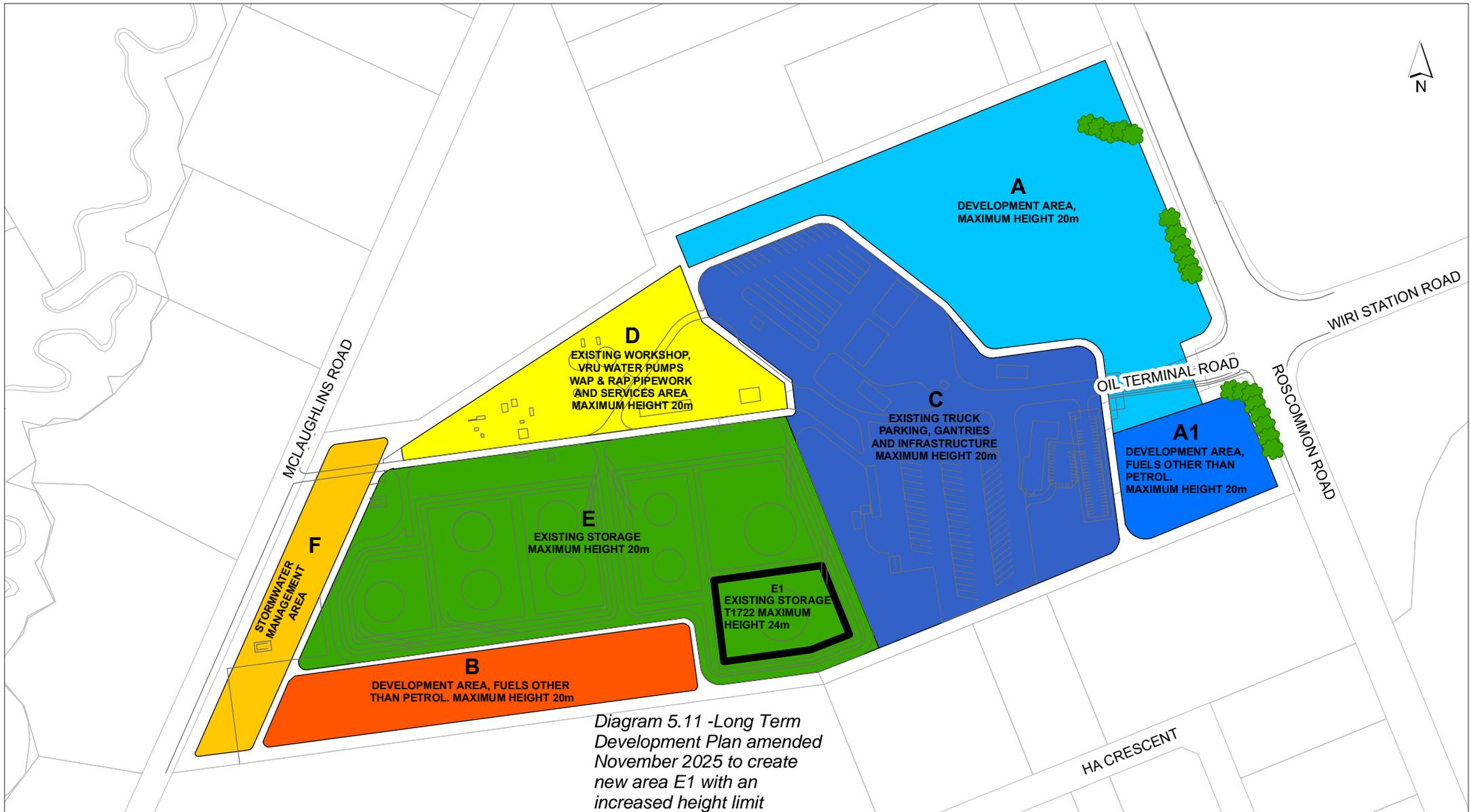
All written dimensions take precedence over scaled dimensions.

Coordinate system  
Height datum

PRINT ALL COPIES IN COLOUR

<b>CONSTRUCTION STATUS</b>	
NOT FOR CONSTRUCTION	
<b>DRAWN BY</b>	A.O'RIORDAN
<b>DESIGNED BY</b>	A. MANIPARATHY
<b>STATUS</b>	SUITABLE FOR INFORMATION
<b>CODE</b>	S2
<b>DOCUMENT STATE</b>	SHARED

<b>PROJECT</b>	
WOSL 2025 TANK CONVERSION WORKS	
<b>TITLE</b>	
T-1722 JET TANK ELEVATIONS	
<b>DOCUMENT CODE</b>	
528237-CONGEN-DRG-MM-1101	
<b>SCALE</b>	NTS
<b>SIZE</b>	A1
<b>REFERENCE No.</b>	MM-1101
<b>REV</b>	A



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## Diagram 5.11 - Long Term Development Plan

0 25 50 75  
Meters

Scale @ A4  
1:4,000

Date Printed:  
14/10/2016



**Written approval of affected persons for resource consent**



**PART A (to be completed by the applicant)**

PART A - APPLICATION		
Applicant/s name: (please write all names in full)	Wiri Oil Services Limited (WOSL)	
Address of proposed activity:	149 Roscommon Road, Wiri	Application number if known:
		Designation 9701
<b>Description of proposed activity:</b>		
WOSL proposes to convert tank T1722 at the Wiri Oil Terminal from storage of petrol to storage of JET A1 fuel.		
In order to change between these product types, there is a need to replace the roof of the existing tank from floating to fixed.		
The fixed roof for T1722 will increase the height of the existing tank by 3.4m to approx 23.2m at the highest point.		
<b>List of all documents and plans to be sighted (including title, author and date)</b>		
Title	Author	Date
NoR Variation - T1722 roof height	SLR Consulting	18 October 2025
Plans (T-1722 Jet tank elevations)	Aurecon	15 Aug 2025
<b>Resource consent/s being sought for (describe why resource consent is required and details of any non-compliance)</b>		
WOSL proposes to vary designation 9701, under s181(3) of the RMA, to enable the proposed changes to tank T1722.		
The variation is needed to enable the tank roof to extend to a height of up to 24m, compared to the current current height limit of 20m set by the designation.		

**PART B (to be completed by the person/s and/or organisation/s who are providing written approval)**

PART B – AFFECTED PERSON/S			
		Tick if owner	Tick if occupier
Full name: (in print)	Manukau Quarry Limited	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Full name: (in print)	Sheikh Faizal Ali	<input type="checkbox"/>	<input type="checkbox"/>
Full name: (in print)		<input type="checkbox"/>	<input type="checkbox"/>
Address of affected property	33 Ha Crescent, Wiri. Auckland	Postcode:	2104
Email:	faizal@sabeto.co.nz	Mobile:	021 783 786

## PART B – AFFECTED PERSON/S (continued)

I have authority to sign on behalf of all (tick which one/s apply)

Property owners

Property occupiers

Please note: The approval of all the legal owners and occupiers of the affected property is required. If you have authority however to sign on behalf of others, please provide documentation providing you have this authority.

