



Waitaki

DISTRICT COUNCIL
TE KAUNIHERA Ā ROHE O WAITAKI

I hereby give notice that the
Harbour Area Sub-Committee Meeting
will be held on:

Date: Tuesday, 10 October 2023
Time: 9.00am
Location: Council Chamber, Third Floor
Waitaki District Council Headquarters
20 Thames Street, Oamaru

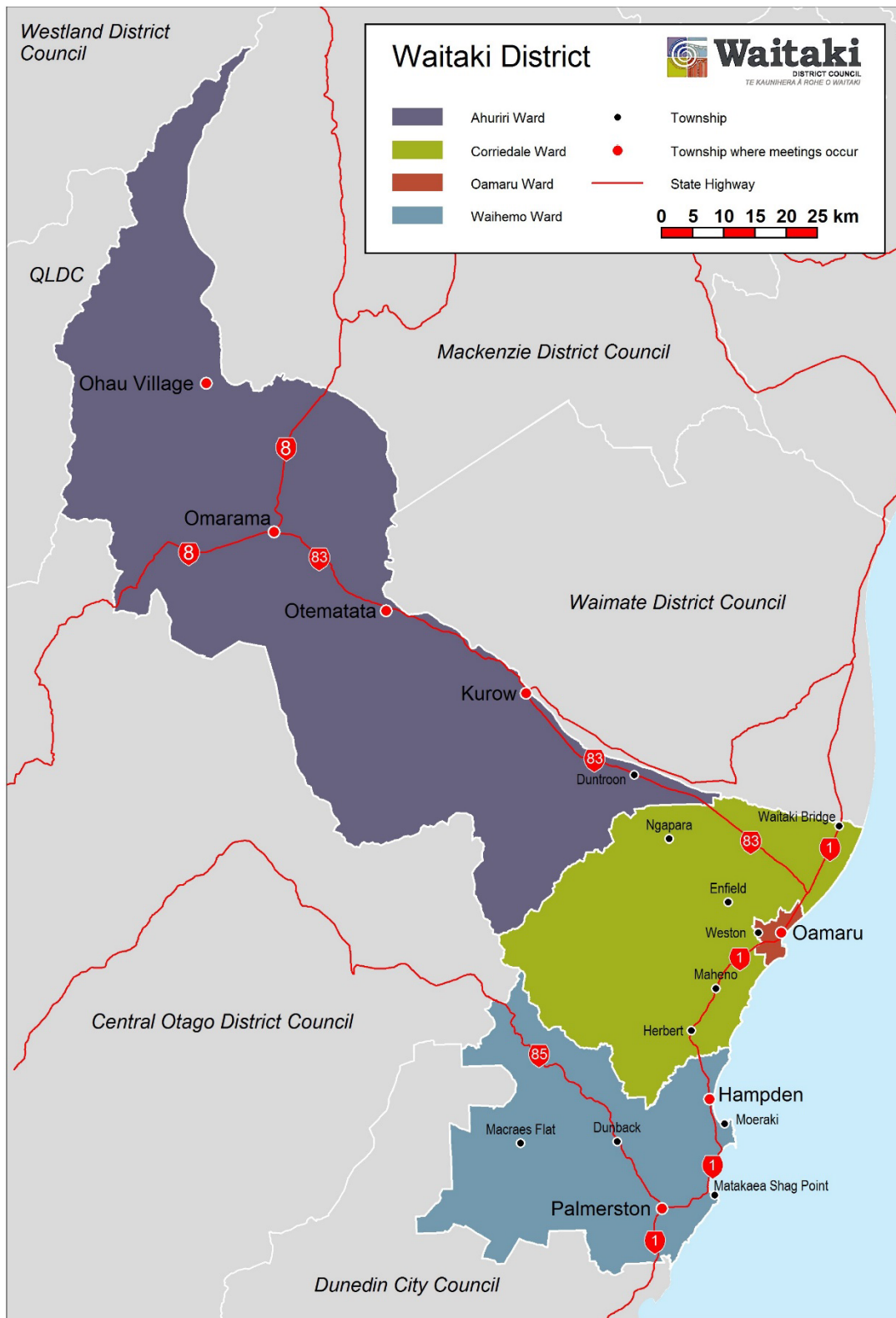
Agenda

Harbour Area Sub-Committee Meeting

10 October 2023

Cr Jeremy Holding	Chair
Cr Rebecca Ryan	Deputy Chair
Cr Tim Blackler	Member
Mayor Gary Kircher	Member
Dr Philippa Agnew	Community Representative
Mr Graeme Clark	Community Representative
Mr George Kelcher	Community Representative
Mr Kevin Murdoch	Community Representative

Lisa Baillie
Acting Chief Executive





Agenda Items

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- 1 APOLOGIES**
- 2 DECLARATIONS OF INTEREST**

3 CONFIRMATION OF PREVIOUS MEETING MINUTES

**3.1 PUBLIC MINUTES OF THE HARBOUR AREA SUB-COMMITTEE MEETING HELD ON
13 JUNE 2023**

Author: Ainslee Hooper, Governance and Policy Advisor

Authoriser: Lisa Baillie, People and Transformation Group Manager

Attachments: 1. **Public Minutes of the Harbour Area Sub-Committee Meeting held on
13 June 2023**

RECOMMENDATION

That the Harbour Area Sub-Committee confirms the Public Minutes of the Harbour Area Sub-Committee Meeting held on 13 June 2023, as circulated, as a true and correct record of that meeting.

UNCONFIRMED MINUTES

**OF THE HARBOUR AREA SUB-COMMITTEE MEETING
HELD IN THE COUNCIL CHAMBER, THIRD FLOOR,
WAITAKI DISTRICT COUNCIL HEADQUARTERS, 20 THAMES STREET, OAMARU
ON TUESDAY, 13 JUNE 2023 AT 9.00AM**

