



AGENDA

Infrastructure Committee Meeting Tuesday, 16 April 2024

Date Tuesday, 16 April 2024

Time Following Environmental Services Committee

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

File Reference 1665311

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 16 April 2024, at the conclusion of the Environmental Services Committee meeting.

Infrastructure Committee Members

Clrs Sally Parker (Chairperson), Gavin Oliver (Deputy Chairperson), Stu Piddington, Peter Burt, Owen Jackson, Allan Booth, Stacey Scott, Michelle Pye, Scott Shannon and Mayor Nigel Bowen

Quorum – no less than 5 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

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

7 Confirmation of Minutes

7.1 Minutes of the Infrastructure Committee Meeting held on 12 March 2024

Author: Jessica Kavanaugh, Team Leader Governance

Recommendation

That the Minutes of the Infrastructure Committee Meeting held on 12 March 2024 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 12 March 2024**



MINUTES

Infrastructure Committee Meeting Tuesday, 12 March 2024

Ref: 1665311

**Minutes of Timaru District Council
Infrastructure Committee Meeting**
**Held in the Council Chamber, Timaru District Council Building, 2 King George Place, Timaru
on Tuesday, 12 March 2024 at 10.22am Following Environmental Services Committee**

Present: Clr Sally Parker (Chairperson), Clr Gavin Oliver (Deputy Chairperson), Clr Peter Burt, Clr Owen Jackson, Clr Allan Booth, Clr Stacey Scott, Clr Michelle Pye, Clr Scott Shannon, Mayor Nigel Bowen

In Attendance: **Mana Whenua:** John Henry

Community Board: Anna Lyon (Pleasant Point Community Board), Rosie Jan Finlayson (Geraldine Community Board)

Officers: Nigel Trainor (Chief Executive), Paul Cooper (Group Manager Environmental Services), Andrew Dixon (Group Manager Infrastructure), Andrea Rankin (Chief Financial Officer), Hannah Goddard Coles (Group Manager Engagement and Culture), Beth Stewart (Group Manager Community Services), Nicole Timney (Manager of Property Services and Client Representative), Stephen Doran (Communications Manager), Andrew Lester (Drainage and Water Manager), Suzy Ratahi (Land Transport Manager), Shaun Johnstone (Water Services Project Manager), Jacky Clarke (Programme Delivery Manager), Rachel Scarlett (Governance Advisor), Jessica Kavanaugh (Team Leader Governance)

Public: Leigh Griffiths (General Manager Field Operations, Environment Canterbury) item 9.4

1 Apologies

1.1 Apologies Received

Resolution 2024/9

Moved: Clr Sally Parker

Seconded: Clr Stacey Scott

That the apology of Clr Stu Piddington be received and accepted.

Carried

2 Public Forum

There were no public forum items.

3 Identification of Items of Urgent Business

No items of urgent business were received.

4 Identification of Matters of a Minor Nature

No matters of a minor nature were raised.

5 Declaration of Conflicts of Interest

- Clr Peter Burt declared a conflict of interest in item 9.4 and will remove himself from the table.

6 Chairperson's Report**6.1 Presentation of Chairperson's Report****Resolution 2024/10**

Moved: Clr Sally Parker

Seconded: Mayor Nigel Bowen

The Chairperson has attended a number of meetings including; Council meetings, Aorangi Stadium discussions, Council workshops, and Meeting with Group Manager Infrastructure Andrew Dixon.

Carried

7 Confirmation of Minutes**7.1 Minutes of the Infrastructure Committee Meeting held on 13 February 2024****Resolution 2024/11**

Moved: Clr Michelle Pye

Seconded: Mayor Nigel Bowen

That the Minutes of the Infrastructure Committee Meeting held on 13 February 2024 be confirmed as a true and correct record of that meeting and that the Chairperson's electronic signature be attached.

Carried

8 Reports**8.1 Actions Register Update**

The Chairperson spoke to the report to provide the Infrastructure Committee with an update on the status of the action requests raised by councillors at previous Infrastructure Committee meetings.

The committee agreed to close the following action

- Pareora Dam

Resolution 2024/12

Moved: Clr Stacey Scott

Seconded: Mayor Nigel Bowen

That the Infrastructure Committee receives and notes the updates to the Actions Register.

Carried

8.2 Infrastructure Key Project Updates for Third Quarter 2023/24

The Chairperson spoke to the report to provide an update on key infrastructure projects.

There was further discussion and clarification on the Road Renewal and Improvement Programme and contract 2494. Reinstatement after the Pleasant Point Watermain Renewals. Clarification on the budget relating to the Pareora Pipeline Renewal.

It is noted the interest the community will have in these reports to show transparency of Capital Expenditure.

Resolution 2024/13

Moved: Clr Scott Shannon

Seconded: Clr Michelle Pye

That the Infrastructure Committee receives and notes the Infrastructure Key Project Updates for the Third Quarter 2023/24.

Carried

8.3 Seal Extension Policy

The Land Transport Manager spoke to the report to present proposed updates to the Road Seal Extension Policy, for adoption by the Committee.

Clarification was sought on schools not being in the criteria. There was discussion around the private investment of a seal extension and the occurrence of this. The Multi-criteria assessment was discussed including crashes and the ability to account for the number of crashes.

It is requested to remove the supplementary condition to the high-priority value statement.

The dwellings in proximity to the road and the cause of crashes is discussed. There is clarification on the second stage of the assessment to include one-way in/out roads.

Resolution 2024/14

Moved: Clr Sally Parker

Seconded: Clr Michelle Pye

That the Infrastructure Committee

1. Receives the updated Seal Extension Policy
2. Adopts the proposed Seal Extension Policy to enable assessment when needed using prioritisation model with the addition of the amendments discussed.

Carried

8.4 Peel Forest Closed Landfill Remediation

The Chairperson introduced the report and introduced John Henry who provided feedback on the report and preferred option to undertake the work as soon as possible.

Leah Griffiths (General Manager Field Operations, Environment Canterbury) provided an introduction, but due to technical issues could not speak to the report.

The Group Manager Infrastructure spoke to the report to provide the Council with the details regarding the risk of further erosion of the closed landfill and costings for a staged approach to remediation.

It is discussed the breakdown of costs and clarity around this to be brought back to the Infrastructure Committee.

There is a discussion about the location of the Redruth landfill and the end location of the waste removed from Peel Forest.

It is advised the importance of applying for funding for this project.

Resolution 2024/15

Moved: Mayor Nigel Bowen

Seconded: Clr Gavin Oliver

That the Infrastructure Committee;

1. Confirms its commitment to carry out remedial works for the Peel Forest Closed Landfill.
2. Confirms the approach to complete the work in one stage in the 2024/25 financial year.
3. The tender be brought back to the Tenders and Procurement Committee and a report to the Infrastructure Committee for full consideration including funding sought, expectations to landfill and the waste levy
4. That officers seek other funding opportunities

Carried

9 Consideration of Urgent Business Items

No items of urgent business were received.

10 Consideration of Minor Nature Matters

No matters of a minor nature were raised.

11 Public Forum Items Requiring Consideration

There were no public forum items.