## PART C (to be completed by the person/s and/or organisation/s who are providing written approval)

### PART C – DECLARATION

Tick each box below that applies

I/We have been given details of the proposal and plans to which I/we are giving written approval. A list of the documents I/we have sighted is included on page 1.

I/We have signed each page of the plans in respect of this proposal. These need to accompany this form.

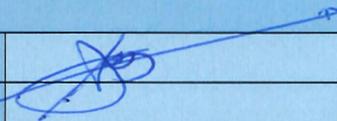
I/We understand that by giving my/our written approval, the council cannot take account of any actual or potential effects of the activity on my/our property when considering the application.

Further, I/we understand that at any time before a decision is made about the application, I/we may give notice in writing to the council that this approval is withdrawn.

In signing this form, I/we am/are satisfied that I/we fully understand the proposal.

Contact our Customer Service team on 09 301 0101 if you need more information about the resource consent process.

Signatures/s



Date

28/10/2025

Signatures/s

Date

Signatures/s

Date

### PRIVACY INFORMATION

The council requires the information you have provided on this form to process your application under the Resource Management Act 1991 and to collect statistics. The council will hold and store the information on a public register. The details may also be made available to the public on the council's website. These details are collected to inform the general public and community groups about all consents which have been processed or issued through the council. Under the Privacy Act 2020, you have the right to see and correct personal information Auckland Council holds about you.

**Advice Note:** If you are asked to give your written approval to someone's proposed activity as part of their application for a resource consent, you should do the following:

- Request that the applicant (or their representative) explain the proposal clearly and fully to you.
- Study the application and associated plans provided by them in order to understand the effects of the proposed activity. If there are no plans available at this stage, you may wish to wait until they are available.
- Ask the applicant (or their representative) if you have been provided with a copy of the full application, including plans.
- Ask for time to consider the documents if you think you need it.

- *Decide whether the proposed activity will adversely affect you or your property. You are entitled to ask the applicant for more information, but you should make a decision about whether you will sign the form or not as promptly as is reasonable in the circumstances. You may suggest amendments to the proposed activity that you consider would reduce the effects on you. If the proposal is amended by the applicant, then you should only sign the amended version of the proposal.*
- *If you consider that you will be adversely affected by the proposal and do not wish to sign the approval form, you will need to advise the applicant (or their representative).*
- *If you change your mind after signing this form, you may withdraw your approval at any time before a decision is made on the application by advising the council in writing that your approval is withdrawn.*

# Written approval of affected persons for resource consent



## PART A (to be completed by the applicant)

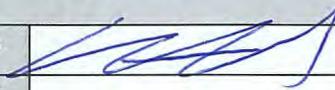
PART A - APPLICATION		
<b>Applicant/s name:</b> (please write all names in full)	Wiri Oil Services Limited (WOSL)	
<b>Address of proposed activity:</b>	149 Roscommon Road, Wiri	<b>Application number if known:</b>
		Designation 9701
<b>Description of proposed activity:</b>		
WOSL proposes to convert tank T1722 at the Wiri Oil Terminal from storage of petrol to storage of JET A1 fuel.		
In order to change between these product types, there is a need to replace the roof of the existing tank from floating to fixed.		
The fixed roof for T1722 will increase the height of the existing tank by 3.4m to approx 23.2m at the highest point.		
<b>List of all documents and plans to be sighted (including title, author and date)</b>		
<b>Title</b>	<b>Author</b>	<b>Date</b>
NoR Variation - T1722 roof height	SLR Consulting	18 October 2025
Plans (T-1722 Jet tank elevations)	Aurecon	15 Aug 2025
<b>Resource consent/s being sought for (describe why resource consent is required and details of any non-compliance)</b>		
WOSL proposes to vary designation 9701, under s181(3) of the RMA, to enable the proposed changes to tank T1722.		
The variation is needed to enable the tank roof to extend to a height of up to 24m, compared to the current current height limit of 20m set by the designation.		

## PART B (to be completed by the person/s and/or organisation/s who are providing written approval)

PART B – AFFECTED PERSON/S			
<b>Full name: (in print)</b>	CAMERON ALLEN HEAD	<b>Tick if owner</b>	<b>Tick if occupier</b>
		<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Full name: (in print)</b>	THE NEW HEAD TRUST	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Full name: (in print)</b>		<input type="checkbox"/>	<input type="checkbox"/>
<b>Address of affected property</b>	33 HA CRESCENT WIRI AUCKLAND	<b>Postcode:</b>	2104
<b>Email:</b>	cameron@raj.co.nz	<b>Mobile:</b>	027 23000 51

PART B – AFFECTED PERSON/S (continued)	
I have authority to sign on behalf of all (tick which one/s apply)	
<input checked="" type="checkbox"/> Property owners	<input checked="" type="checkbox"/> Property occupiers
Please note: The approval of all the legal owners and occupiers of the affected property is required. If you have authority however to sign on behalf of others, please provide documentation providing you have this authority.	

**PART C (to be completed by the person/s and/or organisation/s who are providing written approval)**

PART C – DECLARATION			
Tick each box below that applies			
<input checked="" type="checkbox"/>	I/We have been given details of the proposal and plans to which I/we are giving written approval. A list of the documents I/we have sighted is included on page 1.		
<input checked="" type="checkbox"/>	I/We have signed each page of the plans in respect of this proposal. These need to accompany this form.		
<input checked="" type="checkbox"/>	I/We understand that by giving my/our written approval, the council cannot take account of any actual or potential effects of the activity on my/our property when considering the application.		
<input checked="" type="checkbox"/>	Further, I/we understand that at any time before a decision is made about the application, I/we may give notice in writing to the council that this approval is withdrawn.		
In signing this form, I/we am/are satisfied that I/we fully understand the proposal.			
Contact our Customer Service team on 09 301 0101 if you need more information about the resource consent process.			
Signatures/s		Date	6/11/23
Signatures/s		Date	
Signatures/s		Date	
PRIVACY INFORMATION			
<p>The council requires the information you have provided on this form to process your application under the Resource Management Act 1991 and to collect statistics. The council will hold and store the information on a public register. The details may also be made available to the public on the council's website. These details are collected to inform the general public and community groups about all consents which have been processed or issued through the council. Under the Privacy Act 2020, you have the right to see and correct personal information Auckland Council holds about you.</p>			

**Advice Note:** If you are asked to give your written approval to someone's proposed activity as part of their application for a resource consent, you should do the following:

- Request that the applicant (or their representative) explain the proposal clearly and fully to you.
- Study the application and associated plans provided by them in order to understand the effects of the proposed activity. If there are no plans available at this stage, you may wish to wait until they are available.
- Ask the applicant (or their representative) if you have been provided with a copy of the full application, including plans.
- Ask for time to consider the documents if you think you need it.

