



AGENDA

Infrastructure Committee Meeting Tuesday, 6 September 2022

Date Tuesday, 6 September 2022

Time following the Environmental Services Committee

Location Council Chamber
Timaru District Council Building
2 King George Place
Timaru

File Reference 1524092

Timaru District Council

Notice is hereby given that a meeting of the Infrastructure Committee will be held in the Council Chamber, Timaru District Council Building, 2 King George Place, Timaru, on Tuesday 6 September 2022, at the conclusion of the Environmental Services Committee meeting.

Infrastructure Committee Members

Sally Parker (Chairperson), Paddy O'Reilly (Deputy Chairperson), Steve Wills, Allan Booth, Peter Burt, Barbara Gilchrist, Richard Lyon, Gavin Oliver, Stu Piddington and Mayor Nigel Bowen

Quorum – no less than 2 members

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.

Andrew Dixon
Group Manager Infrastructure

Order Of Business

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- 1 Apologies**
- 2 Identification of Items of Urgent Business**
- 3 Identification of Matters of a Minor Nature**
- 4 Declaration of Conflicts of Interest**
- 5 Chairperson's Report**

6 Confirmation of Minutes

6.1 Minutes of the Infrastructure Committee Meeting held on 26 July 2022

Author: Claire Copeland, Executive Assistant Environmental Services

Recommendation

That the Minutes of the Infrastructure Committee Meeting held on 26 July 2022 be confirmed as a true and correct record of that meeting and that the Chairperson's electronic signature be attached.

Attachments

- 1. Minutes of the Infrastructure Committee Meeting held on 26 July 2022**



MINUTES

Infrastructure Committee Meeting Tuesday, 26 July 2022

Ref: 1524092

**Minutes of Timaru District Council
Infrastructure Committee Meeting
Held in the Council Chamber, Timaru District Council Building, 2 King George Place, Timaru
on Tuesday, 26 July 2022 following the Environmental Services Committee**

Present: Sally Parker (Chairperson), Paddy O'Reilly (Deputy Chairperson), Mayor Nigel Bowen, Cr Steve Wills, Cr Allan Booth, Cr Peter Burt, Cr Richard Lyon, Cr Gavin Oliver, Cr Stu Piddington

In Attendance: Bede Carran (Chief Executive), Paul Cooper (Group Manager Environmental Services), Andrew Dixon (Group Manager Infrastructure), Beth Stewart-Wright (Director User Experience & Community Engagement), Jason Rivett (Acting Group Manager Commercial & Strategy), Hamish Barrell (District Planning Manager), Philip Howe (Museum Director), Eric Barnes (Acting Group Manager Recreation & Cultural Services) Michelle Bunt (Water Services Community Engagement Officer) Grant Hall (Drainage & Water Manager) Claire Copeland (Executive Assistant Environmental Services).

1 Apologies

Apology

Resolution 2022/10

Moved: Cr Steve Wills

Seconded: Cr Gavin Oliver

That apologies received from Cr Barbara Gilchrist and Cr Peter Burt be received and accepted.

Carried

2 Identification of Items of Urgent Business

No items of urgent business were received

3 Identification of Matters of a Minor Nature

- Current Water Situation
- Micro Filtration
- Update on the Ecan report on manganese found in the water

4 Declaration of Conflicts of Interest

No conflicts of interest were declared.

5 Chairperson's Report

5.1 Chairperson's Report

An acknowledgment of appreciation was extended to the team that staffed the Emergency Operations Centre in regards to previous week's weather event. It was a well-co-ordinated response, the communication was excellent and the work greatly appreciated.

The Chairperson noted they had attended the following:

- My Way Public transport meeting update
- Streets for people Proposal workshop
- Aorangi Stadium Trust meeting
- Timaru City Town update
- Meeting with Group Manager Andrew Dixon
- Tenders and procurement meeting

Resolution 2022/11

Moved: Cr Sally Parker

Seconded: Cr Paddy O'Reilly

That the Chairpersons report be received and noted.

Carried

6 Confirmation of Minutes

6.1 Minutes of the Infrastructure Committee Meeting held on 14 June 2022

That the Minutes of the Infrastructure Committee Meeting held on 14 June 2022 be confirmed as a true and correct record of that meeting and that the Chairperson's electronic signature be attached.

Resolution 2022/12

Moved: Cr Sally Parker

Seconded: Mayor Nigel Bowen

That the Minutes of the Infrastructure Committee Meeting held 14 June 2022 be confirmed as a true and correct record of that meeting and that the Chairperson's electronic signature be attached.

Carried

7 Reports

7.1 Seadown Water Scheme Improvements

The report provided an update on progress following the identification of options for the improvement of the Seadown Water Supply Scheme and included feedback received through community engagement.

The three types of connections on the Seadown scheme are stock troughs, tanks that are restricted and tanks that are not restricted. The survey and feedback indicated users are in generally satisfied with the scheme, the feedback has been on matters such as water pressure and that a majority of the scheme users support a trickle feed system. The Council proposal is a reconfiguration of the scheme over an extended period to a fully trickle fed tank system similar to the Downlands and the Te Moana scheme.

Of the connections that are in place there are some with a high risk of back flow, Council officers are working with owners to facilitate the removable of these systems and implement the trickle feed system, which will all but eliminate the back flow risk. The time frame of 10 to 30 years has been allowed to maximise investment made in equipment to its full use.

Council officers noted the back flow issue and in the short term are working with the owners to disconnect any pipes with a potential back flow issues and educate users. Disconnection is not permissible for reasons of public health issue. The scheme is currently ultra violet light (UV) treated and chlorinated.

Resolution 2022/13

Moved: Cr Steve Wills

Seconded: Cr Allan Booth

That the Infrastructure Committee approve the

1. Development of a Seadown Water Supply Long Term Management Strategy on the basis as proposed in this report
2. Establishment of a Seadown Water Supply Users' Liaison Group
3. Development of a Seadown Water Supply policy document or similar.

Carried

8 Consideration of Urgent Business Items

No items of urgent business were received

9 Consideration of Minor Nature Matters

9.1 Consideration of Minor Nature Matters

Update of the Current Water Situation

The Drainage and Water Manager provided an update on Timaru urban water supply, and as of 9.30 am storage was at 50% and climbing. Water takes from both the Pareora and the Opihi had

been at maximum levels since Sunday morning which was providing inflows of approximately 36 M/l (mega litres) per day, and demand since Sunday has been around 18 M/l per day.

Micro Filtration

Micro filtration – Downlands water scheme with the newly commissioned micro filtration plant at Te Ana Wai has gone exceedingly well with no reported issues.

Council officers are meeting with suppliers of the Downlands microfiltration plant to discuss treatment of the drinking water for Timaru. There is a lead time of 9 to 12 months and officers signalled a likely cost increase for the plant and its installation.

Update of manganese found in the water

Environment Canterbury had contacted Council Officers regarding the manganese discolouration and a report is expected shortly. Council would be commissioning an independent review. Officers signalled they had advised ECan officers the matter would be discussed in an open meeting.

The Meeting closed at 10:56am

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Sally Parker

Chairperson

7 Reports

7.1 July 2022 Emergency Event Funding Application

Author: Susannah Ratahi, Land Transport Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That the Council share of the cost of road infrastructure recovery from the July 2022 flood event of up to \$1,225,000 excluding GST to be funded from the Council Disaster Relief fund.

Purpose of Report

- 1 To consider options and confirm how the road infrastructure initial response and recovery damage repairs from the series of Flood Events that occurred over the Timaru District throughout the extreme rainfall in July 2022 are to be funded.

Assessment of Significance

- 2 This project has medium significance under the Council's Significance and Engagement Policy given the financial impact of the event and the extent of the affected residents.

Background

- 3 Several rural communities across the Timaru District were affected by the high rainfall and flooding event that began on Monday 18 July 2022. This started as a North Westerly strong wind and rain event, turning easterly on Monday 25 July until Wednesday 27 July. The event included prolonged periods of heavy rain. This stretched the capacity of several rivers resulting in surface flooding that damaged roads and river protection infrastructure.
- 4 The response to this event was supported by Emergency Operations Centre (EOC) and response agency activation, and volunteer community support. The local Declaration of a State of Emergency for Pleasant Point – Temuka Ward was issued for a seven-day period beginning Wednesday 20 July at 2220 hrs. This was transitioned to Recovery on Wednesday 27 July at 1630 hrs.
- 5 Multiple road closures occurred due to significant surface flooding, including state highways, and local urban and rural roads. The widespread surface flooding throughout the event caused damage across the road network. Approximately 200km of roads were damaged by the flooding. This significant road infrastructure damage requires on-going work and repairs.
- 6 In addition there was some bridge damage of foothill stream bridges, plus the catchments of the Opihi, Orari and Temuka rivers. An assessment of approximately 150 bridges affected is ongoing.

Discussion

- 7 The costs associated with the storm event were related to two phases, the initial response during the event and the recovery repairs after the event.

- 8 The initial first response included ensuring road safety through closing roads that were impassable, road flooding advisory signs, clearing blocked road culverts and drains, roving inspections of the network identifying issues, ensuring a prompt response and reporting including identifying the damage for repair. The cost of this initial response is expected to be approximately \$500,000 excluding GST.
- 9 The recovery involving the repair of road infrastructure damage has been estimated to cost \$2,000,000 excluding GST. Some initial repairs have been completed to get roads open to traffic but many are temporary in nature and further work is required to achieve a longer term solution.
- 10 The extensive damage was generally scouring of roads, slips and clearing of bridges from tree debris within the river network. There was also significant scouring damage on the Rangitata Gorge Road from high rainfall. There is no insurance cover for road infrastructure assets. However, Waka Kotahi (NZ Transport Agency - NZTA) will provide financial assistance for the additional unanticipated and unbudgeted costs.
- 11 The Financial Assistance Rate (FAR) is based on the value of the emergency works. Based on the anticipated \$2.5 million emergency works repair cost the FAR would be 51%. This requires a local Council share of \$1,225,000.
- 12 NZTA representatives have not yet inspected the Council road damage from the flood event, due to resourcing constraints, but they have been notified of the damage. Officers consider it likely that Council's request for emergency works funding will be approved.
- 13 The repair/recovery work is being carried out under the road maintenance contract. A significant portion of the work has been completed to provide vehicle access to properties.
- 14 The repairs are planned to be completed over the next six months with some remaining temporary repairs as some water continues to flow from springs and seepage through river bunds.
- 15 When determining the repairs from the significant rain event damage future resilience improvements are incorporated in the repair design where appropriate.

Options and Preferred Option

- 16 Three options have been identified to fund the Timaru District Council local share portion of the road infrastructure initial response and the repair work.
- 17 Option 1 is to fund the extraordinary expenditure associated with the District Wide July 2022 event from Council Disaster Relief fund. This would allow the normal programmed road maintenance and renewals to continue and maintain the current level of service for the 2022/23 annual plan year. There is resource available to deliver both the recovery works and the planned road maintenance and renewals programme. This is the preferred option.
- 18 Option 2 is to fund the extraordinary expenditure from current road maintenance budgets. To manage the cost of the emergency event within existing budgets would require a significant reduction in the maintenance and subsequently the level of service of roads, particularly on low volume rural and urban roads. If this option was chosen there would be no additional financial assistance from NZTA as existing allocations will be used. Given the commitments and expenditure to date the costs of this additional emergency works cannot be fully accommodated in current budgets without significant impact on the level of service that would remain for many years after. This option is not recommended.

- 19 Option 3 is a hybrid option where the required recovery funding is partially managed within current approved budgets and the remainder is funded through the Disaster Relief fund. This option would require further investigation to assess the impact on the level of service as planned works would need to be deferred. This option is not recommended.

Consultation

- 20 Consultation would not be required should adequate funding be provided to enable the recovery of the roads to be generally reinstated to existing levels of service.
- 21 If the funding of the recovery is to be managed fully or partially within existing approved budgets, which is likely to reduce the level of service, community engagement should be undertaken to inform of users of this outcome.

Relevant Legislation, Council Policy and Plans

- 22 Land Transport Management Act 2003. This is the legislation that determines financial assistance from NZTA.
- 23 Timaru District Long Term Plan and Annual Plan that outline current funding budgets and levels of service.
- 24 Local Government Act 1974 – This legislation provides Council the authority to maintain roads.
- 25 Council Disaster Relief fund policy that provides funding “for the replacement of infrastructure assets in the event of a natural disaster.” This fund is maintained by an annual allocation from rates.

Financial and Funding Implications

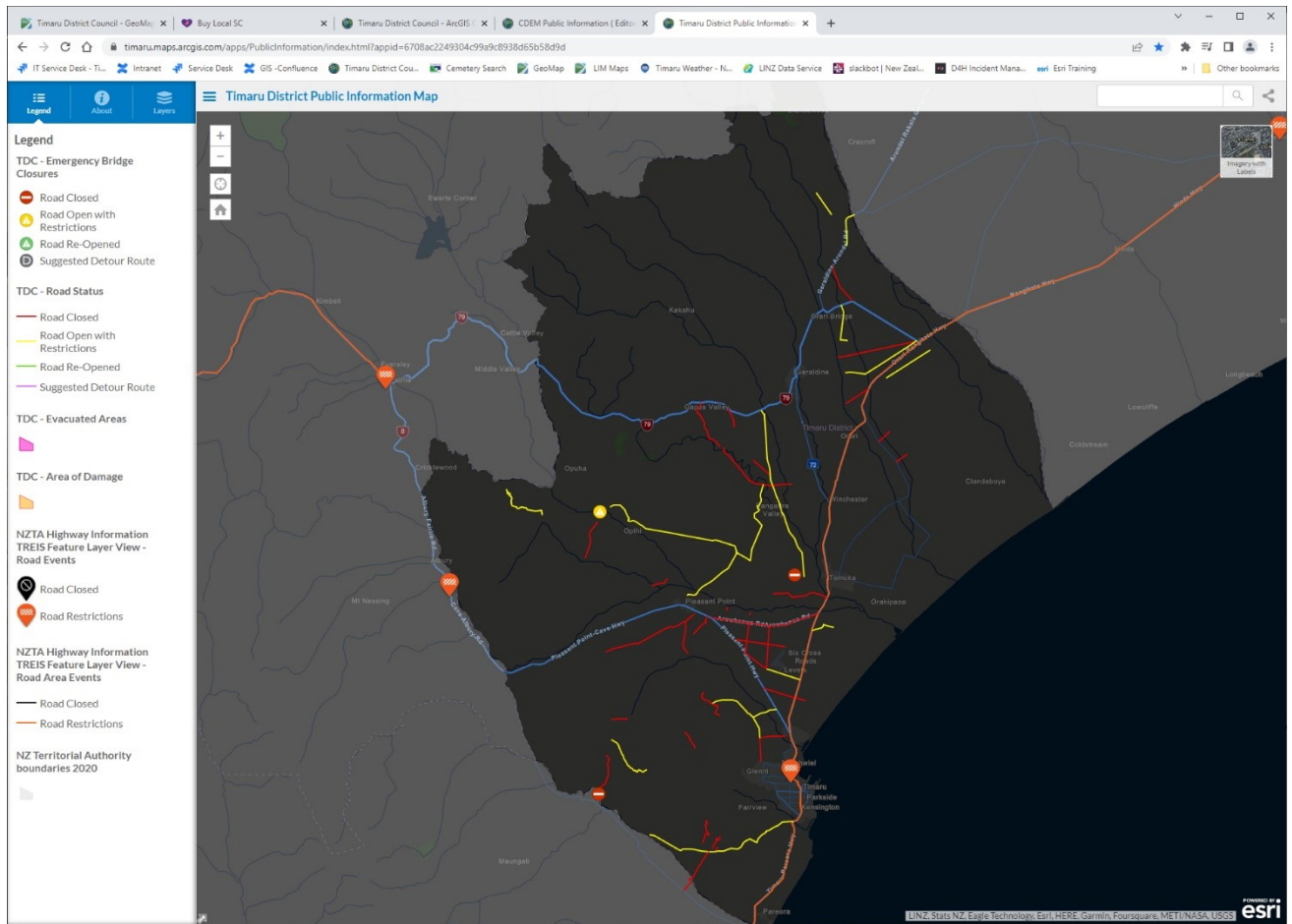
- 26 The Disaster Relief fund currently has a balance of \$2,729,000 as at 1 July 2022. The concept of this fund is to ensure there is funding available for the recovery costs of significant natural events. The funding requested from this fund for the road recovery is \$1,225,000 excluding GST.
- 27 Officers note that the fund to date has been sufficient to meet the appropriation requests. However, the increasing frequency and intensity of weather events indicates that at the next Long Term Plan consideration may be needed as to what constitutes an appropriate level of funding may be required.

Other Considerations

- 28 With the increasing frequency of extreme weather events being experienced by the District the Disaster relief fund reserves are reducing to levels that are unsustainable in the future. The funding of this Disaster Relief fund should be reviewed as part of the next Long Term Plan development.

Attachments

1. Road Map Example  



7.2 Airport Upgrade Update

Author: Andrew Dixon, Group Manager Infrastructure

Authoriser: Bede Carran, Chief Executive

Recommendation

That the Infrastructure Committee confirms support for the proposal to extend the existing passenger terminal at Timaru Richard Pearse Airport to meet future requirements and the proposed demolition of the observation tower, subject to further consultation.

Purpose of Report

- 1 To provide an update on the Airport Terminal design and seek support for the direction being taken.

