

**SUMMARY STATEMENT OF TONY COOPER ON BEHALF OF PRIMEPORT TIMARU
LIMITED
AND TIMARU DISTRICT HOLDINGS LIMITED**

HEARING STREAM E

Dated: 12 February 2025

1. My full name is Tony Cooper. I am the Project Manager/Engineer at PrimePort Timaru Limited (**PrimePort**). My evidence relates to the submissions and further submissions of PrimePort and Timaru District Land Holdings (**TDHL**) on the Proposed Timaru District Plan (**PDP**).

Esplanade exemptions

2. With respect to PrimePort Timaru's submission that the Port should be excluded from esplanade reserve requirements between Unwin Street and Talbot Street including Lot 2 DP326718; I understand from the Reporting Officer's S42a summary statement that this has been agreed to (resolved).

Transport

3. With respect to Standard TRAN-S1 which requires landscaping for car parking; PrimePort and TDHL support the Reporting Officer's recommendation that the PORTZ be excluded from the requirement for landscaping of car parking areas.

Energy and infrastructure

4. With respect to Objective EI-01; PrimePort and TDHL made further submissions on the Forest and Bird submission seeking to include reference to emissions reduction under this objective.
5. PrimePort and TDHL generally support emissions reduction within the Port controlled activities however this is not always achievable in a Port environment.
6. From a day-to-day perspective, PrimePort supports emissions reduction by measuring and managing its energy footprint and where practicable implementing new technologies to reduce this footprint.
7. For example, a recent multi-million dollar emissions reduction project has been the total replacement of its old halogen type floodlights with new LED floodlights with a new smart control system and software enabling programmed control of individual lights.

8. In recent years, consents and approvals have been required in the PORTZ for the construction of new fuel storage tanks and tank farms, and fuel pipelines. These resource consent applications have been sought or supported by PrimePort. It is anticipated that the construction of additional similar infrastructure located either in the Port itself or in the general PORTZ will be required from time to time. I further addressed the anticipated requirement for new fuel storage tanks in my Hearing D evidence. Any resource consent application for new fuel tanks could be seen to conflict with objective EI-01.
9. Ms Seaton's submission (which we support) proposes changing the wording of objective EI-01 to read "support emissions reduction where practicable".

Stormwater

10. Mr Eoghan O'Neill will provide detailed a submission on this chapter. I will however provide some context and background.
11. The current Port Operating area (Precinct 7) (with a couple of minor exceptions) does not discharge stormwater into the TDC network. The port has its own private drainage networks.
12. Further expansion of the Port operating area into undeveloped port owned land on South Beach will require its own private drainage networks.
13. Other than along Marine Parade and Port Loop Road; the PORTZ land south of the Port operating area is serviced by the TDC drainage system. This is a substantially developed area including large buildings, road and pavement areas, and impermeable storage yards connected into the TDC stormwater system.
14. It is PrimePort's and TDHL's view that the Council already has the ability to approve or decline stormwater connections to its network. I do not consider it is necessary for district plan provisions to provide for this outcome.
15. I am concerned that the inclusion of this chapter adds an unnecessary step, with a further layer of decision making adding to uncertainty, cost and complexity to developments.