- *Decide whether the proposed activity will adversely affect you or your property. You are entitled to ask the applicant for more information, but you should make a decision about whether you will sign the form or not as promptly as is reasonable in the circumstances. You may suggest amendments to the proposed activity that you consider would reduce the effects on you. If the proposal is amended by the applicant, then you should only sign the amended version of the proposal.*
- *If you consider that you will be adversely affected by the proposal and do not wish to sign the approval form, you will need to advise the applicant (or their representative).*
- *If you change your mind after signing this form, you may withdraw your approval at any time before a decision is made on the application by advising the council in writing that your approval is withdrawn.*

# Written approval of affected persons for resource consent



## PART A (to be completed by the applicant)

PART A - APPLICATION		
Applicant/s name: (please write all names in full)		
Address of proposed activity:		Application number if known:
Description of proposed activity:		
List of all documents and plans to be sighted (including title, author and date)		
Title	Author	Date
Resource consent/s being sought for (describe why resource consent is required and details of any non-compliance)		

## PART B (to be completed by the person/s and/or organisation/s who are providing written approval)

PART B – AFFECTED PERSON/S			Tick if owner	Tick if occupier
Full name: (in print)			<input type="checkbox"/>	<input type="checkbox"/>
Full name: (in print)			<input type="checkbox"/>	<input type="checkbox"/>
Full name: (in print)			<input type="checkbox"/>	<input type="checkbox"/>
Address of affected property		Postcode:		
Email:		Mobile:		

## PART B – AFFECTED PERSON/S (continued)

I have authority to sign on behalf of all (tick which one/s apply)

Property owners

Property occupiers

Please note: The approval of all the legal owners and occupiers of the affected property is required. If you have authority however to sign on behalf of others, please provide documentation providing you have this authority.

**PART C (to be completed by the person/s and/or organisation/s who are providing written approval)**

## PART C – DECLARATION

Tick each box below that applies

I/We have been given details of the proposal and plans to which I/we are giving written approval. A list of the documents I/we have sighted is included on page 1.

I/We have signed each page of the plans in respect of this proposal. These need to accompany this form.

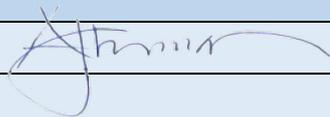
I/We understand that by giving my/our written approval, the council cannot take account of any actual or potential effects of the activity on my/our property when considering the application.

Further, I/we understand that at any time before a decision is made about the application, I/we may give notice in writing to the council that this approval is withdrawn.

In signing this form, I/we am/are satisfied that I/we fully understand the proposal.

Contact our Customer Service team on 09 301 0101 if you need more information about the resource consent process.

Signatures/s



Date

Signatures/s

Date

Signatures/s

Date

## PRIVACY INFORMATION

The council requires the information you have provided on this form to process your application under the Resource Management Act 1991 and to collect statistics. The council will hold and store the information on a public register. The details may also be made available to the public on the council's website. These details are collected to inform the general public and community groups about all consents which have been processed or issued through the council. Under the Privacy Act 2020, you have the right to see and correct personal information Auckland Council holds about you.

**Advice Note:** If you are asked to give your written approval to someone's proposed activity as part of their application for a resource consent, you should do the following:

- Request that the applicant (or their representative) explain the proposal clearly and fully to you.
- Study the application and associated plans provided by them in order to understand the effects of the proposed activity. If there are no plans available at this stage, you may wish to wait until they are available.
- Ask the applicant (or their representative) if you have been provided with a copy of the full application, including plans.
- Ask for time to consider the documents if you think you need it.

- *Decide whether the proposed activity will adversely affect you or your property. You are entitled to ask the applicant for more information, but you should make a decision about whether you will sign the form or not as promptly as is reasonable in the circumstances. You may suggest amendments to the proposed activity that you consider would reduce the effects on you. If the proposal is amended by the applicant, then you should only sign the amended version of the proposal.*
- *If you consider that you will be adversely affected by the proposal and do not wish to sign the approval form, you will need to advise the applicant (or their representative).*
- *If you change your mind after signing this form, you may withdraw your approval at any time before a decision is made on the application by advising the council in writing that your approval is withdrawn.*

**Attachment B**  
**Further Information Provided**

From: Georgina McPherson  
Sent: Monday, December 1, 2025 2:12 PM  
To: [craig.cairncross@aucklandcouncil.govt.nz](mailto:craig.cairncross@aucklandcouncil.govt.nz)  
Subject: WOSL NOR for increase in roof height - tank T1722

Hi Craig,

Following our discussion on Tuesday last week, we have given further consideration to the potential for the increased roof height of tank T1722 to generate adverse effects on cultural values, particularly given the proximity of the Wiri Terminal site to Matukuturua (Wiri Mountain).

We acknowledge the rich cultural history and values associated with the Wiri area and the Puhinui peninsula, and note that an overview of these values is set out in the introductory statements to the I432 Puhinui Precinct and I444 Wiri Precinct sections of the Unitary Plan. Of particular relevance is the following excerpt from I444 Wiri Precinct.

*'Matukutūreia and Matukuturua are natural landmarks and terraced pā sites that were occupied by the ancestors of Te Ākitai Waiohū. The 'twin' maunga of Wiri are known collectively as Ngāa Matukurua or 'the two bitterns'. The surrounding land was cultivated with kumara and food gardens, parts of which are sectioned off with stone walls as found in the Matukuturua Stonefields. Puhinui Creek and Stream were used for travel and to supplement fresh water sources, a traditional fish trap is evident in the creek.*

*Matukutūreia can clearly be seen from Pūkaki Marae, and the preservation of this volcanic viewshaff is a priority to Te Ākitai Waiohū in the future development of Wiri. The significance of the relationship between the maunga, Puhinui Creek and Stream, and the Manukau Harbour as a physical link to the histories and whakapapa of Te Ākitai Waiohū is also important. Cultural values to be protected encompass the history, spiritual, geological, the coastal, archaeological and ecological features within the precinct.'*

WOSL has been actively involved in planning processes around the Wiri area for many years and has engaged with Te Ākitai Waiohū many times, both directly and by way of involvement in the same plan making / plan change process. Of most relevance to the current process is:

- Direct engagement with Te Ākitai Waiohū, Ngāti Tamaoho and Ngāti te Ata Waiohū as part of the process of WOSL first designating the Terminal (designation confirmed by way of Consent Order in July 2016).
- Proposed AUP process, and in particular the emergency management overlays that now apply to properties surrounding the Terminal, including Matukuturua; as well as I432 Puhinui Precinct (which first established a cultural viewshaff between Pūkaki Marae and Matukutūreia) and the Treaty Settlement Land provisions, noting that Matukuturua is one of the fifteen Tūpuna Maunga (ancestral mountains), subject to the Ngā Mana Whenua o Tāmaki Makaurau Collective Redress Act 2014.
- Private Plan Change 43, which introduced I444 Wiri Precinct, and effectively extended the cultural viewshaff between Pūkaki Marae and Matukutūreia, which was first provided for in I432 Puhinui Precinct.