PRESENT: Cr Jeremy Holding (Chair), Cr Rebecca Ryan, Cr Tim Blackler, Mayor Gary Kircher, Mr Graeme Clark, Mr George Kelcher, and Mr Kevin Murdoch

APOLOGY: Dr Philippa Agnew

IN ATTENDANCE: Cr Brent Cowles
Cr John McCone (from 9.05am)
Alex Parmley (Chief Executive)
Paul Hope (Finance and Corporate Development Group Manager and Acting Assets Group Manager)
Ainslee Hooper (Governance and Policy Advisor)

IN ATTENDANCE FOR SPECIFIC AGENDA ITEMS:

Joshua Rendell (Assets Operations Manager)

MEETING OPEN

The Chair declared the meeting open at 9.00am and welcomed everyone present.

1 APOLOGIES

RESOLVED HAC 2023/006

Moved: Mr Kevin Murdoch
Seconded: Mayor Gary Kircher

That the apology received from Dr Philippa Agnew be accepted.

CARRIED

2 DECLARATIONS OF INTEREST

Mr George Kelcher declared interests in aspects of the Harbour Area Projects Update as a supplier for the rock armouring and as a Director of Whitestone Contracting Limited.

3 CONFIRMATION OF PREVIOUS MEETING MINUTES

3.1 PUBLIC MINUTES OF THE HARBOUR AREA SUB-COMMITTEE MEETING HELD ON 12 APRIL 2023

RESOLVED HAC 2023/007

Moved: Mayor Gary Kircher

Seconded: Cr Rebecca Ryan

That the Harbour Area Sub-Committee confirms the Public Minutes of the Harbour Area Sub-Committee Meeting held on 12 April 2023, as circulated, as a true and correct record of that meeting.

CARRIED

4 MEMORANDUM REPORTS

4.1 HARBOUR AREA PROJECTS UPDATE

The report, as circulated, updated the Harbour Area Sub-Committee on the progress of projects in the Harbour area.

Assets Operations Manager Josh Rendell introduced the report. A summary of discussion points is provided below.

Regarding the new footpath, the fence will be relocated to the correct side of the boundary.