12 Exclusion of the Public**Resolution 2024/16**

Moved: Clr Sally Parker

Seconded: Clr Gavin Oliver

That the public be excluded from the following parts of the proceedings of this meeting on the grounds under section 48 of the Local Government Official Information and Meetings Act 1987 as follows at 11.05am:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Plain English Reason
13.1 - Public Excluded Minutes of the Infrastructure Committee Meeting held on 13 February 2024	<p>s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(j) - The withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage</p>	<p>To protect commercially sensitive information</p> <p>To prevent use of the information for improper gain or advantage</p>

Carried

13 Public Excluded Reports**13.1 Public Excluded Minutes of the Infrastructure Committee Meeting held on 13 February 2024****14 Readmittance of the Public****Resolution 2024/17**

Moved: Clr Allan Booth

Seconded: Clr Owen Jackson

That the meeting moves out of Closed Meeting into Open Meeting at 11.06am.

Carried

The Meeting closed at 11.06am.

.....

Clr Sally Parker
Chairperson

8 Reports

8.1 Actions Register Update

Author: Rachel Scarlett, Governance Advisor

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That the Infrastructure Committee receives and notes the updates to the Actions Register.

Purpose of Report

- 1 The purpose of this report is to provide the Infrastructure Committee with an update on the status of the action requests raised by councillors at previous Infrastructure Committee meetings.

Assessment of Significance

- 2 This matter is assessed to be of low significance under the Council's Significance and Engagement Policy as there is no impact on the service provision, no decision to transfer ownership or control of a strategic asset to or from Council, and no deviation from the Long Term Plan.

Discussion

- 3 The Actions register is a record of actions requested by councillors. It includes a status and comments section to update the Infrastructure Committee on the progress of each item.

Attachments

1. **Infrastructure Services Actions Required** [↓](#) 

Information Requested from Councillors (Infrastructure Committee)

Information Requested	Update on Peel Forest Landfill		
Date Raised:	08 August 2023	Status:	Ongoing
Issue Owner	Group Manager Infrastructure	Completed Date:	
<p>Background: The Councillors requested an update on the work at the Peel Forest Landfill.</p> <p>Update: LINZ approval has been granted, and now ECan consent process is ongoing (oral update on timeframe to be provided at the meeting).</p> <p>February 2024 Update: Liaison continues with Aoraki Environmental Consultants. Consent application is almost complete for lodging and work is now commencing on the preparation of tender documentation.</p> <p>March 2024 Update: Report being presented to Infrastructure Committee following requests at last meeting. Consent application is ready to be filed.</p> <p>April 2024 Update: Consents are due to be lodged and work is underway preparing tender documentation. The next funding round for the Ministry for the Environment Contaminated Sites Remediation Fund is late September and we are investigating to see if we are eligible to apply for this. The breakdown of costs to provide clarity to the committee is underway.</p>			

Information Requested	Detailed Analysis on Traffic Management		
Date Raised:	14 November 2023	Status:	Complete
Issue Owner	Group Manager Infrastructure	Completed Date:	16/04/2024
<p>Background: It is requested a detailed analysis on Traffic Management across our contracts, to look at delivering this differently.</p> <p>Update: Information has been gathered around current delivery, now looking at alternative options for delivery which will be presented for consideration.</p>			

March 2024 Update: This report will be presented to the Infrastructure Committee on 16 April 2024.

April 2024 Update: This report is included in the agenda for 16 April 2024.

Information Requested	City Town Steering Group		
Date Raised:	05 September 2023	Status:	Complete
Issue Owner	Group Manager Infrastructure	Completed Date:	16/04/2024

Background:
It is requested that all Councillors be sent the invitations for CityTown Steering Group Meetings.

Update: Invitations to be provided for future meetings.

February 2024 - Councillors advised to keep this action open and request a breakdown of the 1.5million budget.

March 2024 Update: This is being prepared to present to the next Infrastructure Committee Meeting.

April 2024 Update: The CityTown Master Planning process was paused in February 2024 as part of the reduction of consultant spend. Following a meeting with the Mayor and CE on 13 March 2024, authority was again granted to complete the Master Plan within the present financial year (Isthmus) at a capped cost of \$150k from within existing budgets. This Plan, together with an accompanying budget breakdown for the \$1.5m, will be presented back to the Infrastructure Committee in July 2024. It is anticipated that the \$1.5m breakdown will cover \$500k of tile surface treatments and \$1m of CAPEX projects which may include a portion towards the Strathallan Corner toilets project (increase the standard of the reinstatement), and permanent enhancements of a minor nature (operational/maintenance improvements from existing budgets).

8.2 Waste Management Update

Author: Grant Hamel, Waste Operations Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

1. That the Infrastructure Committee receives and notes the Waste Management Update.

Purpose of Report

- 1 To provide the Infrastructure Committee an update on matters relating to waste management at Council.

Assessment of Significance

- 2 This matter is considered of low significance in terms of the Timaru District Council Significance and Engagement Policy as it is an update only on current approved work programmes and consistent with Council policies and plans.

Discussion

Organics Facility

- 3 A new organics facility is being constructed at Redruth Recovery Park. Consents have been granted and construction has commenced. The expected completion date is July 2024.
- 4 A condition of the current Waste Management Contract with EnviroNZ is the construction of a new organics processing facility. This new facility provides greater processing capacity using a rapid composting process.
- 5 The facility is jointly funded by EnviroNZ and Council with EnviroNZ funding the construction of the processing plant and Council the site works. At the end of the contract period the plant facility is vested to Council.

Waste Contract with Enviro NZ

- 6 The current waste collection contract is a long term 15 + 5 years contract with EnviroNZ that includes:
 - kerbside collection of refuse, recycling, organic's and glass bins.
 - The operation of the landfill, waste placement in cells, compaction and daily cover, pest control, odour management and daily facilities operations.
 - The full operation of the transfer stations (Redruth, Temuka, Pleasant Point and Geraldine) including weighbridges.
 - Operation of the resource recovery facilities being the Recyclables Material Recovery plant (MRF) and the organics processing. The organics processing includes a commitment to construct a new facility.
- 7 Excluded is the development and additional capacity projects such as construction of cells, capping of filled cells, new gas and leachate collection systems.

- 8 Our current contract partners are Waimate District Council (WDC) and Mackenzie District Council (MDC). Currently WDC and MDC kerbside collection and transfer stations refuse, organics, recycling and glass are processed or disposed at the TDC Redruth Landfill.

