

16 September 2026

Hearings Statement - Fuel Companies 471 - Hearing Stream 6

Attention: District Plan Hearing Coordinator
Hutt City Council
Private Bag 31-912
Lower Hutt 5040

Via email: Saritha.Shetty@huttcity.govt.nz

SLR Project No.: 810.031972.00001

RE: Hearing Statement of the Fuel Companies [471] – Hearing Stream 6

INTRODUCTION

1. This hearing statement is prepared on behalf of bp Oil New Zealand Limited, Mobil Oil New Zealand Limited and Z Energy Limited (**the Fuel Companies**) [471] in relation to their submission points allocated to Hearing Stream 6 of the Proposed Hutt City District Plan (**the PDP**) which covers the infrastructure related topics of the PDP. This hearing statement represents the views of the Fuel Companies and is not expert evidence.
2. The Fuel Companies have an interest in the PDP to the extent that it relates to, or impacts on, their activities and sites (service stations, truck stops, bulk fuel storage terminals and wharflines) in Hutt City. The Fuel Companies have submission points on the Infrastructure, Protection of Infrastructure, Transport and Three Waters topics which are addressed as part of this hearing.
3. The Fuel Companies will not be attending the hearing as they support or accept the recommendations of the s 42A reports¹ as they relate to their submission points. **Attachment A** provides a tabularised summary of the Fuel Companies' submission points, the s 42A report recommendations, and the Fuel Companies' position.
4. The Fuel Companies do, however, wish to raise minor questions or comments regarding the recommendations on the provisions discussed below.
5. It would be appreciated if this hearing statement could be tabled before the Hearings Panel. If the Hearings Panel does have any questions for the Fuel Companies, we would be pleased to provide representation at the hearing.

Infrastructure s 42A report: INF-P6

6. The Fuel Companies [471.101] support INF-P6 and requested that it be retained as notified. Based on other submissions, Mr McDonald recommends amendments to better consider the practicability of managing adverse effects and recognising the benefits of activities associated with regionally significant infrastructure (**RSI**). The Fuel Companies support this recommendation.

¹ Infrastructure and Transport s 42A reports both prepared by Peter McDonald and dated 24 August 2026; and Three Waters s 42A report prepared by Cristal Bennett dated 24 August 2026.

Infrastructure s 42A report: PINF Overview, PINF-P1 and PINF Rules Overview

7. The Fuel Companies requested that:
 - a. PINF Overview [471.117] is amended to reference RSI and the Hutt City fuel transmission pipeline corridor; and
 - b. PINF-P1 [471.119] and PINF Rules Overview [471.119] are amended to reference the Hutt City fuel transmission pipeline corridor and Hazardous Substances Risk Management Overlay.
8. Mr McDonald recommends that submission [471.117] be accepted in part by amending the PINF Overview to reference RSI. However, Mr McDonald does not recommend making the amendments to reference the Hutt City fuel transmission pipeline corridor and Hazardous Substances Risk Management Overlay in the provisions, as they depend on whether the Fuel Companies' submissions on these provisions, covered by Hearing Stream 2, are accepted.
9. The Fuel Companies consider that specific reference to the Hutt City fuel transmission pipeline corridor and the Hazardous Substances Risk Management Overlay may not be required, subject to the outcomes on their submission points covered by Hearing Stream 2 and post-hearing expert conferencing,² and provided that the Hazardous Substances Risk Management Overlay and other plan provisions appropriately recognise the fuel pipeline and draw attention to the relevant provisions.

Transport s 42A report: High trip generating activities

10. The Fuel Companies [471.69, 471.136, 471.142, 471.143] made submissions on the high trip generating activities (HTGA) provisions. Their key concerns were that service stations are singled out as HTGAs, while other activities in TR Table 8 are assessed against thresholds, and that changes to existing service stations should have a permitted pathway where they do not increase vehicle movements, or do not materially increase them. The Fuel Companies requested a six refuelling space threshold in TR Table 8 to trigger HTGA Rule TR-R3. Mr McDonald does not support this relief and considers that minor changes to existing HTGAs are permitted under TR-R3(1)(c). The Fuel Companies accept Mr McDonald's position, provided that the exemption in TR-R3(1)(c) is retained.

Three Waters s 42A report: Approved hydraulic neutrality solution

11. The Fuel Companies [471.128] support THW-R2 in part but sought amendments to improve the rule's clarity. Ms Bennett recommends accepting these amendments, except that, rather than referring to Wellington Water in Note 1, she recommends inserting a definition of "approved hydraulic neutrality solution" as alternative relief. The definition is:

"A solution that meets the requirements of the Managing Stormwater Runoff – The Use of Approved Solutions for Hydraulic Neutrality, March 2024, Version 5."
12. The Fuel Companies support Ms Bennett's recommendations but note that the guideline referenced in the recommended definition has since been updated to Version 6 (February 2026), which was released after the submission was made. If there is scope to do so, the Council and Panel may wish to consider whether the PDP should reference the latest version of the guideline.

² Between the planners and risk experts for the Council, Fuel Companies and Seaview Marina Limited.



Closure

13. Thank you for your time and acknowledgement of the matters raised in the submissions of the Fuel Companies. Please do not hesitate to contact the writer should you wish to clarify any matters addressed herein.