Members of the public have noticed that the lighting has not been repaired and it is 'quite dark'. Mr Rendell undertook to follow up that matter so that maintenance work could be done.

ACTION: Assets Operations Manager

Regarding the fence around the market area by Scott's, it was queried whether this should have gone through the Harbour Area Sub-Committee before it occurred. It was clarified that officers had circulated information about this to Council Elected Members and that officers had delegated responsibility to extend fences by up to 10 metres. At the request of the Chair, Mr Rendell briefed the meeting on the status of fencing and what has been put in place temporarily or permanently in different areas.

In response, one member of the Harbour Area Sub-Committee reiterated their view that the Harbour Area Sub-Committee should be formally informally of work happening in the Harbour area, because it was part of its role to oversee such work. It was not about whether the decision was good or bad, but more about procedure.

The Chair acknowledged the point made. However, he also noted that building fences is an operational matter when officers have the delegations to undertake such work. It is the role of governance members to set the overall strategy. It was also noted that delegations to the Harbour Area Sub-Committee were being considered as part of an overall review.

Regarding an update on the expressions of interest for buildings around Holmes Wharf, Mr Rendell advised that that had not yet occurred. Maintenance was currently underway to ensure that they are 'showable' and that landscaping is in place first. Once people can see that the buildings are usable, then the EOI process will proceed.

The approval to proceed with the footpath was acknowledged. One member suggested that the Sandy Bay access needed to be prioritised. Replacing the unsightly concrete would also be problematic; it could not just be taken away without a design plan first because – without the concrete – the area would be subject to erosion. Access steps would need to be considered.

The Chair acknowledged this point. Mr Rendell confirmed that an officer was working on that project and would be consulting Sub-Committee representatives as part of the process. He noted that stairs were not being considered, however. The area would be shored up, but there would be nothing permanent put in place.

A request was made for the concept design for road realignment to be brought to a future meeting for feedback from the Sub-Committee.

ACTION: Assets Operations Manager

RESOLVED HAC 2023/008

Moved: Cr Tim Blackler

Seconded: Mayor Gary Kircher

That the Harbour Area Sub-Committee receives and notes the information.

CARRIED

5 MEETING CLOSE

There being no further business, the Chair declared the meeting closed at 9.15am.

TO BE CONFIRMED at the Harbour Area Sub-Committee Meeting to be held on Tuesday, 10 October 2023.

[The August meeting of the Sub-Committee was not held.]

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CHAIRPERSON

4 DECISION REPORTS

4.1 BREAKWATER AND SANDY BAY BEACH ACCESS

Author: Erik van der Spek, Project Manager (Major Projects)

Authoriser: Paul Hope, Acting Assets Group Manager

RECOMMENDATION

That the Harbour Area Sub-Committee recommends:

That Council, with the intention of improving recreational access to the Breakwater and Sandy Bay Beach, approves the following actions:

1. moving the current barrier out 10 metres from the Ōamaru Blue Penguin Colony; and
2. improving the viewability through the barrier; and
3. preventing access from Sandy Bay Beach onto the Breakwater.

DECISION OBJECTIVE

To determine the best option for recreational access to the Breakwater and Sandy Bay Beach.

SUMMARY

Moving the current barrier to the Breakwater at the Ōamaru Blue Penguin Colony out 10 metres; improving viewability through the barrier; and preventing access from Sandy Bay Beach onto the Breakwater is the only feasible option to provide recreational access to the breakwater and Sandy Bay Beach. A recommendation to Council from the Harbour Area Sub-Committee to approve these actions is being sought.

DECISION-MAKING EXPECTATIONS

Governance Decision-Making:	Preferred option and risk
Operational Decision-Making:	Project delivery
Communications	Media Releases – contributed to by officers and Elected Members Media/public enquiries regarding governance decision-making topics above can be addressed by governance Media/public enquiries regarding operational decision-making topics above can be addressed by officers

SUMMARY OF DECISION-MAKING CRITERIA

	No/Moderate/Key		No/Moderate/Key
Policy/Plan	Key	Environmental Considerations	Moderate
Legal	Moderate	Cultural Considerations	No
Significance	Moderate	Social Considerations	Moderate

Financial Criteria	No	Economic Considerations	No
Community Views	Moderate	Community Board Views	No
Consultation	No	Publicity and Communication	Moderate

BACKGROUND

Council allocated \$70,000 in the 2020-2021 Annual Plan to provide access to the Breakwater and Sandy Bay Beach.