Based on WOSL's involvement in these processes and broad understanding of the cultural values associated with Matukuturua and the surrounding Wiri and Puhinui area, including by way of review of various Cultural Impact Assessments, WOSL's understanding is that:

- It is accepted that Matukuturua is no longer visible from Pūkaki Marae due to the extent it has been quarried away. However, it's 'twin' Matukutūreia still stands and, although the maunga has been visibly scarred by excavation, it can be clearly seen from Pūkaki Marae. The preservation of this volcanic viewshaff is a priority to Te Ākitai Waiohū in the future development of Wiri and the wider Puhinui peninsula.
- Notwithstanding that Matukuturua has been quarried, the Wiri Lava Cave, a 290 metre underground cavern of national geological significance, is a part of the quarried Matukuturua and one of the only surviving remnants of the original maunga. This makes the protection and preservation of the Wiri Lava Caves of special importance to Te Ākitai Waiohū as the remaining physical link to Matukuturua. This is enabled by way of the Ngā Mana Whenua o Tāmaki Makaurau Collective Redress Act 2014, with Matukuturua now administered by the Tūpuna Maunga o Tāmaki Makaurau Authority. (This contrasts to Matukutūreia, which isn't subject to the Ngā Mana Whenua o Tāmaki Makaurau Collective Redress Act 2014).

In this context, it is considered the proposal to increase the roof height of a single tank at the Wiri

Terminal will not result in adverse cultural effects, noting there is no longer any view between Pūkaki Marae and Matukutururu due to the extent of quarrying, such that the roof will not obstruct any cultural viewshafts. Nor does the project involve any intrusive works that could result in adverse effects on Matukutururu and/or the underground lava caves.

Other factors that contribute to our conclusion in this regard are that:

- No party raised any concerns around the height of existing or new tankage provided for by the Terminal designation, during the NOR process. A 20 metre height limit was simply proposed by WOSL on the basis it provided for the existing tankage and was consistent with that set for the Heavy Industry Zone, in which the site is located (noting that no height limit applied to the site under the earlier Manukau District Plan provisions that applied at the time the NOR was lodged).
- While iwi raised concern around the Emergency Management Overlays proposed to be included in the AUP (as they would restrict 'sensitive activities' at Matukutururu), no concern was raised with the principle of designating the Terminal site for existing and future Terminal activities. This is relevant as:
  - The designation provides for new 20m tall tanks to be established in the northeastern corner of the Terminal site, in a location that is more directly between Pūkaki Marae and Matukutururu, and would potentially create a more significant obstruction between the two (than the new roof now proposed for tank T1722), in the event a view was available.
  - It demonstrates relevant parties were aware of the two processes that were running concurrently i.e. WOSL's NOR to designate the Terminal and the AUP. Notably, as part of the development of I432 Puhinui Precinct, specific consideration was given to the question of a cultural viewshaft between Pūkaki Marae and Matukutururu. Our understanding is this wasn't pursued on the basis that the visual linkage and connection with Ngā Matukuru (the 'twin' maunga of Wiri) was better recognised and preserved by protecting the visual integrity of the existing viewshaft from Pūkaki Marae to Matukutururu; and that the remaining physical values of Matukutururu would be protected by the Tupuna Maunga o Tāmaki Makaurau Authority as well as the Open Space Conservation Zoning applying to the site.

For reference, we've attached a copy of Auckland Council's primary planning evidence associated with I432 Puhinui Precinct, which sets out a discussion of the context to first establishing the cultural viewshaft between Pūkaki Marae and Matukutururu. It also includes a copy of Te Ākitai' Cultural Heritage Assessment addressing the significance of the Puhinui and Wiri areas, as well as mapping of the various viewshafts discussed.

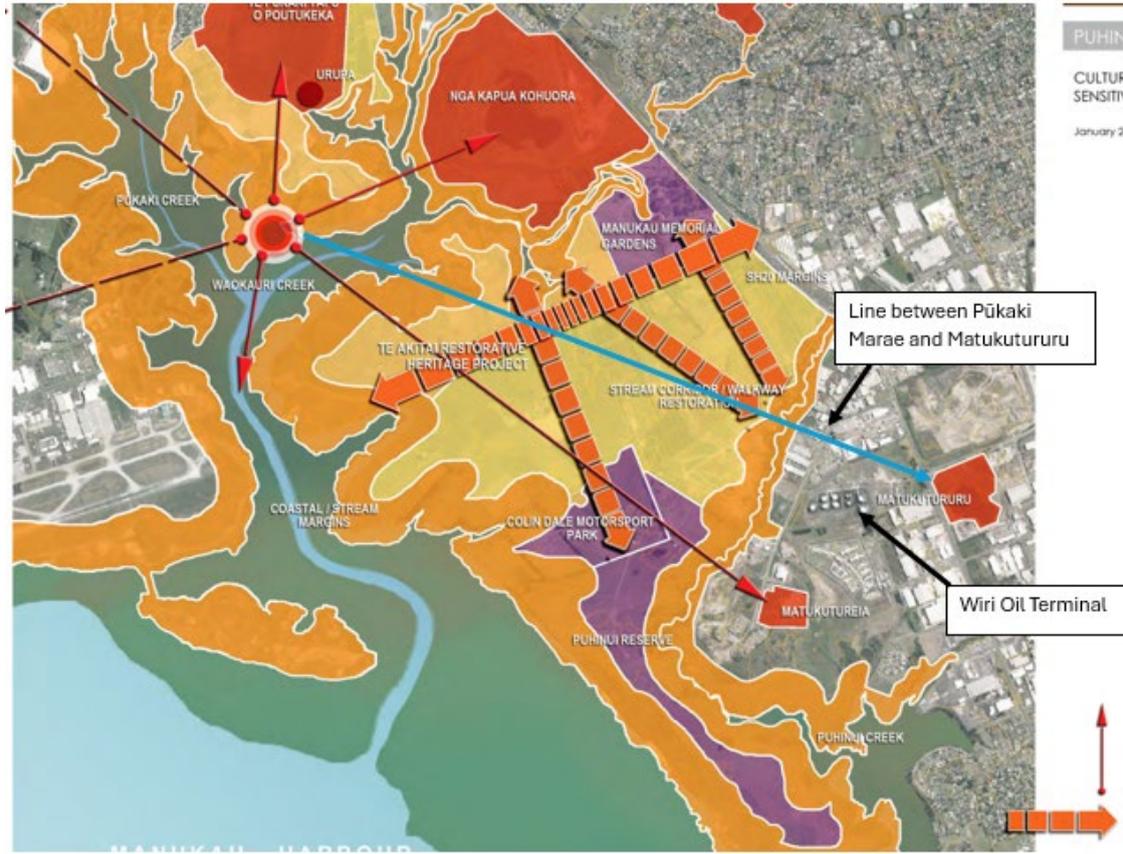
Below, is an excerpt from that mapping, that WOSL has marked up (refer blue line) to show the likely location and alignment of a cultural viewshaft between Pūkaki Marae and Matukutururu, had Matukutururu still been visible, and showing the relationship to the Wiri Oil Terminal site.

We trust this provides sufficient certainty that any adverse cultural effects on Matukutururu as a result of the proposed change in roof form of Tank T1722 will be negligible.

However, please don't hesitate to contact me should you wish to discuss further.

