

**DISTRICT SERVICES COMMITTEE MEETING**

**on**

**Tuesday 20 October 2009**

**Council Chamber  
Timaru District Council Offices  
2 King George Place  
Timaru**

## **TIMARU DISTRICT COUNCIL**

**Notice is hereby given that a meeting of the District Services Committee will be held in the Council Chamber, Timaru District Council, 2 King George Place Timaru, on Tuesday 20 October 2009, at the conclusion of the Resource Planning and Regulation Committee meeting.**

### **Committee Members:**

Cllrs Oliver (Chairman), Kennedy, Bradley, Jack, Mulvey and the Mayor

### **LOCAL AUTHORITIES (MEMBERS' INTERESTS) ACT 1968**

Committee members are reminded that if you have a pecuniary interest in any item on the agenda, then you must declare this interest and refrain from discussing or voting on this item, and are advised to withdraw from the meeting table.

Warwick Isaacs  
**CHIEF EXECUTIVE**

**DISTRICT SERVICES COMMITTEE**

**20 OCTOBER 2009**

**AGENDA**

<b>Item No</b>	<b>Page No</b>	
<b>1</b>		<b>Apologies</b>
<b>2</b>		<b>Identification of Urgent Business</b>
<b>3</b>		<b>Identification of Matters of a Minor Nature</b>
<b>4</b>		<b>Chairman's Report</b>
<b>5</b>	<b>1</b>	<b>Confirmation of Minutes</b>
<b>6</b>	<b>7</b>	<b>National Land Transport Programme 2009-2012</b>
<b>7</b>	<b>12</b>	<b>Road Safety Activities Update</b>
<b>8</b>	<b>15</b>	<b>Wastewater Disposal Resource Consent Application</b>
<b>9</b>		<b>Consideration of Items of Urgent Business</b>
<b>10</b>		<b>Consideration of Matters of a Minor Nature</b>

**DISTRICT SERVICES COMMITTEE  
FOR THE MEETING OF 20 OCTOBER 2009**

**Report for Agenda Item No 5**

**Prepared by - Michelle Jump  
District Services PA**

**Confirmation of Minutes**

---

Minutes of a meeting of the District Services Committee held on 10 September 2009.

**Recommendation**

**That the minutes of the District Services Committee meeting held on 10 September 2009, be confirmed as a true and correct record.**

## TIMARU DISTRICT COUNCIL

### MINUTES OF A MEETING OF THE DISTRICT SERVICES COMMITTEE HELD IN THE COUNCIL CHAMBER, DISTRICT COUNCIL BUILDING, KING GEORGE PLACE, TIMARU ON THURSDAY 10 SEPTEMBER 2009 AT 11.40.AM

**PRESENT** Clrs Oliver (Chairman), Kennedy, and Mulvey, and the Mayor

**APOLOGIES** Clrs Jack and Bradley

**IN ATTENDANCE** Clrs Barker, Bennett, Bowan, Coughlan and Lyon

Chief Executive (WA Isaacs), District Services Manager (AA Harper), Land Transport Manager (A Dixon)(for items 2 – 6), Senior Waste Management Officer (R Clarke) (for item 7), Committee Secretary (MA Jump)

**NZTA** Colin Knaggs  
Colin Hey

**ECan** James Ryan  
Clr Mark Oldfield  
Clr Jo Kane  
Shannon Usher  
Tony Henderson

#### 1 CONFIRMATION OF MINUTES

Proposed Clr Kennedy  
Seconded Clr Mulvey

"That the minutes of the District Services Committee meeting held on 16 June 2009, be confirmed as a true and correct record."

MOTION CARRIED

#### 2 TEMPORARY CLOSURE OF MOUNT HORRIBLE ROAD (3KM TO END OF ROAD) (File T1/13)

The Committee considered a report regarding the temporary closure of Mount Horrible Road (3km to end of road) by Roading Engineer Mark Crowe.