Breakwater Access.

Council’s current resource consent does not allow public access to the Breakwater. In considering an application to remove this condition, Otago Regional Council will consider the risks associated with access (human and wildlife).

The Occupiers Liability Act 1962 requires Council to take reasonable steps to prevent anyone visiting Waitaki from being killed or injured. New Zealand Standard (NZS) HB 2630:2004 (Tracks and Visitor Structures) states that guardrails or barriers are to be constructed in locations where ‘Day Visitors’ are exposed to falls of greater than 1 metre. Company ‘360 Safety and Employment Solutions Limited’ has assessed recreational access to the Breakwater as a significant hazard, with a hazard risk of High and a residual risk of Moderate to Severe with a guardrail. Although NZS HB 2630:2004 is a standard and not legislation, this is the standard Council would be held to should someone be injured.

A guardrail would cost approximately \$200,000; is likely to be damaged by the ocean; and will prevent / limit vehicle access to the breakwater for repairs.

Sandy Bay Beach

The only thing preventing access to Sandy Bay Beach is the requirement to prevent access onto the Breakwater and disturbance of wildlife. Generally, there is little wildlife on Sandy Bay Beach except for a Gull / Tern colony part way along the Breakwater. If access onto the Breakwater and to the Gull Colony can be prevented, access to Sandy Bay Beach can be provided.

SUMMARY OF OPTIONS CONSIDERED

- Option 1** – Status Quo – No public access to the Breakwater or Sandy Bay Beach. This option involves maintaining the existing barriers and signage at the Ōamaru Blue Penguin Colony and under the accessway to the ‘Del Mar’ restaurant. The existing barrier at the Ōamaru Blue Penguin Colony may be able to be modified to allow viewing along the Breakwater. The estimated cost of this work is \$10,000.
- Option 2** – Limited access – extend the gate at the Penguin Colony to provide a viewing platform on the Breakwater and provide access to Sandy Bay Beach. This option involves moving the current barrier out 10 metres, improving viewability through the barrier, and preventing access from Sandy Bay Beach onto the Breakwater. This work is expected to cost approximately \$50,000. **(Recommended)**
- Option 3** – Majority access – members of the public are provided access to the southern 60% portion of the Breakwater. This option involves providing access along two-thirds of the Breakwater as far as ‘Ramsay Extension’ during the day when sea conditions permit. This would require modifying the installing barriers for public safety and to prevent nesting wildlife from being disturbed. Ideally, staff at the Ōamaru Blue Penguin Colony would be enlisted to manage the gate closure as part of the controls they currently do with the Penguin Colony and the boat ramps. A guardrail would cost approximately \$200,000; is likely to be damaged by the ocean and will prevent vehicle access to the Breakwater for repairs.

ASSESSMENT OF PREFERRED OPTION

Option 2 is the preferred option, as it provides access to Sandy Bay Beach and provides some viewing of the Breakwater during the day when the Penguin Colony is open for free visits.

Option 3 is considered unfeasible due to the likelihood of damage and the restrictions a guardrail will place on maintenance of the Breakwater.

Option 1 is considered unacceptable to the community as it restricts recreational use of Sandy Bay Beach.

CONCLUSION

The three specific actions recommended under Option 2 are considered to be the only realistic option to meet the project requirements identified in the 'Ōamaru Harbour Plan 2020 and Beyond' for provision of access to the Breakwater. It will provide community recreational use of Sandy Bay Beach and viewing of the Breakwater. The funding allocated to this project in the 2020/2021 Annual Plan is sufficient to cover the costs of this work.