Kind regards

Georgina



**From:** Georgina McPherson <georgina.mcpherson@slrconsulting.com>  
**Sent:** Friday, December 12, 2025 11:56 AM  
**To:** Craig Cairncross <Craig.Cairncross@aucklandcouncil.govt.nz>  
**Subject:** RE: WOSL designation - proposed S181(3) alteration: Query

Thanks Craig,

WOSL was set up by New Zealand's four main oil companies and is now owned by BP, Mobil, Z Energy and Z Energy 2015 (formerly Chevron). The WOSL Board is made up of one director for each shareholder, and the chair rotates annually. All decisions require a unanimous vote. Mobil, BP and Z Energy are the largest shareholders with 28% each. Z Energy (2015) is the smallest shareholder, with a 16% stake. The shareholders own the land on which the Wiri Terminal is located, and WOSL operates the Terminal.

Essentially, WOSL wouldn't have been in a position to advance the project without the unanimous support of the shareholders, such that landowner approval is implicit in the application.

I trust that clarifies the relationship, but let me know if you have any other questions.

Kind regards  
Georgina

**Georgina McPherson**  
Technical Director

|

From: Georgina McPherson <georgina.mcpherson@slrconsulting.com>  
Sent: Thursday, December 11, 2025 12:13 PM  
To: Craig Cairncross <Craig.Cairncross@aucklandcouncil.govt.nz>  
Subject: RE: WOSL NOR for increase in roof height - tank T1722

Hi Craig,

I wanted to follow up on my email below to check if there were any further concerns around the potential for effects on cultural values as a result of the increase in tank roof height at the WOSL Terminal.

Also, to advise that WOSL is now proposing to establish a temporary contractors carpark and laydown area at the rear of the site, via the McLaughlins Road access, to ensure construction activities don't interfere with / create delays for tanker trucks entering and leaving the Terminal via the main gate on Roscommon Road.

Advice from WOSL is that the carpark / laydown area would:

- Be in place only for the duration of the tank conversion works, expected to commence February 2026 and be completed in the fourth quarter of 2026, with disestablishment of the parking / laydown area expected to occur in the first quarter of 2027 at the latest.
- Comprise an area of approx 2,500 sqm to provide for contractor parking, laydown of materials and on-site turning for heavy vehicles, in the general location shown below.
- Involve a surface scrape to level the area, which would then be finished with a layer of geomat and GAP 40-65 metal to depth of approx. 50-100mm.
- Standard erosion and sediment control measures (consistent with GD05 Erosion and Sediment Control Guide) would be implemented during establishment and disestablishment of the parking area and a silt fence would remain in place for the duration the area was in place, in order to prevent any sediment runoff to the stormwater wetland (noting that this would be minimal in any case as the area would be stabilised).



We anticipate this is something that can be addressed as part of the current NOR variation process.

However, please advise if you would like to discuss or need any further detail around the management of this area.

Kind regards  
Georgina

**Georgina McPherson**  
Technical Director

**Attachment B**

**Wiri Oil Services Limited designation 9701 Hazardous  
Substances Terminal conditions and diagram**

**(Strikethrough/underscore)**

## 9701 Hazardous Substances Terminal

Designation Number	9701
Requiring Authority	Wiri Oil Services Limited
Location	149 Roscommon Road, Wiri
Rollover Designation	Yes
Legacy Reference	Designation 320 Auckland Council District Plan (Manukau Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

The designation provides for operation, maintenance, upgrading and future expansion of the Wiri Oil Services Terminal and associated facilities and the authorisation of all ancillary activities and facilities.

## Conditions

1. The designation is for the operation, maintenance, upgrading and future expansion of the Wiri Oil Services Terminal and associated facilities, located at 149 Roscommon Road, Wiri, and the authorisation of all ancillary activities and facilities. The scope of the designation shall be generally in accordance with the Notice of Requirement for the Terminal dated August 2013 and further information provided on 27 March 2014 and 4 July 2014 including the plan titled 'Long Term Development Plan Drawing C210 ' contained in Figure 5.11 and subsequently updated on 13 February 2026 November 2025, subject to any amendments required by the conditions that follow. Nothing in this condition shall limit future activities on the site in so far as they are consistent with the designation and other conditions.
2. Any additional fuel storage at the Terminal shall be within the key parameters identified in the Sherpa Report titled 'Risk Summary for Input to NOR', reference 20762-TN-006 Rev 1 11 June 2014, as updated by Sherpa Consulting PTY Ltd (4 March 2016) QRA Report Modified Future Growth Case for WOSL site, doc ref: 21013-RP-001 and as follows:
  - a. Overall total annual throughput for all fuels does not exceed 4,980,000m<sup>3</sup> per year.
  - b. Total container capacity, as defined by the Hazardous Substances and New Organisms Act 1996, shall not exceed 110,400m<sup>3</sup> for gasoline (petrol) and 245,000m<sup>3</sup> for all fuels (including gasoline).
  - c. The proportion of gasoline (petrol) does not exceed 32% of the total annual specified in condition 2a.
  - d. The capacity of the Refinery Auckland Pipeline (RAP) shall not exceed 570 m<sup>3</sup> per hour.
  - e. No additional gasoline (petrol) storage shall take place in the currently vacant southern part of the site, identified as Area B on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11.
  - f. No more than four of the nine existing storage tanks located in Area E on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11 shall be used for the storage of gasoline (petrol).
  - g. All additional gasoline (petrol) is to be stored in the area along the eastern part of the site identified as Area A on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11, north of Oil Terminal Road.

h. The commercial fatality risk  $5 \times 10^{-6}$  contour does not extend onto the land located at 25 Ha Crescent, Manurewa (Lot 1, DP 383239).

3. The risk elimination and reduction measures for all facilities on the site shall be comprehensively reviewed at no less than 5 yearly intervals, in accordance with the Hazard and Operability (HAZOP) methodology. A copy of the HAZOP report shall be provided to the Council within three months of its completion.

4. The Requiring Authority shall provide the Civil Defence and Emergency Management Director at Auckland Council with a copy of the current emergency procedures documentation for the site. All subsequent updates are to be provided to the Council.

5. A buffer zone shall be retained on the McLaughlins Road frontage of the site to accommodate the site's storm water management system, as identified by Area F on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11.

### **Outline Plan**

6. Prior to the commencement of any new physical works within the Designation, unless otherwise permitted by the District Plan, the Requiring Authority shall submit to Council an Outline Plan of Works pursuant to Section 176A of the RMA unless Council agrees to waive the requirements.