Assessment of Significance

- 2 This matter is considered of low significance in terms of the Timaru District Council Significance and Engagement policy as the airport terminal extension project is identified as an approved project in the Long Term Plan.
- 3 There will be an interest in the demolition of the observation tower from a sector of the Aviation Heritage community and further engagement with them is proposed.

Background

- 4 The terminal building is currently at peak capacity during times of high demand. There is a need to future proof the terminal for operational capacity and to develop the infrastructure to support the continuation of scheduled flight services to and from Timaru. These services are essential to provide effective air transport links for our community, business and tourism growth.
- 5 The terminal had a refresh to upgrade the experience of passengers at Timaru Richard Pearse Airport. This was completed in November 2018. During the construction phase, Air New Zealand increased the aircraft capacity size from a 19 seat passenger aircraft to a 50 seat passenger aircraft for the scheduled flights. Subsequent to this increase in flight passenger capacity, the facilities at the airport put Council at risk of being outside accepted standards for spatial requirements in airport design.
- 6 At times, particularly the late morning flights when aircraft are near capacity, the number of people in the airport terminal building – passengers, visitors, staff and air crew – is nearing the maximum number of people in the terminal building permitted under the building warrant of fitness, which is 128 people.
- 7 There are other key drivers that must be considered when considering the terminal upgrade. These are outlined in the following paragraphs.
- 8 Business travel opportunities: Air New Zealand have stated that the customer demographic for their services is heavily weighted to business travel and frequently we have requests for

meeting rooms to conduct business. At present, customers are having to wait until after all passengers have left the terminal and the meetings conducted inside the waiting area. The industry norm across 95% of other terminals in the domestic network is to have dedicated meeting room facilities for this purpose. This is also a potential additional revenue stream for the airport.

- 9 Tourism travel opportunities: As outlined in the draft Tourism Destination Plan, the airport is a central hub to this being successful. The extended terminal presents a critical “first impression” opportunity whereby the visitor experience is curated as a memorable one. An engaging and positive initial impression can set the right tone for customer travel, presenting Timaru as a key gateway to access the wider Timaru and South Canterbury areas.
- 10 Future capacity: With present infrastructure, Timaru Richard Pearse Airport will not be able to efficiently and safely manage any future growth. Therefore, we are limited to the flight capacity we have at present. As the airport is a strategic asset and continuity of service plays a major factor in consumer’s choice, upgrades are necessary to ensure the airport has the appropriate infrastructure to meet the needs of the district and consumer preferences. Furthermore, as Air New Zealand is a customer of the airport, the infrastructure is required to be in place to support any future expanded services.
- 11 Aviation Security: Aviation security standards are increasing in response to recent domestic events and the changing expectations of the travelling public for assurance around security standards. There are already discussions in place regarding regional airports requiring passenger screening to increase security. The Ministry of Transport have already indicated that money would be available to install the required facilities, but at present the terminal does not have enough space to house this equipment.
- 12 Related to aviation security is the desire for Air New Zealand to separate passenger arrivals and departures, alongside new requirements to ensure aircrew are isolated. Current infrastructure means that there is no separation, or capacity to provide separation, between arrivals, departures and air crew.
- 13 Furthermore, Air New Zealand have requested that ground crew and airside equipment are to be separated and therefore more space is required. The additional space would be subject to a commercial lease.

Discussion

- 14 It is proposed that the existing airport terminal is extended to the south. Concept plans are shown in Attachment 1. This provides sufficient floor space for future improvements and meet the needs of growth including larger aircraft.
- 15 It is proposed that a staged approach is taken in regard to internal fit-out requirements. With Ministry of Transport potentially funding the Aviation Security Service (AVSEC) works, and Air New Zealand responsible for any works involving its infrastructure, the expectation is that airport would not be required to fund the complete extension. The airport is looking at the following staged approach:
 - Stage 1 and 2 – Build structure (highlighted as Stage 1 & 2 on drawings and fit out with carpet and furniture), extending the footprint of the existing waiting area. This includes an addition of 2 extra toilets to comply with building code. All other fixtures in the building remain as per the present layout. (Air New Zealand check-in counters, baggage claim etc.)

- Stage 3 – When AVSEC passenger screening is introduced, carry out stage 3 including the Air New Zealand refit. Continue roofline over existing terminal.
- Stage 4 – fit out mezzanine floor with viewing platform and office space.

16 The current terminal has weather tightness issues and with the addition of the roof line over this in stage 3, this will prevent those issues reoccurring.

Options and Preferred Option

17 Option 1 is to extend the Airport terminal building in accordance with the Long Term Plan ensuring the extension floor area will meet potential future demands and level of service. This option will require the demolition of the former airport observation tower. This is the preferred option.

18 Option 2 is to extend the Airport terminal building in accordance with the Long Term Plan to meet current requirements only and minimise the additional floor area. This option is not recommended as it does not allow for future growth of increased service levels.

19 Option 3 is build a new terminal. There is insufficient funding in the Long Term Plan or Annual Plan budgets for this option. In addition the logistical issues to achieve this would be significant and it is not recommended.

20 Option 3 is maintain status quo and not undertake an airport terminal extension. There is a risk of Timaru Airport losing scheduled flight services with this option and is not recommended.

Consultation

21 The concept drawings of the proposed airport terminal extension have been discussed with Air New Zealand to ensure future needs are met.

22 The terminal extension concepts have also been presented to the airport users group at a meeting on 12 May 2022 and there was general support for the concept design.

23 The extension footprint requires the former flight observation tower to be demolished. This building is currently used by the Timaru Heritage Aviation Society which is in close proximity to the museum building. The building is used for society meetings, storage and lunch room. The current lease has expired. It should be noted that this building contains asbestos and is registered on the Council's hazard register. The asbestos is currently contained by paint work.

24 An alternative premises at the airport has been offered to this group. In addition we have also suggested that the mezzanine floor of the proposed airport terminal extension is open for the Aviation Heritage Society use and can accommodate displays and also preserves the airport view.

25 A few members of the Historic Aviation Society oppose the demolition and claim it has historic significance. It is not a Heritage New Zealand listed structure and was constructed by the Ministry of Transport when Timaru Airport operated with an airport traffic controller. Further consultation is proposed prior to any demolition.

Relevant Legislation, Council Policy and Plans

26 Timaru District Council Long Term Plan 2021-31

27 Timaru District Annual Plan 2022-23

28 Civil Aviation Act 1990

Financial and Funding Implications

- 29 The proposed airport terminal extension has \$1,718,000 funding allocated in the Annual Plan 2022/23.
- 30 Given the current construction cost increases being experienced it is possible that additional funding may be required to complete the preferred option. This may be funded from carrying forward the \$800,000 savings on the runway resurfacing and apron extension project in the 2021/22 financial year.

Other Considerations

- 31 The Airport Apron extension has been completed. This now allows two aircraft (up to 70 seats) to park and access the terminal through two gates.
- 32 The extension of the airport runway is programmed in the Long Term Plan for 2026-27.

Attachments

1. **Timaru Airport Departure Extension - concept drawings** [↓](#) 

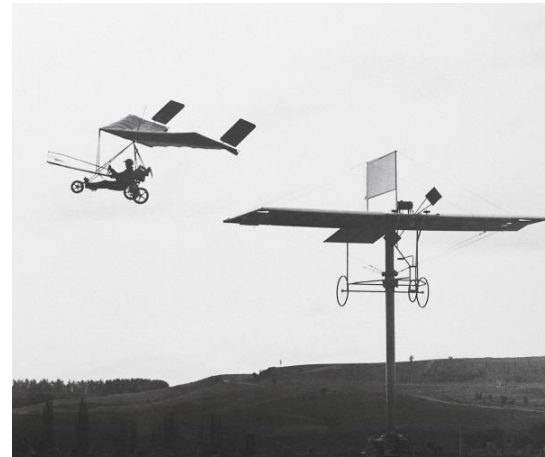


10 Royal Arcade Timaru | 03 684 7918 | admin@nbarchitects.co.nz

Richard Pearse Airport Extension

Falvey Road, Levels, Timaru

Concept Design - March 2022



PROPOSED DEPARTURES EXTENSION

RICHARD PEARSE AIRPORT TIMARU

BRIEF

It is proposed to extend the existing building to the west with new check-in and departure facilities on the ground floor. The existing building will then be used for flight arrival activities. The upper floor will incorporate a public viewing gallery, staff offices, additional toilets, and a business hub for meetings and conferences. A future Air New Zealand Koru lounge location should also be considered.

Additional storage facilities are to be added to the eastern end of the existing building.

ARCHITECTURAL LANGUAGE

The extension to the west continues the materiality and stretches the linear form of the existing building. The horizontal nature of the proposal is broken by the strong vertical pop-up roof that provides a visual anchor to the building as you approach the building along Richard Pearse Drive.

The proposed extension will be a major gateway to the south canterbury district and as such the building should reference its South Canterbury location.

An abstract linear screen identifies and folds itself across the new departures land side entrance allowing sunlight shadows to be cast to reveal the subtleties of the façade. Without being directly literal the folded screen is designed to evoke elements of the South Canterbury landscape. These could include:

- The curved sweep of the bays and lakes with the mountains in the background.
- the rolling downlands with the backdrop of hills.
- the shelter of rock art caves.
- the jagged pinnacles of the clay (loess) cliffs of Omarama.
- An abstract lighthouse on top of weathered coastal clay cliffs.

Ultimately though, it will be up to the viewer to read their own meaning in the abstract façade.

There is a strong visual connection through building from landside to airside. The interior is to be as open as possible to facilitate this connection.

The entire runway is visible from public areas, and this should include the aircraft take-off position at the south end of the runway.

The north side facing the runway and Canterbury Plains are extensively glazed and shelter below a large linear cantilevered wing-like roof. The upper floor also cantilevers beyond the north side of the ground floor. Richard Pearse's original plane design is referenced by exposed glulam timber primary structure to the building that extends out to support the overhanging roof. The upper floor is punctuated by double height spaces through the centre of the building that facilitate connection between floor levels and allow light to penetrate deep into the building.

Environmentally sustainable design considerations include the use of photovoltaic solar panels on the roof and the use of sustainable building products (XLAM cross laminated and/or glue laminated timber products as the primary structure).



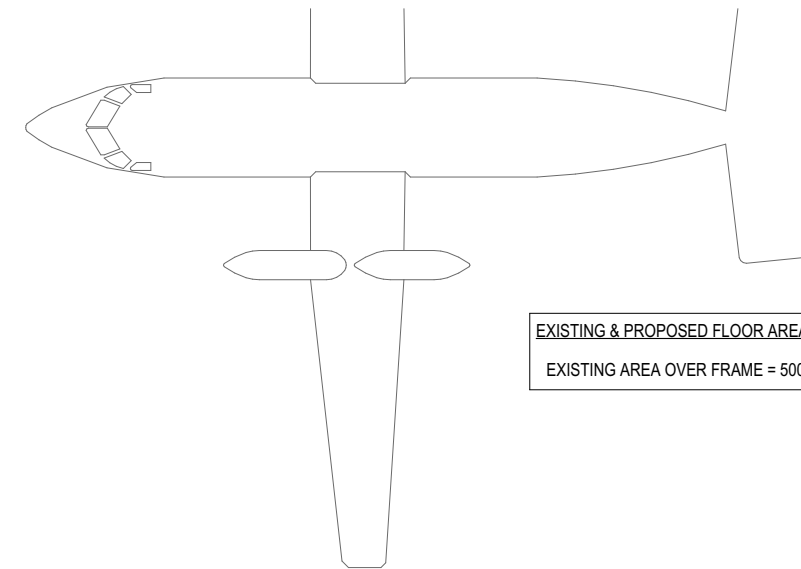


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Richard Pearse Airport Extension

Falvey Road, Levels, Timaru

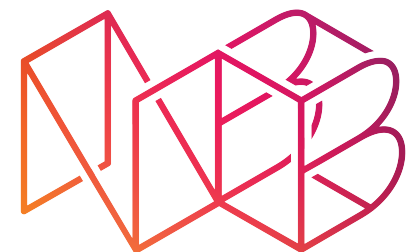
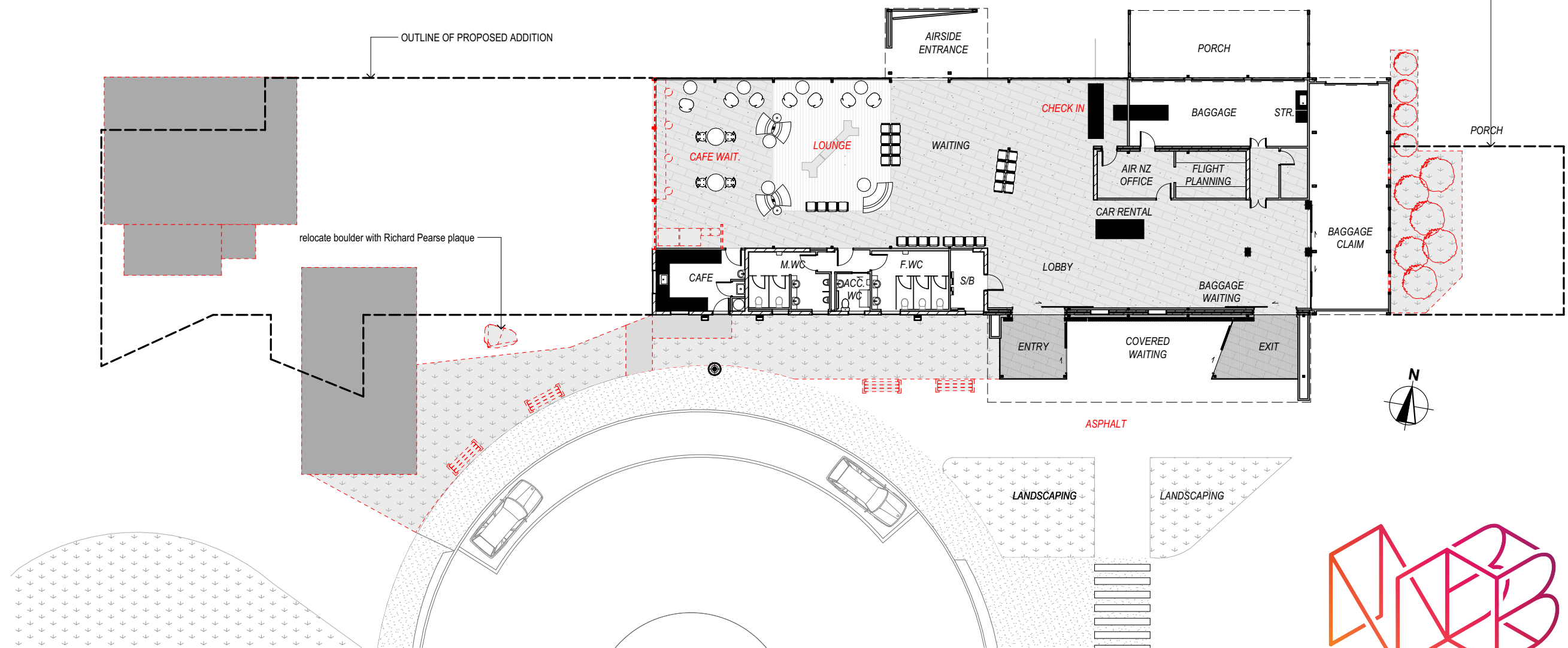
Concept Design - March 2022