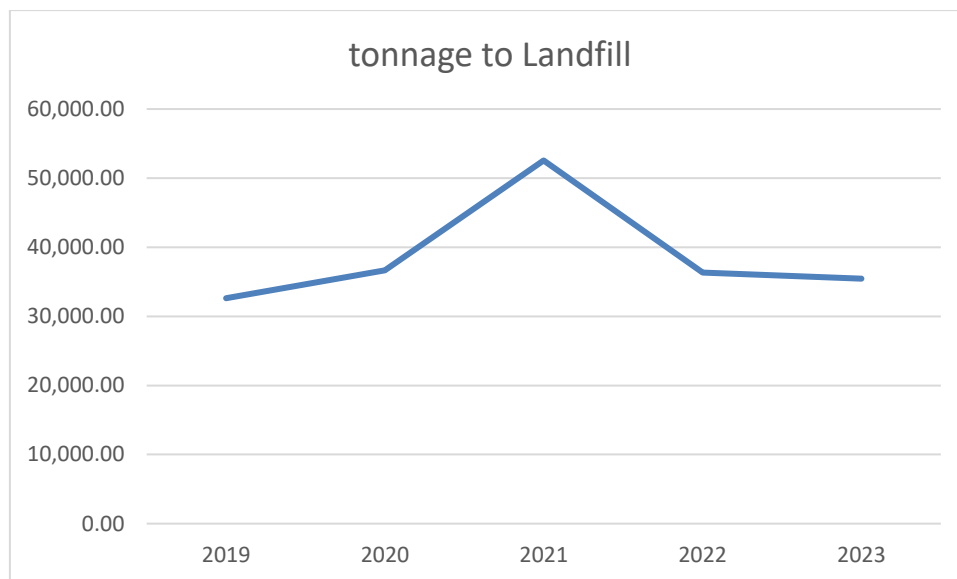
Out of District Waste Recovery

- 9 The contract allows EnviroNZ to use TDC Redruth Landfill for other commercial contracts. However, it contains provisions that there must be sufficient capacity to do so. The requirements of TDC, WDC and MDC are the priority. Subsequently, materials are now being received from:

- Central Otago District Council and Ashburton District Council Organics
- Dunedin City Council Kerbside Organics with effect July 2024
- Dunedin City Council and Central Otago District Council Recycling

Landfill life

- 10 The receipt of the materials above has no effect on the life of the landfill, however, we do not ask commercial waste Contractors the source locality of their loads, so there is potentially some materials from out of district going to landfill.
- 11 The only significant increase to landfill in the past few years, was due to Covid in 2021– as shown on the graph below:



- 12 An assessment on the remaining capacity of the Redruth Landfill was recently undertaken by Consultants Tonkin and Taylor who are specialist landfill engineers. The report concluded that the remaining capacity of the landfill would allow refuse to be disposed of at the current rate until 2050. However, it should be noted that the Redruth Landfill resource consent expires in 2030 and a renewal of this consent will be required.
- 13 A new landfill cell was recently construction that will provide refuse disposal for the next 5 years. Further cells are programmed as required through the long term landfill management plan.

Legislation Changes for Organics and Recycling Kerbside Collection

- 14 In 2023 the government moved to standardise waste disposal nationwide. This provided standardisation of kerbside collections and parameters on the waste separation.
- 15 The National parameters were set to encourage waste separation for Council's who did not provide the service or only a very limited one previously. Timaru District Council has been separating waste and had high levels of recovery for many years and was offering a service that exceeded the new national guideline.
- 16 The changes have impacted Timaru District Council kerbside collection as this has meant a change to what can be accepted in our recycling (yellow) and organics (green) bins. The main changes are:
- Tea bags, paper towels and tissues can no longer go in the green bin, they go in the Waste (red) bin.
 - Paper can no longer go in the red bin. It can go in the yellow bin as long as it has not been shredded.
 - Pizza boxes can no longer go in the green bin. They can go in the yellow bin if all food scraps have been removed. If there are food scraps present, they go in the red bin.
 - Compostable packaging and animal waste goes in the red bin.
 - Aerosol cans, aluminium foils and trays no longer go in the yellow bin, they go in the red bin.
 - All soft plastics go in the red bin. The only plastics in the yellow bin are those with identification codes 1, 2 and 5.
- 17 There is discretion under the legislation to use paper as a liner for the green bin. We have been in discussion with EnvironZ and they have accepted this an option. This will slightly alleviate the issue of green bins becoming 'dirty' when food scraps are being placed in them without wrapping.

Carbon Credits & Landfill Gas

- 18 Timaru District Council is required to surrender carbon credits obtained through the Emissions Trading Scheme (ETS) for the landfill gas generated in the landfill. Our liability for 2023 was 36,106 units. With the current price of units being \$65.00 this liability is financially significant and based on the current units required, annual funding of \$2,346,890 is required. This is funded by landfill fees and charges and rates.
- 19 The number of carbon credits is calculated at present based on the total waste being disposed of in the landfill using a default factor. This factor is based on a National waste composition analysis. Timaru is disadvantaged by this as being a National leader in waste reduction for the last 20 years we have been diverting most of our organic, gas producing waste, from the landfill.
- 20 The Redruth landfill generates methane gas from the decomposition of the organic waste. In recent years this gas has been collected and disposed of through burning using a portable flare. A new permanent gas flare has now been installed and all installed gas collection systems are now connected to this. The gas flare installation will provide the evidence required to allow Timaru to have a Unique Emissions Factor rather than the default. We are currently working through the approval process with the Ministry of Environment. The saving in carbon credits is expected to be significant.

Weighbridge Replacement

- 21 The inwards weighbridge at the Redruth landfill facility is at the end of its design life. The replacement of the load cells is required to ensure accuracy of weighing inward vehicles. This is planned to be undertaken as a priority as the likely impact is inaccurate weigh calculations and charging. There is sufficient funding in current capital budgets available for this renewal work.

Cashless System

- 22 Following a review of processes at the weighbridge it was agreed to move to a cashless system which would allow for the removal of cash payments. This improved the safety of workers, reduced time for end of day reconciliation and removed costs of around \$8,000 p/a associated with cash handling.
- 23 Very few of the 7-8,000 transactions a month expect to pay by cash and signage has been installed at all transfer stations advising that they do not accept cash. As an alternative to electronic transaction payments invoices can be issued. However, this is generally not required and very few such invoices have been issued.

Attachments

Nil

8.3 Infrastructure Key Project Updates

Author: Jacky Clarke, Programme Delivery Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

1. That the Infrastructure Committee receives and notes the Infrastructure Group Key Project Updates.

Purpose of Report

- 1 To provide an update on key infrastructure projects within the Infrastructure Group






Assessment of Significance

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

Discussion

- 3 The key project updates are detailed in attachments 1 to 5. The key projects are:
 - Geraldine Sewer Syphon Duplication (Attachment 1)
 - Pleasant Point Watermain Renewals (Attachment 2)
 - Waste Water Treatment Plant Upgrade (Attachment 3)
 - Road to Zero (Attachment 4)
 - Redruth Landfill Cell 2.3/2.4 Landfill Gas & Capping (Attachment 5)

Attachments

1. **Geraldine Sewer Syphon Duplication** [↓](#) 
2. **Pleasant Point Watermain Renewals** [↓](#) 
3. **Waste Water Treatment Plant Upgrade** [↓](#) 
4. **Road to Zero** [↓](#) 
5. **Redruth Landfill Cell 2.3/2.4 Landfill Gas & Capping** [↓](#) 

KEY PROJECT

Geraldine Sewer Syphon Duplication

Progress Report - April 2024



BACKGROUND

The sewer pipe connecting the main Geraldine township area to the Waste Water Oxidation Ponds known as the Geraldine Sewer Syphon goes under the Waihi River.