Regards,

SLR Consulting New Zealand



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Attachment A

Summary of recommendations on the Fuel Companies' submissions and further submissions

Summary of recommendations on the Fuel Companies' submissions and further submissions

471. ##	Provision	Position	Reason for this submission	Relief sought by this submission (deletions in bold strikethrough and additions in bold underline)	Section 42A report recommendation	Position of the Fuel Companies
46	Operational need	Support		Retain the definitions as notified.	Accept	Support
54	Upgrading	Support		Retain the definitions as notified.	Accept	Support
69	High trip generating activities	Oppose	The Fuel Companies oppose the specific identification of service stations as a high trip generating activity (HTGA). Clause (c) of the definition sets a threshold above which activities will be considered to be HTGA (TR-Table 8). This is an appropriate effects-based approach. Currently, the definition uses both a threshold approach and specifically identifies two activity types (service stations and drive-through activities) as HTGA. It is inappropriate and unnecessary to mix both approaches in a single definition. Further, it is widely accepted that service stations primarily attract pass-by visits of motorists already travelling on the roading rather than acting as a destination activity that, in itself, draws traffic to a specific location. In this regard, there are many other activities, such as supermarkets, education, sports and entertainment facilities that would, more appropriately be considered HTGAs, but which are not specifically listed in the definition. The effects-based threshold on its own is appropriate to define the meaning of HTGA.	Amend the "high trip generating activities" definition as follows: <i>means:</i> a. a service station, b. a drive-through activity, or c. any other activity which exceeds a threshold in TR-Table 8 High trip generating activity thresholds, including when assessed cumulatively with all other activities with which on-site motor vehicle access spaces are shared.	Reject	Accept
74	Regionally significant infrastructure	Support in part	The Fuel Companies support that the 'regionally significant infrastructure' (RSI) definition includes petroleum distribution / transmission pipelines and associated fittings, appurtenances, fixtures or equipment. However, they request that the definition includes port related infrastructure for moving cargo and passengers, and specifically bulk fuel supply infrastructure and wharflines. The amended RSI definition under Proposed Change 1 and Variation 1 (Decisions Version) to the Wellington Regional Policy Statement includes port related activities and bulk fuel supply infrastructure and wharf lines.	Amend the "regionally significant infrastructure" definition as follows: <i>means regionally significant infrastructure including:</i> a. pipelines for the distribution or transmission of natural or manufactured gas or petroleum, including any associated fittings, appurtenances, fixtures or equipment, b. a network operated for the purposes of telecommunications, as defined in section 5 of the Telecommunications Act 2001, c. a network operated for the purpose of radiocommunications, as defined in section 2(1) of the Radio Communications Act 1989, d. the National Grid, e. facilities for the generation and/or transmission of electricity where it is supplied to the National grid and/or the local distribution network, f. facilities for the electricity distribution network, where it is 11kV and above. This excludes private connections to the local distribution network, g. the local authority water supply network (including intake structures) and water treatments plants, h. the local authority wastewater and stormwater networks and systems, including treatment plants and storage and discharge facilities, and i. the Strategic Transport Network as identified in the Wellington Regional Land Transport Plan 2021. j. <u>Infrastructure associated with port related activities and adjacent land used in association with the movement of cargo and passengers including bulk fuel supply infrastructure, and storage tanks for bulk liquids, and associated wharflines.</u>	Accept in part	Support

471. ##	Provision	Position	Reason for this submission	Relief sought by this submission (deletions in bold strikethrough and additions in bold underline)	Section 42A report recommendation	Position of the Fuel Companies
81	Transport facilities	Oppose in part	The Fuel Companies consider the list of examples doesn't relate particularly well to the chapeau of the definition, which suggests a 'transport facility' is the point of transition between a site and the road i.e. a vehicle crossing. Therefore, the definition should also refer to the movement of people, goods and refuse within sites.	Amend the "transport facilities" definition as follows: <i>means facilities and areas which provide for the movement of people, goods and refuse <u>within sites and</u> between activities on a site and the transport network. It includes:</i> <i>pedestrian and cycling accesses,</i> <i>cycling and micromobility device parking and end-of-trip facilities,</i> <i>driveways, and motor vehicle manoeuvring and parking areas,</i> <i>vehicle crossings,</i> <i>on-site loading facilities, and</i> <i>refuse storage areas.</i>	Accept	Support
87	INFSD-O3 National and Regional Significance	Support	The Fuel Companies support the intent of this provision to ensure that nationally and regionally significant infrastructure is supported and protected.	Retain INFSD-O1 as notified.	Accept in part	Support
92	Chapter Introduction	Support	The Fuel Companies support the intent of the introduction and seek that it be retained	Retain the Infrastructure chapter introduction as notified.	Accept in part	Support
93	INF-O1 Benefits of infrastructure	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-O1 as notified.	Accept	Support
94	INF-O2 Adverse effects of infrastructure	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-O2 as notified.	Accept	Support
95	INF-O3 Infrastructure availability and capacity	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-O3 as notified.	Accept	Support
96	INF-P1 Recognise benefits of infrastructure	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-P1 as notified.	Accept in part	Support
FS	S474.015 Clarus INF-P1	Support	Amend policy as follows: "Recognise the social, economic, cultural and environmental benefits that infrastructure provide, including: ... 7. Enabling the effective, safe, secure and efficient transmission of electricity, <u>gas and liquid fuels.</u> "	Allow The Fuel Companies' pipeline (and terminal/bulk storage infrastructure) is regionally significant infrastructure that provides benefits to the Hutt City District and the wider Wellington Region. It is appropriate that the transmission of liquid fuels is explicitly recognised in the context of INF-P1. The Fuel Companies support Clarus's submission point S474.015.	Accept in part	Support
97	INF-P2 Provide for infrastructure	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-P2 as notified.	Accept	Support
98	INF-P3 Planning and delivery of infrastructure	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-P3 as notified.	Accept	Support
99	INF-P4 Technological advances	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-P4 as notified.	Accept	Support
100	INF-P5 Adverse effects of infrastructure	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-P5 as notified.	Accept in part	Support