Proposed The Mayor  
Seconded Clr Mulvey

" That pursuant to Sections 319 and 342 of the Local Government Act 1974 and the 10<sup>th</sup> Schedule thereto, and for the purpose of permitting the South Canterbury Car Club Inc to conduct a bent sprint event, the District Services Committee hereby resolves to temporarily close Mount Horrible Road, to ordinary vehicular traffic between 09:00 to 17:00 on Saturday 31 October 2009."

MOTION CARRIED

**3 TEMPORARY CLOSURE OF SUTHERLANDS ROAD BETWEEN ROLLING RIDGES ROAD AND TAIKO HALL CORNER (File T1/13)**

The Committee considered a report by Roading Engineer Mark Crowe, regarding the temporary closure of Mount Horrible Road (3km to end of road).

Proposed Cllr Mulvey  
Seconded The Mayor

“That pursuant to Sections 319 and 342 of the Local Government Act 1974 and the 10<sup>th</sup> Schedule thereto, and for the purpose of permitting the South Canterbury Motorcycle Club to conduct a gravel sprint event, the District Services Committee hereby resolves to temporarily close Sutherlands Road, to ordinary vehicular traffic between 9.00am to 4.30pm on Saturday 24 October 2009.”

MOTION CARRIED

**4 NZ HIGHWAYS ACTIVITIES UPDATE (File R3/40)**

The Committee considered a report by Land Transport Manager Andrew Dixon regarding the NZ Highways Activities update.

The new NLTP was announced on Thursday 27 August 2009. The NLTP is based on the new Government Policy Statement (GPS) and sets funding priorities for works. The NLTP focus is on roads of national significance (State Highways). Christchurch in particular has a number of these roads.

There has been an increase in State Highway funding, with a lesser focus on maintenance. The funding is less than requested and there have been no inflation allowances for years two and three. There has also been a reduction in road safety funding and there is no provision for the Christchurch bus exchange for the next three years.

The Regional funding of 5 cents per Litre fuel tax, which is used for regional projects has changed and will now be allocated to national projects with the highest priority. Priority ranking will be based on strategic fit and economic efficiencies.

Further detail will be provided to the Committee at the next District Services meeting.

Colin Hey and Colin Knaggs from NZTA introduced themselves and spoke to the PowerPoint presentation regarding funding for State Highways. The presentation gave information on projects planned for the Canterbury region, including Christchurch, and gave an overview of NZTA management.

There is sufficient funding to design and investigate all Roads of National Significance (RONS).

Canterbury also has a reduced allocation for maintenance.

Completion of the upgrade of the intersection of SH 1/SH 8 is expected to be June 2010. There are very few activities planned for over the Christmas/New Year period and there is expected to be little disruption to traffic.

Clr Oliver queried whether the Te Weka Street lights project can be brought forward due to the completion of the Aquatic Leisure Centre being expected in mid-2012. Mr Knaggs advised that the Regional Transport Committee may need to prioritise this project.

The Te Weka traffic management during construction was discussed, with NZTA advising that Council can consider temporary traffic lights. This project is currently in the process of having a Resource Application approved due to the historic lighthouse and requires a traffic assessment, which is currently underway. Mr Harper will talk to the NZTA about the options for traffic management once the assessment is complete as the results are due in a matter of weeks and will update the District Services Committee and Council as needed.

Clr Oliver advised that both NZTA and Timaru District Council can work together in order to bring this project forward as required.

Proposed Clr Oliver  
Seconded Clr Kennedy

“That this update report be received.”

MOTION CARRIED

The meeting adjourned at 12.40pm for lunch and reconvened at 1.20pm.

**5 REGIONAL LAND TRANSPORT STRATEGY REVIEW (R3/17/7)**

The Committee considered a report by Land Transport Manager Andrew Dixon regarding the Regional Land Transport Strategy Review.

James Ryan of ECan made a presentation on the Regional Land Transport Review 2011 – 2030. Completion of the review is planned for 2011.

