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16 September 2026

Hearings Statement - Fuel Companies 238 - Hearing Stream 2

Attention: District Plan Hearing Coordinator
Waitaki District Council
Private Bag 50058
Oamaru 9444

Via email: pdp.hearings@waitaki.govt.nz

SLR Project No.: 810.031972.00001

RE: Hearing Statement of the Fuel Companies [238] – Hearing Stream 2

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**) [238] in relation to their submission points allocated to Hearing Stream 2 of the Proposed Waitaki District Plan (**the PDP**) which covers the Energy, Infrastructure, Stormwater, Transport, Earthworks and Designations topics. 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 and truck stops) in Waitaki District. The Fuel Companies have submission points on the Infrastructure, Stormwater, Transport and Earthworks 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 section 42A reports, all authored by Ms Belgrave for the Council, as they relate to their submission points. **Attachment A** provides a tabularised summary of the Fuel Companies' submission points, the section 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 STORM-P4, TRAN-S6, TRAN-R4, and TRAN Table 6. Subject to those matters, the Fuel Companies urge the Panel to adopt Ms Belgrave's recommendations on their submission points.
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.

Stormwater section 42A report: STORM-P4

6. The Fuel Companies [238.20] support STORM-P4 and requested that it be retained as notified. Ms Belgrave recommends that STORM-P4 is amended from "encourage" to "require" to give effect to new policy direction from the Otago Regional Policy Statement (ORPS). However, at paragraph [151], Ms Belgrave also states:

> *"… The policy should not be interpreted as requiring every listed measure in every subdivision or development. I therefore recommend qualifying the requirement by*

> *adopting the "wherever practicable" direction used in the ORPS and clarifying that the listed measures are to be applied as appropriate."*

7. The Fuel Companies note that the insertion of "wherever practicable" is shown in the track change version in paragraph [154], albeit not underlined, but not in Appendix 1. The Fuel Companies support Ms Belgrave's recommendation if "wherever practicable" is inserted.

Transport section 42A report: TRAN-S6

8. The Fuel Companies [238.26] support TRAN-S6 and requested that it be retained as notified. TRAN-S6 requires site access and manoeuvring spaces at service stations and truck stops to be designed, constructed, and maintained in accordance with the NZTA RTS 13 Guidelines. However, in response to the NZTA [152.34] submission and based on expert transportation advice from Mr Collins, Ms Belgrave recommends deleting TRAN-S6 and related references in other provisions, as it relies on outdated guidelines and these matters are already addressed through the other transport standards. The Fuel Companies support this recommendation.

Transport section 42A report: TRAN-R4 and TRAN Table 6

9. The Fuel Companies [238.28] partly oppose TRAN-R4 and requested an exemption or certain activities at existing service stations that do not result in an increase in vehicle movements to or from the site.[1] They consider that, because any service station activity is identified by TRAN Table 6 as a high trip generation activity, minor changes that have no transport effects may otherwise trigger resource consent under this rule.

10. At paragraph [258], Ms Belgrave partly agrees with the outcomes sought by the Fuel Companies' submission but does not consider that introducing specific exclusions is the most appropriate way to address the concerns raised. Instead, based on Mr Collins' advice, Ms Belgrave recommends amending TRAN Table 6 to introduce new gross floor area thresholds for service stations. The Fuel Companies accept this recommendation.

11. At paragraph [259], Ms Belgrave states in response to the Fuel Companies' submission seeking provision for electric vehicle charging stations:

> *"… I also support excluding the replacement of an existing fuel filling point with an electric vehicle charging station from the application of TRAN-R4, while retaining the application of other relevant rules and requirements. I address the recommended amendments to TRAN Table 6 further in Section 7.40 below."*

12. The Fuel Companies note that no corresponding amendment to TRAN-R4 or TRAN Table 6 appears to be track changed in Ms Belgrave's report. It is unclear whether Ms Belgrave does recommend an exclusion for the replacement of an existing fuel filling point with an electric vehicle charging station. However, given the recent changes to the NES-ETA[2] to provide a permitted pathway for electric vehicle charging stations, the Fuel Companies do not consider the additional relief suggested in paragraph [259] to be required.

[1] Examples requested in the Fuel Companies [238.28] submission were: maintenance, replacement or repair of any buildings, structures, fuel storage tanks or underground infrastructure; installation of electric vehicle charging stations and associated infrastructure; or changes to site circulation, parking, signage or landscaping.
[2] Resource Management (National Environmental Standards for Electricity Transmission and Electric Vehicle Charging Infrastructure Activities) Regulations 2009.