471. ##	Provision	Position	Reason for this submission	Relief sought by this submission (deletions in bold strikethrough and additions in <u>bold underline</u>)	Section 42A report recommendation	Position of the Fuel Companies												
101	INF-P6 Consideration of the adverse effects of infrastructure	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-P6 as notified.	Accept in part	Support												
102	INF-P9 Upgrading and developing infrastructure in natural hazard overlays	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-P9 as notified.	Accept in part	Support												
FS	S405.017 DOC New Policy	Oppose	Add a new policy to the infrastructure section to manage the effects of upgrading and developing infrastructure on indigenous biodiversity.	Disallow While not opposed to the principle of a policy managing the effects of infrastructure upgrading and development on indigenous biodiversity, the Fuel Companies oppose this relief due to the absence of specific drafting. The Fuel Companies oppose the Director-General of Conservation's submission point S405.017.	Reject	Support												
FS	S405.018 S405.019 DOC Infrastructure rules	Oppose	Seeks that activity status rules and performance standards are amended as necessary, to ensure that resource consent is required, and effects on biodiversity are appropriately managed, for infrastructure activities that are of a scale or location that creates the potential for this type of effect. Seeks that the rules are amended to appropriately manage buildings, structures, earthworks and indigenous vegetation clearance associated with infrastructure within coastal and riparian margins.	Disallow While not opposed to the principle of rules managing the effects of infrastructure upgrading and development on indigenous biodiversity, the Fuel Companies oppose this relief due to the absence of specific drafting. The Fuel Companies oppose the Director-General of Conservation's submission points S405.018 and S405.019.	Reject	Support												
105	INF-R2 Operation, maintenance, repair, and decommissioning of infrastructure	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-R2 as notified.	Accept in part	Support												
106a 106b	INF-R3 Upgrading of infrastructure, excluding transport network infrastructure, and gas and transmission pipelines over 110kV	Support in part	The Fuel Companies support the intent of INF-R3, noting that, as currently drafted, it would apply to the Hutt City Wharfline. However, the reference to 'gas and transmission pipelines over 110kV' is unclear and appears to confuse electricity transmission (measured in kV) with gas transmission (measured in kilopascals). This should be corrected. The default from permitted to a non-complying activity status, for infrastructure in the general 'district-wide' locations where the applicable standards cannot be met is unduly onerous in the context of upgrading existing infrastructure, and inconsistent with the approach taken in other parts of the chapter. This includes within R3 itself, where infrastructure in the more sensitive coastal environments as well as ONF's and ONL's has no more than a discretionary status (in most cases), and with the standards themselves, all of which provide assessment criteria relating to consideration of the specific effects associated with non-compliance with the standard. In many cases, R3 is more restrictive than the rules that would apply to the provision of new infrastructure, including under INF-R25. On that basis, the default for non-compliance with the listed standards for infrastructure in the district-wide areas should be amended to Restricted Discretionary.	Amend INF-R3 as follows: <i>INF-R3 Upgrading of infrastructure, excluding transport network infrastructure, and gas and transmission pipelines <u>and electricity conductors</u> over 110kV</i> <table><tr><td></td><td colspan="3">District-Wide</td></tr><tr><td>Compliance with standards</td><td>Where no other columns in this table apply</td><td>Active Street Frontage Overlay</td><td>Heritage area or site containing heritage building or heritage structure</td></tr><tr><td></td><td>NC <u>RDIS</u></td><td>NC <u>RDIS</u></td><td>NC <u>RDIS</u></td></tr></table>		District-Wide			Compliance with standards	Where no other columns in this table apply	Active Street Frontage Overlay	Heritage area or site containing heritage building or heritage structure		NC <u>RDIS</u>	NC <u>RDIS</u>	NC <u>RDIS</u>	Accept	Support
	District-Wide																	
Compliance with standards	Where no other columns in this table apply	Active Street Frontage Overlay	Heritage area or site containing heritage building or heritage structure															
	NC <u>RDIS</u>	NC <u>RDIS</u>	NC <u>RDIS</u>															