7. At the time of preparing an Outline Plan of Works for works within Area A, the Requiring Authority shall:

a. Design and operate future fuel tanks in general accordance with best industry practice. This should include consideration and installation of relevant risk elimination and reduction measures including, as a minimum, independent high-high and extra high level alarms, automatic closing of tank inlet valves for high-high or extra high level alarms, full SIL 2 approval for high-high or extra high level alarms, ducted overfill and gas detection for Mogas tanks, fixed fire protection and water cooling, fail safe auto-closing tank inlet and outlet valves (and auto-closing roof drain valves for any floating roof tanks), CCTV and tilt meters (for floating roof tanks) or such equivalent systems that may exist at the time of the expansion.

b. Before commencing any expansion of the terminal facilities, prepare and submit an updated Quantitative Risk Assessment to Council for certification that the risks from any additional gasoline (petrol) storage, based on actual storage capacity, design and management details remain within the risk profile determined in the Sherpa Consulting Pty 2016 QRA Report Modified Future Growth Case. The acceptability of risk from future development shall be determined in accordance with the NSW HIPAP4 guidelines (or the relevant successor best practice guideline at the time).

c. Liaise with land users within the Emergency Management Planning Area as shown in Figure 3.3 — 'Suggested emergency planning overlay future WOSL operation — Straight line version coinciding with property boundaries', contained in Sherpa Technical Note 20762-TN-006 in Annexure 6 of the Application material, in relation to

i) Establishment and maintenance of early warning notification system

ii) Emergency Management Planning including emergency exercises

iii) Maintenance of contact details.

### **Construction Management Plan**

d. Submit a Construction Management Plan to the Council. The Construction Management Plan shall be at a level of detail corresponding to the nature and extent of the works and include, where appropriate, specific details relating to the construction and management of works including, earthworks, silt and sediment control, construction traffic, dust, odour, noise and lighting.

Note: For the avoidance of doubt, this provision also applies to any OPW for works across the whole designated site not just to Area A.

### **Landscaping – Roscommon Road Frontage**

e. Provide a detailed landscape design for the 10 metre wide landscape strip on the Roscommon Road boundary undertaken by a Registered Landscape Architect. The detailed landscape design shall be consistent with the concept in Figures One: Landscape Concept and figure Two: Roadside Concept Images prepared by Isthmus reference 3296 dated January 2014, and shall include the matters set out below:

i) A minimum of 6 primary and 4 secondary earth mounds shall be constructed; the primary earth mounds shall be formed to a height of 1.5m-2m above the surrounding ground level and the secondary mounds to a height of 1m.

ii) If there is suitable volcanic material in the existing bund to create the terracing and walls this should be utilised within the construction of the landscape concept.

iii) A minimum of 18 trees are to be used along the entire length of the Roscommon Road frontage of a species capable of achieving a minimum height of 10m.

iv) Detailed design of the landforms and selection of the trees to be used shall be undertaken in consultation with Mana Whenua.

Final tree and landform location will be dependent upon the result of any additional risk modelling required.

Those parts of the landscape strip located to the north and south of Oil Terminal Road shall be developed and planted in accordance with the detailed design required by this Condition at such time as the adjacent land within the Terminal site is developed.

### **Height**

8. Height of structures shall be restricted to a maximum of 20 metres within the designation, ~~except that~~ with the exception of:

a. Diagram 5.11 Area E1 where Tank 1722 may extend up to 24 metres in height; and

b. Lighting, security and communication poles and devices that may extend up to 25 metres in height.

### **Building Set Backs**

9. All new buildings (excluding fences, flood gates, gates, security equipment and bunds) shall be set back at least 10m from the site or road boundaries as indicated on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11

### **Noise**

10.Noise levels measured at the boundary of the site when the oil Terminal is in operation shall not exceed those required by the underlying zone. During construction works, noise shall be managed in accordance with NZS6803-1999 Acoustics – Construction Noise. Emergency warning alerts shall be exempt from the noise restrictions.

### **Lighting**

11.All exterior lighting shall be designed and operated so that light spill beyond the site boundaries complies with the requirements of the underlying zone.

### **Traffic**

12. Adequate onsite parking, loading, access and manoeuvring areas shall be provided at all times for all types of vehicles anticipated to visit the Terminal.

### **Accidental discovery protocol – archaeological and/or pre European**

13. In the event of any discovery of an archaeological site, archaeological material, artefacts or potential human remains (kōiwi), the project manager or WOSL representative shall immediately:

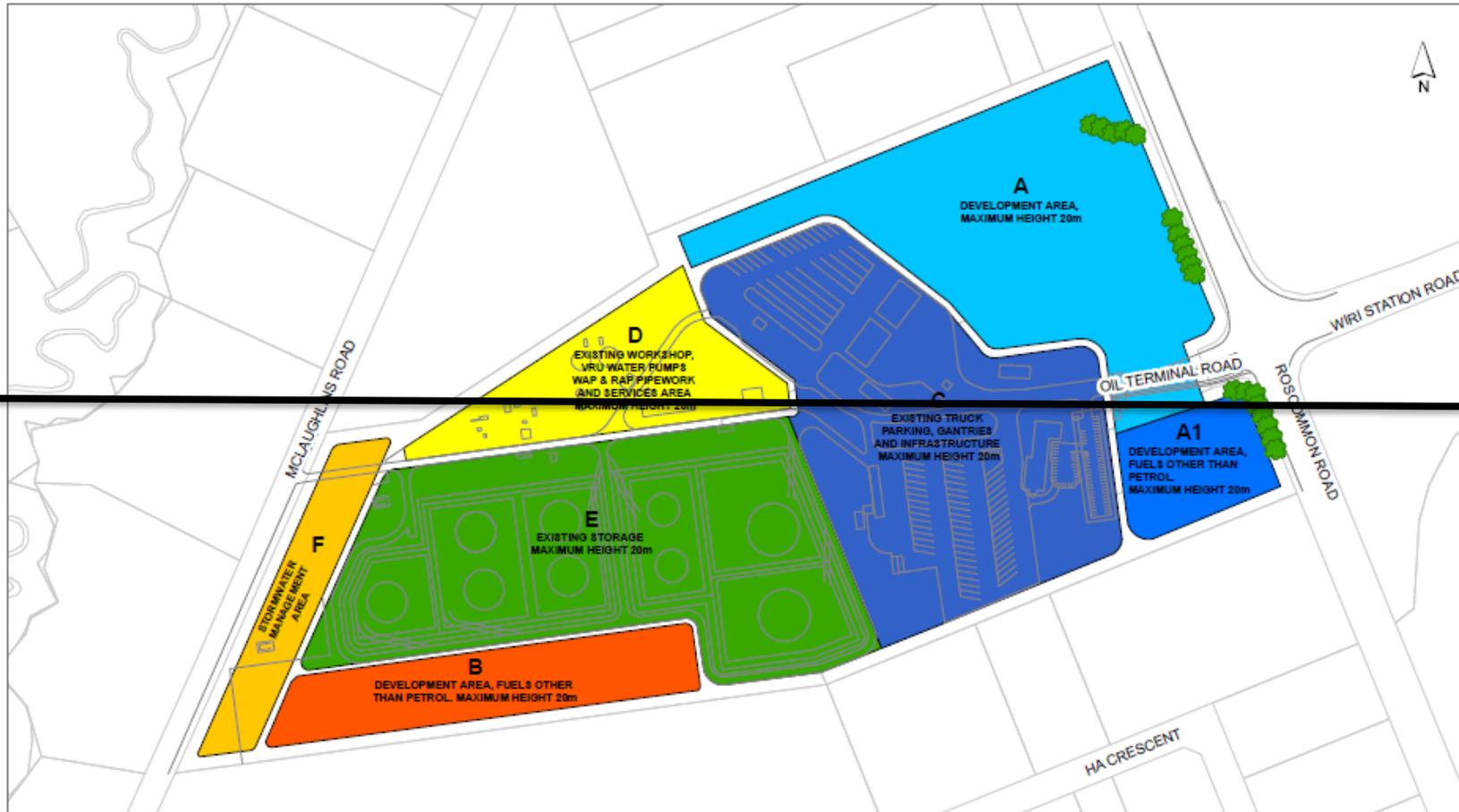
- a. Cease earthworks within a 10 m radius of the archaeological find and install a suitable temporary barrier and signage restricting access;
- b. Advise the Council's heritage manager and Heritage New Zealand's Auckland Manager;
- c. Advise NZ Police, if the discovery is of potential human remains,
- d. If the archaeological material is determined to be Kōiwi Tangata (human bones) or taonga (treasured artefacts) by Heritage New Zealand, advise the appropriate Mana Whenua representatives (the council can assist in contacting Mana Whenua representatives) of the discovery; and
- e. Recommence work: Earth moving work within the area of the discovery must not recommence until:
  - i) Heritage New Zealand has confirmed that an archaeological authority has been approved for the work, or that none is required; and
  - ii) any required notification under the Protected Objects Act 1975 has been made to the Ministry for Culture and Heritage; and
  - iii) where the site is of Māori origin and an authority is not required the council will confirm in consultation with Mana Whenua that:
    - any kōiwi have either been retained in situ or removed in accordance with the appropriate tikanga; and
    - any agreed revisions to the planned works have been made in order to address adverse effects on Māori cultural values.