ADDITIONAL DECISION-MAKING CONSIDERATIONS

Outcomes

We keep our district affordable

We enable opportunities for new and existing business

We provide and enable services and facilities so people want to stay and move here

We understand the diverse needs of our community

Waitaki's distinctive environment is valued and protected

We maintain the safest community we can

Policy and Plan Considerations

Provision of access to the Breakwater is identified as a Project in Council's 'Ōamaru Harbour Plan 2020 and beyond'.

Community Views

Traditionally, the community had recreational access along the Breakwater. Some members of the community will be disappointed that they are not able to have that access.

Financial Considerations

Council's allocated budget is sufficient to deliver the preferred option.

Legal Considerations

While not a legal requirement, New Zealand Standard HB 2630:2004 is the compliance standard that Council would be assessed against should an accident occur. This requires a guardrail or barrier to be constructed in locations where 'Day Visitors' are exposed to falls of greater than 1 metre.

Environmental Considerations

Any amendment to our Resource Consent to provide for recreation access will also consider any impact on wildlife and compliance with the Wildlife Act 1953.

Publicity and Community Considerations

A media release explaining why recreational access along the Breakwater is unable to be reinstated is recommended.

4.2 WATERFRONT ROAD REALIGNMENT

Author: Erik van der Spek, Project Manager (Major Projects)

Authoriser: Paul Hope, Acting Assets Group Manager

RECOMMENDATION

That the Harbour Area Sub-Committee recommends:

That Council installs low-cost traffic calming measures on the current road to slow traffic movements in front of the North Otago Yacht and Power Club and addresses identified drainage and pothole issues.

DECISION OBJECTIVE

To determine whether to carry out minor work to improve safety and drainage issues around the North Otago Yacht and Power Boat Club over the short-term until a longer-term solution and funding is found.

SUMMARY

Although only partially achieving the desired safety and visual amenity improvements, low-cost traffic calming modifications on the existing road and drainage improvements is the only option able to be completed within the available budget. This option will improve the existing situation over the short- to mid-term.

DECISION-MAKING EXPECTATIONS

Governance Decision-Making:	Determining the preferred option
Operational Decision-Making:	Implementing Council decision
Communications	Media Releases – contributed to by officers and Elected Members Media/public enquiries regarding governance decision-making topics above can be addressed by governance Media/public enquiries regarding operational decision-making topics above can be addressed by officers

SUMMARY OF DECISION-MAKING CRITERIA

	No/Moderate/Key		No/Moderate/Key
Policy/Plan	Key	Environmental Considerations	Moderate
Legal	No	Cultural Considerations	No
Significance	No	Social Considerations	No
Financial Criteria	Moderate	Economic Considerations	No
Community Views	Moderate	Community Board Views	No
Consultation	No	Publicity and Communication	Moderate

BACKGROUND

The 'Ōamaru Harbour Plan 2020 and Beyond' (Ōamaru Harbour Plan) identified a road realignment in the Southern Harbour Zone as a project with Importance level A and as being shovel ready. Council allocated a \$300,000 project budget in the 2020/2021 Annual Plan.

The Ōamaru Harbour Plan stated the following problem for resolution in the project summary:

'The North Otago Yacht and Power Boat Club (NOYPBC) and Scott's Own Sea Scouts, as well as the private and commercial users of the slipway, have no dedicated area directly adjacent to the water's edge to operate. NOYPBC members and other ramp users must cross a busy road to get to the water and must navigate the traffic constantly. With various heritage buildings in the area, numerous walkers, joggers and the Ōamaru Steam and Rail Society transporting passengers from town into this space regularly, foot traffic in the area is preferred. Realigning the access road to run behind the boat club will contribute to safety and the visual amenity significantly.'

There is no record of reported safety incidents. However, the NOYPBC members have regularly expressed concern regarding safety, as the current layout requires ramp users to pass back and forth over the main thoroughfare when using the ramp and the washdown facility. The current speed limit is 30kph, which is the safe speed for a shared pedestrian, cyclist, and traffic space.

