

**BEFORE THE CANTERBURY REGIONAL COUNCIL**

**In the matter** of the Resource Management Act 1991

**and**

**In the matter** of Variation 6 to Chapter 4 Water Quality of the Proposed Natural Resources Regional Plan

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**BRIEF OF EVIDENCE OF PETER BEVAN O’SULLIVAN**

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1. My full name is Peter Bevan O’Sullivan. My role at Smith Crane & Construction (SCC) is Financial Controller and I am in charge of all financial issues regarding SCC. I have a Bachelor of Management Studies from Waikato University. I graduated in 1991, and have worked for two district councils totalling 6 years. I worked for a newspaper for 4 years and then joined Tim and Albert Smith for 9 years as their main financial person in Tauranga looking after New Zealand, Australia and Guam. I lived in Guam for 3 years looking after that company and then moved to Christchurch and I have been working with Tim Smith for almost 4 years now. I have been dealing with resource consent issues since starting with SCC.
  
2. SCC head office has been located at 484 Johns Road since about 1999. SCC currently employs approximately 110 people throughout the South Island, in five different areas. The five areas are:
  - 2.1 Crane Hire which includes both term (project work where the hire is for an extended period) and casual (crane required to lift something, period of hire could last from a couple of hours to a couple of days).
  - 2.2 Civil Engineering which includes the construction of bridges, wharves and other infrastructure.
  - 2.3 Precast Concrete manufacture is the manufacture of concrete panels, which are cast at our site in Johns Road, then transported to the job site.
  - 2.4 Heavy Haulage which includes the transportation of our own equipment and products, house removal, and heavy equipment transportation.
  - 2.5 Workshop activities include the servicing of our own equipment, and the manufacture of components for our own projects, e.g. steel moulds, fitter/welder activities.
  
3. All activities based at Johns Road have the appropriate resource consents from both the Christchurch City Council (“CCC”) and Environment Canterbury (“ECan”).

### **Precast concrete manufacture**

4. As part of our operations we manufacture concrete panels for clients to be used on their construction projects. The best example of note at present is all the columns, beams and panels for the AMI Stadium were cast here onsite and then transported to AMI to be fitted into the project. It would be impossible to do this type of work at the AMI site due to size restrictions. This is why the items were manufactured here at our site and transported. All parts of this activity are consented.

#### **Truck and crane park**

5. We store locally operated cranes and trucks at the depot overnight, or when they are not in use. We have an area onsite dedicated to the parking of these items, i.e. a parking lot. Most cranes and trucks are parked here overnight, unless they are being serviced, or it is impractical to return the equipment to the site overnight. The truck/crane park is large enough to store all equipment. It is of a compacted material nature, and is inspected by operators daily for any significant spills of hydro carbons, e.g. oil leaks from engines. The only possibility of any type of spill would be through malicious activities. The depot is locked after hours, with a security camera system in place.

#### **Hazardous materials**

6. All hazardous materials are either stored in our purpose built hazardous materials store, or, if not required to be stored in this way, in one of our workshops onsite in appropriate storage containers etc. All workshops are locked after hours to prevent theft. We have the required consents to store hazardous materials onsite.
7. In order to minimise the risk of storing hazardous materials onsite, all hazardous materials are kept in the appropriate storage. The amount stored is kept to a useable minimum.
8. We also have a number of spill kits onsite, employees know where these kits are and how to use them whenever the need occurs, which is very rarely.

#### **Abrasive blasting**

9. We have the need to blast large pieces of steel and the like as part of our preventative maintenance. We have a purpose-built blasting pad onsite. The grit that we use is inert glass particles, i.e. recycled bottles. We have a discharge to air consent from ECan. As the blasting grit is inert the effect on the environment is minor.

### **Stormwater**

10. At present we are going through the procedure of upgrading our stormwater consent with ECan. We have received draft conditions and are in the process of finalising these with ECan. What we are trying to achieve here onsite is the capture of runoff from our workshop apron, a storage area, and our proposed fuel bowser area. The fuel bowser is consented, but we are upgrading this area.
11. The workshop apron is an area where a lot of servicing of gear is undertaken, hence there is inevitably the occurrence of drips and minor spills. Small drips also occur in the fuel bowser area when dispensing diesel into the equipment. The idea of the new and improved stormwater system is to catch this runoff and put it through an interceptor system before it is dispersed to land.
12. The depot is also our laydown area, i.e. where we keep materials that are not presently used on construction sites. These materials are all of an inert nature, mostly steel, but also wood chips and soil. The storage of all materials is consented.

### **Variation 6**

13. The Johns Road site is within Zone 1A. It is my understanding that the purpose of this zone is to recognise that the land is or is intended to be used for urban purposes. SCC simply wants to be able to continue to operate without unnecessary restrictive policies or rules hindering its ability to operate and/or expand.

Peter O'Sullivan