The Regional Transport Committee is to endorse the transportation document, analysing feedback received prior to the end of the year. The Committee will review the feedback. Timaru District Council is to collate local issues to be ready for the Regional Committee meeting in October. The ECan meeting date is 19 October with consultation planned to take place following this. Should there be a need there is a possibility to delay the consultation until early 2010.

Proposed Oliver  
Seconded Kennedy

“That this update report and presentation be received.”

MOTION CARRIED

**6 TIMARU PUBLIC PASSENGER TRANSPORT STRATEGY REVIEW (R3/17/2)**

The Committee considered a report regarding the Timaru Public Passenger Transport Strategy Review by Andrew Dixon, Land Transport Manager.

Shannon Usher from ECan gave a presentation on the metro bus service. ECan are currently in the second round of public consultation with the consultation process nearing the end. The Passenger Transport Strategy is a joint document with ECan and Timaru District Council and the goal is to establish targets for improvement of the Timaru bus service.

The result of the consultation is a new brochure with 24 public suggestions, including increased frequency and earlier/later times.

Possible options from this consultation include making existing routes shorter, which will make the existing service more attractive to potential patrons. The Mayor expressed some concerns of the public being promised more than can be delivered, particularly if some items will cost significantly more to implement and stressed the importance of realistic consultation and the need for increased costs to be made very clear.

Proposed Clr Kennedy  
Seconded Clr Mulvey

“That this update report and presentation be received.”

MOTION CARRIED

**7 WASTE MANAGEMENT STATUS REPORT (R2/22)**

The Committee considered a report by Senior Waste Management Officer Ruth Clarke.

Ashley Harper advised that the Waste Contract with Transpacific Industries Ltd (TPI) is required to be reviewed every three years. The most recent review commenced two weeks ago, with more issues to be addressed, including the disposal of glass.

Ruth advised that the main item to highlight the ongoing success of the role of Phil Burrige, especially with the media campaign. Phil very successfully talks to people on the street whilst reviewing bins and has influenced improvements through this one-on-one communication and by keeping people informed.

There is still a concern of contamination of public rubbish bins and Ruth is to review this difficult issue and establish what options are available.

The details of revenue sharing between TPI and Timaru District Council were discussed, with a minimum return to Timaru District Council for the first five years for recyclables, which currently has two years to go. The budget has been adjusted to allow for revenue reduction after year five. The first four years of revenue from compost goes to TPI to participate in field trials and marketing, after that there is a revenue-sharing regime, which will be implemented from June 2010.

There is still an issue with glass being contaminated. A possible solution may require a change in process at the beginning of the sorting line, or possible even kerbside sorting. There is a need to look at costings for monthly collection. The system works very well the majority of the time.

Ashley Harper advised that there is also a concern with building contractors now using tandem trailers to minimise their costs and weight investigations were being undertaken. A second weigh bridge would be a good investment at an approximate cost of \$60,000. Another option is for types of trailers to be categorised to make disposal charges fairer, particularly as the Government waste levy needs to be recovered. Fairness and equity needs to be addressed.

Clr Oliver congratulated Ruth and the Solid Waste Unit on their effort over three years.

Proposed Kennedy  
Seconded Mulvey

“That this report be received and noted and used as an input to the tri-annual review of Contract 1635.”

MOTION CARRIED

**8 DOWNLANDS WATER SUPPLY JOINT STANDING COMMITTEE**

Proposed Mayor  
Seconded Mulvey

“That the unconfirmed minutes of the Downlands Water Supply Joint Standing Committee be noted.”

MOTION CARRIED

**9 CHAIRMAN’S REPORT**

The Chairman reported on duties he had attended since the last meeting, including road maintenance contract presentations and a Tenders Subcommittee meeting, Caroline Bay Image and Operational Enhancement Working Party meetings, two Regional Transport Committee meetings and is now a member of subcommittee for this group.

The Deputy Chairman reported on duties he had attended since the last meeting, including the Wastewater Working Party meeting and South Canterbury Road Safety Co-ordinating Committee meeting.

The meeting concluded at 3.06pm.