### **Advice Notes**

1. This designation does not remove the need to comply with any applicable regional rules or affect the requirements of the existing regional consents relating to storm water discharge (council reference: 32707) and air discharge (council reference: 33447).
2. This designation does not affect any requirement to comply with or obtain consent under the National Environmental Standard: Assessing and Managing Contaminants in Soil to Protect Human Health.
3. The designation does not affect the Requiring Authority's obligations to operate the Terminal facilities in accordance with the Hazardous Substances and New Organisms (HSNO) Act 1996 and associated Regulations and the Health and Safety at Work Act 2015 and associated Regulations.
4. For clarity the designation does not affect the existing designations for the Refinery to Auckland pipeline and the Wiri to Airport pipeline (designation references 296 and 309, respectively, in the Operative Auckland Council District Plan (Manukau Section)) (refer s171 Resource Management Act 1991).
5. All fuel storage and associated operations shall comply with the requirements of the Hazardous Substances and New Organisms Act 1996 and associated Regulations.
6. An updated copy of the sites' Environmental Management Plan and Terminal Operating Manual (TOM) will be prepared upon commissioning of any new tanks and / or compounds and for any significant changes to management systems. Council will be notified of these changes and works in

accordance with the ITA/Stormwater Resource Consent and access to a copy of the TOM provisions shall be made available to Council on request.

Figure 5.11: Long Term Development Plan Drawing C210



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**Diagram 5.11 - Long Term Development Plan**



Scale @ A4  
= 1:4,000  
Date Printed:  
14/10/2016



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**Diagram 5.11 - Long Term Development Plan**

0 25 50 75  
 Meters

Scale @ A4  
 1:4,000

Date Printed:  
 14/10/2016



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## Attachments

No attachments.

**Attachment C**

**Wiri Oil Services Limited designation 9701 Hazardous  
Substances Terminal conditions and diagram**

**(Clean)**

## 9701 Hazardous Substances Terminal

Designation Number	9701
Requiring Authority	Wiri Oil Services Limited
Location	149 Roscommon Road, Wiri
Rollover Designation	Yes
Legacy Reference	Designation 320 Auckland Council District Plan (Manukau Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

The designation provides for operation, maintenance, upgrading and future expansion of the Wiri Oil Services Terminal and associated facilities and the authorisation of all ancillary activities and facilities.

## Conditions

1. The designation is for the operation, maintenance, upgrading and future expansion of the Wiri Oil Services Terminal and associated facilities, located at 149 Roscommon Road, Wiri, and the authorisation of all ancillary activities and facilities. The scope of the designation shall be generally in accordance with the Notice of Requirement for the Terminal dated August 2013 and further information provided on 27 March 2014 and 4 July 2014 including the plan titled 'Long Term Development Plan Drawing C210 ' contained in Figure 5.11 and subsequently updated on 13 February 2026 November 2025, subject to any amendments required by the conditions that follow. Nothing in this condition shall limit future activities on the site in so far as they are consistent with the designation and other conditions.
2. Any additional fuel storage at the Terminal shall be within the key parameters identified in the Sherpa Report titled 'Risk Summary for Input to NOR', reference 20762-TN-006 Rev 1 11 June 2014, as updated by Sherpa Consulting PTY Ltd (4 March 2016) QRA Report Modified Future Growth Case for WOSL site, doc ref: 21013-RP-001 and as follows:
  - a. Overall total annual throughput for all fuels does not exceed 4,980,000m<sup>3</sup> per year.
  - b. Total container capacity, as defined by the Hazardous Substances and New Organisms Act 1996, shall not exceed 110,400m<sup>3</sup> for gasoline (petrol) and 245,000m<sup>3</sup> for all fuels (including gasoline).
  - c. The proportion of gasoline (petrol) does not exceed 32% of the total annual specified in condition 2a.
  - d. The capacity of the Refinery Auckland Pipeline (RAP) shall not exceed 570 m<sup>3</sup> per hour.
  - e. No additional gasoline (petrol) storage shall take place in the currently vacant southern part of the site, identified as Area B on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11.
  - f. No more than four of the nine existing storage tanks located in Area E on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11 shall be used for the storage of gasoline (petrol).
  - g. All additional gasoline (petrol) is to be stored in the area along the eastern part of the site identified as Area A on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11, north of Oil Terminal Road.

- h. The commercial fatality risk  $5 \times 10^{-6}$  contour does not extend onto the land located at 25 Ha Crescent, Manurewa (Lot 1, DP 383239).
3. The risk elimination and reduction measures for all facilities on the site shall be comprehensively reviewed at no less than 5 yearly intervals, in accordance with the Hazard and Operability (HAZOP) methodology. A copy of the HAZOP report shall be provided to the Council within three months of its completion.
4. The Requiring Authority shall provide the Civil Defence and Emergency Management Director at Auckland Council with a copy of the current emergency procedures documentation for the site. All subsequent updates are to be provided to the Council.
5. A buffer zone shall be retained on the McLaughlins Road frontage of the site to accommodate the site's storm water management system, as identified by Area F on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11.