471. ##	Provision	Position	Reason for this submission	Relief sought by this submission (deletions in bold strikethrough and additions in bold underline)	Section 42A report recommendation	Position of the Fuel Companies
107	INF-R9 New underground pipelines, including electricity and gas distribution and three waters, excluding electricity and gas transmission	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-R9 as notified.	Accept	Support
108	INF-R10 New underground structures other than pipelines	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-R10 as notified.	Accept	Support
109	INF-R25 Infrastructure not otherwise provided for or subject to any other rule in chapter	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-R25 as notified.	Accept	Support
110	INF-S2 Upgrading of infrastructure	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-S2 as notified.	Accept in part	Support
111	INF-S3 Underground infrastructure	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-S3 as notified.	Accept	Support
112	INF-S8 Location – Support structures	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-S8 as notified.	Accept in part	Support
113	INF-S16 Earthworks – Slope, height, depth, and location	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-S16 as notified.	Accept in part	Support
114	INF-S17 Earthworks – Area limit, including trenching	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-S17 as notified.	Accept in part	Support
115	INF-S18 Earthworks and vegetation removal – Reinstatement	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain INF-S18 as notified.	Accept	Support
117	Chapter Introduction	Support in part	The Fuel Companies support the intent of the introduction, including the intent to protect petroleum infrastructure. However, the Fuel Companies consider that an amendment is necessary to address that the Fuel	Amend the Protection of Infrastructure chapter as follows:	Accept in part	Neutral

471. ##	Provision	Position	Reason for this submission	Relief sought by this submission (deletions in bold strikethrough and additions in bold underline)	Section 42A report recommendation	Position of the Fuel Companies
			Companies are seeking that the Hutt City Wharfline is mapped and added to the district plan as the 'Hutt City Fuel Transmission Pipeline Corridor', similar to the approach taken in relation to the Gas Transmission Pipeline Corridor. This approach will ensure that the pipeline, which falls to be regionally significant infrastructure (RSI), is protected from reverse sensitivity effects associated with nearby activities which could constrain its operation and to ensure that potential residual risk effects on surrounding landuse activities are avoided. The bulk fuel storage terminals in Seaview are defined in the RPS and Regional Plan as RSI (noting that changes are sought to the definition of RSI in the PDP accordingly), but do not fall to be 'infrastructure' as defined in Section 2 of the RMA and the PDP. Therefore, it is appropriate to include specific reference to RSI in this chapter and specifically where reference is made to the protection of the regionally significant fuel terminals and pipeline at Seaview. Without that, it is unclear that the provisions of this chapter will extend to protecting all regionally significant infrastructure, as well as other types of infrastructure. Finally, an amendment is sought to reflect that gas infrastructure is not addressed in the Hazardous Substance Chapter, and 'gas and petroleum infrastructure' is not a defined term.	Adverse effects from Land use and development can adversely affect the operation and development of infrastructure <u>and regionally significant infrastructure</u> and can thereby impact the successful functioning of the city. This includes direct adverse effects from buildings and structures which have potential to obstruct access to infrastructure as well as reverse sensitivity effects, where an activity sensitive to the effects of infrastructure are established nearby, leading to constraints and additional costs for the operation or development of the infrastructure. This chapter includes provisions which are intended to protect the Gas Transmission Network and the National Grid from adverse effects arising from land use and development. Other chapters of the District Plan also play a role in managing adverse effects on infrastructure. In particular: - The Earthworks chapter, which controls earthworks near gas transmission infrastructure and the National Grid, - The Hazardous Substances chapter, which includes provisions to protect gas and <u>regionally significant</u> petroleum infrastructure, <u>including the Hutt City fuel transmission pipeline</u>, - The Noise chapter, which includes provisions to control activities sensitive to noise near state highways and rail corridors, and - The Subdivision chapter, which controls subdivision near gas transmission infrastructure and the National Grid.		
118	PINF-O1 Adverse effects on infrastructure	Support in part	The Fuel Companies support the intent of this provision to ensure that subdivision, use and development to not compromise infrastructure operation and development. As noted above, the definition of RSI is distinct to the definition of 'infrastructure' and without specific reference to RSI, there is a risk that RSI won't benefit from the protective provisions of this part of the PDP	Amend PINF-O1 as follows. PINF-O1 Adverse effects on <u>regionally significant infrastructure and other</u> infrastructure The adverse effects of subdivision, use, and development do not compromise the operation and development of infrastructure <u>or regionally significant infrastructure</u>.	Accept in part	Support
119	PINF-P1 Protecting regionally significant infrastructure	Support in part	The Fuel Companies support the intent of this provision to ensure that regionally significant infrastructure (RSI) is protected from incompatible subdivision, use and development. An amendment is sought to address the requirement to avoid sensitive activities within the Hutt City fuel transmission pipeline corridor and Hazardous Substances Risk Management Overlay (addressed in the Hazardous Substances Chapter).	Amend PINF-P1 as follows. PINF-P1 Protecting regionally significant infrastructure Regionally significant infrastructure is protected from incompatible new subdivision, use and development by: - Avoiding the location of activities sensitive to hazardous substance risk within the <u>Hutt City fuel transmission pipeline corridor and Hazardous Substances Risk Management Overlay</u> a defined risk management overlay. - Avoiding activities sensitive to the National Grid, and controlling buildings, structures and earthworks within a defined National Grid Yard. - Controlling subdivision within a defined National Grid Subdivision Corridor. - Controlling subdivision, buildings, structures, earthworks and activities sensitive to gas transmission infrastructure within a defined Gas Transmission Pipeline Corridor Controlling noise sensitive activities within a defined Highway and Railway Noise Overlay.	Reject	Neutral