\_\_\_\_\_  
Chairman

**DISTRICT SERVICES COMMITTEE**  
**FOR THE MEETING OF 20 OCTOBER 2009**

**Report for Agenda Item No 6**

**Prepared by - Andrew Dixon**  
**Land Transport Manager**

**National Land Transport Programme 2009-2012 (File R3/17/9)**

---

**Purpose of Report**

The purpose of this report is to provide information to the District Services Committee regarding National Land Transport Programme 2009-12, allocation of funding assistance for Land Transport projects in the Timaru District.

**Background**

On 1 September 2009 the New Zealand Transport Agency (NZTA) published the National Land Transport Programme 2009-12 (NLTP). The programme allocates financial assistance to Local and Regional Councils, NZTA – Highways and Police across the following land transport activities:

- Maintenance of the local and State Highway road networks
- Road construction
- Passenger transport
- Rail and sea freight
- Transportation studies
- New walking and cycling facilities
- Regional development
- Research, education and training
- Administration and project control
- Community Road Safety and Sustainable Transport
- Police enforcement

The programme allocates both National Funding (N Funding) to projects that meet national priorities and the Regional Funding (R Funding) to projects.

The Land Transport Management Act (LTMA) amendment in August 2008 changed the land transport financial assistance allocation process. Changes included:

- The publishing of the Transport Government Policy Statement (GPS) that provides funding envelopes of various activities.
- The requirement for three year programme approval by the NZTA.
- The requirement for the Regional Transport Committee (RTC) to prepare a Regional Land Transport Programme (RLTP) based on the District programmes

that prioritised all land transport improvement projects and all State Highway activities in the region.

- The requirement that all District maintenance, renewal and non-subsidised transport projects be included in the RLTP. These are not prioritised by the RTC.
- Consultation on the RLTP prioritising process by the RTC.

In addition there was a significant change in the way financial assistance was allocated for the 2009-12 NLTP.

Previously, the highest nationally ranked priorities were allocated N funding at relevant financial assistance rates. This allowed regional projects of lower National priority to be funded by R funding if the region, through the Regional Transport Committee, considered them a priority.

The new funding regime now allocates R funding to the highest priority projects, which have been ranked on a national basis using a national priority ranking system, relevant in a region. Once R funding is fully allocated then N funding is allocated to projects that qualify, being projects of high national ranking. The outcome of this is projects that may not be of high national priority, but are important or a high regional priority, no longer qualify for Government financial assistance.

#### ***Outcome for Timaru District***

Timaru District Council was successful in gaining financial assistance for increased total road maintenance and renewal programme for a total of \$10,309,000 (up from \$9,833,000 in 2008/09) and minor improvement projects of \$824,000 (up from \$786,000 in 2008/09). These figures are total cost including the local share. The financial assistance rate for maintenance and minor improvement activities are unchanged, being 52% and 62% respectively. The 2009 – 19 LTCCP reflects this expenditure.

The funding increase in total maintenance expenditure in the programme is due to an increase in renewal expenditure (bridge renewals and seal widening) and increased maintenance costs due to inflation.

The maintenance allocation provides funding assistance for maintenance and renewal of road pavements and bridges, road drainage, road resealing, corridor maintenance and professional services. Funding assistance is not provided for footpath maintenance or resurfacing.

The financial assistance allocation for maintenance and renewals has been approved for the next three years from 2009 to 2012. There has been no cost increase allowance included in the allocation. It is the expectation of Government that inflation or cost increases will be managed within existing allocations through efficiencies. Given that we have recently let a new road maintenance contract, many of the potential efficiencies have already been realised. There is also a risk of bitumen price increases in the next three years as these are linked to international oil prices.

Financial assistance for Road Safety and Sustainable transport activity was reduced to \$168,000 for 2009/10 (down from \$186,000 2008/09). Funding for this activity has been allocated on a cluster arrangement with Timaru, Waimate and Mackenzie District Councils. Timaru District Council, as the employer of the Road Safety Coordinator, is the lead authority for South Canterbury and receives the total financial assistance of 75% of the total cost. The remaining 25% local share is proportioned in accordance with the funding agreement with Waimate and Mackenzie. The reduction demonstrates

the Government focus moving away from these activities and focussing on improvements to highways, particularly "roads of national significance".

