

Designation Schedule - Wiri Oil Services Ltd

Number	Purpose	Location
9700	Jet fuel transmission purposes	149 Roscommon Road (Wiri Oil Terminal) to the intersection of Orrs Road and Puhinui Road (Auckland International Airport), Wiri
9701	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.	149 Roscommon Road, Wiri

9700 Wiri to Auckland International Airport Jet Fuel Pipeline

Designation Number	9700
Requiring Authority	Wiri Oil Services Ltd
Location	149 Roscommon Road (Wiri Oil Terminal) to the intersection of Orrs Road and Puhinui Road (Auckland International Airport), Wiri
Rollover Designation	Yes
Legacy Reference	Designation 309, Auckland Council District Plan (Manukau Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Jet fuel transmission purposes.

Conditions

General

1. For the purpose of these conditions:

a. Renewal means the replacement of above ground components and the excavation and renewal of sections of the pipe up to 200 mm in diameter. Where practicable the requiring authority shall endeavour to limit excavation and renewal of pipelines to a maximum of 20 lineal metres of pipeline per 14 calendar day period;

b. Upgrade means adding aboveground components relating to existing isolation valves, cathodic protection terminals, surface markers and warning signage, that are of a similar scale and character; and

c. Road has the same meaning as in section 2 of the Resource Management Act 1991 (“the RMA”).

2. The stated purpose of the designation shall be included in Chapter K of the Auckland Unitary Plan as follows: jet fuel transmission purposes.

3. The works undertaken to give effect to the designation shall be generally in accordance with the plans and information submitted by Wiri Oil Services Limited (“the Requiring Authority”) including Proposal 36647, pipeline route maps, Sheets No 1 – No 11 included as Attachment B to the Notice of Requirement (see “Attachment”).

4. The designation corridor shall be a 12 m wide strip on land other than roads, and a 6 m wide strip on land comprising road, as shown on the pipeline route maps - Sheets No 1 - No 11 included as Attachment B to the Notice of Requirement.

5. For the avoidance of doubt, where the designation applies to road corridors the designation shall not extend across any adjacent private property unless that private property is subject to an easement in relation to the WAP.

6. The Requiring Authority shall respond within 15 working days of receiving any request for its written approval under Sections 176 or 177 of the RMA.

7. Prior to the commencement of any physical works within the Designation, the Requiring Authority shall submit to Council an Outline Plan of Works pursuant to Section 176A of the RMA unless condition 27 applies.

8. In the event of archaeological features being uncovered (e.g. shell midden, hangi, oven stones, pit depressions, defensive ditches, artefact material, or koiwi tangata [human skeletal remains]), non-emergency works shall cease within a 10 m radius of the discovery and the council, Heritage New Zealand and the appropriate iwi authorities shall be contacted within 72 hours so that appropriate action can be taken. In the event of emergency works, all reasonable steps shall be taken to protect

archaeological features and all parties shall be contacted as soon as practicable.

9. The Requiring Authority shall meet all its own costs associated with reviewing any proposal by Council to undertake roading works or activities.

10. Access to overhead electricity transmission lines, poles or supporting structures is permitted at all times in accordance with the Electricity Act 1992.

Land Comprising Roads

11.

a. On land comprising roads the maximum width of the designation shall be 6 m.

b. On land comprising roads within the designation corridor, no person other than the Requiring Authority shall disturb the soil below a depth of 0.4 m from the surface without the prior written approval of the Requiring Authority or its authorised agent pursuant to sections 176 and/or 177 of the RMA.

c. Within the designation corridor no person shall undertake road opening, trenching, excavation or drilling (including micro drilling and directional drilling), or lay underground high voltage power lines, either in parallel with or intersecting the Requiring Authority's pipeline, without first obtaining the latter's written approval.

d. The Requiring Authority's approval is not required under sections 176 or 177 of the RMA for the following works or activities:

- i. Road widening or associated works in accordance with an existing road designation;
- ii. Repair, maintenance or upgrading of an existing road surface;
- iii. Repair, maintenance or upgrading of any existing network utility infrastructure;

Prior to undertaking works or activities under (i)-(iii), a Corridor Access Request ("CAR") must be first obtained from Auckland Transport where required. In addition, all works or activities must comply with the following requirements:

- Soil is not disturbed below a depth of 0.4 m from the surface; and
- The finished surface level is not reduced below the pre-existing surface datum; and
- No structure is erected or tree or shrub planted within the designated corridor.

e. Emergency works may be performed in line with the Vector advice booklet (dated 2004) by excavation to 0.4m depth below the surface and thereafter the use of hand tools only. Emergency operations should be notified immediately to Vector Gas Ltd or their agent who provide an on-call service outside of normal working hours.