The sewer trunk main in Talbot St and the Geraldine Sewer Syphon are under capacity and required upgrading.

OVERVIEW

In 2020 the Talbot St sewer was replaced in conjunction with a road rehabilitation project. At the same time geological investigations were undertaken to determine if it was possible to drill a new pipeline under the Waihi River to mitigate construction risks associated with potential flood events. These investigations proved that drilling through the gravels was most likely to be unsuccessful and therefore the open cut construction methodology was chosen for the duplication of the sewer syphon. This construction method required 3 consents being granted to discharge water and contaminants to land and water, to divert within a riverbed and take groundwater and to excavate, drill and disturb a riverbed, before construction could commence.

PROJECT UPDATE

The construction contract was awarded to Rooney Earthmoving Ltd. Initial set up works involving bat and lizard management along with vegetation clearance have been completed and physical works are now underway. This includes earthmoving and de-watering.

PROJECT RISKS

The two major project risks are the potential for flood water to interrupt construction progress and for non-compliance with consents and plans in place for the work. REL are experienced in working within the confines of a river system and will be managing the flood risk as far as is practical. A partnership approach to the work is required with contract meetings being held prior to site work commencing.

PROJECT TIMELINE

The contract duration is 14 weeks with work starting on 11 March. The project is currently on schedule. To date approximately 25% of the work has been completed.

PROJECT FINANCIALS

The awarded construction contract is \$425,194.90.



PROJECT TEAM

Project Sponsor: Andrew Lester. **Project Leads:** Nick Houston and Shaun Johnstone

KEY PROJECT

Pleasant Point Watermain Renewals

Progress Report - April 2024



BACKGROUND

The replacement of water mains in Pleasant Point is part of the ongoing work programme within the water infrastructure activity across the Timaru District. The concrete water mains in Pleasant Point have demonstrated a need for replacement due to material degradation and associated leakage issues.

OVERVIEW

Following a network hydraulic assessment a pipe replacement contract was developed with tenders being called in July 2023. On 5 September 2023 Paul Smith Earthmoving 2002 Ltd (PSE) were awarded Contract 2532 in the sum of \$1,194,904. This contract entails work at six different sites, with a total of 2.6 kilometres of pipe to be laid.

PROJECT UPDATE

As of mid-April, PSE has completed works on Te Ngawai Road, Burgess Street, Maitland Street, Manse Road, and Kumara Terrace.

Currently, work is underway at the State Highway intersection, and it is anticipated to be completed by the end of April.

PROJECT TEAM

Project Lead: Nick Houston **Project Manager:** Danny Vala **Project Engineer:** Grant Hall

PROJECT FINANCIALS

Project budget \$1.2 Million

To the end of March 2024 \$920,000 (77%) has been completed.

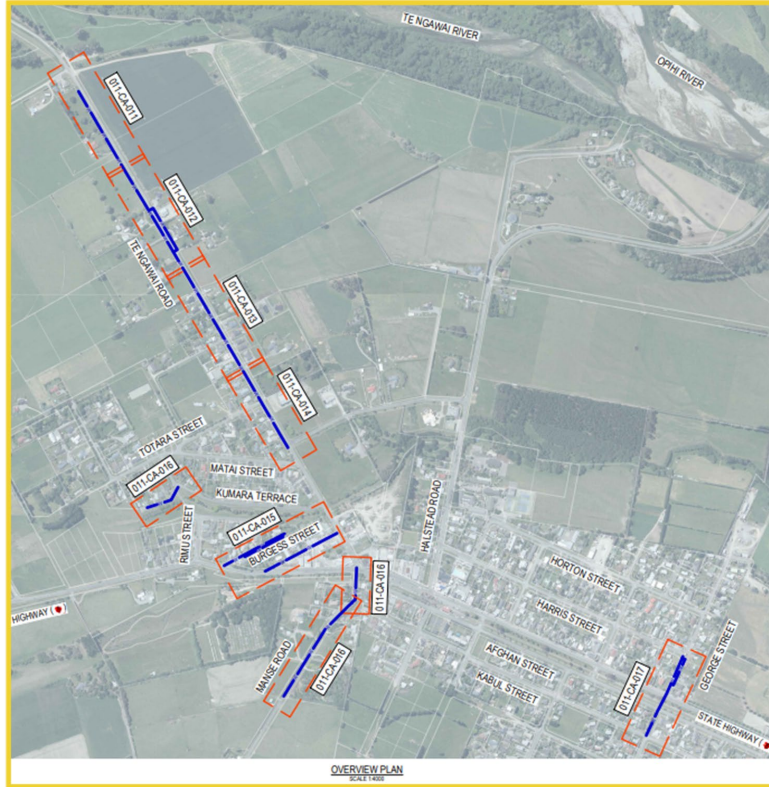
PROJECT RISKS

The primary project risks include ensuring compliance with quality standards, effective stakeholder communication, and maintaining traffic management at each site. Challenges lie in addressing the needs of businesses along Te Ngawai Road to prevent negative perceptions of the Council. Additionally, drilling beneath State Highway 8 poses technical challenges and significant risks, necessitating expertise to minimise traffic disruption and complete the task within the allotted timeframe.

KEY PROJECT

Pleasant Point Watermain Renewals

Progress Report April 2024



Pleasant Point Watermain Renewal Sites



Construction in Progress – Manse Road, March 2024

KEY PROJECT

Waste Water Treatment Plant Upgrade

Progress report – April 2024



BACKGROUND

High gas levels of hydrogen sulfide (H₂S) were recorded at the Waste Water Treatment Plant in late 2023. Investigations were carried out as to the causes, source and downstream Health & Safety (H&S) effects of the gas. Subsequently, several areas at the Waste Water Treatment Plant (WWTP) were also identified as requiring renewal and or significant maintenance works.

Sewer industrial line gas monitoring/data collection has identified 2 external sites (industrial businesses) having high dischargers of products that contain hydrogen sulfide, carbon monoxide and combustible / explosive gas/liquids that feed to the WWTP. Officers are working with these businesses to ensure Trade Waste discharges are within the agreed limits.

The possible/potential H&S effects for the Operators exposed to these gases have resulted in the implementation of Gas awareness training of the exposure limits and effects, Personal Gas Detectors for each Operator and Gas Filtered Face masks for each Operator.

OVERVIEW

There are several projects required to upgrade the plant.

Contract 2665 – Wet Well Existing Upgrade

The existing Wet Well (Industrial Waste Reception at the plant) is well overdue for remedial and maintenance work, but as the Wet Well is a critical part of the WWTP operation, long term shutdowns are not an option. A second Wet Well is being designed and priced to future proof the WWTP and for resilience, peak flows, maintenance and the flow/discharge increases that will come with industrial expansion.

Contract 2666 – Wet Well New 2 Pump Stand-alone

The new Wet Well is expected to be approximately half of the size of the existing Wet Well and will house 2 pumps, located adjacent the existing Wet Well.

Designed to be free of personnel access, eliminating the H&S Confined Space, Gas Issues and specifically setup for Operator Safety.