EXISTING & PROPOSED FLOOR AREAS
EXISTING AREA OVER FRAME = 500 m²

EXISTING AREA OVER FRAME = 500 m²

OUTLINE OF PROPOSED ADDITION



Existing Floor Plan
Scale 1:200



Richard Pearse Airport Extension

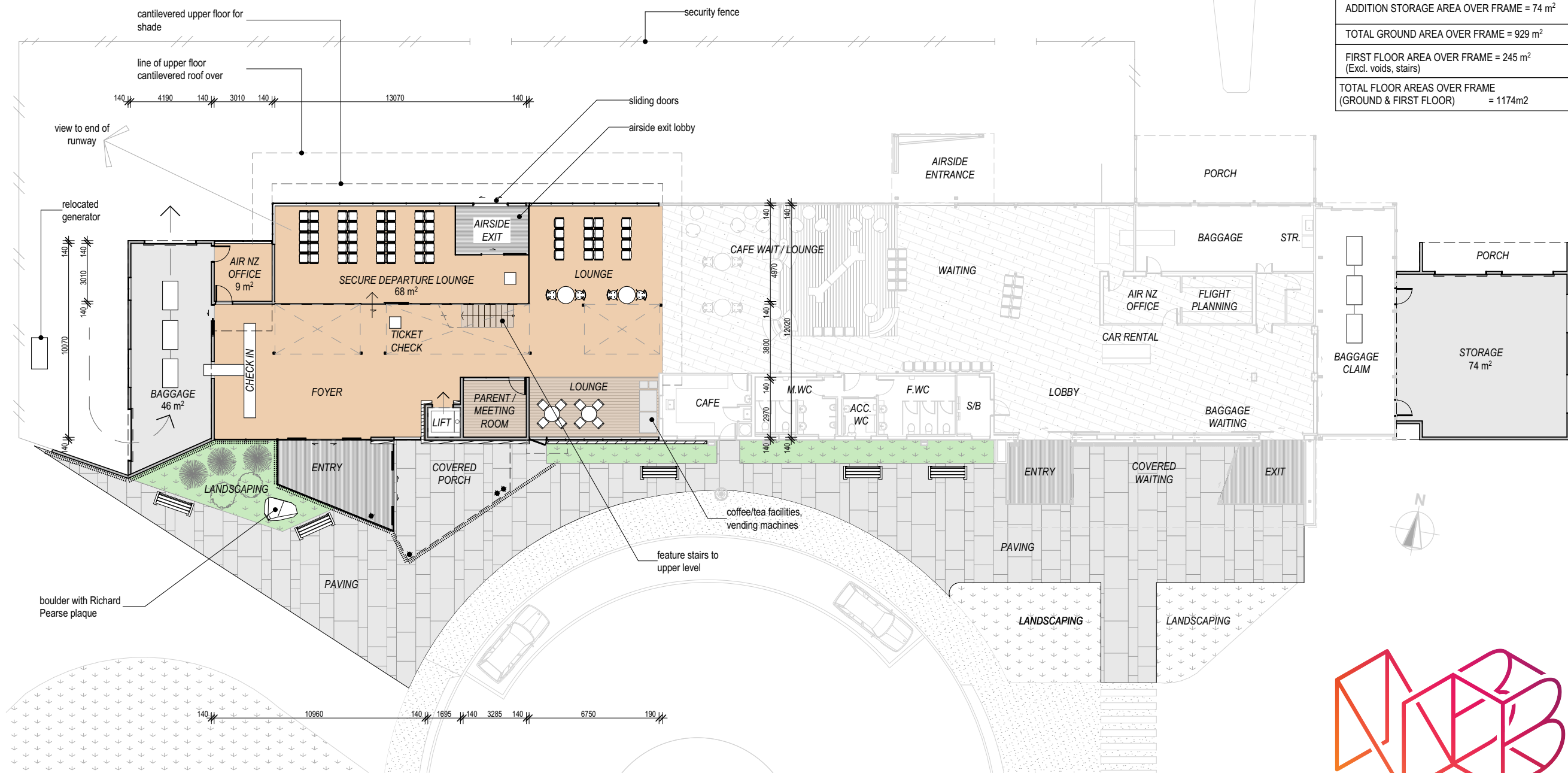
Falvey Road, Levels, Timaru

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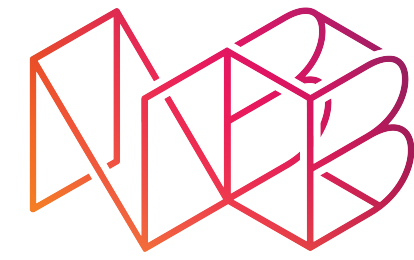
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EXISTING & PROPOSED FLOOR AREAS	
EXISTING AREA OVER FRAME	= 500 m ²
ADDITION (WEST) AREA OVER FRAME	= 350 m ²
ADDITION STORAGE AREA OVER FRAME	= 74 m ²
TOTAL GROUND AREA OVER FRAME	= 929 m²
FIRST FLOOR AREA OVER FRAME (Excl. voids, stairs)	= 245 m ²
TOTAL FLOOR AREAS OVER FRAME (GROUND & FIRST FLOOR)	= 1174m²



Proposed Ground Floor
Scale 1:200



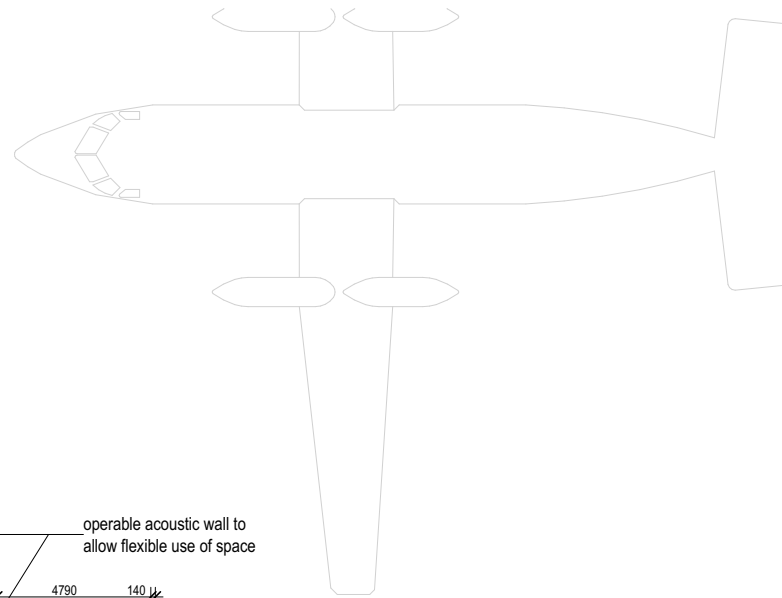


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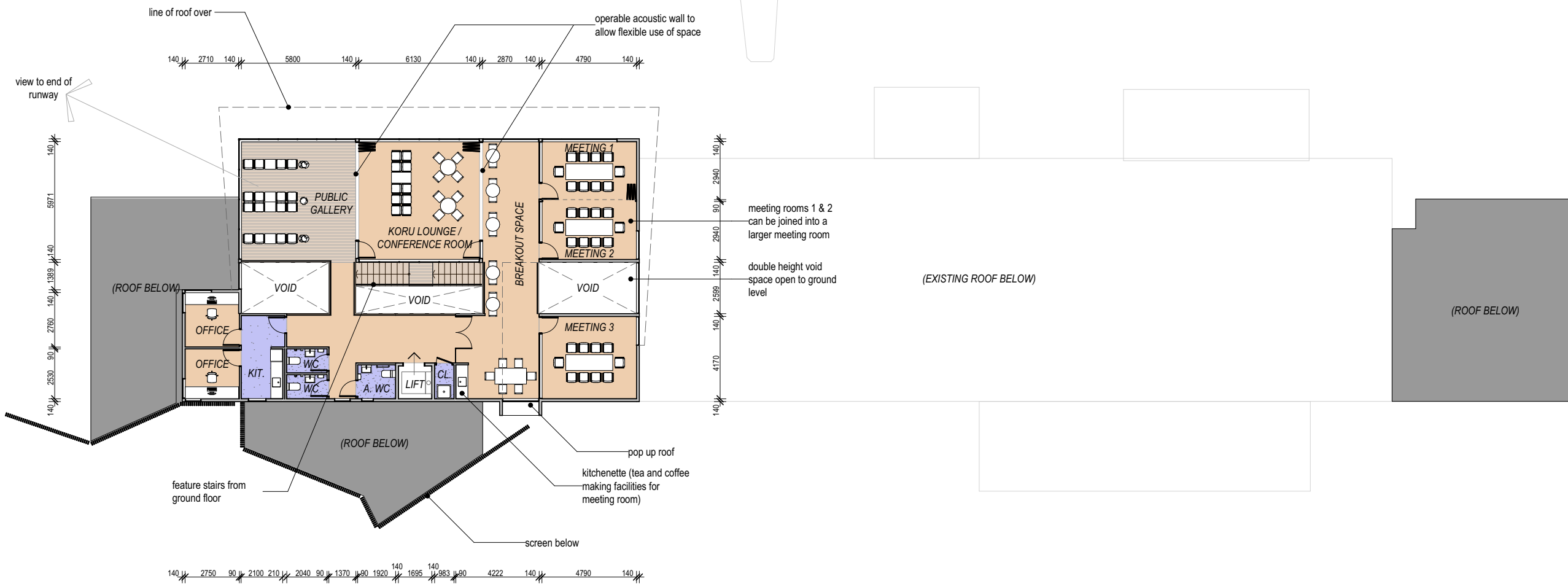
Richard Pearse Airport Extension

Falvey Road, Levels, Timaru

Concept Design - March 2022



PROPOSED FLOOR AREA
 FIRST FLOOR AREA OVER FRAME = 245 m²
 (Excl. voids, stairs)



Proposed First Floor
 Scale 1:200



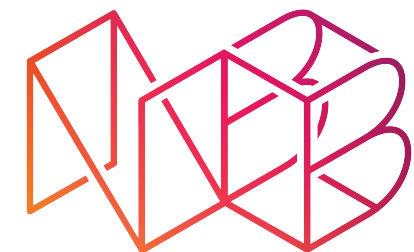
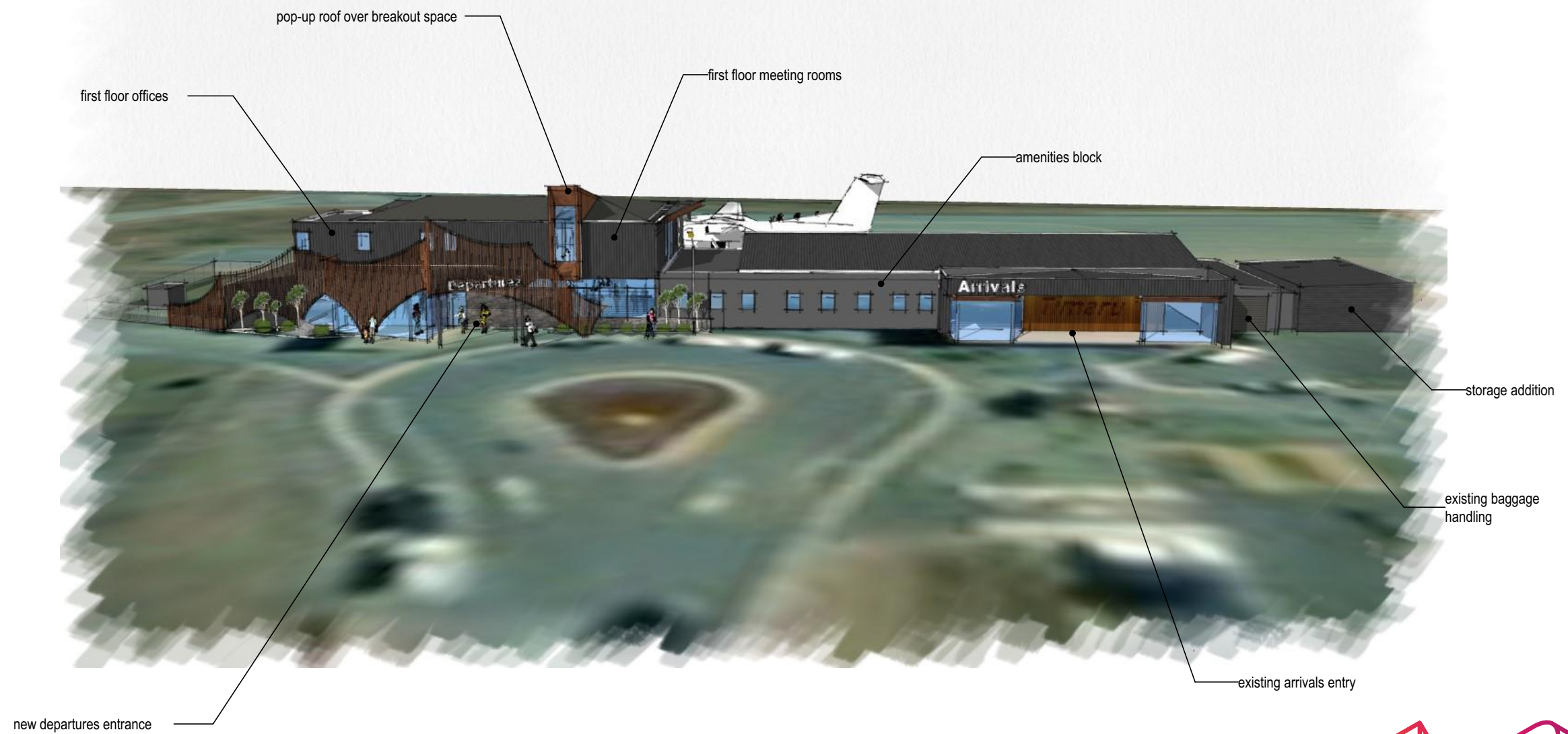


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Richard Pearse Airport Extension

Falvey Road, Levels, Timaru

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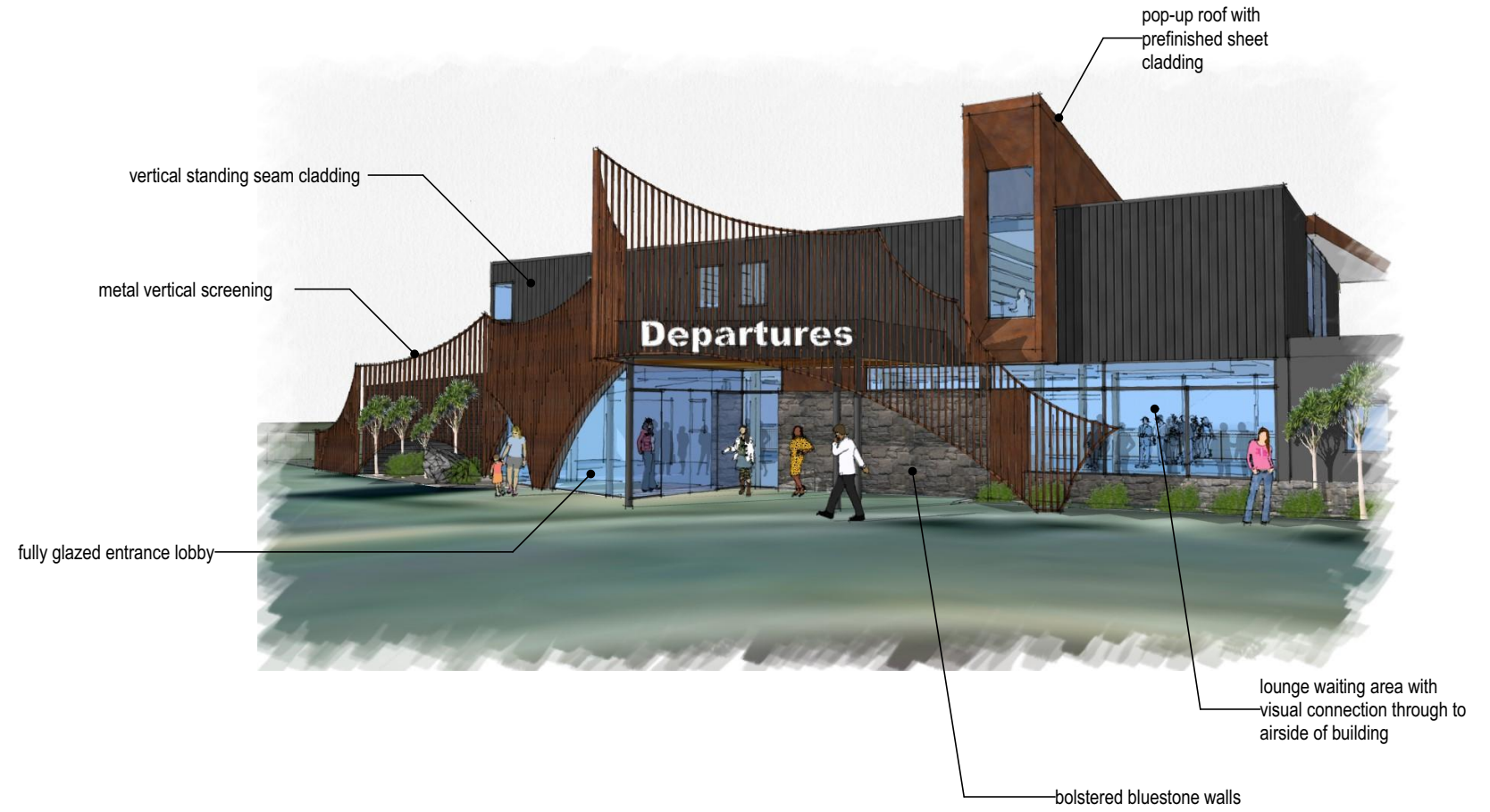
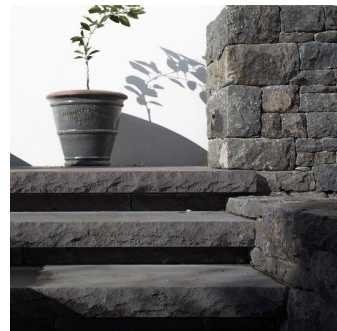
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Richard Pearse Airport Extension

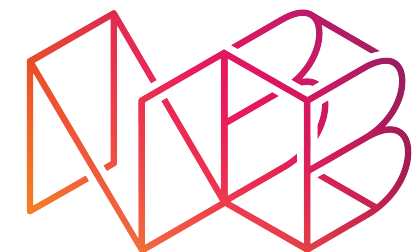
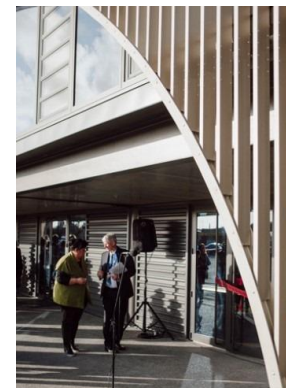
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SOUTH CANTERBURY REFERENCE IMAGERY