The main carpark used by vehicles and trailers of boat ramp users is unsealed and has drainage and pothole issues alongside Waterfront Road. It is proposed that these be repaired as part of this project.

Some penguins have nests in the vicinity, and they must cross the road and carpark.

Options have been assessed against the following criteria:

- Contribution to Safety
- Contribution to visual amenity
- Environmental
- Cost/ Achievability.

SUMMARY OF OPTIONS CONSIDERED

Option 1 – Status Quo. This option leaves the site unmodified. This does not provide a safe space for the North Otago Yacht and Power Boat Club or Scott's own Sea Scouts to operate. However, reported incidents are few. This option does not visually improve the area or resolve drainage issues. Penguins will continue to use road. There is no cost associated with this option.

Option 2 – Do Minimum. This option involves installing traffic calming measures on Waterfront Road in front of the North Otago Yacht and Power Club and fixing the drainage issues. This should help to slow traffic and provide a safer space around the North Otago Yacht and Power Boat Club. It fails to integrate the North Otago Yacht and Power Boat Club with Scott's own Sea Scouts, but it increases safety and makes the area more usable. There would be no change in impact on wildlife. This option is estimated to cost \$70,000 (\$30,000 for traffic calming and drainage improvement \$40,000 for drainage improvements). This is within the current budget provided by Council. This will provide a short-term solution which is reversible at low cost. As this project is loan funded, project savings would result in decreased debt. (**Recommended**)

Option 3 – Do More. This option realigns the road behind the North Otago Yacht and Power Boat Club and fixes the drainage issues. This provides a safe area in front of the North Otago Yacht and Power Boat Club but does not integrate with Scott's own Sea Scouts. Concern has been expressed about the possible impact on penguins from having an additional expanse to cross. This work is estimated to cost \$465,000, which exceeds the current budget provided by Council. It will require land use consent and

archaeological consent and may require service relocation and retaining or barriers alongside the rail. This does not include any sealing or repair to the parking area. This option provides a safer area around the North Otago Yacht and Power Boat Club but may not resolve all traffic and congestion issues. Boats stored in the compound must cross the realigned road.

ASSESSMENT OF PREFERRED OPTION

Option 2 is the preferred option. Low-cost traffic calming on the existing road can help to mitigate the safety risk, particularly with some form of traffic management by the North Otago Yacht and Power Boat Club and Sea Scouts. Drainage and pothole repairs will improve the parking and road surface as well as the visual impact. This is a short-term solution at a low-cost which is achievable within the project budget. However, it is not considered to be a permanent or long-term solution.

CONCLUSION

Low-cost traffic calming and drainage repairs offer a short-term solution within budget.

ADDITIONAL DECISION-MAKING CONSIDERATIONS

Outcomes

We keep our district affordable

We enable opportunities for new and existing business

We provide and enable services and facilities so people want to stay and move here

We understand the diverse needs of our community

Waitaki's distinctive environment is valued and protected

We maintain the safest community we can

Policy and Plan Considerations

The 'Oamaru Harbour Plan 2020 and Beyond' identified a road realignment in the Southern Harbour Zone as a project with Importance level A and as being shovel ready. Traffic calming does not deliver the full scope of this project as identified in that Plan. Road realignment requires Resource Consent.

Community Views

Community views have not been sought. As a High-Profile area, community interest in what option is chosen and the associated cost is expected.

Financial Considerations

\$300,000 has been allocated to this project in the 2020-2021 Annual Plan.

Environmental Considerations

Concern has been expressed that realigning the road could impact on penguins that nest in the vicinity, particularly with probably future increases in penguin numbers. This is likely to be a consideration in obtaining a Resource Consent.

Publicity and Community Considerations

A Media Release is recommended.

5 MEMORANDUM REPORTS

5.1 HARBOUR AREA PROJECTS UPDATE (OCTOBER 2023)

Author: Joshua Rendell, Assets Operations Manager

Authoriser: Lisa Baillie, Acting Chief Executive

RECOMMENDATION

That the Harbour Area Sub-Committee receives and notes the information.