When the new Wet Well is commissioned then the existing Wet Well can be drained, cleaned and dried to allow for the necessary remedials to be performed safely and without the plant operational constraints.

Contract 2667 – Odour Bed Existing Media Replacement

The existing Odour Bed (OB) is overdue for bark replacement. The OB had a small area opened and examined on 27 March 2024, the bark had greatly decayed and broken down and a sample of the filter pipes was taken to be sampled to confirm the continued suitability given they are 38 years old. A renewal plan (scope) will be completed in the next 2 to 3 weeks to enable detailed pricing.

KEY PROJECT

Waste Water Treatment Plant Upgrade

Progress report – April 2024



OVERVIEW (cont)

Contract 2668 Odour Bed New Domestic Waste

The only place that back flow can occur from the Domestic Sewer to the Industrial Sewer is at the Odour Bed plenum. And under specific conditions backflow into the Industrial Fan Room and Screen Area can occur. Separation of these at the OB will eliminate any backflow.

Contract 2669 – Ventilation Industrial

An investigation of the existing Industrial Ventilation (IV) system by Best Practical Option (BPO) identified 12 issues with the existing IV. A contractor is yet to be engaged for this work.

Contract 2671 – Ventilation Amenities

An investigation of the existing Amenities Ventilation (AV) system by BECA and TDC identified that the system does not deliver the required minimum air change rate. BECA has prepared a scope for the AV and a ventilation contractor has priced this work.

Contract 2672 – Ventilation Amenities Roof Access

Roof access to the existing AV services is below current codes/standards and will require upgrading.

Contract 2673 – Sewer Lines Venting and Monitoring

The sampling and gas monitoring of the Domestic and Industrial Sewer Lines from the Showgrounds to the WWTP took place daily from 3 weeks prior to Christmas and through to early January 2024. The data gathered identified the discharge sites of concern and allowed TDC to plan and implement the necessary H&S measures.

Contract 2674 – Electrical Industrial

Contract 2675 – Electrical Controls

Contract 2676 – Electrical Gas Detection Wiring

Large parts of the electrical system are programmed for replacement and/or renewal being at end of useful life. There are control cabinets that are no longer used that require removal. The monitoring system is very outdated and requires upgrading.

The total existing electrical system will be appraised, and a detailed performance specification and contract document will be prepared.

Contract 2677 – Gas Detection & Monitoring

The existing Wet Well Draeger Gas Detection system is outdated and does not cover the types of gases nor the range and concentration of gases that is now required. A new system that is fit for purpose and future proofed is being priced.

Contract 2678 – Tank Reception 1&2

The existing system blocks and requires remedial works.

KEY PROJECT

Waste Water Treatment Plant Upgrade

Progress report – April 2024



PROJECT TIMELINE

Estimated programme to completion approx. 18 months

PROJECT TEAM

Project Lead: Stewart Gutsell **Project Managers:** Jake Esterhuysen / Stewart Gutsell

PROJECT FINANCIALS

Required works are still being scoped and pricing will follow. The project budget is \$4.5M.

PROJECT RISKS

- Review the piping and instrumentation diagram and programme to ensure a safe site during each project stage.
- Gas related issues, including the engagement with the companies that discharge to the WWTP that their discharge is within the approved and agreed levels.
- Planning to ensure Plant Operation is maintained.
- Mitigating or Eliminating the project related H&S, construction and operational risks.

KEY PROJECT

Road to Zero

Progress Report – April 2024



BACKGROUND

An update on the delivery of projects in the Timaru District that were approved under the New Zealand Road Safety Strategy 'Road to Zero' programme.

Treatment types at each of the locations were interventions that aligned with the Safe System foundation of the Road to Zero Strategy. This is treatments that are most likely to eliminate the occurrence of fatal and serious injuries, eg. roundabouts, raised safety platforms, midblock raised pedestrian crossings and traffic calming.

OVERVIEW

The delivery of the project programme has been progressing, with the completion of several projects.

There are still several projects to be completed prior to the end of June this year.

PROJECT UPDATE

The projects completed to date under the programme are;

Queen Street at Timaru Hospital - midblock raised pedestrian (zebra) crossing

Quarry Road at Timaru Christian School - midblock raised pedestrian crossing

Woodlands Road at Hassall Street – raised safety platforms

Hassall Street / Harper Street – roundabout/pedestrian refuge islands

Hassall Street / Cain Street – roundabout/pedestrian refuge islands/pavement rehab

Hislop Street / Peel Street – roundabout/pedestrian refuge islands

Victoria Street / Catherine Street – roundabout/pedestrian refuge islands – works in progress

PROJECT TEAM

Project Sponsor: Area Programme Manager (Central & Lower South Island), New Zealand Transport Agency Waka Kotahi

Project Lead: Land Transport Manager, Timaru District Council

Project Delivery: Transportation Team Leader, Active Transport Project Manager and Project Delivery Coordinator, Land Transport Unit, Timaru District Council

KEY PROJECT

Road to Zero

Progress Report – April 2024



PROJECT TIMELINE

The projects still to be completed under the programme are;

Church Street / Grey Road – roundabout/pedestrian refuge islands – scheduled for April 2024

Grants Road - midblock raised pedestrian (zebra) crossing – commencing on 8 April 2024

Grants Road / Bouverie Street – roundabout/pedestrian refuge islands – commencing on 8 April 2024

Milford Clandeboye Road / Prattley Road / Milford Lagoon Road – intersection improvements – scheduled for April – May 2024

Old North Road / Pages Road / Selwyn Street – retrofitting roundabout by installing raised safety platforms – scheduled for May - June 2024

Church Street / Wilson Street - retrofitting roundabout by installing raised safety platforms – scheduled for May – June 2024

Selwyn Street – midblock raised pedestrian (zebra) crossing – scheduled for June 2024

Levels Plain Road / Foley Road / Falvey Road – intersection improvements – scheduled for May – June 2024

Domain Avenue / High Street – intersection improvements – scheduled for June 2024

Selwyn Street / Grasmere Street / Douglas Street – modifications to existing pedestrian refuge islands – scheduled for June 2024

PROJECT FINANCIALS

Project budget: \$3,365,204.00

Expenditure to date:

Queen Street - \$96,372.58

Quarry Road - \$80,759.98

Woodlands Road / Hassall Street - \$98,885.48

Hassall Street / Harper Street - \$93,507.82

Hassall Street / Cain Street - \$421,226.55

Hislop Street / Peel Street – \$136,000

Victoria Street / Catherine Street – \$121,000

KEY PROJECT

Road to Zero

Progress Report – April 2024



PROJECT RISKS

That the community raise concerns regarding the delivery of the Road to Zero programme, in particular relating to the current (new) Governments scrapping of the Road to Zero strategy.

The risks are partially mitigated as residents in these areas have requested change over several years, and these are safety interventions that can be demonstrated by a Death and Serious Injury saving through the New Zealand Transport Agency’s pipeline tool (project selection and prioritisation). Funding from this work category cannot be directed to other improvement, maintenance or renewal projects and is ringfenced for particular projects. Noting that the current National Land Transport Programme ends 30 June 2024, so any projects not underway will be unlikely to attract funding in the current Draft Government Policy Statement.