To support road safety the NLTP also allocates funding for 17.5 full time equivalent local Police staff for local road enforcement in the Timaru, Waimate and Mackenzie Districts.

In addition the following projects were approved for 2009 - 12:

Project	Total Cost \$'000	Total Cost 2009/10 \$'000	Financial Assistance Rate	Year	Status	Funding Source
Factory Road Reconstruction	1,550	600	52%	2009/10 - 12	Approved (included in the road renewals allocation)	N funding
Factory Road bridge widening	3,060	0	62%	2010/11 - 13	Cat 2	N funding
Washdyke Industrial local road links	2,500	100	62%	2009/10 - 12	Cat 2	N funding
Timaru transportation corridor improvements	250	0	62%	2010/11	Cat 2	N funding
Active Transport Plan review	70	70	75%	2009/10	Approved	N funding
Activity Management Plan Improvement	130	50	62%	2009/10 - 12	Approved	N funding

Cat 2 funding approvals are projects that have been accepted by NZTA and worthy of financial assistance by further detail, particularly the Benefit Cost Ratio (BCR) is required before final approval can be given.

Two seal extension projects were submitted as part of our financial assistance requested, being Te Moana Road and Julloch/Hawke Roads. No financial assistance funding was approved by NZTA for these projects over the next three years.

Similarly, new footpath construction projects were also submitted but were unsuccessful in gaining NZTA financial assistance. These projects will continue to be constructed with 100% local share as in previous years within existing Council budget allocations.

### State Highways

There is a significant focus on roads of national significance, and these projects are a high priority. Significant funding has been allocated to the Christchurch highway corridor projects, including southern and northern access to Christchurch and the western corridor around Christchurch. The NLTP allocates \$260.8 million for improvements on State Highways in the Canterbury region, of which a large proportion of this funding is R funds.

Other key highway improvement projects in the Timaru District are:

- The SH1 and 8 intersection realignment and traffic signals project has funding allocated and this project is now underway.

- New passing lanes on SH1 south of Winchester and Orari.

### **Options**

Projects approved by New Zealand Transport Agency for financial assistance and funding approved by Council in the LTCCP will proceed.

Projects not approved for financial assistance may only proceed as 100% ratepayer funded.

### **Identification of Relevant Legislation, Council Policy and Plans**

Land Transport Management Act 2003 and amendments

Timaru District LTCCP 2009-19

Canterbury Regional Land Transport Plan

### **Assessment of Significance**

This matter is not deemed significant under the Council's Significance Policy.

### **Consultation**

Consultation on the road improvement projects was carried out as part of the Council's LTCCP process and the Regional transport Committee consultation on the RLTP.

### **Funding Implications**

Funding for all 2009/10 projects have been approved in Council's LTCCP 2009-19.

### **Conclusion**

Timaru District Council's financial assistance request to NZTA was predominately related to road maintenance and renewal activities (\$32.4 million over three years). Despite robust evidence the increase in financial assistance relating to bridge renewals and seal widening was declined, with \$30.5 million over 3 years (93% of our request) being approved. In addition there is no provision for cost increases over the next three years. This is a significant concern for TDC and will be a challenge to manage as our recently awarded maintenance contract has already realised many of the efficiencies to be gained.

A financial assistance request of \$240k for 2009/10 for community road safety and sustainable transport was submitted with approval of \$168k (70%). This is a significant reduction in funding. Transport planning financial assistance application proved more successful with both Active Transport Strategy and Activity Management Plan reviews being approved.

Three key local road improvement projects to improve the regional transportation network were submitted for financial assistance from NZTA. These projects were given "category 2" approval with a "possible" funding priority. However, the group allocation for this activity provides insufficient funding to financially assist the two key projects (Washdyke network link improvements and Factory Road bridge widening) based on our FAR rate. Insufficient funding may prevent the completion of these projects at the effective time.