SCREEN MOOD IMAGES





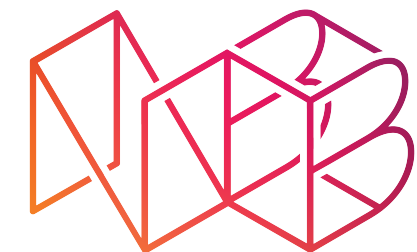
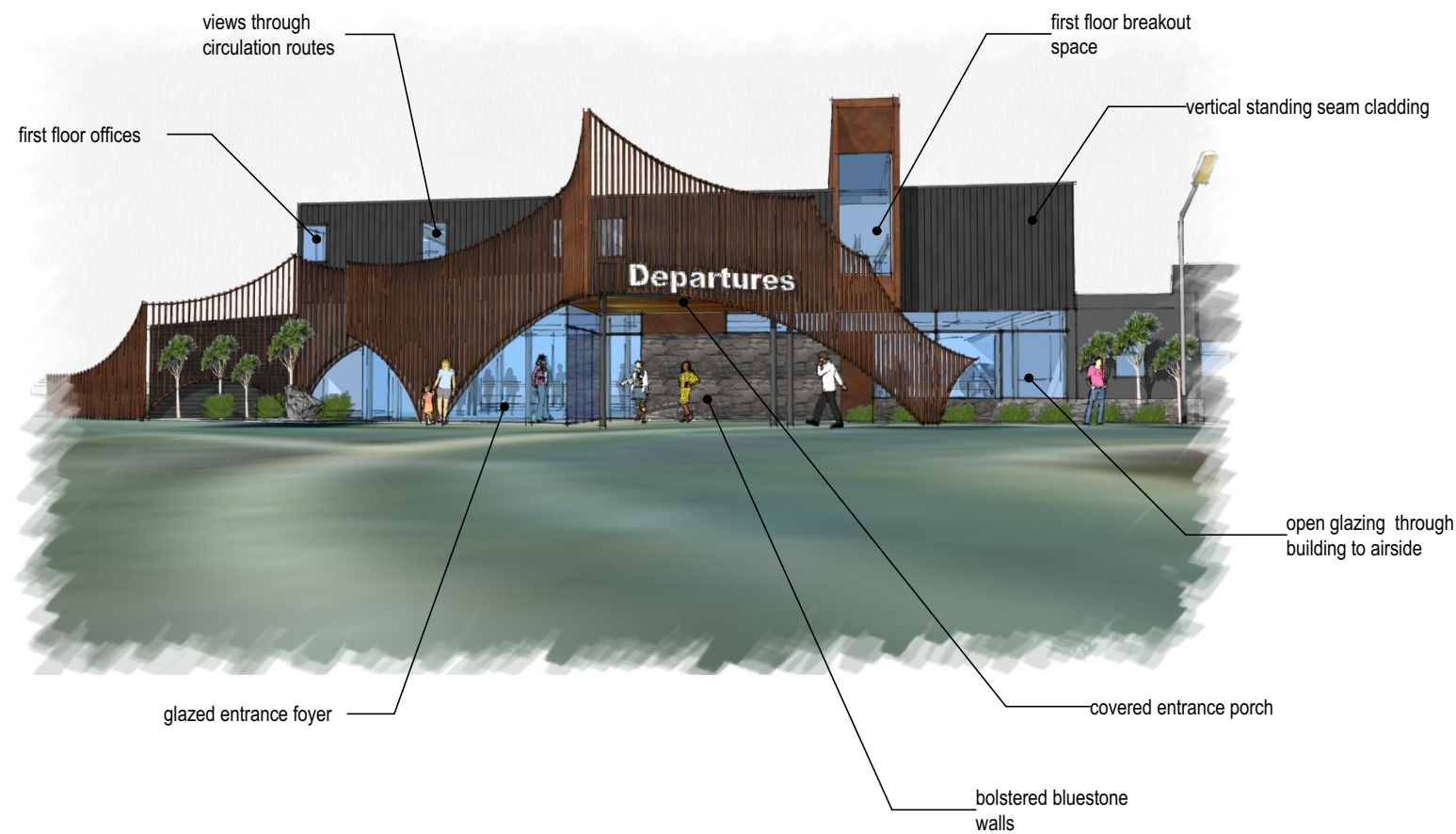
10 Royal Arcade Timaru | 03 684 7918 | admin@nbarchitects.co.nz

Richard Pearse Airport Extension

Falvey Road, Levels, Timaru

Concept Design - March 2022

SOUTH CANTERBURY
REFERENCE IMAGERY



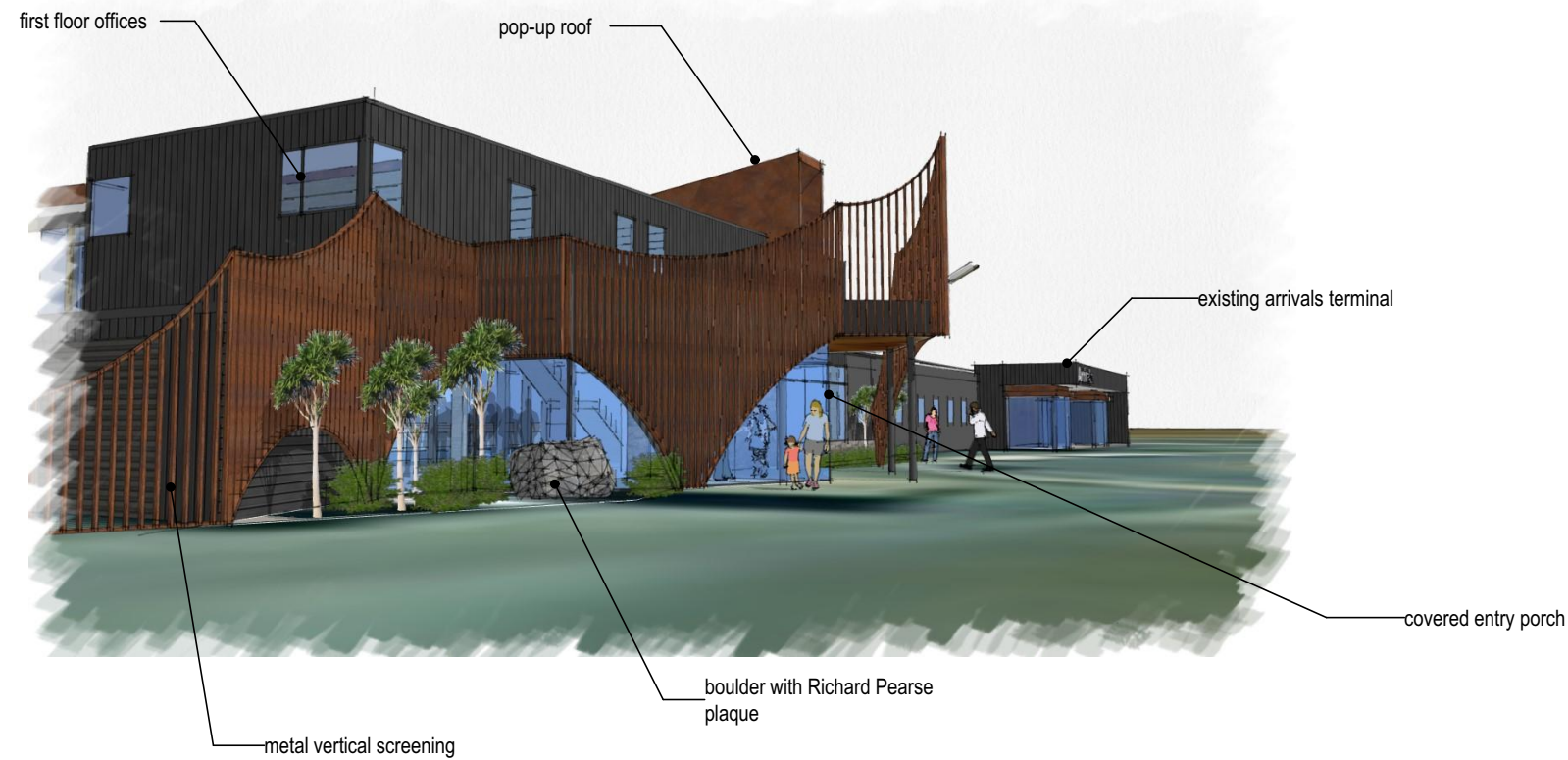


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Richard Pearse Airport Extension

Falvey Road, Levels, Timaru

Concept Design - March 2022





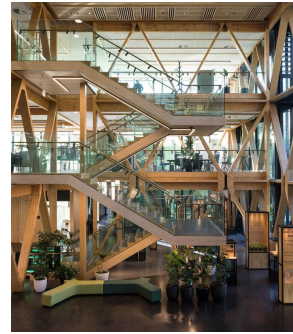
Richard Pearse Airport Extension

Falvey Road, Levels, Timaru

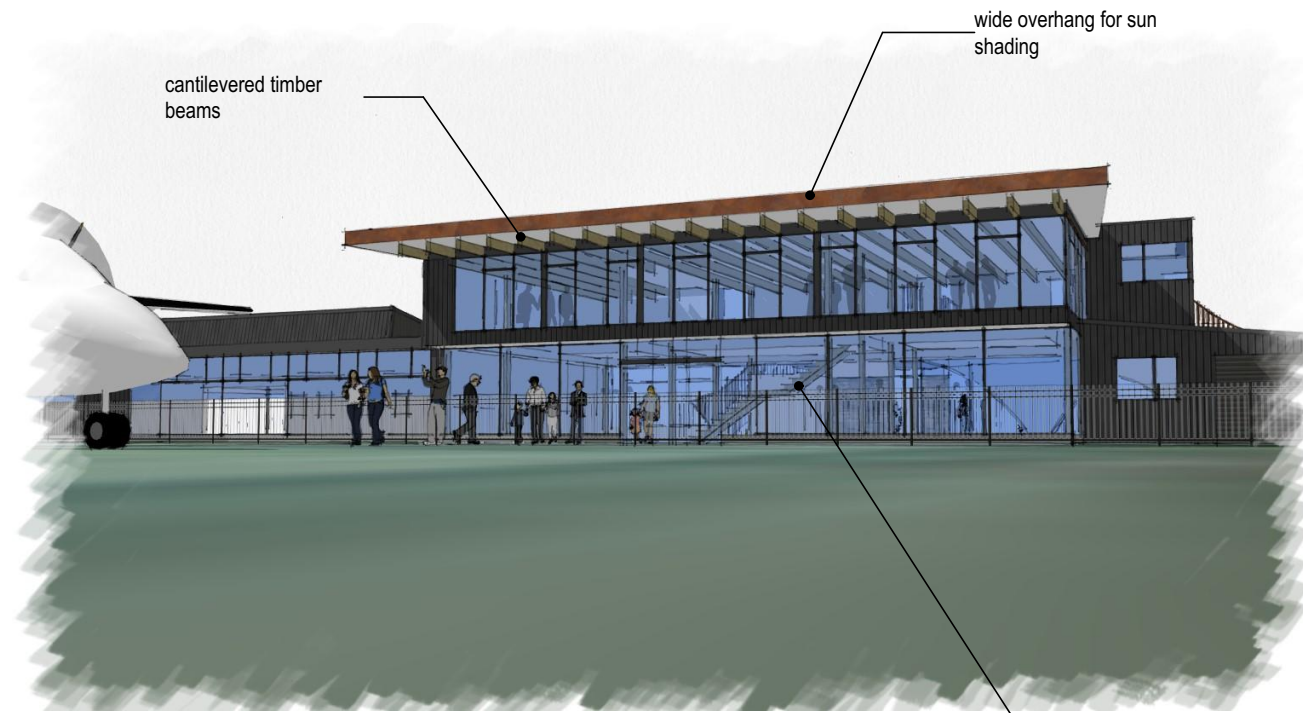
Concept Design - March 2022

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XLAM CLT/ GLULAM



structural engineered timber for more sustainable outcomes

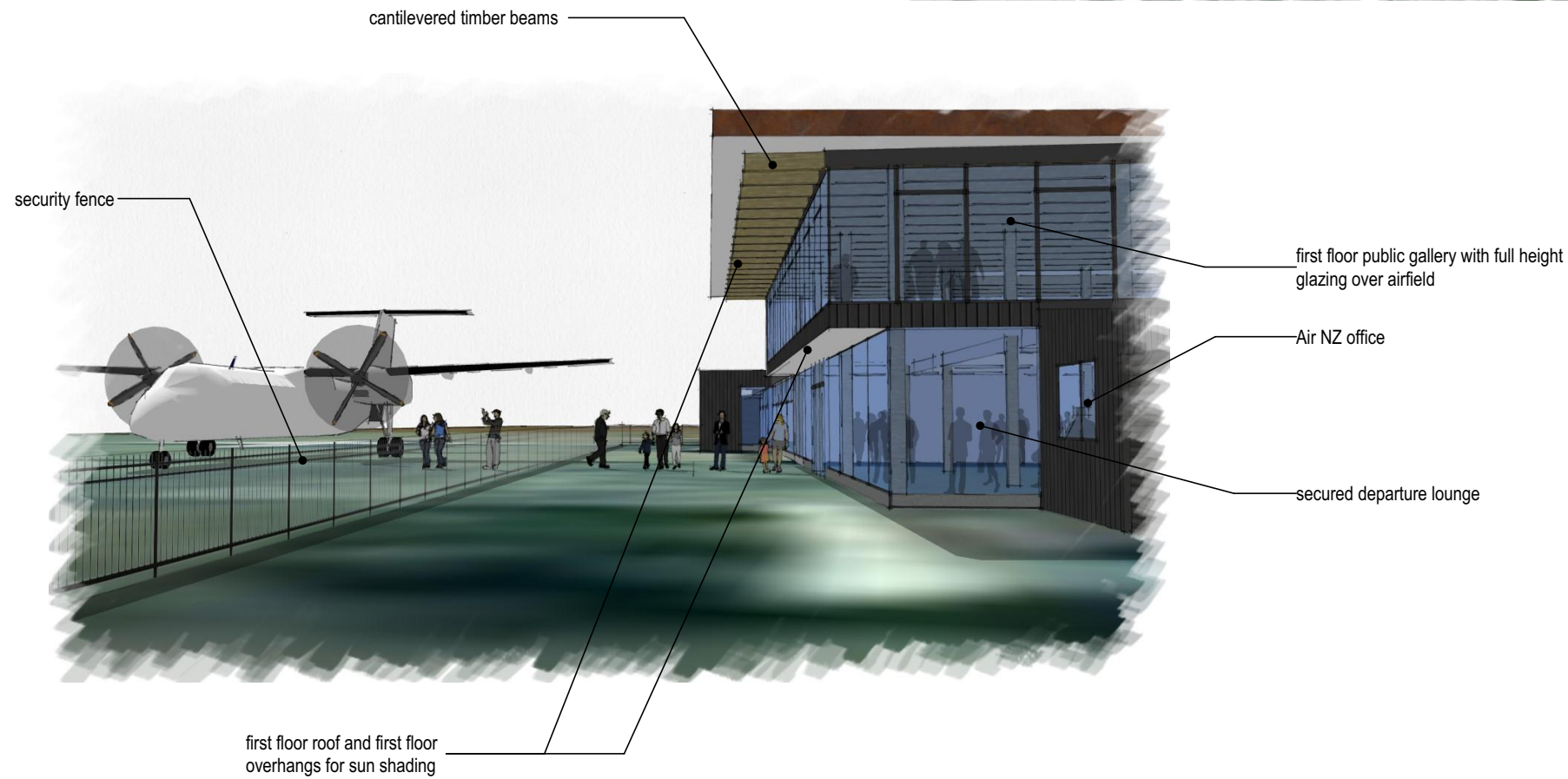
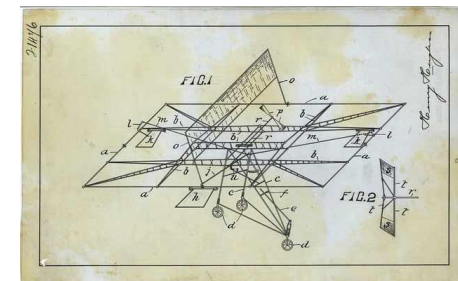


cantilevered timber beams

wide overhang for sun shading

proposed feature staircase

RICHARD PEARSE SKETCH - REFERENCE IMAGE



cantilevered timber beams

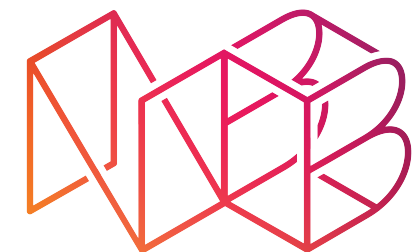
security fence

first floor public gallery with full height glazing over airfield

Air NZ office

secured departure lounge

first floor roof and first floor overhangs for sun shading



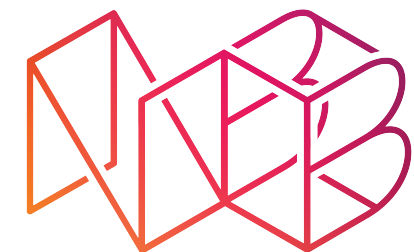
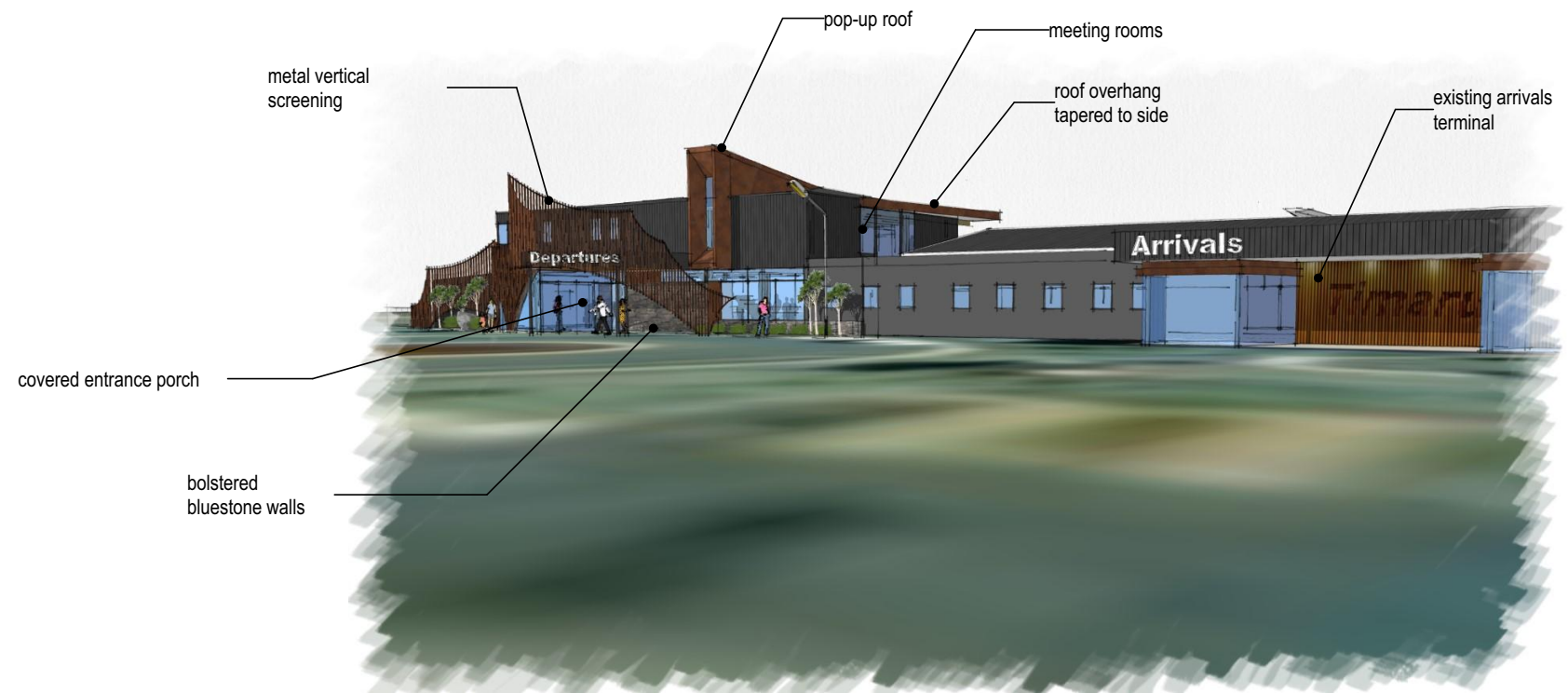


