

BEFORE THE HEARING PANEL IN TIMARU

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of the hearing of submissions in relation to the Proposed
Timaru District Plan

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

**HEARING STREAM E
SUBDIVISION
ENERGY AND INFRASTRUCTURE
TRANSPORT
STORMWATER**

Dated: 23 January 2025

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EXECUTIVE SUMMARY

1. My full name is Tony Cooper. I am the Project Manager/Engineer at PrimePort Timaru Limited (**PrimePort**).
2. My evidence relates to the submissions and further submissions of PrimePort and Timaru District Holdings Limited (**TDHL**) on the Energy and Infrastructure, Subdivision, Transport and Stormwater chapters of the Proposed Timaru District Plan (**Proposed Plan**).
3. Future expansion of the Timaru port will be focused on PrimePort owned land located on the South Beach side of the port north of Talbot street. For Safety reasons it is important that these sites can be fully security fenced with no public access. The exemption of Timaru Port from the esplanade reserve provisions will facilitate this.
4. PrimePort and TDHL support the reporting officer's recommendation that the Port Zone (**PORTZ**) is excluded from the requirement for landscaping of car parking area.
5. To provide greater certainty in a consenting situation within the PORTZ, PrimePort and TDHL support further changing the wording of objective EI-01 to "support emissions reduction where practicable".
6. As 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. I am concerned this adds an unnecessary regulatory step, with a further layer of decision-making, adding to uncertainty, cost and complexity for developments.

INTRODUCTION

7. My full name is Tony Cooper. I am the Project Manager/ Civil Engineer Advisor at PrimePort and have held this role since July 2019. In this role, I am responsible for the detailed planning, consenting and implementation of major port construction projects. I also provide technical advice on civil engineering design, contract management, consenting matters, environmental management and health and safety management.
8. Prior to this role, from 2015 to 2019 I was the PrimePort Infrastructure Manager responsible for Timaru Port's land-based infrastructure assets and related engineering matters.

9. I have 45 years' experience as a civil engineer covering most aspects of civil engineering including design, construction and business management; 20 years of which as a Registered Engineer.
10. My Qualifications include an MBA (distinction) from Victoria University and a BE Civil from Canterbury University.
11. I have prepared this statement of evidence on behalf PrimePort in respect of matters arising from PrimePort's submissions and further submissions on the Proposed Plan.
12. I am authorised to provide this evidence on behalf of both PrimePort and TDHL, a 100% owned subsidiary of Timaru District Council with a 50% shareholding interest in PrimePort and a major landowner within the PORTZ.

Scope of evidence

13. My evidence relates to the submissions and further submissions of PrimePort and TDHL on the Energy and Infrastructure, Subdivision, Transport and Stormwater chapters of the Proposed Plan.
14. My evidence will outline:
 - (a) The importance of excluding the Port area from esplanade provision requirements in the Subdivision chapter.
 - (b) The importance of excluding landscaping requirements for car parking in the Transport chapter.
 - (c) The impracticality of an absolute requirement to reduce emissions for regionally significant infrastructure and lifeline utilities.
 - (d) Current and likely future stormwater discharges within the PORTZ and the lack of necessity for stormwater management rules in the District Plan.

SUBDIVISION

15. PrimePort's long-term strategy requires the future progressive development of all port owned land to the north of the existing log yard and along south beach foreshore (north of Talbot Street) to enable new and expanding trade related opportunities including increased log and container storage, transit

storage of wind farm turbines and other equipment, oil exploration equipment storage etc. There are no other land areas within the port operational area that can be utilised for such future developments.

Esplanade exemptions

16. PrimePort lodged submissions requesting the exclusion of esplanade provision requirements from Timaru Port. I consider this is appropriate given health, safety and security concerns within the Port area. Mr Munro has previously outlined these health, safety and security concerns in his evidence for Hearing A, which I agree with.¹
17. Ms Seaton's evidence requests that the esplanade exemption also includes Lot 2 DP326718. I consider this is appropriate as this entire area is required for expansion of the Port operational area.
18. PrimePort's medium-term plans are to relocate the existing log yard security fence to encompass all of Lot 2 DP326718 and sections of Lot 1 DP344053. The enclosed area will be incorporated into the Port operational area with no public access permitted.
19. The exclusion of esplanade provision requirements from the Port does not mean there will be no coastal access at all. PrimePort currently enables coastal access along the South Beach foreshore for pedestrians (when safe to do so). Access is currently via PrimePort's Eastern Breakwater private road which runs through the unfenced section of Lot 2 DP326718 and other port land through to the end of the Eastern Breakwater.
20. It is intended public access will be retained (when safe to do so) via a new Eastern Breakwater access track relocated closer to the ocean.
21. As noted by Mr Munro in his evidence for Hearing A, the Port has also constructed a small fishing pontoon within the port area between the outer breakwater (north) and the Fisherman's wharf for a "Take Kids Fishing" experience.²