Land other than Roads

12.

a. For land other than roads the maximum width of the designation shall be 12 metres.

b. Within the designation corridor no person other than the Requiring Authority shall:

i. Erect any structure;

ii. Plant any tree or shrub;

iii. Disturb the soil below a depth of 0.4 m; or

iv. Do anything on or to land which may damage or endanger the pipeline without the prior written approval of the Requiring Authority or its authorised agent pursuant to sections 176 and/or 177 of the RMA.

c. For the avoidance of doubt, such written approval is not required for ordinary cultivation, digging, or excavating, tilling and working soil to a depth of less than 0.4 m.

13. A minimum of 1.5 m cover shall remain above the top of the pipe after any ordinary cultivation, digging or excavation has taken place.

Pipeline Works

14. All pipeline maintenance, repair, upgrade and renewal works or activities that involve excavation on land comprising road within the designation corridor shall be done pursuant to a RON, shall be

subject to the RON requirements of council, and shall be carried out in accordance with the Code of Practice for Working in the Road, SNZ HB 2002:2003.

15. All pipeline maintenance, repair, upgrade, and renewal works or activities that involve excavation on land other than road within the designation corridor shall be in general accordance with section 5 "Notice of Entry and Programme of Works" pages 29-30 of Federated Farmers' Guide to Land Access for the Oil and Gas Industry and Landowners: 2002.

16. The Requiring Authority shall at all times ensure that access between parts of any property held in single ownership temporarily severed by works or activities is maintained to a level that will, as far as is practicable, enable normal activities on the property to continue.

17. On land comprising road within the designation corridor:

- a. Scheduled maintenance, repair, upgrade or renewal and associated activities shall take place between the hours of 7am and 7pm Monday to Saturday (excluding public holidays) except:
 - i. where otherwise approved in a Traffic Management Plan ("TMP") submitted under the RON process to the satisfaction of Council; or
 - ii. in the event of an emergency; or
 - iii. with the prior written approval of Council; and
- b. Non-emergency works or associated activities shall take place between 7am to 9am and 4pm to 6pm weekdays on all arterial roads except:
 - i. with the prior written permission of Council; or
 - ii. in the event of an emergency.
- c. The above restrictions do not apply to site works and trenches which may remain open, subject to approved provisions of the TMP required by Condition 18.

18. The Requiring Authority shall submit a detailed TMP to the satisfaction of the Council at least 30 working days prior to commencing major programmed maintenance, repair, upgrade or renewal works.

19. Specific areas to be addressed in the TMP required by condition 18 must include:

- a. the temporary diversion of traffic during construction;
- b. traffic safety;
- c. control at intersections;
- d. hours of work for heavily trafficked roads;
- e. maintenance of road and property access;
- f. movement of construction traffic on local roads; and
- g. ensuring that access between parts of any property temporarily severed by works is maintained to a level that will enable, as far as is practicable, normal operations on the property to continue.

20. All traffic and pedestrian control measures detailed in the TMP must conform to the New Zealand Transport Agency's manual: Code of Practice for Temporary Traffic Management 2004 ("CoPTTM").

21. All works or activities related to the designation shall be undertaken in compliance with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001).

22. The noise from works shall be measured, assessed and controlled in accordance with the procedures and limits set out in NZC6803:1999 Acoustics – Construction Noise.

23. Where excavation activities are undertaken pursuant to the designation, appropriate sediment and erosion control measures shall be employed, in accordance with Technical Publication 90 - TP90

Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region.

Consultation

24. The Requiring Authority shall consult with the New Zealand Transport Agency at least 30 working days prior to carrying out any works or activities on, in or under State Highway 20B, except in emergency situations.

25. The Requiring Authority shall consult Auckland Transport at least 30 working days prior to carrying out any works or activities on, in or under Auckland Transport controlled roads, except in emergency situations or as otherwise agreed with Auckland Transport.