471. ##	Provision	Position	Reason for this submission	Relief sought by this submission (deletions in bold strikethrough and additions in bold underline)	Section 42A report recommendation	Position of the Fuel Companies
120	Rules overview	Support in part	The Fuel Companies support the intent of this section but seek an amendment to ensure that cross references to the Hazardous Substances chapter are accurate (and reflect what the Fuel Companies are seeking in relation to the rules relating to the Hutt City fuel transmission pipeline corridor. The Fuel Companies note, also, that provisions protecting gas infrastructure are located in the 'Protection of Infrastructure' chapter, and not the Hazardous Substances Chapter. Nor does the hazardous substances chapter set any restrictions on sensitive activities within 250m of an existing SHF, other than where there is a mapped Hazardous Substances Risk Management Overlay. These references should be deleted.	Amend the Rules overview as follows: <i>Rules</i> <i>This chapter includes provisions for the protection of infrastructure from the adverse effects of land use and development.</i> <i>The rules of this chapter address:</i> <i>Buildings, structures and activities located within the Gas Transmission Pipeline Corridor, and</i> <i>Buildings, structures and activities located within the National Grid Yard.</i> <i>The chapter does not include the following:</i> <i>Provisions controlling activities sensitive to noise in the Highway and Railway Noise Overlay (located in the Noise chapter),</i> <i>Provisions controlling subdivision within the Gas Transmission Pipeline Corridor (located in the Subdivision chapter),</i> <i>Provisions controlling subdivision within the National Grid Subdivision Corridor (located in the Subdivision chapter),</i> <i>Provisions controlling activities sensitive to hazardous substance risks within the <u>Hutt City fuel transmission pipeline corridor and Hazardous Substances Risk Management Overlay-risk management overlay or within 250m of an existing significant hazardous facility</u> (located in the Hazardous Substances chapter. The facilities protected by these provisions include gas and which contains provisions protecting existing significant hazardous facilities and associated petroleum infrastructure), or</i> <i>Provisions controlling earthworks within the National Grid Yard, or within the Gas Transmission Pipeline Corridor (located in the Earthworks chapter).</i>	Reject	Neutral
121	Chapter Introduction	Support	The Fuel Companies support the general intent of the three waters provisions. This includes ensuring hydraulic neutrality with respect to peak stormwater runoff from the site in its current state, and the application water sensitive design to new development. In the case of the latter, applying water sensitive design to existing developments problematic and costly.	Retain the Three Waters chapter introduction as notified.	Accept	Support
122	THW-O2 Hydraulic neutrality and stormwater management	Support	The Fuel Companies support the objective to manage stormwater runoff compared to current stormwater levels	Retain THW-O2 as notified.	Accept	Support
123 124 125 126	THW-P1 THW-P2 THW-P3 THW-P4	Support	The Fuel Companies support the Three Waters policies. This includes ensuring hydraulic neutrality with respect to peak stormwater runoff from the site in its current state, and the application water sensitive design to new development in urban area 9 except for commercial and mixed use zones.	Retain policies THW-P1, THW-P2 THW-P3 and THW-P4 as notified.	Accept in part	Support
127	THW-R1 New buildings (excluding accessory buildings) and conversions of existing	Support	The Fuel Companies support the intent of R1, including its exclusion to accessory buildings. It is assumed that the reference in clause (1)(a)(iii) to "performance standard" in Chapter 4 of the Wellington Water Regional Standard for Water Services (RSWS) means the performance criteria in the RSWS. This	Amend THW-R1 as follows. <i>1. Activity status: Permitted</i> <i>Where:</i> <i>a. Connection to the existing three water infrastructure achieves compliance with:</i>	Accept in part	Support

471. ##	Provision	Position	Reason for this submission	Relief sought by this submission (deletions in bold strikethrough and additions in bold underline)	Section 42A report recommendation	Position of the Fuel Companies
	buildings in an Urban Zone – Connections to the Reticulated Network		should be added to clause (a)(iii) for clarity, similar to that in clause (a)(i) and (a)(ii) relating to levels of service for wastewater and water supply. This in turn, helps to clarify the matters for which discretion is restricted in clause (2) of the rule.	i. <i>For wastewater: The level of service in Chapter 5, section 5.2.3 of the Wellington Water Regional Standard for Water Services, December 2021, Version 3.0,</i> ii. <i>For water supply: The level of service in Chapter 6, Tables 6.1 and 6.2 of the Wellington Water Regional Standard for Water Services, December 2021, Version 3.0, and</i> iii. <i>For stormwater: The performance standard criteria in Chapter 4, <u>section 4.2</u> of the Wellington Water Regional Standard for Water Services, December 2021, Version 3.0.</i>		
128	THW-R2 New buildings (excluding accessory buildings) in an Urban Zone - Hydraulic neutrality	Support in part	The Fuel Companies support the intent of R3, including its exclusion to accessory buildings, but raise the following matters, which will assist in the application of the rule: - In light of the fourth sentence of the Note section under the permitted rule, it is considered that it would be appropriate to allow small-scale non-residential buildings (the Note uses 200m² as a threshold) to be a permitted activity if they do not increase pre-development peak flows / volumes. For example, the construction of a small-scale building on an existing impervious area. - The fourth sentence of the Note section reads as a permitted activity condition or exclusion and should be incorporated into the rule itself.	Amend THW-R2 as follows: 1. <i>Activity status: Permitted</i> <i>Where:</i> a. <i>For development of no more than three residential units one to three residential units or a non-residential building with a building footprint of less than 200m²:</i> i. The development incorporates a A <u>Wellington Water Limited approved solution for managing the rate of stormwater runoff is incorporated, or</u> ii. <u>The rate of stormwater released from the site does not exceed the modelled peak flows and volumes prior to the development.</u> b. <i>For development of four or more residential units, a retirement village, or a non-residential building <u>with a building footprint of more than 200m²:</u></i> i. Stormwater management measures are incorporated which achieve post development peak stormwater flows which are the same or less than the modelled peak flows for the site before the commencement of the development. <u>Stormwater management measures are incorporated so that the rate of stormwater released from the site does not exceed the modelled peak flows and volumes prior to the development.</u> Notes: <u>1.</u> <i>An <u>Wellington Water Limited</u> approved solution is one which meets the requirements of the Wellington Water Managing Stormwater Runoff – The Use of Approved Solutions for Hydraulic Neutrality, March 2024, Version 5.</i> <u>2.</u> <i>Guidance for calculating peak stormwater flows to mitigate any increased flood hazard is contained in the Wellington Water Reference Guide for Design Storm Hydrology; Standardised Parameters for Hydrological Modelling, April 2019, Version 7.</i> <u>3.</u> <i>Guidance on which storm events are to be managed is contained in Chapter 4 of the Wellington Water Regional Standard for Water Services, December 2021, Version 3.0.</i>	Accept.	Support