It was very disappointing to note that our minor improvements allocation is being reduced over the next three years with 8% of the maintenance and renewals allocation applying in year 1 reducing to 7.1% in year 2 and 7.0% in year 3. This allocation is essential to facilitate minor network improvements and the full allocation of 8% of the maintenance and renewals block allocation as per the NZTA Planning, Programming and Funding manual should apply over the 3 years.

The seal extension and walking and cycling projects submitted requesting financial assistance were unsuccessful, being deemed reserve projects where funding is extremely unlikely.

**Recommendation**

**That the report be received and noted.**

**DISTRICT SERVICES COMMITTEE**  
**FOR THE MEETING OF 20 OCTOBER 2009**

**Report for Agenda Item No 7**

**Prepared by - Andrew Dixon**  
**Land Transport Manager**

**Road Safety Activities Update (File R3/4/1)**

---

**Purpose of Report**

The purpose of this report is to inform the District Services Committee of road safety activities, initiatives and strategy being applied in the Timaru District.

**Background**

One of our community outcomes in the LTCCP is a “vibrant, safe and caring communities”. Road Safety contributes to this outcome, through ensuring a safe district transportation network and encouraging safe user behaviour. Safer roads is reducing fatalities and injuries that will be achieved through reduction in road crashes. This requires a joint approach in all aspects of engineering, education and enforcement and new initiatives.

The Land Transport Unit has been working in a collaborative manner for a number of years now. We recognise that improvements in road safety cannot be achieved by Education, Engineering or Enforcement alone. The three Es must work together with a common purpose. In summary, the focus of these roles is as follows:

**1 Education**

The role of education and the Road Safety Coordinator has broadened in recent years. The focus is no longer of just on community road safety education. This role must now coordinate and promote sustainable transport modes such as walking, cycling, mobility scooters and public transport. Road safety is often seen as a barrier to the use of these transport modes. There are also important links to other agencies and community organisations. Road Safety Coordination is also more evidence-based as we focus limited resources more effectively. This has led to analysis of road safety trends, risks, crash causes and input on engineering activities.

**2 Engineering**

The engineering of roads involves efficiency of transportation and safety. The common factor is speed. Timaru District is now applying a design philosophy of lower speeds on local urban roads that improve safety to all. The road environment should control the speed with reduced carriageway widths, roadside furniture indicating to the driver this is a low speed environment. This is not new, it has just taken a “back seat” with the focus on minimising travel time that is partially driven by Benefit Cost Ratio criteria required for government financial assistance.

### **3 Enforcement**

Road policing staff are on the roads every hour of every day. The delivery of road policing therefore presents the opportunity to assist in policing types of crime that are not necessarily traffic specific. Evidence shows that those who commit serious traffic crime also appear to partake in general criminal activity. Anti-social behaviour on the road is linked to criminal activity in other areas. This is most evident in alcohol abuse where a drunk driver may also be involved in domestic violence when arriving home. Therefore, road enforcement by Police has a two-fold effect, reduction in the risk of being killed or injured on the roads and at the same time their presence makes the community as a whole a safer place to be.

A consequence of this joint approach is a better understanding of roles and the broadening of such roles. This will be further expanded through a presentation to Committee members.

There are other agencies also involved in road safety and collaboration with these agencies is essential. This is being achieved through the South Canterbury Road Safety Coordinating Committee, which also has a valuable role to making our roads safer.

#### **Options**

There are fundamentally two approach options:

- 1 Traditional approach working in 'silo' environment that is unlikely to deliver the desired outcome of safer roads and safer community.
- 2 The collaborative but more focussed approach promoted in this report that may make our community a safer place.

#### **Identification of Relevant Legislation, Council Policy and Plans**

Local Government Act 2002  
Land Transport Management Act 2003  
Timaru District Council 2009 – 2019 LTCCP  
Timaru District Activity Management Plan  
Safer Journeys 2020  
Canterbury Road Safety Strategy  
South Canterbury Road Safety Action Plan

#### **Assessment of Significance**

This matter is not deemed significant under the Council's Significance Policy.