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Richard Pearse Airport Extension

Falvey Road, Levels, Timaru

Concept Design - March 2022



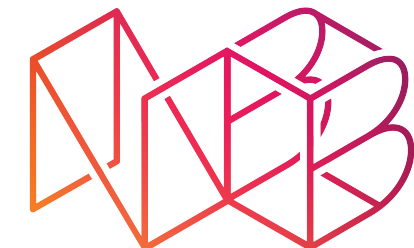
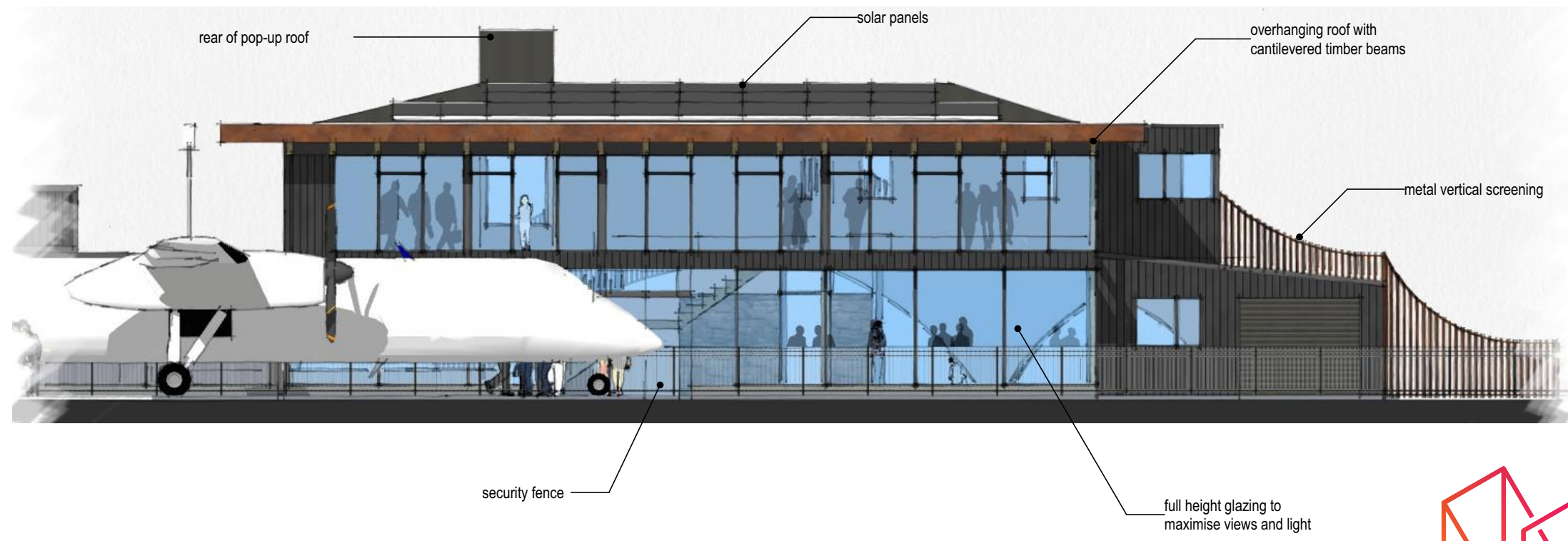


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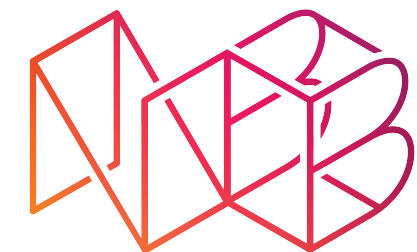
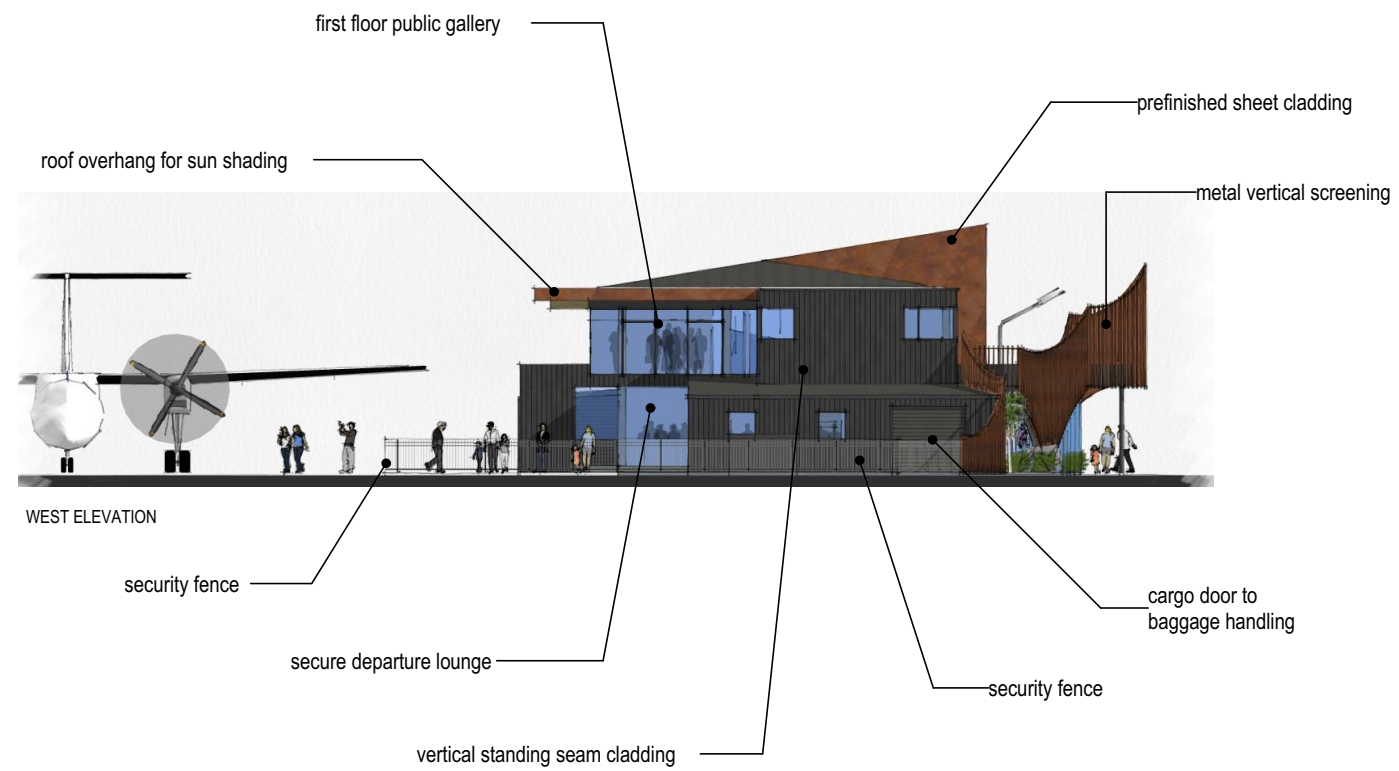
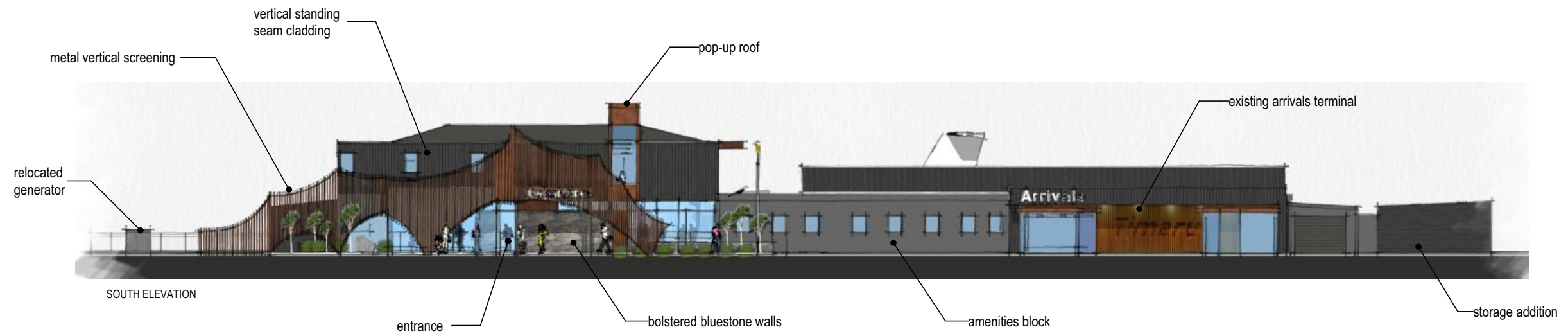


Richard Pearse Airport Extension

Falvey Road, Levels, Timaru

Concept Design - March 2022

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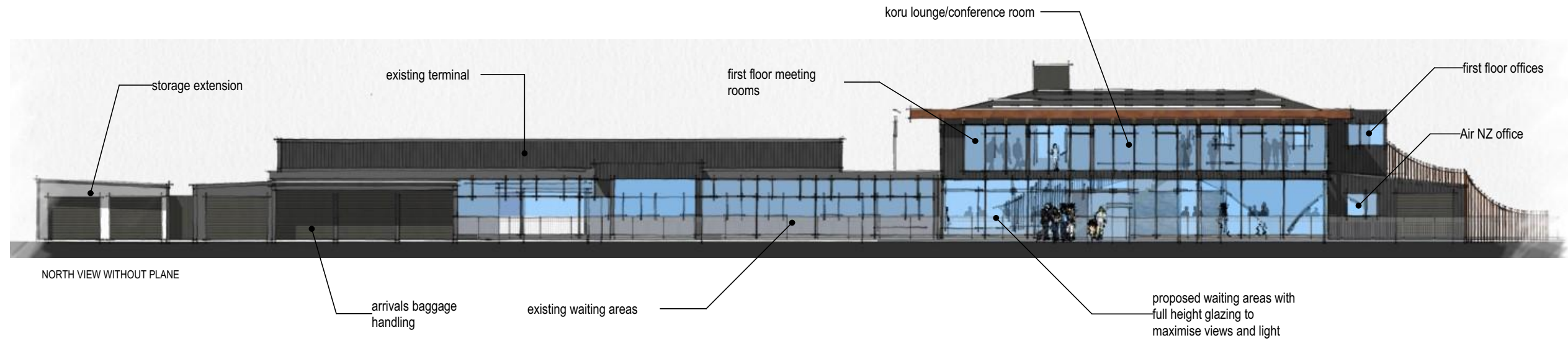


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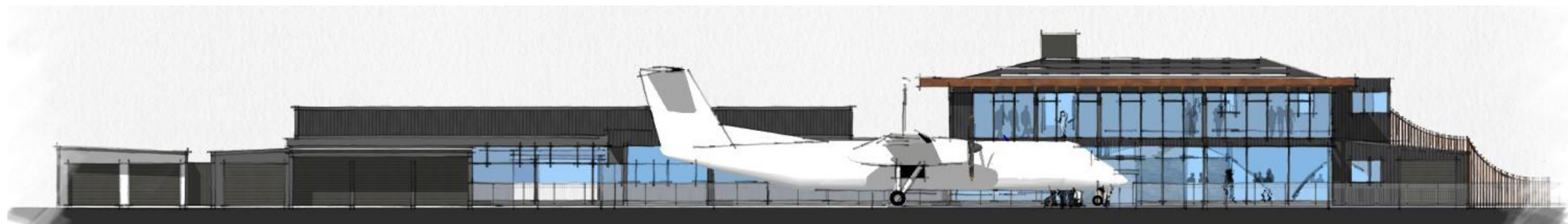
Richard Pearse Airport Extension

Falvey Road, Levels, Timaru

Concept Design - March 2022



NORTH VIEW WITHOUT PLANE



NORTH VIEW WITH PLANE



7.3 Landfill Cover Alternative Options

Author: Catherine Irvine, Waste Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

1. That the Infrastructure Committee supports the investigation of a spray-on Hydromulch as an alternative option to soil cover and landfill lids and that a business case be presented on the feasibility of this option.

Purpose of Report

- 1 To update the Infrastructure Committee on an alternative landfill cover option for the Redruth landfill operations and seek support to investigate further as below:

Assessment of Significance

- 2 This matter is considered of low significance in terms of Council's Significance and Engagement Policy as this is an approved project in the Long Term Plan and does not impact the level of service or community well-being.

Background

- 3 The Timaru District Redruth Landfill has an anticipated life span of approximately 25 years depending on fill rates (quantities of refuse buried).
- 4 The Redruth Landfill is a well-managed landfill facility which is administered as part of the long term Waste Minimisation and Management Services Contract awarded to EnviroWaste Services Ltd (ESL). The landfill cells are engineered areas designed specifically to contain waste and reduce any adverse environmental impact through containment.
- 5 Redruth Landfill is open to both commercial and public customers that use waste disposal services at Redruth Landfill and also provides customers with options are available divert material from landfill.
- 6 When waste is unloaded at the landfill tip face it is necessary to cover it to avoid windblown litter, to deter vermin and reduce odour from waste. The current practice for landfill cover at Redruth Landfill is to use daily cover (soil) and low level contaminated soil up to 2000 tonnes per month. This displaces air space which is a void space in the landfill that is able to receive waste. It is estimated that about 50% of the landfill material is filled with low-level contaminated soils.
- 7 During the Long Term Plan 2021-31 it was identified that the reducing the daily soil cover would increase the landfill useful life as landfill space would not be consumed by this cover material.
- 8 An option of using landfill lids of which four would be required, was presented to Council and funding was allocated for a trial using one lid. A budget of \$90k was proposed in the 2021/22 financial end of year budget, however the project has not proceeded due to a number of higher priority issues that were required to be dealt with. These included a new Waste Contract and Contractor establishment, installing a new Material Recovery Plant, a new

organics processing facility, new landfill cell construction, gas flaring and waste levy minimisation arrangements following a Ministry of Environment Audit.

- 9 It should also be noted that the funding allocated is considered insufficient for a trial as transporting the lids requires a specialist loader machine that would be a significant cost to purchase.

Discussion

- 10 Council Officers and Timaru District Council's Waste Contractor, ESL, have identified an alternative that may be potentially more effective and efficient to daily cover or landfill lids.
- 11 ESL has proposed an alternative Hydromulching, which is a spray on mulch that works as a cover material. This materials consists of; wood fibre, enviro glue, pulp paper, minerals including bentonite.
- 12 Both landfill lids and hydromulching options will potentially provide greater landfill space but there are some constraints. A comparism is outlined as follows:

Landfill Lids

- Landfill lids work best on smaller landfills where neighbouring properties are far enough away, not the case for Redruth.
- Transporting lids require a specialist loader. In strong winds that occurs frequently at the Redruth landfill there can be safety issues handling these 'wing' type lids.
- Lithium batteries will also cause issues; if they ignite under the lids they are sitting directly on refuse. There is also an increased risk of landfill fires with the loss of soil cover that is a fire retardant.
- The refuse face must well compacted and be uniform to allow the lids to be effective in covering the refuse. Any high spots will reduce the lids effectiveness. The lids will also not cover batters effectively, so daily cover will still need to be used around edges and areas where lids will not cover.
- There is a possibility of damaging lids when moving and placing, there will be ongoing cost for repairs and/or replacement
- Odours are not controlled adequately as lids are not air tight.
- Landfill lids are best suited to landfilling of holes such as former quarries. These have constrained sides and more protected from the wind.