471. ##	Provision	Position	Reason for this submission	Relief sought by this submission (deletions in bold strikethrough and additions in bold underline)	Section 42A report recommendation	Position of the Fuel Companies
				<u>4. For residential development of less than 10 residential units which meet the impervious area requirements of the Wellington Water Limited approved solution, or a non-residential building with a building footprint of less than 200m², a Wellington Water Limited approved solution for managing volume and rate of stormwater runoff installed on each unit can be used to achieve compliance with this rule.</u>		
129	THW-R3 New buildings (excluding accessory buildings) in an Urban Zone – Water Sensitive Design	Support	The Fuel Companies support the intent of R3, including its exclusion to accessory buildings	Retain THW-R3 as notified.	Accept in part	Support
130	Chapter Introduction	Support	The Fuel Companies support the intent of the introduction and seek that it be retained.	Retain the Transport chapter introduction as notified.	Accept in part	Support
131	TR-O1 Purpose	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain TR-O1 as notified.	Accept	Support
132	TR-P1 Required transport facilities	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain TR-P1 as notified.	Accept	Support
133	TR-P2 Enabled transport facilities	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain TR-P2 as notified.	Accept	Support
134	TR-P3 Potentially incompatible activities and transport facilities	Support in part	The Fuel Companies support the general intent of this provision regarding potentially incompatible activities and transport facilities. Transport facilities, as defined, relates to the movement of people, goods and refuse, including the facilities to support the efficient and effective movement of motor vehicles, such as driveways, manoeuvring/parking areas and vehicles crossings. These matters are achieved by compliance with the transports rules and standards. Therefore, clause (2)(d) of the policy relating transport facilities that may be incompatible and “not conducive to reducing reliance on private motor vehicles” is at odds with the definition and the purpose of the chapter for the safe and efficient transport network. That is, a reduced reliance on private motor vehicles is not a compatibility issue for transport facilities, but rather, is more relevant to the provision or design of transport facilities that don’t meet the required standards, such that it would promote a reduced reliance on private motor vehicles. For this reason, the Fuel Companies consider that clause (2)(d) should be deleted and incorporated into clause (1) of the policy.	Amend TR-P3 as follows: - Only allow activities that do not meet standards for provision or design of transport facilities where: - They are effective in meeting the transport needs of on-site activities, - The safety, efficiency, and multi-modal function of the transport network and the safety of site users is not compromised, - For any shortfall in the provision of loading spaces, cycling parking or end-of-trip facilities, the projected demand for the facilities will be lower than that required to be provided in the standards, or can be accommodated by public, shared, or reciprocal arrangements, - Safe and effective access for firefighting purposes is available, and - They are consistent with the planned outcomes in relation to character and amenity of the zones and precincts in which they are located and <u>It is conducive to reducing reliance on private motor vehicles.</u> - Transport facilities may be incompatible if: - There is a reduction in the safety, quality or connectivity of active transport networks, or	Reject	Accept