#### **Consultation**

Road safety education, enforcement and engineering activities are coordinated through the road safety action plan. This plan is prepared on a South Canterbury basis.

#### **Other Considerations**

The current Government Road Safety Strategy 2010 has targets to reduce road deaths to no more than 300 and hospitalisations to 2,200 per annum by 2010. Our actual performance to date will not achieve these targets. New Zealand has focussed on enforcement and education as the corner stone of improving road safety, whereas other countries, particularly Europe have taken the engineering approach.

The Ministry of Transport has recently consulted on a new road safety strategy, 'Safer Journeys 2020'. This discussion document outlines many initiatives in all areas, including road rule and legislation changes. This document also includes for the first

time, a vision which is “a safe road system that is increasingly free of road deaths and serious injuries”. This vision aligns with the South Canterbury road safety vision of no fatal or injury crashes on our roads. A new approach is also proposed described as a system approach. This aims to achieve synergy between safer road users, safer vehicles, safer travel speeds and safer roads and roadsides.

### **Funding Implications**

New Zealand Transport Agency has reduced financial assistance for road safety in favour of improvements to roads of national significance. Therefore, a more targeted use of the available funding is required and decisions must be made where our efforts are best focussed.

Our Road Safety Coordinator works on a South Canterbury basis, with Waimate and Mackenzie District Councils contributing to the local cost of this activity.

### **Conclusion**

The success in achieving safer roads and reducing the road toll is operating in a cooperative way. It has been the joint efforts of education, engineering and enforcement, represented by many different agencies, that has impacted on past outcomes. This cooperative approach that must continue coupled with some significant initiatives to make our roads and our communities safer.

### **Recommendation**

**That the District Services Committee note the road safety initiatives presented.**

**DISTRICT SERVICES COMMITTEE**  
**FOR THE MEETING OF 20 OCTOBER 2009**

**Report for Agenda Item No 8**

**Prepared by - Ashley Harper/Grant Hall**  
**District Services Manager/Drainage and Water Manager**

**Wastewater Disposal Resource Consent Application (File S1/10/2)**

---

**Purpose of Report**

To enable the District Services Committee to review and confirm the proposed concept for the Wastewater Disposal Resource Consent Application.

**Background**

Council's Wastewater Treatment and Disposal Strategy provides, among other items, for the discharge of treated wastewater effluent via the existing ocean outfall 3km north of the Wastewater Treatment Plant.

Prior to discharge, the domestic and industrial discharges are to be separated and treated independently. The main trunk sewer renewal work (George Street to Aorangi Road) incorporates dual pipelines.

Resource Consents and a Land Use Consent are now held for domestic and possible industrial wastewater treatment at Aorangi Road.

The existing resource consent for the disposal of effluent via the existing outfall expires in December 2010 and an application for the renewal of the consent is to be made in late 2009. This will ensure that the existing use of the ocean outfall can continue until the new resource is issued and any appeals settled.

CH<sub>2</sub>M Beca has been preparing the Assessment of Environmental Effects (AEE) and arranging for research, field investigations, and modelling in order to make the consent application. Mr Humphrey Archer of Beca will make a presentation to the meeting on the AEE.

A consent duration of 35 years will be sought, this being the maximum under the Resource Management Act.

The conclusion from all this work, given the predicted lack of significant effects of the discharge on the environment and considering the remote and inaccessible nature of the ocean outfall site resulting in adequate separation of the discharge from public activities, is that a staged treatment upgrade is proposed.

The preferred Stage One treatment upgrade consists of completion of installation of separate pipes for domestic and industrial flows, installation of new domestic screens, and treatment of screened domestic wastewater in primary oxidation ponds followed by

maturation ponds and wetland cells. Industrial flows would continue receiving milliscreen treatment.

Stage One is programmed for completion within approximately three years.