Hydromulching

- Water supply is required
 - Mulch can be applied in light rain but may be restricted in heavy rain
 - Storage for bags of the product is required onsite
 - The life expectancy of this type of cover is about 14 days
 - The refuse must be well compacted and have a relatively even surface to avoid a shadow effect when spraying on the cover
 - There are no odour issues
- 13 The Council Waste Asset Officer has visited Spicer Landfill in Porirua, Wellington, where the hydromulch cover is successfully used, to assess the effectiveness of spray on cover material.
- 14 The features and benefits of spray on cover includes adhering to waste in the landfill including plastics and other difficult to bond substrates, and will adhere to vertical surfaces. It will also create a vapour suppressing layer to minimise escape of odour, is safe for operators spraying

substance water resistant and provides a visually appealing cover. The Hydromulch cover is less bulky than applying low-level contaminated soil and easier to handle than landfill lids.

- 15 The Timaru District Waste Contractor, ESL do not support the use of landfill lids due to health and safety concerns, storage issues, increased risk of odour issues and concerns about the useful life of the lids that will be exposed to a corrosive environment.
- 16 Landfill lids are effective for some landfill operations when filling sub-surface hole but not suited to the Redruth landfill where filling is above surface and creating a hill.

Options and Preferred Option

- 17 Three options are available.
- 18 Option 1 - Investigate the Hydromulch cover and prepare a business case identifying potential costs, both capital and on-going operational costs as an alternative landfill cover. This is the preferred option.
- 19 Option 2 – Continue with the trial of landfill lids and discount the hydromulch option.
- 20 Option 3 – maintain status quo and continue to use soil cover.

Consultation

- 21 Consultation is not required given the operational nature of this matter.

Relevant Legislation and Policy and Plans

- 22 Timaru District Long Term Plan
- 23 Timaru District Waste Minimisation Plan

Financial and Funding implications

- 24 The cost of the hydromulching option would be determined through the investigation and development of a business case.
- 25 At present the soil daily cover has minimal cost as the product is no cost and therefore the cost relates to the placement.
- 26 The saving in using an alternative cover is the saving in landfill air space. This has a value and may off-set the additional costs associated with the hydromulching system.
- 27 Funding for the investigation and business case development is available in the current approved budgets for a trial of an alternative landfill cover system.

Other Considerations

- 28 The Waste Contract document has no provision for trialling or implementing alternative landfill cover options. If implemented this would require a contract variation.

Attachments

1. **photo of spray on cover on the rubbish at Porirua**  



7.4 Fitzgerald Road Stopping, between Looker Road and State Highway One

Author: Susannah Ratahi, Land Transport Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That the Infrastructure Committee consents the road stopping of a defined section of Fitzgerald Road from Looker Road to State Highway 1 in accordance with Sections 116 and 117 of the Public Works Act 1981.

Purpose of Report

- 1 The purpose of the report is to seek the Infrastructure Committees support for the stopping of a defined portion of Fitzgerald Road, Orari.

Assessment of Significance

- 2 This matter is deemed as low significance under the Council's Significance and Engagement Policy as the impact of strategic assets, the number of people affected and the impact on well-being or financial impact by this proposal is low.
- 3 It is further noted that the road stopping process being pursuant to Sections 116 and 117 of the Public Works Act 1981 (Public Works Act) is different to the road stopping process under the Local Government Act 1974. The significant difference is that a road stopping pursuant to the Public Works Act is approved by the Minister of Lands and does not have any public notification. In contrast a road stopping pursuant to the provisions of the Local Government Act 1974 does have a period of public notification. Therefore the assessment of significance is important as it is the only opportunity for the community to have input.

Background

- 4 The Land Requirement Plan (Attachment 1) depicts the subject area, including the parcel of land, which is currently part of the Council road reserve. The unsealed stretch of Fitzgerald Road has been maintained by the surrounding properties in recent years with the linkage to Orari-Rangitata Highway gated and advising the public of active agricultural activity using the unformed road. Essentially the legal road is a farm access track.
- 5 In recent years, Orari Estate Holding Limited constructed a centre pivot irrigation system, with its pivot mechanics located within the road berm at the boundary of Part Section 25 RES 1650 and Lot 3 DP 453445. Orari Estate Holding Limited and its associated subsidiaries, have requested consideration of the stopping of a section of Fitzgerald Road from Looker Road to State Highway 1 that is unsealed and not maintained by Council. They have also requested first option on the acquisition (purchase) of the road land if the road stopping is approved.
- 6 The unformed stretch of Fitzgerald Road, between Looker Road and Orari-Rangitata Highway (State Highway 1), and its intersection with State Highway 1 have been on the radar of both Timaru District Council's Land Transport Unit and Waka Kotahi NZTA as a potential safety concern. There have been 3 serious crashes in this general area in the last five years. The road safety concerns are regarding potential access to vehicles turning to and from State Highway

1, within 300 metres of the termination of a dual passing lane in a 100km/hr zone. This safety risk could be rectified through road stopping and closing of the intersection. The intention is that the intersection would be cleared with roadside berm and drainage established and the private property boundary fenced. Removing this safety risk would support the objective of the Government in reaching “Road to Zero” for New Zealand.

Discussion

- 7 At the meeting on 24 August 2022, the Geraldine Community Board considered the proposed stopping of this section of Fitzgerald Road. The Board resolved “That the Geraldine Community Board recommend to Council that in accordance with the Public Works Act 1981 the road stopping process for a defined section of Fitzgerald Road from Looker Road to State Highway 1 be initiated with the possibility of the money being transferred to public access within the Geraldine Ward somewhere else.”
- 8 There is a prescribed process under the Public Works Act 1981 to achieve a road stopping. This includes obtaining an approved survey plan for the area to be stopped and obtaining the consent of both the Council and Minister of Transport. There is no public notification period under the legislation and the road stopping is publically notified through the Gazette.
- 9 The Public Works Act process is outlined as follows:

Summary of Public Works Process



- 10 In this instance, it is Council, Orari Estate Holding Limited and Waybrook Dairy Farm Limited, and Waka Kotahi NZTA, who are the affected adjoining owners. Neither party has advised

objections to the proposed process. Given there are no effects to public or private access and that landowner consent is given then Ministerial approval is expected to be obtained.

- 11 It is proposed that should the road stopping be approved the former road reserve land would be amalgamated with the adjacent land parcels, owned by Orari Estate Holding Limited and Waybrook Dairy Farm Limited.
- 12 To achieve the objective of amalgamating the land with the adjoining land titles, the road stopping process is a way of providing long term surety of use of the land by the adjacent property owners. The Local Government Act 1974, does not allow leasing of the road corridor land short or long term.
- 13 The stopping of the subject portion of road does not affect Council's ability to provide present and future well-being to the district. It does provide an opportunity to gain revenue for an asset that is not utilised and deemed counterproductive to a safe and efficient transport network.
- 14 The road stopping would prevent future public access as it would cease to be a legal road. The function of the section of Fitzgerald Road to be stopped is predominately property access. It is also low importance from a road network perspective and alternative road access is available nearby.
- 15 The road does not provide any access to areas of potential recreation or natural significance such as a waterway. Given this the public value is considered low.

Options and Preferred Option

There are three options available:

- 16 Option 1 - is to maintain status quo. A License to Occupy under the Local Government Act 1974 would be granted for the centre pivot irrigator located and crossing the current road reserve and continue to allow the private maintenance of the unformed portion of Fitzgerald Road. Under this option the public continue to have the right to access the unformed Road corridor that creates potential safety issues and the Licence to Occupy can be cancelled by Council at any time providing no long term surety.
- 17 Option 2 - the preferred option, and option supported by the Geraldine Community Board is to support the commencement of the road stopping process under Sections 116 and 117 of the Public Works Act 1981, and subject to the successful completion of statutory process, the disposal and amalgamation of the stopped road with the adjoining land. This will create surety for the land owner and enhance the safety of road users and public with access to this area no longer permitted.
- 18 Option 3 - is stopping the road under the Schedule 10 of the Local Government Act 1974 process. This achieves the same outcome as option 2 but with wider community consultation. This is generally used where there are multiple interested parties and potential impact on public or private access. The Local Government Act process involves public notification and submissions. It should be noted that all adjoining landowners have given consent and there is minimal negative public impacts as the road is currently not practicably accessible nor used by public vehicles or used by walking, cycling or bridle transport modes.

Consultation

- 19 Consultation has occurred with Orari Estate Holding Limited, Waybrook Dairy Farm Limited and Waka Kotahi NZTA, as the directly affected adjoining landowners. Their support of the proposal is a requirement of the Public Works Act 1981 process.
- 20 If the committee considers that further wider public engagement and consultation is preferred then it is recommended that the provisions of the Local Government Act 1974 be used for the proposed road stopping process.

Relevant Legislation, Council Policy and Plans

- 21 Should the recommended option be supported, the process is set out by Sections 116 and 117 of the Public Works Act 1981. Subject to having an approved survey plan, Council may then seek publication of a notice in the New Zealand Gazette declaring the road stopped.

Financial and Funding Implications

- 22 The costs associated with the road stopping process are low and can be managed within existing approved budgets. These costs would be recovered should the road land be sold.
- 23 The land will be disposed of to the adjoining owner, at a market value assessed by independent valuation.

Other Considerations

- 24 The land is proposed to be amalgamated with the adjoining freehold titles of Orari Estate Holding Limited and Waybrook Dairy Farm Limited.
- 25 Any existing utility services within the proposed stopping area will need to be covered by suitable easements agreed upon by all parties

Attachments

1. **Road Stopping Looker Road and State Highway One**  

APPENDIX 1 – Land Requirement Plan



7.5 Progress Updates - Key Projects

Author: Josephine Yeo, Transportation Strategy Engineer

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That the Committee receive and note the Progress Reports for Key Infrastructure Projects.

Purpose of Report

- 1 To update the Committee on the progress of Key Infrastructure Projects.

Assessment of Significance

- 2 This matter is considered to be of low significance in terms of Council's Significance and Engagement Policy. It is a regular report to Council on the progress of key infrastructure projects approved in the Long Term Plan 2021-31.

Discussion

- 3 Following from Council Meeting on 10 May 2022, the updates and additional Key Infrastructure Projects for 2022/23 financial year are detailed in the table below.




Pareora Pipeline Renewal	There are no updates for the Pareora Pipeline Renewal as Stage 2 has not yet commenced. However, planning has commenced and relevant consents have been obtained. The recent water shortages has prevented construction works starting as we were unable to have the pipeline shutdown. Stages 1 and 3 are complete.
Downlands Water Supply Scheme Upgrade – Attachment 1	Te Ana Wai Treated water reservoir, Te Ana Wai intake upgrade, Te Ana Wai raw storage water reservoir, Te Ana Wai treatment plant, Te Ana Wai trunk main upgrade (Stage 1 Pipeline) are all completed.
	Te Ana Wai trunk main upgrade (Stage 2 Pipeline) construction works commenced in January 2022. Pipe installation has now cleared all identified archaeological risk areas on the project. Successful river crossings have been completed at the Little Opawa River, the Opawa River, and Rocky Gully Stream.
Te Moana Water Supply Scheme Upgrade – Attachment 2	Construction of the new Water Treatment Plant building and the underground service lines have been completed. Site works are progressing ahead of sealing of the access road and remedial

	<p>work to the adjoining Hall car park. Within the building, the piperack and plant installation is currently underway.</p>
	<p>Treated Water Reservoir – Construction is substantially complete and operational.</p>
	<p>Watermain Renewal is currently under construction. At the time of writing the project is expected to be completed at the end of September 2022.</p>
	<p>New Booster Pump Stations – Construction of buildings are completed. Some electrical work is outstanding for Wooding Road. Civil and mechanical works are yet to commence for Tripp Street.</p>
<p>3Waters Stimulus Programme – Attachment 3</p>	<p>Latest quarterly progress report to 30 June 2022 was submitted to the Department of Internal Affairs via Crown Infrastructure Partners. It is expected that the residual funding (approximately \$343,000 ex GST) was paid to the Timaru District Council in August 2022.</p>
<p>Road Renewal & Improvement Programme – Attachment 4</p>	<p>The 2021/22 Annual Plan budget of \$17.2 million was fully expended, and 100% of the works scheduled were completed. Preparations for the 2022/23 Annual Plan budget designs and construction are already underway with an anticipated increase in the number of planned projects. There have been some project completion delays due to the recent wet weather.</p>
<p>The CPlay Project – Attachment 5</p>	<p>The CPlay Project, a community-led initiative to upgrade the Caroline Bay Playground is progressing with design nearing completion. Council is providing support throughout the project’s lifecycle and contributing 50% of the total cost. Upon completion of the project, Council will assume ownership and maintenance responsibilities of the facility.</p> <p>The scope of the design is premised on being inclusive, meaningful (in particular, relating to Timaru’s local history), challenging and fun. The Project aims to promote active family engagement and play, bringing people together and attracting visitors to spend time in the Timaru and assist to promote the district.</p>

CityHub Strategy (Timaru 'CityTown' Project) – Attachment 6	<p>The Timaru CityTown website is now live and regularly updated with information on new trials and related projects. The Strategic Framework has now been endorsed by Council in June 2022. This has catalysed activity based on a shared vision, outcomes and proposed key moves within a partnership kaupapa. Council Officers have been visiting businesses within the city centre to broaden awareness of and engagement with the Timaru CityTown project. Key stakeholders and groups are partnering with the project team to prepare for participatory trials to understand effectiveness of actions and understand how these are connected to outcomes.</p>
	<p>The final design for the MyWay parklet has been commissioned, with stakeholder consultation currently underway and community engagement and installation scheduled for Spring 2022.</p>
Washdyke Network Improvements – Attachment 7	<p>Section 1 (along Kellands Hill Road from Pages Road to Washdyke Flat Road) was successfully completed in November 2021.</p>
	<p>Section 2 (along Mountain View Road from Waiti Road to Pages Road, and along Pages Road from Mountain View Road to Kellands Hill Road) is under construction and is expected to be completed by the start of November 2022. Wet weather has slowed the progress but is not expected to impact on the overall construction timeline.</p>
Redruth Landfill Cell 3.5 and Gas Flare Construction – Attachment 8	<p>Due to wet weather, the construction work on Redruth Landfill Cell 3.5 has been delayed. Sub-grade preparation work is almost completed with the placement of a clay liner to follow. The revised completion is scheduled for early November 2022.</p>
	<p>Redruth Landfill Gas Flare – A sole NZ-based specialist contractor has been engaged to supply and commission a NES Air Quality compliant enclosed landfill gas flare. The estimated time of completion is late December 2022 to January 2023.</p>
STEC (Southern Trust Events Centre) Redevelopment – Attachment 9	<p>This project is progressing with some potential change to the initial scope. With the existing stadium being assessed as an earthquake-prone</p>

	<p>building there is support to explore a new stadium building. This will require further engagement with stakeholders and further data collected to understand the scale and scope of a new stadium.</p>
	<p>Cost estimates are being prepared for both strengthening the existing stadium and extension, and for the construction of a new stadium. This will contribute to the decision making process on determining the best long term option and a way forward.</p>

Attachments

1. **Attachment 1 - Downlands Water Supply Scheme Upgrade - Progress Report Issue 12 - August 2022** [↓](#) 
2. **Attachment 2 - Te Moana Water Supply Scheme Upgrade - Progress Report Issue 3 - August 2022** [↓](#) 
3. **Attachment 3 - 3Waters Stimulus Programme - Progress Completion Report - July 2022** [↓](#) 
4. **Attachment 4 - Road Renewal and Improvement Programme - Progress Report - August 2022** [↓](#) 
5. **Attachment 5 - CPlay Playground - Progress Report August 2022** [↓](#) 
6. **Attachment 6 - Timaru CityTown Programme - Progress Report Issue 4 - August 2022** [↓](#) 
7. **Attachment 7 - Washdyke Network Improvement - Progress Report Issue 1 - August 2022** [↓](#) 
8. **Attachment 8 - Redruth Landfill Cell 3.5 and Gas Flare - Progress Report Issue 1 - August 2022** [↓](#) 
9. **Attachment 9 - Southern Trust Events Centre (STEC) Redevelopment - Progress Report Issue 1 - August 2022** [↓](#) 

Downlands Water Supply Scheme Upgrade

Progress report – Issue 12 – 16 August 2022



BACKGROUND

Timaru District Council manages the Downlands Water Supply Scheme on behalf of the Timaru, Waimate and Mackenzie District Councils. The scheme currently supplies stock and drinking water to over 2,500 properties. The scheme dates back to the 1930s and parts of the scheme no longer comply with the Drinking Water Standards for New Zealand 2008 (Revised 2018) (DWSNZ). Parts of the asset are also close to end of life so a scheme upgrade is ongoing. In addition, on completion of the upgrade additional water will become available for allocation.