### **Outline Plan**

6. Prior to the commencement of any new physical works within the Designation, unless otherwise permitted by the District Plan, the Requiring Authority shall submit to Council an Outline Plan of Works pursuant to Section 176A of the RMA unless Council agrees to waive the requirements.
7. At the time of preparing an Outline Plan of Works for works within Area A, the Requiring Authority shall:
- a. Design and operate future fuel tanks in general accordance with best industry practice. This should include consideration and installation of relevant risk elimination and reduction measures including, as a minimum, independent high-high and extra high level alarms, automatic closing of tank inlet valves for high-high or extra high level alarms, full SIL 2 approval for high-high or extra high level alarms, ducted overfill and gas detection for Mogas tanks, fixed fire protection and water cooling, fail safe auto-closing tank inlet and outlet valves (and auto-closing roof drain valves for any floating roof tanks), CCTV and tilt meters (for floating roof tanks) or such equivalent systems that may exist at the time of the expansion.
  - b. Before commencing any expansion of the terminal facilities, prepare and submit an updated Quantitative Risk Assessment to Council for certification that the risks from any additional gasoline (petrol) storage, based on actual storage capacity, design and management details remain within the risk profile determined in the Sherpa Consulting Pty 2016 QRA Report Modified Future Growth Case. The acceptability of risk from future development shall be determined in accordance with the NSW HIPAP4 guidelines (or the relevant successor best practice guideline at the time).
  - c. Liaise with land users within the Emergency Management Planning Area as shown in Figure 3.3 — 'Suggested emergency planning overlay future WOSL operation — Straight line version coinciding with property boundaries', contained in Sherpa Technical Note 20762-TN-006 in Annexure 6 of the Application material, in relation to
    - i) Establishment and maintenance of early warning notification system
    - ii) Emergency Management Planning including emergency exercises
    - iii) Maintenance of contact details.

### **Construction Management Plan**

- d. Submit a Construction Management Plan to the Council. The Construction Management Plan shall be at a level of detail corresponding to the nature and extent of the works and include, where appropriate, specific details relating to the construction and management of works including, earthworks, silt and sediment control, construction traffic, dust, odour, noise and lighting.

Note: For the avoidance of doubt, this provision also applies to any OPW for works across the whole designated site not just to Area A.

### **Landscaping – Roscommon Road Frontage**

e. Provide a detailed landscape design for the 10 metre wide landscape strip on the Roscommon Road boundary undertaken by a Registered Landscape Architect. The detailed landscape design shall be consistent with the concept in Figures One: Landscape Concept and figure Two: Roadside Concept Images prepared by Isthmus reference 3296 dated January 2014, and shall include the matters set out below:

*i)* A minimum of 6 primary and 4 secondary earth mounds shall be constructed; the primary earth mounds shall be formed to a height of 1.5m-2m above the surrounding ground level and the secondary mounds to a height of 1m.

*ii)* If there is suitable volcanic material in the existing bund to create the terracing and walls this should be utilised within the construction of the landscape concept.

*iii)* A minimum of 18 trees are to be used along the entire length of the Roscommon Road frontage of a species capable of achieving a minimum height of 10m.

*iv)* Detailed design of the landforms and selection of the trees to be used shall be undertaken in consultation with Mana Whenua.

Final tree and landform location will be dependent upon the result of any additional risk modelling required.

Those parts of the landscape strip located to the north and south of Oil Terminal Road shall be developed and planted in accordance with the detailed design required by this Condition at such time as the adjacent land within the Terminal site is developed.

### **Height**

8. Height of structures shall be restricted to a maximum of 20 metres within the designation, with the exception of:

a. Diagram 5.11 Area E1 where Tank 1722 may extend up to 24 metres in height; and

b. Lighting, security and communication poles and devices that may extend up to 25 metres in height.

### **Building Set Backs**

9. All new buildings (excluding fences, flood gates, gates, security equipment and bunds) shall be set back at least 10m from the site or road boundaries as indicated on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11

### **Noise**

10.Noise levels measured at the boundary of the site when the oil Terminal is in operation shall not exceed those required by the underlying zone. During construction works, noise shall be managed in accordance with NZS6803-1999 Acoustics – Construction Noise. Emergency warning alerts shall be exempt from the noise restrictions.

### **Lighting**

11.All exterior lighting shall be designed and operated so that light spill beyond the site boundaries complies with the requirements of the underlying zone.

### **Traffic**

12. Adequate onsite parking, loading, access and manoeuvring areas shall be provided at all times for all types of vehicles anticipated to visit the Terminal.

### **Accidental discovery protocol – archaeological and/or pre European**

13. In the event of any discovery of an archaeological site, archaeological material, artefacts or potential human remains (kōiwi), the project manager or WOSL representative shall immediately:

- a. Cease earthworks within a 10 m radius of the archaeological find and install a suitable temporary barrier and signage restricting access;
- b. Advise the Council's heritage manager and Heritage New Zealand's Auckland Manager;
- c. Advise NZ Police, if the discovery is of potential human remains,
- d. If the archaeological material is determined to be Kōiwi Tangata (human bones) or taonga (treasured artefacts) by Heritage New Zealand, advise the appropriate Mana Whenua representatives (the council can assist in contacting Mana Whenua representatives) of the discovery; and
- e. Recommence work: Earth moving work within the area of the discovery must not recommence until:
  - i) Heritage New Zealand has confirmed that an archaeological authority has been approved for the work, or that none is required; and
  - ii) any required notification under the Protected Objects Act 1975 has been made to the Ministry for Culture and Heritage; and
  - iii) where the site is of Māori origin and an authority is not required the council will confirm in consultation with Mana Whenua that:
    - any kōiwi have either been retained in situ or removed in accordance with the appropriate tikanga; and
    - any agreed revisions to the planned works have been made in order to address adverse effects on Māori cultural values.

### **Advice Notes**

1. This designation does not remove the need to comply with any applicable regional rules or affect the requirements of the existing regional consents relating to storm water discharge (council reference: 32707) and air discharge (council reference: 33447).
2. This designation does not affect any requirement to comply with or obtain consent under the National Environmental Standard: Assessing and Managing Contaminants in Soil to Protect Human Health.
3. The designation does not affect the Requiring Authority's obligations to operate the Terminal facilities in accordance with the Hazardous Substances and New Organisms (HSNO) Act 1996 and associated Regulations and the Health and Safety at Work Act 2015 and associated Regulations.
4. For clarity the designation does not affect the existing designations for the Refinery to Auckland pipeline and the Wiri to Airport pipeline (designation references 296 and 309, respectively, in the Operative Auckland Council District Plan (Manukau Section)) (refer s171 Resource Management Act 1991).
5. All fuel storage and associated operations shall comply with the requirements of the Hazardous Substances and New Organisms Act 1996 and associated Regulations.
6. An updated copy of the sites' Environmental Management Plan and Terminal Operating Manual (TOM) will be prepared upon commissioning of any new tanks and / or compounds and for any significant changes to management systems. Council will be notified of these changes and works in

accordance with the ITA/Stormwater Resource Consent and access to a copy of the TOM provisions shall be made available to Council on request.

Figure 5.11: Long Term Development Plan Drawing C210



**DISCLAIMER:**  
 This map/plan is illustrative only and all information should be independently verified on site before taking any action.  
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**Diagram 5.11 - Long Term Development Plan**



Scale @ A4  
1:4,000

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## Attachments

No attachments.