While Timaru District Council is committed to a process of continuous improvement in effluent quality, a programme for further centralised treatment of the industrial wastewater flows has not been determined at this stage. The need for significant expenditure on further treatment will depend on the performance of the Stage One treatment upgrading, future initiatives from industry to reduce trade waste loads, as well as community expectations. Before committing to further centralised treatment at Aorangi Road, Timaru District Council proposes to monitor the performance of the Stage One upgrade and continue to work closely with industry in respect of future reductions in trade waste flows and loads at source.

Compliance with Timaru District Council Trade Waste Consent requirements will be necessary for industrial dischargers, and a review of the trade waste charging system is also being conducted which places a greater degree of responsibility on industry for their wastes. Trade waste charges need to be consistent with other New Zealand centres as significant inconsistencies may result in the relocation of some major industries to areas with lower charges which would not be desirable for Timaru.

The broad philosophy for the development of Consent conditions, following the Stage One upgrade, consists of extensive and regular monitoring of treated separated domestic and industrial wastewater, and the receiving environment (benethic surveys and shoreline monitoring at the outfall).

It is also proposed to carry out a review of Stage One treatment performance, industry pre-treatment and re-use initiatives, technological advances in wastewater treatment, trends in wastewater treatment, and disposal in New Zealand and overseas, timed to commence in Year 16 after the completion of the Stage One upgrade. The main purpose of the review will be to determine the environmental improvements resulting from the Stage One upgrade, and assess industry initiatives to reduce flows and loads received at the Milliscreen. The need to install a centralised facility for treatment of industrial flows will be assessed, in consultation with key stakeholders, following the completion of the review.

### **Identification of Relevant Legislation, Council Policy and Plans**

Wastewater Treatment and Disposal Strategy

LTCCP 2009-19

### **Assessment of Significance**

This matter is not deemed significant under the Council's Significance Policy, however, the potential impacts of not adopting the recommendations contained in this report are potentially financially significant to Council.

### **Consultation**

Over the last eleven years extensive consultation via the Wastewater Working Party has been carried out.

More recently, consultation with the Wastewater Liaison Group (WLG) and individual and collective consultation with all the major industrial dischargers has been undertaken. The WLG and the major industrial dischargers support the proposed wastewater treatment and discharge concept.

### **Other Considerations**

The approval of the proposed concept will require full compliance with the Timaru District Council Bylaw provisions relating to effluent discharges to Council's sewer system, as well as Timaru District Council requirements relating to paying Trade Waste Discharge Costs.

A stricter approach will be essential for all non complying discharges in order for Council to be certain of compliance with Resource Consent conditions likely to be imposed by ECan.

### **Funding Implications**

The funding implications to Council should the conclusion and recommendations of this report not be approved are huge. Capital expenditure by Council of a minimum of \$40 to \$50 million plus individual industrial dischargers upgrading costs are significant and could potentially compromise Council's financial viability.

The potential annual operating costs of secondary and/or tertiary industrial wastewater treatments, including energy, chemicals, and staffing, are large and probably unsustainable for users.

### **Conclusion**

The Assessment of Environmental Effects, including the research, investigations, and modelling, have shown that the potential effects on the ocean from the wastewater discharge resulting from domestic wastewater treatment via oxidation ponds and industrial wastewater treatment via milliscreening, will be no more than minor. Extensive consultation has not raised any fundamental concerns with the proposal. The financial impositions of **not** supporting the wastewater treatment and disposal scenario are significant.

### **Recommendation**

**That the Wastewater Disposal Resource Consent Application proceed on the basis of:**

- 1 Domestic Wastewater Treatment is via Screening, Oxidation Ponds, Maturation Ponds, and Wetlands.**
- 2 Industrial Wastewater Treatment is via Milliscreening.**
- 3 A term of 35 years.**
- 4 Regular comprehensive monitoring.**
- 5 A major reassessment at 16 years (2028).**
- 6 Full compliance by industrial dischargers with Timaru District Council requirements.**