471. ##	Provision	Position	Reason for this submission	Relief sought by this submission (deletions in bold strikethrough and additions in bold underline)	Section 42A report recommendation	Position of the Fuel Companies
				b. <i>The safety and efficiency of road networks are compromised, or</i> c. <i>There is not sufficient provision of safe access to on-site activities by active transport users, or</i> d. <i>the provision of transport facilities is not conducive to reducing reliance on private motor vehicles, or</i> e. <i>They are not consistent with the planned outcomes including in relation to character and amenity of the zones and precincts in which they are located, or</i> f. <i>New buildings and structures are not accessible by firefighting appliances.</i> [...]		
135	TR-P4 Incompatible transport facilities	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain TR-P4 as notified.	Accept	Support
136	TR-P5 High trip generating activities	Support in part	The Fuel Companies support the general intent of this provision but seek amendments, specifically to qualify the policy of facilitating the uptake of active and public transport modes and reducing reliance on private motor vehicles only “where relevant”. While provision is typically made for safe pedestrian and cyclist access to service stations, accessibility by public transport (and reducing private motor vehicle reliance) is not relevant to the appropriate design and location of service stations. The Fuel Companies anticipate that the relevance of this clause varies across the wide range of high trip generating activities (for example, motor vehicle servicing or warehousing facilities, versus housing intensification in centres or tertiary education facilities).	Amend TR-P5 as follows: <i>Manage the design and location of high trip generating activities to:</i> 1. to facilitate <u>Facilitate, where relevant, the uptake of active and public transport modes, and reduce reliance on private motor vehicles, and</u> 2. to minimise <u>Minimise adverse effects on the safety, efficiency, and multi-modal function of the transport network.</u>	Reject	Accept
137	TR-P7 Positive effects	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain TR-P7 as notified.	Accept	Support
138	New electric vehicle charging policy	Support	The Fuel Companies request that new provisions are inserted to enable the installation and operation of electric vehicle (EV) charging devices throughout the City, thereby encouraging more sustainable means of transportation and reducing the City’s carbon emissions, as sought by CCSD-O1 and the Transport chapter introduction. For the Fuel Companies, EV charging devices are a component part of a modern service station, with electricity being the fuel type. The development of nation-wide EV charging networks are a cornerstone of their low carbon future proposals.	Insert TR-PX as follows: <u>TR-PX Electric vehicle charging devices</u> <u>Encourage existing and new land uses to support an integrated and sustainable transport network by enabling electric vehicle charging devices.</u>	Reject	Accept
139	New rule for electric vehicle charging devices	Support	For similar reasons identified in the Fuel Companies’ request for a new EV charging device policy so that devices are enabled throughout the City.	Insert TR-RX as follows: <u>TR-RX Electric vehicle charging devices</u> <u>All zones</u> <u>1. Activity status: Permitted</u> <u>Where:</u> a. <u>The electric vehicle charging device is installed immediately adjacent to an existing, permitted or consented motor vehicle parking space.</u> <u>Note: The electric vehicle charging device does not have to comply with underlying zone rules and standards.</u>	Reject	Accept

471. ##	Provision	Position	Reason for this submission	Relief sought by this submission (deletions in bold strikethrough and additions in bold underline)	Section 42A report recommendation	Position of the Fuel Companies
				<u>All zones</u> <u>2. Activity status: Restricted discretionary</u> <u>Where:</u> <u>a. Compliance is not achieved with TR-RX.1.</u> <u>Matters of discretion are restricted to:</u> <u>1. The potential for adverse effects on the safety and efficiency of land transport infrastructure.</u> <u>Notification:</u> <u>Public notification is precluded for applications under this rule.</u>		
140	TR-R1 All activities – Transport facilities, excluding vehicle crossings	Support in part	While the Fuel Companies support the intent of a general permitted activity rule, the broad definition of “transport facilities” coupled with the comprehensive list of standards raises ambiguity about the rule’s application. Specifically, it is unclear how altering one aspect of a site’s existing transportation arrangements would trigger compliance with all standards. For example, could the alteration of an existing parking space trigger additional cycling spaces (TR-S2), additional loading spaces (TR-S9), or require changes to circulation / manoeuvring areas not associated with the parking space (TR-S8)? At the minimum, compliance with standard TR-S4 relating to vehicle crossings should be removed from the rule, as R1 excludes vehicle crossings and is address specifically in R2.	Amend TR-R1 as follows: <u>All zones</u> <u>1. Activity status: Permitted</u> <u>Where:</u> <u>a. Compliance is achieved with:</u> <u>i. TR-S1: Pedestrian and cycling access,</u> <u>ii. TR-S2: Provision of cycle parking and end of trip facilities,</u> <u>iii. TR-S3: Design requirements for cycle parking,</u> <u>iv. TR-S4: Classification of vehicle crossings and driveways,</u> <u>v. TR-S7: Driveways,</u> <u>vi. TR-S8: Design requirements for motor vehicle parking, circulation and manoeuvring,</u> <u>vii. TR-S9: Loading and un-loading – Non-residential, and</u> <u>viii. TR-S10: Loading and un-loading - Residential.</u>	Reject	Accept
141	TR-R2 New vehicle crossings	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain TR-R2 as notified.	Accept in part	Support
142	TR-R3 All activities – Trip generation	Support and Oppose in part	The Fuel Companies make the following submission points on R3: Regarding clause (1)(b): - The relevance of an on-site parking space condition for a HTGA rule is unclear; the focus should be on vehicle movements or the activity-specific thresholds (as reflected in Table 8, none of which relate to parking spaces). This clause should be deleted. Regarding clause (1)(c): - The Fuel Companies support a permitted activity pathway for the alteration or expansion of existing high trip generating activities if the specified criteria are met. Regarding clause (2)(a): - The Fuel Companies oppose requiring a consent and an Integrated Transport Assessment for any service station. They consider that this is not an effects-based approach, and it is inappropriate to single out and treat any instance of a particular activity as an HGTA irrespective of its vehicle movements and traffic effects. - The Fuel Companies seek that a high trip generation threshold of six refuelling spaces is applied to service stations (refer to submission on Table 8). Refuelling spaces are considered by traffic engineers and	Amend TR-R3 as follows: <u>All zones</u> <u>1. Activity status: Permitted</u> <u>Where:</u> <u>a. New activities do not exceed a motor vehicle trip generation threshold set out in Table 8: High trip generating activity thresholds, including when assessed cumulatively with all other activities which share on-site motor vehicle access, circulation, or parking,</u> <u>b. Where the activities are located in the City Centre Zone, Metropolitan Centre Zone or the Specified High Trip Generator Exemption Overlay, no more than 10 on-site motor vehicle parking spaces are provided for the activity, and</u> <u>c. Alteration or expansion of an existing high trip generating activity does not:</u> <u>i. Increase motor vehicle trip generation by greater than 5%,</u>	Reject	Accept