PROJECT UPDATE

The Downlands Water Supply Scheme Upgrade was approved in the 2021-2031 Long Term Plan and is now in the **construction phase**. Updates to the six contracts are:

- Contracts 2496 (Te Ana Wai Treated Water Reservoir), 2485 (Te Ana Wai Intake Upgrade), and 2431 (Te Ana Wai Raw Storage Water Reservoirs) are now completed.
- Contract 2460 – Te Ana Wai Water Treatment Plant. The plant is complete and treated water is flowing through the system. The plant has passed all commissioning protocols. An opening ceremony was held on 28 July 2022.
- Contract 2338 – Te Ana Wai Trunk-main Upgrade Stage 1 Pipeline is now completed. The Davison Road to Taiko Trunk-main replacement section 1 (funded by the Three Waters Stimulus Fund) is also complete. Section 2 of this main replacement is scheduled to commence on 18 August and will be ongoing until the end of October 2022.
- Contract 2448 - Te Ana Wai Trunk-main Upgrade Stage 2 Pipeline. The construction works commenced in January 2022 on Richardson Road, at the connection to the new Te Ana Wai water treatment plant, and have progressed East along State Highway 8 through Albury and along the old railway embankment. Pipe installation has now passed all of the identified archaeological risk areas on the project. Successful river crossings have been completed under the two branches of the Little Opawa River, the Opawa River, and Rocky Gully Stream. Progress over the last few weeks has slowed due to inclement weather.

TIMELINE OF REMAINING WORKS



\$25.62M
Total Budget
& Stimulus Funding

\$20.03M
Spent as of 30 June 2022

100% Design
90% Construction
Completed

Downlands Water Supply Scheme Upgrade

Progress report – Issue 12 – 16 August 2022



PROJECT TEAM

Project Sponsor: Andrew Dixon - **Project Lead:** Grant Hall - **Project Manager:** Octa



Te Ana Wai Section 2 pipeline: looking towards Rocky Gully River Crossing, going under the existing Downlands trunkmain.



Drone photo of Te Ana Wai Water Treatment Plant, Treated Water Reservoir and Raw Water Storage Ponds.

Te Moana Water Supply Scheme Upgrade

Progress Report – Issue 3 – 16 August 2022



BACKGROUND

Timaru District Council provides the Te Moana Water Supply Scheme which supplies drinking water to approximately 700 properties. It is a rural, trickle-feed scheme installed in the 1970s. The water supply is not fully compliant with the Drinking Water Standards for New Zealand (DWSNZ) 2008 (Revised 2018) as it is unable to manage turbidity (i.e. silt/cloudiness) or inactivate protozoa. The current intake is outdated and remote from an electricity source, and the supply has reached its capacity. Pipeline upgrades and new booster pump stations are also proposed as part of this project. Together, these upgrades will allow for:

- increased water allocation and potential expansion.
- more reliable water quality and quantity in times of high river flows with stored treated water and standby electricity generation.
- maintained pressure to the higher elevation consumer tanks.

Note: The design and build contract for Te Moana Water Treatment Plant secured Three Waters Stimulus Funding (with co-funding from Te Moana Water Supply) of \$800,000.

OVERVIEW

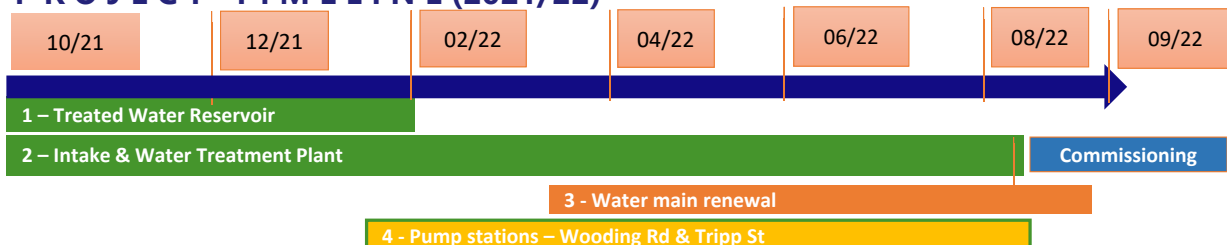
The upgrade of Te Moana Water Supply Scheme was approved in the 2021-2031 Long Term Plan and is now in the **construction phase**. The project comprises three contract work packages and a booster pump station project as listed below:

- Contract 2497 - Pleasant Valley Water Treatment Plant
- Contract 2513 – Pleasant Valley Treated Water Reservoir
- Contract 2473 – Pleasant Valley Te Moana watermain renewal.
- New booster pump stations in Wooding Rd and Tripp St..

RECENT PROGRESS

- Practical completion has been issued for the treated water reservoir.
- Construction of the new Te Moana water treatment plant building is complete and the underground service lines have also been completed. Siteworks are progressing ahead of sealing of the access road and remedial work to the adjoining Hall carpark. Piperack and plant installation is proceeding within the building; mechanical services, pumps and tanks will soon be underway.
- Pleasant Valley watermain renewal is in construction phase; the first section of pipeline has been laid at the bottom of Te Moana Road and is being pressure tested. This project is expected to be complete at end of August.
- Construction of the Wooding Street and Tripp Street booster pump station buildings is completed. Some electrical work is outstanding for Wooding Road. Civil and mechanical works still to commence for Tripp St.

PROJECT TIMELINE (2021/22)



\$3.86M
2021/22 Budget

\$3.39M spent as of 20 July 2022

Page 1 / 3

100% Design
75% Construction
Completed

Te Moana Water Supply Scheme Upgrade

Progress Report – Issue 3 – 16 August 2022



PROJECT TEAM

Project Sponsor: Grant Hall **Project Leads:** Selwyn Chang (reticulation), John Clemens (booster pump stations), Judy Blakemore (water treatment plant) **Project Manager - Water Treatment Plant:** Ian Martin (OCTA)

PROJECT STATUS

	Water main	Pump Stations		Water Treatment Plant		
		Wooding Rd	Tripp St	Intake	Treated Reservoir	Treatment Plant
Prelim. Investigations	✓	✓	✓	✓	✓	✓
Consenting	✓	✓	✓	✓	✓	✓
Design	✓	✓	✓	✓	✓	✓
Procurement	✓	✓	✓	✓	✓	✓
Construction				✓	✓	
Commissioning						

Not started

In progress - on schedule

In progress - behind

Warning

Awaiting Sign-Off

Completed

PROJECT FINANCIALS

Total LTP 2021-2031 Budget - \$6.55M*

*(inclusive of \$2.692M of reticulation renewals and upgrades from 2022/23 onwards.)

PROJECT RISKS

ECOLOGICAL – There is a potential risk of lizards associated with a small section of the upper part of the pipeline – an ecologist has been engaged and these risks have mostly been mitigated.

MATERIAL – There have been some delays with procuring materials due to international supply of fittings but nearly all materials are now on-site or in a workshop in New Zealand so this risk is mitigated.

COVID-19 – We have experienced some delays due to COVID-19 illness over the last quarter. Remote commissioning is being trialled on another treatment plant project as a backup solution.

RESOURCING – Some constraints on contractor availability as they are stretched across multiple high-priority projects. This is being managed but may cause slight progress delays.

WEATHER – We have experienced some delays due to inclement weather recently as is common during this time of year.

Te Moana Water Supply Scheme Upgrade

Progress Report – Issue 3 – 16 August 2022



Exterior of Te Moana Water Treatment Plant



Interior photos of Te Moana Water treatment plant: piperack and plant installation

3Waters Stimulus Programme

Progress Completion Report – July 2022



PROJECT COMPLETION REPORT

Stimulus Package funding of \$6.86m for 13 physical works projects has been successfully utilised as at mid July 2022. Work continues on three projects using Timaru District Council funding.

The latest quarterly progress report to 30 June was submitted to the Department of Internal Affairs via Crown Infrastructure Partners. It is expected that the residual funding of approximately \$343,000 will be paid to the Timaru District Council in August.

BENEFITS & OUTCOMES

A summary of physical works project benefits and outcomes is listed below, followed by three photos of completed projects on page two.

Physical Works Project	Benefits / Outcomes	Stimulus Funding
Serpentine Creek, Geraldine, Enhancement	Improved waterway capacity and some bank stabilisation within the urban stretch of Serpentine Creek.	\$200,000
Gleniti Reservoir Control Chamber Upgrade	Significant improvement to access and safety to the below ground valve and pump chamber at the Gleniti Reservoir.	\$200,000
Opihi/Timaru Water Communications Upgrade	New communications technology has replaced an ageing cable resulting in reliable communication between the Claremont Water control centre and the Opihi water intake and trunk pipeline.	\$100,000
Washdyke Water Network Improvements	New trunk water pipeline increasing both the resilience and the hydraulic capacity of the water piped network serving Washdyke being substantially completed 1 year ahead of programme.	\$928,000
Trunk Watermain Renewal Davison Road (Downlands).	Asset renewal achieved ahead of schedule resulting in the immediate benefit of increased network capacity and reliability.	\$665,000
Whales Creek Stormwater Improvements at Caroline Bay	Cleaning of Ashbury Park gravel trap to improve stormwater system discharge capacity and to undertake investigations that will support future capital projects.	\$280,000
Downlands Water Pipes at Cannington Area	Approximately 34 existing consumers are now receiving compliant potable water via the new pipework.	\$700,000
Geraldine Oxidation Ponds Embankment Improvement	Geraldine oxidation ponds no longer seep when they are 100% full both during and following significant rain events.	\$440,000
Te Moana Water Treatment Plant	Financial support for separable portion 1 of the new water treatment plant for the Te Moana water scheme at Pleasant Valley.	\$800,000
Dawson Street Sewer Pump Station Replacement	Acceleration of the construction of the replacement sewer pump station.	\$710,000
Inland Towns Sewer Pipeline Improvements	Increased hydraulic capacity of the Geraldine to Timaru trunk sewer pipeline which effectively increases the oxidation ponds capacity.	\$340,000
Taitarakahi Creek Culvert Enhancement	This project will result in reduced State Highway and business premises flooding at Humphris Corner by the installation of new culverts on Taitarakahi Creek under the Main Trunk Rail line.	\$650,000
Downlands Capacity Improvement Totara Valley and Kakahu	These improvements facilitate the use of compliant drinking water by the remaining approximately 10% of the Downlands water scheme consumers currently fed from a secondary treatment plant, being supplied from the newly constructed Downlands microfiltration Water Treatment Plant.	\$429,000

Page 1 / 2

3Waters Stimulus Programme

Progress Completion Report – July 2022



PHOTOS



Taitarakahi Creek new culverts under construction.



Dawson St pump station wet well.



Washdyke Water Network Improvement Stage 1.

\$6.86M
 Total Stimulus
 Package Spent

Page 2 / 2

12 Projects Completed
1 Project Near Completion

KEY PROJECT

Road Renewal and Improvement Programme

Progress Report – August 2022



OVERVIEW

The Road Rehabilitation Programme is generally part of Contract 2494 with Fulton Hogan. The CAPEX figures are made up of funding under seal extensions, capital improvements and road rehabilitations. Projects updates are shown below. Following approval of Waka Kotahi budgets, good progress is being made on all projects. Some changes to funding categories by Waka Kotahi have meant a delay in aligning planned projects with new Road to Zero targets.

Construction Underway				
Location	Type of Work	Length	Status	Procurement
District Wide	Road Resurfacing	Multiple sites	Scheduled to start 5 th September 2022 – Weather pending	Resurfacing Contract 2522
Unsealed Road Wearing Courses	Downs Road, Orton Rangitata Mouth Road, Sercombe Road, Gualter Road, Gardiner Road, Rockwood Road, North Boundary, Waihi Gorge Road, Fraser Road	20km	Wearing Courses on unsealed roads to reinstate required level of service	Contract 2494
Winchester Hanging Rock Bridge – Opihi	Bridge Repair	2 Spans	On hold due to river conditions	Contract 2566
Rangitata Gorge Road	Seal widening	3.5km	Design and pricing underway – scheduled to start September 2022	Contract 2494
Levels Plain Road	Road Rehabilitation and intersection safety upgrades	1 Site 1.2km	Design for intersection upgrades underway - 2022-23 Project	Contract 2494
Bank Street	Utilities, kerb and channel, footpath and surface upgrade	250m	Under Construction	Contract 2494
Milford Clandeboye Road	Traffic Signals Upgrade	1	Scheduled to start August 2022	Contract 2504
North Street, Stafford Street	Traffic Signals and Surfacing upgrade	1	Scheduled to start August 2022	Contract 2504
Farm Road Bridge # 10	Bridge Replacement	20m	Under Construction	Contract 2563

PROJECT TEAM Project Sponsor: Andrew Dixon - Project Manager: Susannah Ratahi

\$17.2M

Total 2021/22 Annual Plan Budget – Fully Expended

100%

Completed (as of June)

\$15.6M

Total 2022/23 Annual Plan Budget

KEY PROJECT

Road Renewal and Improvement Programme

Progress Report – August 2022



Planned				
Location	Type of Work	Length	Status	Procurement
Winchester Hanging Rock - Stage 4	Pavement Rehabilitation	1,800m	Design finalising scheduled to start September 2022	Contract 2494
Te Moana Road Stage 4	Pavement Rehabilitation	1,500m	Design finalising scheduled to start October	Contract 2494
Earl Road – Stage 2	Seal widening	4km	Undertaking business case for Waka Kotahi consideration	Open tender
Woodbury Road	Seal widening	4.2 km	Construction likely to be 2023/24	Contract 2494
Beaconsfield Road	Road Rehabilitation SH1 – Rocky Hundreds	1,250m	Design underway - 2022-23 Project	Contract 2494
Pages Road	Kerb and Channel and Pavement upgrade	500m	Design underway – 2022-23 Project	Open Tender
Selwyn Street and Wai-iti Road	Traffic Signals Upgrade	1	Controller parts procurement underway	Contract 2504

Winchester Hanging Rock Road – Stage 3



KEY PROJECT**Road Renewal and Improvement Programme**

Progress Report – August 2022



Completed				
Location	Type of Work	Length	Status	Procurement
Tiplady Road	Road Rehabilitation	1km	Completed	Contract 2479
Unwin Road	Intersection and Drainage upgrade	200m	Completed	Contract 2494
Winchester Hanging Rock Road – Stage 1	Road Rehabilitation	1 site 600m	Completed	Contract 2494
Kennels Road	Seal widening	SH1 to SH8	Completed	Contract 2494
Springfield Road	Road Rehabilitation	615m	Completed	Contract 2494
Browne Street - Timaru	Road Reconstruction, Kerb and footpath replacement	250m	Completed	Contract 2552
Butler Street – Timaru	Utilities, surface, kerb and channel and footpath upgrade	250m	Completed	Contract 2594
Stafford Street/George Street	Signals Upgrade	1	Completed	Contract 2504
Levels Plain Road	Road Rehabilitation	10-1,100m	Completed	Contract 2494
Winchester Hanging Rock Road Stage 2 and 3	Road Rehabilitation	1.5km	Completed	Contract 2494
Aorangi Road – Washdyke	Road Rehabilitation	800m	Completed	Contract 2494
Spur Road	Seal Extension	700m	Completed	PSE Ltd
Intersection Seal Backs	Old Main South Road, Chalmers Road, Mackle Road, Boyd Road	1,050m	Completed	Contract 2494
Hobb Street, Timaru	Road Rehabilitation SH1 to Pak n' Save entrance	100m	Completed	Contract 2515
Badham Road	Road Rehabilitation	2km	Completed	Contract 2494
Unsealed Road Wearing Courses	Orton Rangitata Mouth Road, Templer Street, McKechnie Street, George Ward Road	8km	Completed	Contract 2494

KEY PROJECT

Road Renewal and Improvement Programme

Progress Report – August 2022



Farm Road Bridge



Badham Road Stage 3



KEY PROJECT

The CPlay Project

Progress Report – Issue 3 – 17 August 2022



OVERVIEW

The CPlay Project is a community-led initiative to upgrade the Caroline Bay Playground. Council has donated just over a million towards the project, is providing support throughout the project’s lifecycle and will be taking ownership and maintaining the facility when the project is complete.

The design has focused towards being inclusive, meaningful (relating to Timaru’s history), challenging and fun. The Project aims to get families active, bring people together and attract visitors to spend in the Timaru District.

Approximately \$2.5 million has been raised (including pledges) from businesses, residents and the Council. Recent cost estimates indicate that the cost may exceed the funds available, but has not been confirmed.

DESIGN 95% COMPLETE



PROJECT TEAM

Project Sponsor: CPlay Committee

Project Manager: Graham Ward

\$2.3M
Total Cost

\$1.03M
Council Contribution

KEY PROJECT

The CPlay Project

Progress Report – Issue 3 – 17 August 2022



THE COUNCIL’S ROLE

The Council is the project’s largest contributor and is helping with drainage issues, funding applications, accounting, liability, and procurement.

PROJECT PROGRESS

- Design is being finalised and cost estimates prepared.
- Numat are finalising the detailed layout drawings.
- Design review of surface finishes is underway to assess feasibility of lower cost alternatives.
- Revised construction start date yet to be confirmed due to appointment of earthworks contractor and availability
- Stormwater design is progressing. This is at Council’s costs.
- Cost increases are evidence and potentially will result in funding issue.

STEERING GROUP

Chair

Councillor Steve Wills

Internal

Mayor Nigel Bowen
 Andrew Dixon
 Bill Steans
 John Liddiard
 Tracy Bell
 Steph Forde

External

Owen Jackson
 John Rushton
 Graham Ward
 Lynette Wilson



PROJECT FINANCIALS

The latest major funding came from

- NZ Community Trust \$10k
- Lottery \$240k

Spend so far

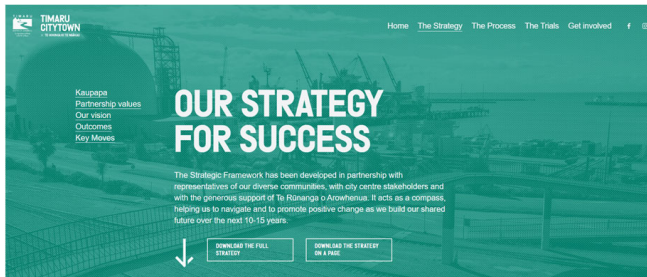
- Playground Centre for concept development plans - \$89k
- Playground Centre for equipment, Claim 1 - \$30k
- Numat Group for Stage 2 Developed Design - \$13.4k

PROJECT RISKS

- Fundraising could fail to meet full project cost.
- Procurement without secured funding.
- TDC Stormwater Project.
- Supply chain delays.
- Failing to meet high community expectations.
- Playground is not resilient to vandals.