26. The Requiring Authority shall consult with and obtain Section 177 RMA approval from the NZ Refining Company Ltd ("NZRC") at least 30 working days prior to carrying out any proposed works or activities within designation 6501 RAP Petroleum Pipeline (Urban Section) - except in emergency situations where excavation below 0.4 m shall be performed by hand. The Requiring Authority shall notify NZRC or its authorised agent of any emergency works undertaken as soon as practicable.

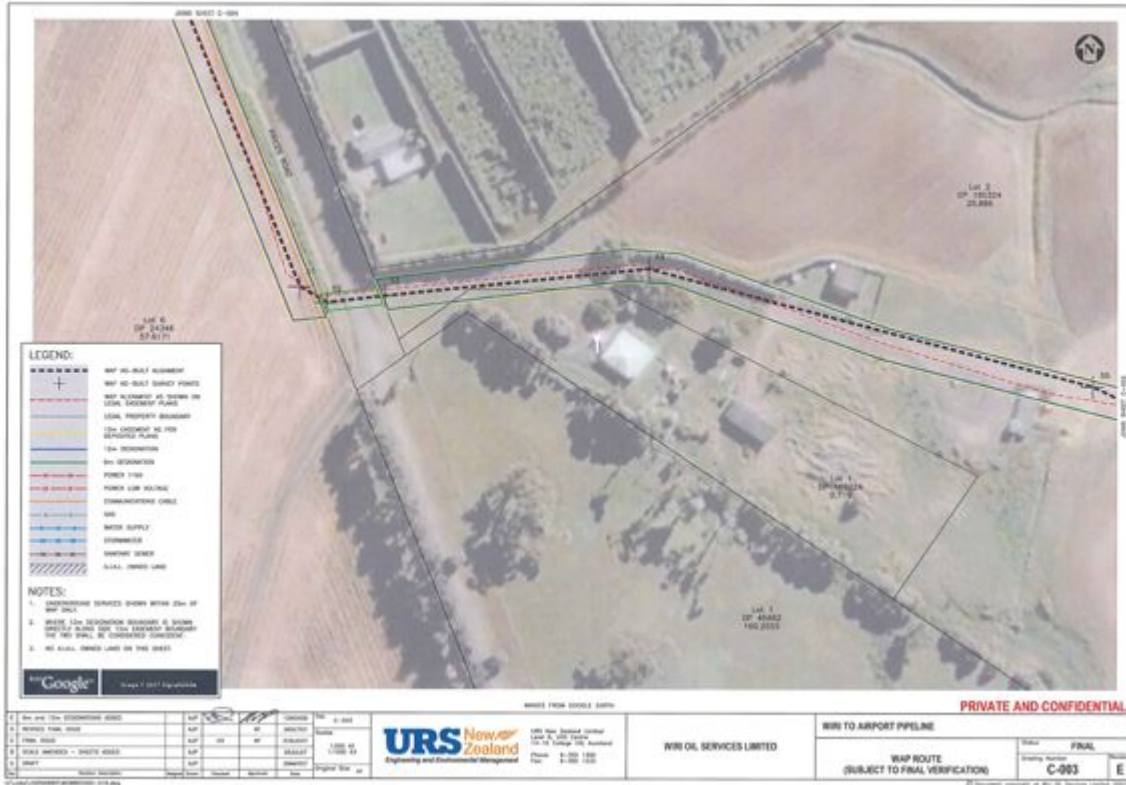
27. Prior to undertaking any works within 10 metres of the centreline of the Puhinui Stream the Requiring Authority shall either submit an Outline Plan of Works or seek the agreement of Council – Stormwater Policy and comply with all their relevant conditions at no cost to Council.

28. The Requiring Authority shall consult with and provide written notice to all directly affected landowners regarding any proposed excavation works or activities on, in or under land within the designation corridor at least 21 working days prior to carrying out any such works or activities, except in emergency situations or as otherwise agreed with the landowners.

29. The Requiring Authority shall advise Council and any potentially affected landowner as soon as practicable following any WAP leak or spillage of fuel that may affect land either within or outside of the designation corridor.