PURPOSE

To inform the Harbour Area Sub-Committee of the relevant status and issues pertaining to projects within the Harbour area.

MARKETPLACE ZONE

The Ministry of Business, Innovation and Employment (MBIE) has approved \$335,000 from the Tourism Infrastructure Fund (TIF) towards parking improvements in this area. Discussions have been held with key stakeholders including the Farmers Market, the Ōamaru Whitestone Civic Trust, and Scott's Brewery, and members of the Harbour Area Sub-Committee considered options onsite on 19 September 2023. Officers are working through finalisation of the designs for approval at a future Harbour Area Sub-Committee meeting.

WATERFRONT ROAD REALIGNMENT

Members of the Harbour Area Sub-Committee visited sites relevant to this project on 19 September 2023 to better understand the options that are available for the road realignment. A decision report with officer recommendations relating to those options is included separately in the agenda papers to this meeting.

BREAKWATER AND SANDY BAY BEACH ACCESS

Nominated members of the Harbour Area Sub-Committee visited sites relevant to this project on 19 September 2023 to better understand the options that are available for access. A decision report with officer recommendations relating to those options is included separately in the agenda papers to this meeting.

RENOVATION OF HOLMES WHARF

All decking and structural work to the wharf has been completed.

The overhead mains power supply and streetlighting reticulation has reached the end of its life and has been decommissioned. This infrastructure is scheduled for removal on 6 October 2023. Network Waitaki has agreed to reticulate a new high voltage mains cable from Esplanade Road to the sheds on Holmes Wharf and to install a new transformer. To finalise connection of the new electrical mains, new ducts will be trenched from the Galley Restaurant to the start of Holmes Wharf by contractors engaged by Waitaki District Council. Streetlighting cables, a pumped sewer pipe, fibre ducts and a new water pipe will be installed at the same time. It is proposed to install new streetlighting with 2200K lanterns along the southern side of the Mole and Wharf, with three new streetlights to be installed on existing timber poles adjacent to the sheds and observation deck on the wharf if the

poles are structurally sound. Electrical design for the reticulation of power to the berths and sheds is currently underway. New above-deck power boxes will be required at the intersection of every second berth.

BREAKWATER ROCK ARMOURING

Road Metals has supplied and placed 2,191 tonne of rock at the breakwater over the past couple of months, with 75% of individual rocks being over 7 tonne. The entire length of the breakwater is now well protected, and the rock armouring work undertaken over the past five years has been holding up very well.

An aerial LiDAR (Light Detection And Ranging) survey will be carried out over the next month to determine the amount of rock lost over the past year, while taking into account the new rock placed during the year. The unsightly concrete has been removed from the start of the breakwater and rock armouring has been placed to the Sandy Bay Beach side of the breakwater. The beach has been dug down along the base of Macandrew Wharf to make it more difficult for public to access the breakwater.

ŌAMARU BLUE PENGUIN COLONY CARPARK PROJECT

Tenders closed for the Ōamaru Blue Penguin Colony Car Park on 16 June 2023 and the contract was awarded to M3 Contracting. Work commenced on 4 September and is scheduled to be completed by 31 October 2023. This project is progressing well and is tracking to budget and schedule.

ŌAMARU HARBOUR SLIPWAY UPGRADE PROJECT

Final cradle design for the Ōamaru Harbour Slipway has been assessed and a request for quote documentation was sent out to five engineering suppliers. Only one supplier submitted a quote, and it was considerably more expensive than the estimated budget amount. Two additional suppliers have since been approached and their responses have yet to be received. The winch shed has been refurbished, including the installation of a new roof and exterior painting.

RED SHEDS UTILISATION AND MAINTENANCE

Renovation work has commenced on Tagney Hut, Watchman Hut, and Carpenters (Coppice Crafts) Shed. The Locomotive Shed, Forge Shed and Friendly Bay Society Shed will be refurbished by 30 June 2024. Second-hand iron from the Ōamaru Courthouse is being used to re-clad these sheds where required.

6 MEETING CLOSE