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

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

238.##	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
14	Rule INF-R7	Support	The Fuel Companies support a permitted activity pathway for electric vehicle charging stations (ECVS) which will apply across all zones, subject to compliance with the relevant standards. The permitted rule encourages the widespread installation and operation of EVCS and thereby supporting the transition towards more sustainable transport modes and achieving emissions reductions goals across the district.	**Retain** Rule INF-R7 as notified.	Accept	Support
15	Standard INF-S8	Support	The standard of EVCS not located within the road reserve or rail corridor are consistent with typical EVCS designs and are not expected to constrain the expansion of a EVCS network across service stations in the district.	**Retain** Standard INF-S8 as notified.	Accept	Support
16	Standard INF-S11	Oppose in part	Standard INF-S11 applies to EVCS but is not specifically referenced in the EVCS rule INF-R7. If INF-S11 applies to rule INF-R7 then there is a need to ensure that underground services to connect the infrastructure are not caught by the setback requirement, underground services may need to be close to or cross site boundaries.	**Amend** Standard INF-S11 as follows: 1. *No infrastructure must be located within a 2m setback from any internal site boundary.* 2. ***Clause 1 does not apply to underground services or utilities connecting the infrastructure.***	Accept	Support
17-19	Stormwater chapter Introduction, STORM-O1, STORM-O2, STORM-P1	Support	The stormwater chapter deals with stormwater management associated with subdivision and development, to achieve hydraulic neutrality and to minimise flooding effects off-site. In general, this is to be achieved through a connection to a reticulated stormwater system or on-site stormwater disposal system. The Fuel Companies consider the stormwater chapter and provisions are appropriate.	**Retain** the stormwater chapter and provisions, as notified.	Accept	Support
No ##	STORM-P2	Support			Accept in part	Support
No ##	STORM-P3	Support			Accept in part	Accept
20	STORM-P4	Support			Accept in part	Support, provided that "wherever practicable" is inserted as per paragraph 151 of the s 42A report. This insertion is not shown in Appendix 1 track change version.
21	STORM-R1	Support			Accept	Support
22	STORM-R2	Support			Accept in part	Accept
23	STORM-S1	Support			Accept	Support
No ##	STORM-S2	Support			Accept in part	Accept
24	STORM-S3	Support	The stormwater chapter deals with stormwater management associated with subdivision and development, to achieve hydraulic neutrality and to minimise flooding effects off-site. In general, this is to be achieved through a connection to a reticulated stormwater system or on-site stormwater disposal system. The Fuel Companies consider the stormwater chapter and provisions are appropriate.		Accept in part	Accept
25	Rule TRAN-R4 and Table 6 – high trip	Oppose in part	Rule TRAN-R4 permits activities that do not exceed the High Trip Generator Thresholds set out in Table 6. Table 6, in turn, restricts all drive through activities, including service stations, and as a result, service stations default to restricted discretionary activity with discretion given to the high trip generating matters listed in TRAN-P1. The Fuel Companies consider the rule and threshold	**Amend** Rule TRAN-R4 as follows: *TRAN-R4 Vehicle trip generating activities* *Activity status: Permitted*	Accept in part	Accept

238.##	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
	generator thresholds		are appropriate for the establishment of new service stations or activities that lead to the generation of additional traffic to/from a site, such as the installation of additional fuel dispensers. However, it is unclear how the rule and threshold are applied to existing service stations, including for new ancillary activities, and the maintenance and replacement of structures, that in themselves, have little or no change in total traffic movements. Examples include, replacing underground fuel storage tanks, replacing or installing other ancillary structures such as signage or forecourt canopies, and installing electric vehicle charging stations. Also improving vehicle site circulation and layout. The Fuel Companies consider that these matters should be excluded from the rule, or in the alternative, a corresponding exclusion to Table 6 to achieve the same outcome.	*Where:* *PER-1* ***1.*** *The thresholds set out in Table 6 – High Trip Generator Thresholds are not exceeded.* ***2. Clause 1 does not apply to the following activities:*** ***a. The maintenance, replacement or repair of any buildings, structures, fuel storage tanks or underground infrastructure;*** ***b. The installation of electric vehicle charging stations and associated infrastructure; or*** ***c. Changes to site circulation, parking, signage or landscaping.***		
26	Standard TRAN-S6	Support	The standard regulates the design, construction, and maintenance of site access and manoeuvring space for service stations and truck stops in accordance with NZTA RTS 13 Guidelines for Service Stations.	**Retain** Standard TRAN-S6 as notified.	Reject	Support
51 / 57	Rule EW-R1	Support in part	Subject to the submission point above relating to "sensitive environments", the intent of Rule EW-R1 for general earthworks is supported, provide potential issues are addressed with Standard EW-S2 relating to depth of cut and fill (see specific submission point on EW-S2).	**Retain** Rule EW-R1 as notified, **AND** **Amend** EW-S2, as noted in the points below.	Accept	Support
62	Standard EW-S5	Support	Standard EW-S5 is supported.	**Retain** Standard EW-S5 as notified.	Accept	Support
63	Standard EW-S6	Support	Standard EW-S6 is supported.	**Retain** Standard EW-S6 as notified.	Accept	Support