Queen Street, Timaru – Midblock Raised Pedestrian (Zebra) Crossing

KEY PROJECT

Road to Zero

Progress Report – April 2024



Quarry Road, Timaru – Midblock Raised Pedestrian Crossing



Woodlands Road – Hassall Street – Raised Safety Platform and Traffic Island (Northbound Lane)

KEY PROJECT

Road to Zero

Progress Report – April 2024



Woodlands Road – Hassall Street – Raised Safety Platform and Traffic Island (Southbound Lane)



Hassall Street – Harper Street, Timaru Roundabout and Pedestrian Refuge Islands

KEY PROJECT

Road to Zero

Progress Report – April 2024



Hassall Street – Cain Street, Timaru
Roundabout and Pedestrian Refuge Islands



Route Improvements Hassall Street

KEY PROJECT

Redruth Landfill Cell 2.3/2.4 Landfill Gas & Capping

Progress report – April 2024



BACKGROUND

Following the completion of filling landfill cells 2.3 and 2.4, the installation of a gas collection system and capping works are required.

OVERVIEW

Contract 2645 – Redruth Landfill Cell 2.3/2.4 Landfill Gas and Capping Works 2023/2024

Contractor - Rooney Earthmoving Limited.

The works comprise the following major work items:

- Supply & installation of gas collection pipes into the waste and existing cap material;
- Supply and installation of a gas ring-main pipework;
- Supply, cart and construct compacted clay capping layer;
- Cart growth medium material from stockpiles and place on top of compacted clay layer;
- Supply, cart and construct topsoil layer on top of growth medium layer;
- Supply and install new leachate storage tank on the stage 1 part of the existing landfill;
- Supply and install new alternative leachate rising main pipeline on the stage 3 part of the existing landfill.

PROJECT UPDATE

The capping is the placement and compaction of a clay layer over the landfill cell to prevent water entering the refuse layers and creating leachate. The gas collection system consists of the installation of pipes that will collect and transfer the gas to the recently installed new flare for burning. The burning of the methane gas collected reduces the Council's carbon emissions liability.

- Tenders closed on 7 December 2023 and the Tenders and Procurement Committee approved the tender submitted by Rooney Earthmoving Ltd on 18 December 2023.
- Possession of the site was given on Monday 22 January 2024.

PROJECT TIMELINE

The original contract period was for 80 working days with the expected finish date being 16 May 2024.

The contract start date was delayed due to the site operator, Enviro NZ, not having the site finished to the design heights which resulted in a redesign by the Consultants, Tonkin & Taylor. Rooney Earthmoving Ltd, has had to place more grading fill than was provisionally allowed for within the contract.

KEY PROJECT

Redruth Landfill Cell 2.3/2.4 Landfill Gas & Capping

Progress report – April 2024



PROJECT TIMELINE (cont.)

With the delay to the start plus additional supply and placement of grading fill, it is expected that the contract will now be completed by 14 June 2024.

PROJECT TEAM

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

PROJECT FINANCIALS

The Contract award sum was for \$1,241,645.24.

The project is 30% complete and the expenditure to date is approximately \$380,000.

To date the additional grading fill material has resulted in approximately an extra \$37,000.00 having been spent.

PROJECT RISKS

Weather and ground conditions - these factors may make access and working conditions unsuitable which could and will cause additional project delays.

Construction work on a landfill site poses significant health and safety risks including managing landfill gas however, through the procurement process and what is being demonstrated by Rooney Contracting Ltd, they are managing this risk very well.



8.4 Overweight Permits Policy

Author: Susannah Ratahi, Land Transport Manager
Selina Kunac, Transport Strategic Advisor

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That the Infrastructure Committee:

1. Notes the updates made to the application process and assessment criteria for overweight vehicle permits in the Timaru District.
2. Notes the implications for issuing of ISO container permits.
3. Adopts the Draft Overweight Vehicle Permits Policy.
4. Agree preferred dispensations for ISO container permits to be included in the Policy:
 - Existing ISO container permits may be extended with a maximum VAI of 1.2. The period of issue for any permit granted under this dispensation will conclude on or before 31 May 2026 (or an earlier date as deemed appropriate by the Infrastructure Committee).
 - This dispensation will expire on 31 May 2026 (or an earlier date as deemed appropriate by the Infrastructure Committee), following which all ISO permits must comply with VDAM and a maximum VAI of 1.1.
 - This dispensation excludes new ISO container permits (these must comply with VDAM effective immediately).

Purpose of Report

- 1 The purpose of this report is to:
 - Update the Infrastructure Committee on updates made to the application process and assessment criteria for overweight vehicle permits in the Timaru District.
 - Update the Infrastructure Committee on the implications for issuing of ISO container permits.
 - Present the Draft Overweight Vehicle Permits Policy to the Infrastructure Committee.
 - Present options for adoption of the Policy including potential further dispensations for ISO container permits.

Note: ISO Containers are large standardised containers designed and built for intermodal freight, often used to haul heavy loads and palletised products. Further description including use in the Timaru District is provided below.

Assessment of Significance

- 2 This matter is deemed to be of low significance in terms of the Timaru District Council Significance and Engagement policy as this is consistent with national policies and has an impact on only a few freight haulage operators.

Background

- 3 In New Zealand there are strict controls on the weight and axle loads of vehicles travelling on public road networks. Weight limits are imposed to protect roading assets and manage and monitor safe loading practices used by transport operators. If a vehicle exceeds the limits (for example, because an indivisible load is being carried or because of the vehicle's design), then an overweight permit is required before travel is allowed.
- 4 The maximum weight limits for vehicles are set out in the Land Transport Rule: Vehicle Dimensions and Mass 2016 (VDAM).
- 5 The VDAM Manual (Volumes 1 and 2) sets out the policies, standards and procedures for issuing overweight, over dimension, High Productivity Motor Vehicle (HPMV) and other specialist vehicle permits, in alignment with VDAM. The manual is published by NZ Transport Agency Waka Kotahi and is the current industry standard.
- 6 In the Timaru District, Timaru District Council (TDC) is the authority for permitting of overweight vehicles on local roads, and NZ Transport Agency Waka Kotahi (NZTA) is the authority for permitting of overweight vehicles on State Highways. Historically, transport operators have been required to submit separate applications to each authority to travel on State Highways and local roads in our District.
- 7 TDC has recently collaborated with NZTA to streamline the application process for overweight permits in the District. Applicants can now make a single application where there is travel intended on both the Timaru District and State Highway networks. Permit applications are assessed and administered by NZTA, ensuring consistency in the assessment methods used.
- 8 Processing overweight permits involves reviewing engineering attributes, multiple vehicle combinations, bridge reports and Vehicle Axle Index (VAI) calculations (VAI is a measure of axle loading, used to determine compliance with overweight permitting limits), all of which require knowledge of the VDAM regulations and administration. NZTA operates a calculation system called OPermit, which assists with application processing. As TDC does not have the same access to these tools internally, it is beneficial to leverage the expertise and tools used by NZTA. We have been running HPMV permits for local roads through OPermit for some time. Many other Councils throughout New Zealand operate a similar arrangement, including Christchurch City Council, Selwyn District Council and Ashburton District Council.
- 9 While alignment with the VDAM Manual is considered best practice, roading authorities do have the ability to approve overweight permit applications over and above the weight limits set out in the Manual. Since VDAM was established, TDC has progressively aligned its permitting procedure and assessment criteria to these standards, which has been strengthened by fully streamlining assessment with NZTA in October. In most cases, industry is already well aligned to VDAM, and a good level of compliance is achieved. Council also works with NZ Police to monitor permits and facilitate safety agreements with transport operators.
- 10 There is one variation between Council's historic assessment criteria and VDAM, which is requiring a graduated response to address, in collaboration with industry. This affects permits for the cartage of ISO containers, an activity mostly limited to specific locations at Timaru Port and the approved route from Clandeboye Dairy Factory to Temuka rail head. ISO containers are large cargo containers used to ship goods. They can be refrigerated so are well suited for cartage of food products. These containers when full often exceed road transport mass limits as shipping is based on volume not mass.