Attachments

Pipeline Route Maps - Sheets No. 1-11



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 4,980,000m³ per year.
- b. Total container capacity, as defined by the Hazardous Substances and New Organisms Act 1996, shall not exceed 110,400m³ for gasoline (petrol) and 245,000m³ 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 m³ 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 5×10^{-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

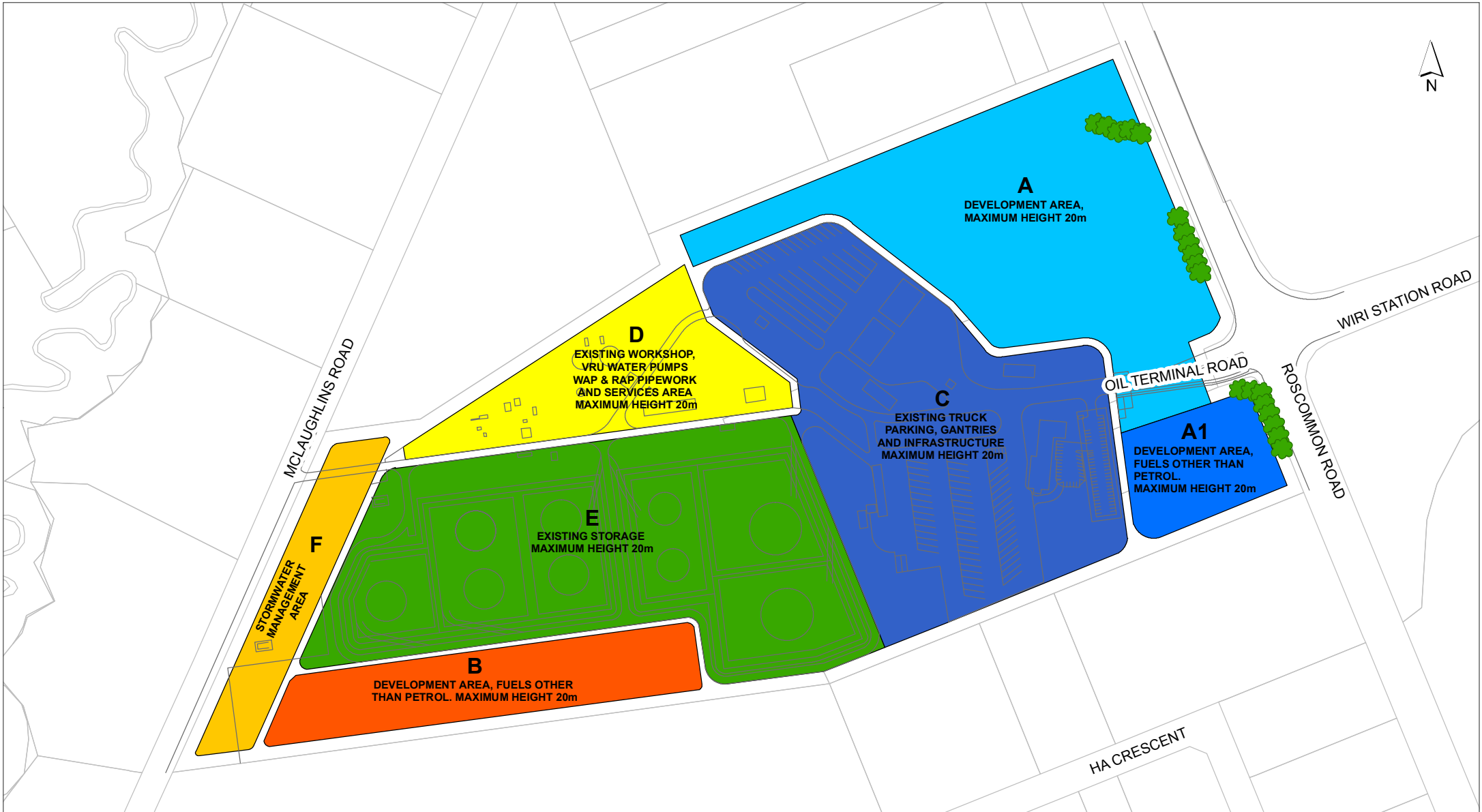
13. In the event of any discovery of an archaeological site, archaeological material, artefacts or potential human remains (kōiwi), the project manager or WOSL representative shall immediately:

- 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

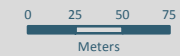
1. This designation does not remove the need to comply with any applicable regional rules or affect the requirements of the existing regional consents relating to storm water discharge (council reference: 32707) and air discharge (council reference: 33447).
2. This designation does not affect any requirement 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



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Diagram 5.11 - Long Term Development Plan



Scale @ A4
 = 1:4,000

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Attachments

No attachments.