Timaru CityTown Programme

Progress Report – Issue 4 – 16 August 2022



OVERVIEW

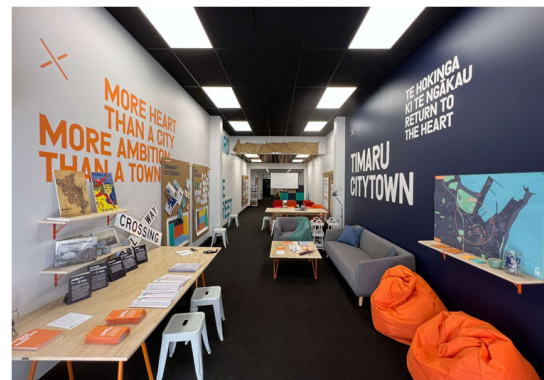
The Timaru CityTown Strategic Framework was endorsed by the Infrastructure Committee on 14 June 2022. This has catalysed council and community activity behind a shared vision, outcomes and proposed key moves within a partnership kaupapa.

Also included in the Framework was a suite of spatial and experiential trials, each one now progressing through the concept development and stakeholder testing phase to ensure that only those that perform strongly against relevant criteria proceed to implementation.

ENGAGEMENT

Stakeholder and community response has been very positive with widespread recognition of the complexity of the issues and support for the role of the trials programme in enabling data driven decision making around permanent physical works.

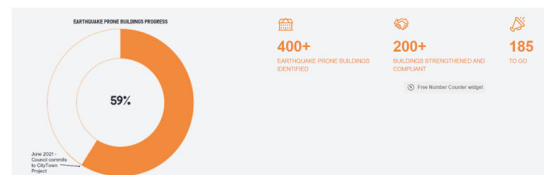
Site data shows us that hundreds of users now access <https://www.timarucitytown.co.nz/> and weekly drop ins continue at 184 Stafford St. This space is being actively promoted to both internal and external stakeholders with council and community groups hosting meetings, workshops and outreach/engagement activities.



Our Development Liaison Officer has also been visiting businesses within the city centre to broaden awareness of and engagement with the Timaru CityTown project, while key stakeholders and groups are partnering with us to prepare for participatory trials such as Visible Arts and Culture and Bite Sized Recreation. Pending the outcome of the Council workshop on 16 August the project team will also begin working with neighbouring building and business owners potentially impacted by the proposed spatial trials.

Our Earthquake Prone Buildings Liaison Officer has been meeting with local consultants and building owners to identify and prioritise value add opportunities for Council to facilitate remediation work and repurposing of the remaining 185 EPBs in our District. Topics of interest include shared access to geotechnical information and professional standards, change of use requirements and the possible reinstatement of verandah posts.

Following the popularity of Glen Hazelton’s session in April, registrations will soon go live for our next Speaker Session with Mike Fisher (October) with a focus on how local community and business groups can grow their own city centre placemaking right here in Timaru. These sessions leverage case studies and insights from other urban regeneration projects around Aotearoa New Zealand and the world.



FINANCIALS

On 26 July 2022 the Tenders and Procurement Committee approved a Variation to Contract 2545 with Isthmus Group Limited based on an updated cash flow forecast aligned to the forward work programme as indicated in the approved Timaru CityTown Strategic Framework. This Variation has set a budget cap both for core master planning activities and for the trials programme. This significantly de-risks the project for ratepayers by providing cost certainty around the planning and design phase for the Tactical Master Plan and will ensure value for money around recommendations for permanent works.

As at 12 August 2022 actual expenditure stood at \$944,147 which is aligned with budget forecasts.

Timaru CityTown Programme

Progress Report – Issue 4 – 16 August 2022



PROJECT UPDATE

Project	Update
Timaru CityTown Core Programme (\$ 0-\$250k, \$\$ up to \$500k, \$\$\$ over \$500k)	
Website and Brand \$	Website live at https://www.timarucitytown.co.nz/ with hundreds of unique user views, regularly updated with information on new trials or related projects. Project space promotion and drop ins.
Urban Master Plan and Trials Programme \$\$\$	Strategic Framework endorsed by the Infrastructure Committee on 14 June 2022. This has catalysed activity behind a shared vision, outcomes and proposed key moves within a partnership kaupapa. Subject to Council workshop on 16 August the proposed spatial and experiential trials are progressing through the concept development and stakeholder testing phase to ensure that only those that perform strongly against relevant criteria proceed to implementation.
Earthquake Prone Buildings Toolkit \$	Our Earthquake Prone Buildings Liaison Officer has been meeting with local consultants and building owners to identify and prioritise value add opportunities for Council to facilitate remediation work and repurposing of the remaining 185 EPBs in our District. Topics of interest include shared access to geotechnical information and professional standards, change of use requirements and the possible reinstatement of verandah posts.
Impact & Investment Toolkit \$	Tools to measure private investment and community impact, to prioritise options for private investment and to enable and encourage private investment. Awaiting return brief from consultants, Venture Timaru will manage those engaged to ensure robust alignment with our Economic Development Strategy and Destination Management Plan.
MyWay Parklet \$	The final design has been commissioned. Additional targeted stakeholder consultation is underway while community engagement and installation scheduled for Spring 2022.
Residential Capacity Study \$	Return brief now accepted, work underway takes into account recent TDHL announcement re confirmed South Stafford St development. Andre de Graaf is leading this work.
Caroline Bay \$	Variation approval for return brief, progress deferred to enable possible spend prioritization.
Speaker Series \$	Mike Fisher will lead the next session on business/community-led urban regeneration in October.
Linked Work Programmes	
Heritage Hub \$\$\$	https://www.timaru.govt.nz/community/facilities/theatre-royal-and-heritage-hub
District Plan \$\$\$	Input ongoing to encourage and incentivise residential development in the city centre while maintaining commercial viability. Proposal to run a combined stakeholder information evening with residential, development and real estate experts in partnership with Venture Timaru.
Parking Strategy \$	The Land Transport Unit (LTU) is leading the development of a District Parking Strategy. Parking Management plans for Timaru, Temuka and Geraldine will be developed following adoption.
BID Opportunity \$	The CBD Group are working with the Strategy and Corporate Planning Unit to progress.
Streets for People \$	Waka Kotahi programme funding network improvements to promote active transport. Awaiting outcome due end of August 2022.

RISKS

- Covid restrictions and business impact to date inhibit stakeholder and community participation
- The success of Timaru CityTown relies on voluntary investment from the private sector into our city centre together with voluntary behaviour change. Iterative engagement and relationship building remain strong but recent political delays have discouraged some stakeholders.
- The pressure to realise quick wins is at odds with the recognised need to shift from ad hoc to strategic investment. Backlash is anticipated on the upfront investment in robust planning and design.
- Preliminary engagement revealed that community and stakeholder expectations for public investment and impact are not well aligned with the available budget

Washdyke Network Improvement

Progress Report – 16 August 2022



BACKGROUND

In November 2017, Council investigated upgrade options to cater for 30-year growth in the Timaru water supply pressure zone, in alignment with the 2045 Growth Management Strategy. A particular focus was on servicing the increased water demand in the Washdyke catchment.

Of the four options presented, a new 5.2km trunk watermain from the Mountain View Road and Wai-iti Road intersection to Washdyke Flat Road was the preferred option. This best aligned with the objectives to improve capacity and resilience of the Washdyke catchment water supply.

OVERVIEW

The project comprises two contract work packages as below:

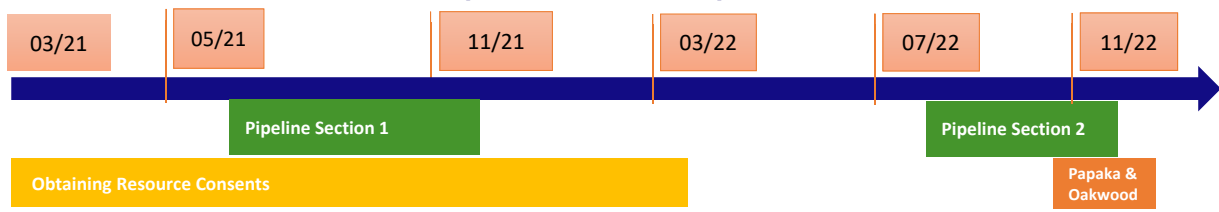
- **Contract 2403 – Washdyke Network Improvement Section 1:** Along Kellands Hill Road from Pages Road to Washdyke Flat Road (3.8km). This excluded the stream crossings work to mitigate against resource consents potentially delaying this contract.
- **Contract 2404 – Washdyke Network Improvement Section 2:** Along Mountain View Road from Wai-iti Road to Pages Road and along Pages Road from Mountain View Road to Kellands Hill (1.4km). The Papaka and Oakwood Stream Crossings have been added to this contract as a variation.

This project was approved in the 2021-2031 Long Term Plan. Partial funding of \$678k was obtained from Three Waters Stimulus Funding from Central Government.

RECENT PROGRESS

- Contract 2403 was successfully completed in November 2021.
- Contract 2404 is under construction, and is expected to be completed on-schedule by the start of November 2022. 725 metres of pipe between Wai-iti Road and Dobson Street has been installed and fully reinstated (52% completion).
- Papaka and Oakwood Stream Crossings – The last of the five resource consents was granted in March 2022. Works are programmed to commence in October 2022 to avoid fish spawning season.

PROJECT TIMELINE (2021 – 2022)



\$5.75M Total Budget
(LTP plus Stimulus Funding)

\$3.15M spent
as of 20 July 2022

100% Design
80% Construction
Completed

Washdyke Network Improvement

Progress Report –16 August 2022



PROJECT TEAM

Project Manager – Jake Esterhuysen

PROJECT STATUS

	Water main renewal		
	Section 1	Section 2	Papaka & Oakwood
Prelim. Investigations	✓	✓	✓
Consenting	✓	✓	✓
Design	✓	✓	✓
Procurement	✓	✓	✎
Construction	✓	👷	📅
Commissioning	📅	📅	📅

- Not started
- In progress - on schedule
- In progress - behind
- Warning
- Awaiting Sign-Off
- Completed

PROJECT FINANCIALS

2021/2022 Budget - \$2.68M (including Three Waters Stimulus Fund)

2022/2023 Budget - \$3.07M

Total LTP 2021-2031 Budget - \$5.75M

PROJECT RISKS & MITIGATION

ECOLOGICAL – Ecological assessments have been undertaken for Papaka and Oakwood Crossings. No issues noted but we need to avoid construction during fish spawning season.

WEATHER – Wet weather has slowed progress on Section 2. However, as the contractors were previously running well ahead of schedule, this is not expected to impact the overall construction timeline.

COVID-19 – Case numbers of COVID-19 in the District remain high. The start date of Section 2 was delayed by two weeks due to COVID, however the contractors are still running to schedule.

Washdyke Network Improvement

Progress Report –16 August 2022



Section 2: Currently working past the S bend on Mountain View Road by Fisher Place intersection.



Work in progress photos from section 1 (completed in November 2021).

KEY PROJECT

Redruth Landfill Cell 3.5 and Gas Flare

Progress report – Issue 1 – 31 July 2022



BACKGROUND

Contract 2551 – Redruth Landfill Cell 3.5 – The construction of new landfill cells is on-going and are constructed on a needs basis. At the current rate of cell utilisation, the new cell will be required in early 2023.

Contract 2596 – Redruth Landfill Gas Flare – Supply and Installation – To supply and commission a NES Air Quality (NESAQ) compliant enclosed landfill gas (LFG) flare at Redruth Landfill.

OVERVIEW

Contract 2551 – Redruth Landfill Cell 3.5 – Rooney Earthmoving Ltd

Contract 2596 – Redruth Landfill Gas Flare – Windsor Engineering Ltd

PROJECT UPDATE

Redruth Landfill Cell 3.5

Due to the very wet weather during the last 4 to 5 weeks the Contractor has been unable to carry out any work. At present they have completed approx. 95 % of the sub-grade preparation work. Once this is done work will start on the supply and placement of a 600mm thick clay liner. Both the sub-grade completion and clay liner are very much dependent upon having a good spell of fine weather.

Redruth Landfill Gas Flare

A purchase order is about to be issued to a sole NZ-based specialist Contractor to supply and commission a NES Air Quality (NESAQ) compliant enclosed landfill gas (LFG) flare at our Redruth Landfill.

PROJECT TIMELINE

Redruth Landfill Cell 3.5

Significantly behind original programme due to inclement weather and existing material being unsuitable for re-use within the new cell construction.

- Original completion date was 27 May 2022
- Revised completion date now 4 November 2022

Redruth Landfill Gas Flare

Estimate delivery time is 18 to 22 weeks from placement of purchase order therefore late December 2022 to late January 2023.

KEY PROJECT

Redruth Landfill Cell 3.5 and Gas Flare

Progress report – Issue 1 – 31 July 2022



PROJECT TEAM

Project Sponsor: Andrew Dixon – **Project Lead:** David Hooke – **Project Support:** Tonkin & Taylor

PROJECT FINANCIALS

Contract 2551 – Redruth Landfill Cell 3.5

The Contract award sum was for \$1,178,791.50. The approved budget was for \$3.03M.

Contract 2596 – Redruth Landfill Gas Flare

The Contact award sum was for \$325,000 plus additional works estimated at \$75,000. The approved budget was for \$700,000.

PROJECT RISKS

Contract 2551 – Redruth Landfill Cell 3.5

Weather – More inclement weather will delay the completion of this project given the nature of working with clay based materials.

Contract 2596 – Redruth Landfill Gas Flare

Materials – Unforeseen supply and/or shipping delays.



Redruth Landfill Cell 3.5 Under Construction – Photo taken 12 August 2022

KEY PROJECT

Southern Trust Events Centre (STEC) Redevelopment

Progress report – Issue 1 – 31 July 2022



BACKGROUND

The project vision and deliverables are to upgrade Southern Trust Events Centre (STEC) with facilities with 9 basketball courts that are fit for purpose for the next 25 years for the events centre to continue as the premier sports hub for Timaru and South Canterbury, catering for a wide range of sporting or cultural organisations and events.

OVERVIEW

- Council Long Term Plan 2021-31 – Extension of the STEC Stadium, key issue. Well support by community of development.
- 31 May 2021 Council Meeting – Council approved the project to include an additional six basketball sized courts.
- Late 2021 – Structural assessment completed on existing stadium.
- March 2022 – Stadium formally deemed an earthquake prone building.
- Options to bring the existing building up to minimum code and mitigate the lounge area floor structure, and the option for a new stadium explored, including cost estimates.
- Engagement with user group and community on outcomes to be achieved and future needs
- Design is planned for 2023 with some preliminary construction in late 2023 / early 2024 and the main construction in late 2024 and 2025.

PROJECT OPPORTUNITIES

- Increase in users catering for a wider range of sports and cultural activities, including events or functions.
- Enhanced facilities for current users.
- Sustainability initiatives – Improved heating efficiencies, solar panels, recyclable materials
- Use of facility for national events – Seating capacity and internal facilities are critical for this.
- Funding opportunities through park naming rights.

PROJECT UPDATE

- Following the existing stadium being assessed as earthquake-prone building there was support by the steering group to explore a new building stadium.
- The location of the new build would be the current netball courts area.
- Concept design prepared for costing purposes only and cost estimates are being prepared together with cost estimate of strengthening existing stadium and extension

PROJECT TEAM

Project Sponsor: Andrew Dixon

Project Steering Group: Erik Barnes
Craig Motley
Stu Paddington

Project Lead: To be appointed

Nigel Bowen
Bede Carran
Richard Benson
Stacey Scott
Bill Steans
Andrew Dixon

\$23.6M

Total Approved Budget

KEY PROJECT

Southern Trust Events Centre (STEC) Redevelopment

Progress report – Issue 1 – 31 July 2022



PROJECT RISKS

- Market cost escalations – The preliminary concept design and cost estimate are a mitigation for this risk. Smart procurement is also a mitigation.
- Community expectations not met – It is important that future users are considered as well as non-sporting users. Design planning and consultation are critical to mitigate this.
- Funding insufficient – Accurate costs and options are critical to ensure informed decisions are made.

PROJECT FINANCIALS

- The expectation was that all sports that will benefit from this stadium will undertake fundraising. They have indicated they are all prepared to form a fundraising group. The fundraising target was set at \$2.3m, which is 10% of the proposed project cost for the sporting codes involved.
- It should be noted that the project cost is likely to be higher as the project scope has increased following the earthquake assessment.

PROJECT TIMELINE

Task Description	Timeframe
Investigate options - New build and extension	Completed
Determine cost estimates for the different options (New build or Existing building strengthening and extension)	September 2022
Project scope identified and confirmed	October 2022
Appoint Project Lead / Coordinator	October 2022
Prepare communications and engagement plans	Late 2022
Prepare procurement documents (Design and build)	Late 2022 - Early 2023
Design documents	Mid 2023
Application for consents	Late 2023
Construction contract awarded	Early 2024
Commence construction	Late 2024
Expected completion of construction	Late 2025

8 Consideration of Urgent Business Items

9 Consideration of Minor Nature Matters