- 11 The VDAM Manual sets a maximum VAI (a measure of truck axle loading) limit of 1.1 for ISO container cartage, where historically Council has approved permits to carry up to a VAI of 1.2. To our knowledge, Timaru District Council is the only roading authority in New Zealand which has allowed this dispensation. Allowing heavier vehicle weights has an impact on the condition and deterioration of the road network that increases maintenance costs and reduces the level of safety. Advice from NZ Police, other councils and industry has led officers to conclude that aligning with the VDAM limit of VAI 1.1 for ISO container cartage is recommended.

Discussion

- 12 With a significant number of ISO container cartage permits arising for renewal in early 2024, Council has worked collaboratively with affected transport operators to signal a potential change and seek feedback on whether further dispensations would be supported. This has included:
- Short-term extension of existing permits for VAI 1.2 on specific roads/routes through to March 2024.
 - Introduction of additional conditions for these short-term extensions to ensure speed, geospatial and stability measures are in place for safety and damage reduction while heavier loads are still being carried. It should be noted that some of these conditions have not been met by industry to date.
 - Engagement -It has been recognised that some transport operators will need to adjust or upgrade vehicle configurations and/or loading of their fleet to meet VDAM requirements. The financial cost of doing so needs to be balanced with the risk that heavy vehicle loads adversely affect our roading assets.
- 13 It was suggested by industry that Council extend the current short-term extension for ISO container permits, and following a decision from Council's Infrastructure Committee, establish and communicate a clear policy to guide permitting, including any agreed dispensations for ISO container permits. This would remove ambiguity, ensure consistency in the review and approval of permit applications, and ensure that any future dispensations are applied equitably for all transport operators.
- 14 Council officers propose that an Overweight Permits Policy be adopted by Council to confirm:
- the application process and assessment criteria for overweight permitting in the Timaru District
 - Any further special dispensations to be provided for ISO container cartage permits.
- 15 The Draft Policy is attached for the Committee's consideration (Attachment 1). The Policy requires that:
- All permits (existing and new) to comply with VDAM, effective immediately from the date of adoption of the policy.
 - All ISO Container permits (existing and new) for local roads in the Timaru District will be restricted to select roads at Timaru Port and the approved route from Clandeboye to Temuka rail head.
 - All overweight permits must be submitted and processed via the NZ Transport Agency Opermit system.

Options and Preferred Option

Options for adoption of proposed Policy

Option 1: That the Infrastructure Committee adopts the Draft Overweight Permitting Policy.

Option 2: That the Infrastructure Committee adopts the Draft Overweight Permitting Policy, with dispensations added (see below) and/or other amendments as advised by the Infrastructure Committee. This with option 1 in table below, allowing existing permits to a VAI of 1.2 until May 2026 it the preferred option.

Option 3: That the Infrastructure Committee does not adopt the Draft Overweight Permitting Policy.

Options for Dispensations

Option	Dispensations	Considerations
1	<ul style="list-style-type: none"> • Existing ISO container permits may be extended with a maximum VAI of 1.2. The period of issue for any permit granted under this dispensation will conclude on or before 31 May 2026 (or an earlier date as deemed appropriate by the Infrastructure Committee). • This dispensation will expire on 31 May 2026 (or an earlier date as deemed appropriate by the Infrastructure Committee), following which all ISO permits must comply with VDAM and a maximum VAI of 1.1. • This dispensation excludes new ISO container permits (these must comply with VDAM effective immediately). 	<ul style="list-style-type: none"> • This option will phase out dispensations for ISO container permits by 31 May 2026 (or an earlier date as deemed appropriate by the Infrastructure Committee). It is unlikely that patterns of truck loading (and associated damage) on the road network will decrease until this time. Continued funding will be required to address this damage, but this will be limited to the existing number of trucks with previously approved permits. • The Committee should consider that this option may drive a temporary commercial advantage for some transport operators. • This option depends on local enforcement efforts for monitoring and requires more resource to do so effectively (as permitting is not standardised).
2	<ul style="list-style-type: none"> • ISO container permits (new/existing) may be approved/extended with a maximum VAI of 1.2. The period of issue for any permit 	<ul style="list-style-type: none"> • This option will phase out dispensations for ISO container permits by 31 May 2026 (or an earlier date as deemed appropriate by the

	<p>granted/extended under this dispensation will conclude on or before 31 May 2026 (or an earlier date as deemed appropriate by the Infrastructure Committee).</p> <ul style="list-style-type: none"> • This dispensation will expire on 31 May 2026 (or an earlier date as deemed appropriate by the Infrastructure Committee), following which all ISO permits must comply with VDAM and a maximum VAI of 1.1. 	<p>Infrastructure Committee). It is unlikely that patterns of truck loading (and associated damage) on the road network will decrease until this time. Continued funding will be required to address this damage.</p> <ul style="list-style-type: none"> • This option depends on local enforcement efforts for monitoring and requires more resource to do so effectively.
3	<ul style="list-style-type: none"> • ISO container permits may be approved up to a maximum allowable VAI of 1.2. • This dispensation applies to all ISO container permits (existing and new). 	<ul style="list-style-type: none"> • This option will allow existing dispensations for ISO container permits to continue on a permanent basis. Continued funding will be required to address damage caused by high truck loads. • This option will establish consistency and fairness in permitting procedures generally, however the maximum VAI for ISO container permits will be a national outlier. • This option depends on local enforcement efforts for monitoring and requires more resource to do so effectively.
4	<ul style="list-style-type: none"> • Special dispensations for existing ISO container permits may be negotiated with individual transport operators, with consideration for current contractual obligations and other market factors. The period of issue for any permit granted under this dispensation will conclude on or before 31 May 2026 (or an earlier date as deemed appropriate by the Infrastructure Committee). • This dispensation will expire on 31 May 2026 (or an earlier date 	<ul style="list-style-type: none"> • This option will phase out dispensations for ISO container permits by 31 May 2026 (or an earlier date as deemed appropriate by the Infrastructure Committee). It is unlikely that patterns of truck loading (and associated damage) on the road network will decrease until this time. Continued funding will be required to address this damage. • This option will establish consistency and fairness in