471. ##	Provision	Position	Reason for this submission	Relief sought by this submission (deletions in bold strikethrough and additions in <u>bold underline</u>)	Section 42A report recommendation	Position of the Fuel Companies																
			NZTA research reports as the most common parameter for predicting service station traffic, and a refuelling space threshold is consistent with several district plans across New Zealand (e.g. the Operative Whangārei District Plan). Regarding matter of discretion (1): For similar reasons identified in the submission on TR-P5, assessing the extent of development providing for active and public transport modes should be qualified to only where it is relevant. The need and ability to provide for these modes depends on the nature of the activity (service stations or motor vehicle servicing versus housing or educational facilities).	ii. <i>Alter, remove, or increase the number of, vehicle crossings which provide access to the activity, and</i> iii. <i>Remove the ability for vehicles to enter and exit the site in a forward direction.</i> <i>All zones</i> <i>2. Activity status: Restricted discretionary</i> <i>Where:</i> a. <i>Compliance is not achieved with TR-R3.1, or</i> b. <i>The activity is a new service station or a new drive-through activity.</i> <i>Matters of discretion are restricted to:</i> 1. <i>The extent that the development provides for active and public transport modes <u>where relevant</u>.</i> [...]																		
143	Table 8: High trip generating activity thresholds	Support in part	Refer to the reasons identified in the submission on TR-R3. The number of refuelling spaces is a more appropriate threshold (and easier to apply) for service stations activities.	Amend Table 8 as follows: <i>Table 8: High trip generating activity thresholds</i> <table><tr><th>Activity</th><th colspan="3">Threshold</th></tr><tr><td></td><td>CCZ MCZ</td><td>All other Zones</td><td>Specific High Trip Generator Exemption Overlay</td></tr><tr><td colspan="4">Commercial activities:</td></tr><tr><td><u>Service stations</u></td><td><u>6 refuelling spaces</u></td><td><u>6 refuelling spaces</u></td><td><u>6 refuelling spaces</u></td></tr></table>	Activity	Threshold				CCZ MCZ	All other Zones	Specific High Trip Generator Exemption Overlay	Commercial activities:				<u>Service stations</u>	<u>6 refuelling spaces</u>	<u>6 refuelling spaces</u>	<u>6 refuelling spaces</u>	Reject	Accept
Activity	Threshold																					
	CCZ MCZ	All other Zones	Specific High Trip Generator Exemption Overlay																			
Commercial activities:																						
<u>Service stations</u>	<u>6 refuelling spaces</u>	<u>6 refuelling spaces</u>	<u>6 refuelling spaces</u>																			
144	TR-S4 Classification of vehicle crossings and driveways	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain TR-S4 as notified.	Accept	Support																
145	TR-S5 Vehicle crossings – Number, location and width	Support in part	Standard TR-S5, clause (1) specifies the permitted number of vehicle crossings per site based on total frontage width. Clause (2) relates to situations where a site has more than one frontage. This clause could be read to mean that only one vehicle crossing is permitted in all situations, regardless of the total frontage width, but this does not appear to be the intent and should be clarified.	Amend TR-S5 as follows: 1. <i>The number of vehicle crossings per site must not exceed the following:</i> a. <i>Where the total frontage width does not exceed 50m: One vehicle crossing.</i> b. <i>Where the total frontage width is between 50m and 100m: Two vehicle crossings.</i> c. <i>Where the total frontage width exceeds 100m: Three vehicle crossings.</i> 2. <i>Where a site has more than one frontage and, <u>in accordance with TR-S5.1</u>, is permitted only one vehicle crossing, the location selection of the vehicle crossing must be in accordance with the following order of precedence:</i> a. <i>Local streets, then</i> b. <i>Urban connectors or Rural roads, then</i> c. <i>Any other road.</i> [...]	Accept	Support																

471. ##	Provision	Position	Reason for this submission	Relief sought by this submission (deletions in bold strikethrough and additions in bold underline)	Section 42A report recommendation	Position of the Fuel Companies
146	TR-S6 Vehicle crossings – Separation distances and design	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain TR-S7 as notified.	Accept in part	Support
147	TR-S7 Driveways	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain TR-S7 as notified.	Accept	Support
148	TR-S8 Design requirements for motor vehicle parking, circulation, and manoeuvring	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain TR-S8 as notified.	Accept in part	Support
149	TR-S9 Loading and unloading - Non-residential	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain TR-S9 as notified.	Accept	Support
150	Table 2: Driveway and vehicle crossing classification	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain Table 2 as notified.	Accept in part	Support
151	Table 6: Minimum provision of loading spaces for non-residential activity	Support	The Fuel Companies support the intent of this provision and seek that it is retained.	Retain Table 6 as notified.	Accept	Support