TRANSPORT

22. PrimePort and TDHL lodged submissions opposing transport standard TRAN-S1 which requires landscaping for car parking. I agree with the

¹ Evidence of Frazer James Munro for Hearing A dated 22 April 2024, paragraph 49.

² Ibid at paragraph 51.

reporting officer's recommendation that the Port Zone (**PORTZ**) is excluded from the requirement for landscaping of car parking areas. The PORTZ is a highly developed industrial area comprising, in large part, closely packed buildings, storage & processing facilities, operating areas and roads. There is minimal space available for car parking let alone landscaping. Any landscaping requirement will reduce development and intensification opportunities, which I consider to an inefficient use of the PORTZ in an already physically constrained area.

ENERGY AND INFRASTRUCTURE

23. PrimePort and TDHL lodged further submissions opposing a submission by Forest and Bird seeking to incorporate emissions reduction into the objective for regionally significant infrastructure and lifeline utilities. While PrimePort and TDHL support emissions reduction within its activities, this is not always practicably achievable in the Port environment.
24. PrimePort is a regionally significant infrastructure asset whose role is to facilitate and enable the import and export of products from the South Canterbury region and the PORTZ exists to support Port activities and operations and as such is integral to the success of the Port.
25. From a day-to-day operating perspective, PrimePort supports emissions reduction by measuring and managing its energy footprint and where practicable implementing new technologies to reduce this footprint. Recent projects include the replacement of existing floodlighting systems with new LED lights using smart control systems as well as exploring smart energy management systems for its marine assets.
26. In recent years, resource consents 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 additional similar infrastructure will be required from time to time, which will be likely to trigger a resource consent process. I further addressed the anticipated requirements for new fuel storage tanks in my evidence for Hearing D. Any resource consent application for new fuel tanks could be seen to conflict with objective EI-01 on the basis that these activities would not in and of themselves reduce emissions.

27. For example, should an existing tank farm require a new storage tank to increase fuel reserves a resource consent will be required for any reasonable sized tank. I understand that under the rules as notified, a large new tank would have a fully discretionary activity status. The application would therefore need to be assessed against Objective EI-01. There is potential for objecting parties to argue that additional fuel storage does not support reduced emissions.
28. The reporting officer recommends a change to Objective EI-01 to require regionally significant infrastructure to “support emissions reduction”. To provide greater certainty, PrimePort and TDHL support further changing the wording of objective EI-01 to “support emissions reduction where practicable”.

STORMWATER

General

29. The following paragraphs are provided to add some context as to when and where the SW chapter would apply in the PORTZ and provide relevant background to Mr O'Neill's evidence.
30. The PrimePort operating area (Precinct 7) currently does not discharge stormwater into TDC stormwater system.
31. Stormwater from the PrimePort operating area is collected via private drainage systems and discharges into the harbour. I understand these discharges are variously permitted under the Canterbury Regional Coastal Environment Plan or are consented by the Canterbury Regional Council.
32. Future Port development areas within Precinct 7 and future developments on PrimePort land along South Beach adjacent to Precinct 7 will almost certainly require their own private drainage networks that would require Canterbury Regional Council resource consents, as the District Council has in the past stated that they will not put a public reticulated system in this area.
33. Outside of Precinct 7, there are areas of the PORTZ where developments have an opportunity to discharge stormwater into the Council's reticulated stormwater network. However, a new stormwater discharge requires authorisation from the Council under its consolidated bylaw, and the Council has the opportunity to set conditions before granting such

authorisation. For example, TDHL are currently planning to asphalt seal a 1Ha container storage yard in the PORTZ. The Council's drainage team required stormwater attenuation prior to connecting to the network.

34. As 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. I am concerned this adds an unnecessary regulatory step, with a further layer of decision-making, adding to uncertainty, cost and complexity for developments.

CONCLUSION

35. For the reasons set out above and in the evidence of Ms Seaton, I support the amendments recommended by Ms Seaton to the provisions of the Proposed Plan.

Date: 23 January 2025

Tony Cooper