	<p>as deemed appropriate by the Infrastructure Committee), following which all ISO permits must comply with VDAM and a maximum VAI of 1.1.</p> <ul style="list-style-type: none"> • This dispensation excludes new ISO container permits (these must comply with VDAM effective immediately). 	<p>permitting procedures generally, however any dispensations granted will be national outliers.</p> <ul style="list-style-type: none"> • The Committee should consider that this option may drive a temporary commercial advantage for some transport operators. This will need to be balanced with the financial/contractual risks posed to transport operators, and the associated industry/export risks should a maximum VAI of 1.1 be enforced immediately. • This option depends on local enforcement efforts for monitoring and requires more resource to do so effectively (as permitting is not standardised).
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Consultation

- 16 Feedback has been requested from affected and interested stakeholders including NZ Police, affected transport operators/industry and the Canterbury representatives of Transporting NZ (trucking association).
- 17 NZ Police have advised that Council should ensure any permits issued are legally compliant and recommends that Council consider fully the safety implications and organisational risks that go with the issuing of the said permits.
- 18 The affected transport operator has requested that further dispensations are needed to ensure maximum utilisation of shipping methods, to ensure the competitiveness of the New Zealand export market. The operator has also noted the authority of TDC to set VAI limits for local roads, and the need to balance weight limits with being a proactive enabler of the NZ economy. They have advised that a 2 year dispensation would be sufficient, as this would align with fleet upgrades and configuration changes. Regarding operational impacts, they have advised that safety comes first, and that commercial partnerships can be reformed, at the risk that Timaru removes itself as a productive Port, with NZ exporters looking to other alternatives. They are open to a formal discussion around these impacts.

Relevant Legislation, Council Policy and Plans

- 19 Land Transport Act 1998
- 20 Land Transport Rule: Vehicle Dimensions and Mass 2016 (VDAM)

- 21 NZ Transport Agency Waka Kotahi Vehicle Dimensions and Mass Permitting Manual Volumes 1 and 2

Financial and Funding Implications

- 22 Roads in the Timaru District have historically been designed and maintained based on the traffic loads forecasted to use them. Heavy trucks cause roads to wear out faster, so routes approved to carry heavy vehicles are generally designed to higher specifications, which comes at a higher cost. Regular maintenance also helps to improve longevity.
- 23 If there are more trucks travelling a road than expected, or if the loads they are carrying are heavier than expected, the road wears out quicker. This drives a need for more maintenance more often (higher maintenance costs), and also shortens the life of the road (introducing capital rebuild costs sooner than expected). For the average road user this looks like more frequent road works, lower road quality (more potholes), and extra measures like temporary speed limits to keep the network operating safely.

Other Considerations

- 24 There are no other considerations.

Attachments

1. **Draft Overweight Permit Policy 2024 - 2 April 2024** [↓](#) 

Overweight Permits Policy



Approved by:	Infrastructure Committee
Group:	Infrastructure
Responsibility:	Land Transport Manager
Date adopted:	
Review:	Every 3 years or as required, in alignment with future amendments to the Land Transport Rule: Vehicle Dimensions and Mass 2016. To be completed by Land Transport Unit. This Policy does not cease to have effect because it is due for review, or being reviewed.
Consultation:	Not Required
Policy Type	Council Operational

Introduction

Policy Purpose

1. This policy details the approach taken by Timaru District Council (Council) to manage the operation of overweight vehicles on the Timaru District road network.
2. The key objectives of the policy are to:
 - (i) ensure consistency in the assessment of applications for overweight vehicle permits, and;
 - (ii) ensure consistency in the parameters and/or conditions imposed upon successful permit applications.
3. This policy contributes to the Timaru District Council Community Wellbeing outcomes of Resilient Infrastructure and a Diverse Economy. It seeks to ensure a balance is struck between enabling economic activity within the District and prudent management of community assets, namely the roading network.
4. This policy is aligned with the Land Transport Rule: Vehicle Dimensions and Mass 2016.

Scope

5. This policy applies to Timaru District Council employees, contractors or third parties involved in the assessment, approval and management of overweight vehicle permits for the Timaru District.

Definitions

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DRAFT – Overweight Permit Policy

Page 1 of 3

- 6. **VAI:** Vehicle Axle Index – a measure of axle loading, used to determine compliance with overweight permitting limits.
- 7. **ISO Container:** a large standardised container designed and built for intermodal freight. Often used to haul heavy loads and palletised products.

Policy Statements

- 8. All overweight vehicle permit applications will be assessed and approved in accordance with the NZ Transport Agency Waka Kotahi Vehicle Dimensions and Mass Permitting Manual Volume 2, 2nd Edition, amendment 6 (VDAM).
- 9. Special dispensation for permits for cartage of ISO containers will be issued as follows:

Application type	Dispensation
All existing permits for cartage of ISO containers (as at the time of adoption of this policy).	Permits may be extended with a maximum VAI of 1.2. The period of issue for any permit granted under this dispensation will conclude on or before 31 May 2026 (or an earlier date as deemed appropriate by the Infrastructure Committee). This dispensation will expire on 31 May 2026 (or an earlier date as deemed appropriate by the Infrastructure Committee), following which all ISO permits must comply with VDAM and a maximum VAI of 1.1.
All new permits received for cartage of ISO containers (received after the date of adoption of this policy).	Permit application to be assessed and approved in accordance with the NZ Transport Agency Waka Kotahi Vehicle Dimensions and Mass Permitting Manual Volume 2, 2 nd Edition, amendment 6 (VDAM), providing for a maximum VAI of 1.1.

Monitoring

- 10. Adherence to this policy will be monitored via an annual review of all permits granted and/or declined, undertaken by a working group comprised of no less than two Council officers.

Reporting

- 11. A report detailing overweight permitting activity, including dispensations granted, will be provided to Council’s Infrastructure Committee on an annual basis.

Delegations, References and Revision History
<p>Delegations Identify here any delegations related to the policy for it to be operative or required as a result of the policy</p>

Delegation		Delegations Register Reference			
References Include here reference to any documents related to the policy (e.g. operating guidelines, procedures)					
Title		Relevant Reference within Document			
NZ Transport Agency Waka Kotahi Vehicle Dimensions and Mass Permitting Manual Volume 2, 2 nd Edition, amendment 6		All			
Revision History Summary of the development and review of the policy					
Revision	Owner	Date Approved	Approval By	Next Review	Doc Ref

DRAFT

9 Consideration of Urgent Business Items

10 Consideration of Minor Nature Matters

11 Public Forum Items Requiring Consideration

12 Exclusion of the Public

Recommendation

That the public be excluded from the following parts of the proceedings of this meeting on the grounds under section 48 of the Local Government Official Information and Meetings Act 1987 as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Plain English Reason
13.1 - Temporary Traffic Management works update	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	To protect commercially sensitive information

13 Public Excluded Reports

13.1 Temporary Traffic Management works update

14 Readmittance of the Public