

AGENDA

Infrastructure Committee Meeting Tuesday, 17 June 2025

Date Tuesday, 17 June 2025

Time Following Environmental Services Committee

Location Council Chamber

Timaru District Council Building

2 King George Place

Timaru

File Reference 1764771



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 17 June 2025, 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 Confirmation of Minutes

6.1 Minutes of the Infrastructure Committee Meeting held on 15 April 2025

Author: Jessica Kavanaugh, Team Leader Governance

Recommendation

That the Minutes of the Infrastructure Committee Meeting held on 15 April 2025 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 15 April 2025

Item 6.1 Page 6



MINUTES

Infrastructure Committee Meeting Tuesday, 15 April 2025

Ref: 1764771

Minutes of Timaru District Council Infrastructure Committee Meeting

Held in the Council Chamber, Timaru District Council Building, 2 King George Place, Timaru on Tuesday, 15 April 2025 Following Environmental Services Committee at 10.05am

Present: Clrs Sally Parker (Chairperson), Gavin Oliver (Deputy Chairperson), Stu

Piddington, Peter Burt, Owen Jackson, Allan Booth, Stacey Scott, Michelle Pye,

Scott Shannon, Mayor Nigel Bowen

In Attendance: Community Board Members: Ross Munro (Pleasant Point Community Board),

Jan Finlayson (Geraldine Community Board)

Officers: Nigel Trainor (Chief Executive), Andrew Dixon (Group Manager Infrastructure), Paul Cooper (Group Manager Environmental Services), Stephen Doran (Group Manager Corporate and Communications), Justin Bagust (Chief Information Officer), Nicole Timney (Manager of Property Services), Suzy Ratahi (Land Transport Manager), Andrew Lester (Drainage and Water Manager), Laura Rich (Water Services Strategy Officer), Jayson Ellis (Building Control Manager), Steph Forde (Corporate and Strategic Planner), Jessica Kavanaugh (Team Leader Governance), Maddison Gourlay (Marketing and Communications Advisor) Jo Williams (Executive Assistant Infrastructure)

Public: Iain Sinclair, Bruce Robertson, David Thomson (Airport Users Group)

1 Apologies

There were no apologies received.

2 Public Forum

Mr Sinclair, spokesman for the Airport User Group spoke to the Committee concerning the hanger leases at the Richard Pearse Airport. A handout detailing their presentation and an airfield expenses summary was circulated among the Elected Members.

Attachments

1 Airport Users Group - Handout to Elected Members - attachment to minutes 1752333

Airport User Group - Timaru : Timaru District - Infrastructure committee meeting 15th April 2025

60 Second overview - Details on following pages

Welcome and Introductions

All of the hanger owners we represent will challenge the \$15 rate set by this committee.

We have commissioned an independent land and lease value

We request that you consider and move on several actions after today's presentation

We have chosen to present in person rather than in the media

We stand behind our open letter to Elected Members 25/2/2025

Leases have had regular Market and CPI Reviews

Previous Councils have set directives for Land Lease rates with consideration of their private and recreational use.

The airport is an Airport Reserve

Leases are restricted to " As a hanger site for aircraft for personal and private use / Lessor approved commercial uses (which the landlord may determine in its absolute discretion)."

Leases exclude residential use

The lease document is still not fit for purpose

Airport User Group - Timaru : Timaru District - Infrastructure committee meeting 15th April 2025

Welcome and Introductions

elcome counsellors to our presentation and appreciate your time Bruce Robertson, David Thomson, Ian Sinclair. Dave Crosbie in support.

All of the hanger owners we represent will challenge the \$15 rate set by this committee.

All of the 15 leaseholders on 18 leased sites support our position, 3 sites are incorporated bodies who we are talking to but not on behalf of. 3 of our lease sites are conduction

We have commissioned an independent land and lease value

Our valuer was called to give evidence and cancelled our original appointment and we have rescheduled for the week after Easter

We request that you consider and move on several actions after today's presentation

The communications directive you received from management implies that there is nothing to do until we present an independent valuation.

This is not true and we will ask you to consider specific motions at the conclusion of this

presentation.

We have chosen to present in person rather than in the media

The meeting on 18th February has had a negative impact on councils reputation and Mana

We stand behind our open letter to Elected Members 25/2/2025

Thanks to those counsellors who met with us after we sent our open letter to el members. We do not intend to mitigate those points again but have supplied a copy of it for

Leases have had regular Market and CPI Reviews

Comments were made at the 18th February meeting that we are not paying market rents and we had 1990 prices. This comment was ill informed and mischievous. David will outline his Market and CPI reviews during his lease period.

Market rates have been set by Council appointed valuers.

Good faith negotiations

Previous valuations for Market Value have never attempted to imply commercial and industrial use.

Mr Binnies valuation is deeply flawed

Why is the council seeking external valuations when you already hold QV data on Hangar Lease Sites ?

Hanger designated area valuation and return based on airport land value

Overview of land leases

Define Private Benefit please

Operational costs

Market Rate for Land Leases or User Pays. Pick a lane

Ghost airport or Thriving airport

We need a plan - We can help

Summary

Requested actions for elected members

Previous Councils have set directives for Land Lease rates with consideration of their private and recreational use.

Previous councils have accepted that private and recreational aircraft hangers are exactly that. Leases have restricted use. The airport is the appropriate place for recreational aviation.

Hangars are on an Airport Reserve and are no different than any other recreational use of a

Ashby Park, the Rangitata Huts and the Gun Club all enjoy discounted leases We are seeking fair and reasonable lease values suitable for personal, private and recreational use.

The airport is an Airport Reserve

The whole airport site is Crown land (Airport Reserve) – Aerodrome [Richard Pearse Airport] NZ Gazette 1959 Page 488

The underlying zone is Rural 1 and General Rural under the Proposed District Plan. The site is also designated under the District Plan meaning the designation overrides the district plan rules when used for that purpose (Aerodrome) by the Requiring Authority (TDC). The zone rules apply to any other use of the land, e.g. the areas of the site that they lease out for grazing/cropping

Leases are restricted to " As a hanger site for aircraft for personal and private use / Lessor approved commercial uses (which the landlord may determine in its absolute discretion)."

Comparing Timaru Airport land leases values to sites that allow industrial and comruse is illogical.

There is no infrastructure to support commercial and industrial use

The airport is zoned R1 for non airport use.

The correct comparison and underlying value is Rural.

Leases exclude residential use

Comparing Timaru land leas es values to sites that allow residential use is illogical

The lease document is still not fit for purpose

The lease document is still not fit for purpose

Two months after your 18th February meeting at which your executive declared that the
lease template was final and fit for purpose, there is still no acceptable final document.

This has been a Council project now for 4 years.

The template from 18th February is superseded

Current issues include (Refer Doc#1493259)

8.2 - 20 working days is not adequate for non business lesses (39)

8.4 a) c) Local valuer requirement with 7 years local experience

8.6 Market reviews by definition can our OR down.

- - - 8.6 Market reviews, by definition can go up OR down
 23.2 Schedule or advisory required

- 36.1 10 working days is not enough for non business lesses. Council can still
- not provide direct debits 39 Needs to specify Mail AND email AND phone
- 56 Needs the same conditions as 20

- Tenure needs to be 30 years Market reviews need to be 5 years Method for calculating area of lease

Good faith negotiations

Hanger owners have been negotiating in good faith, and paying suggested increases, while you have been addressing your dysfunctional lease. At no time prior to 18th February have hanger owners rejected proposed lease costs, only the clauses of the leases. You need to complete those negotiations in good faith and honour your offers made to those

Previous valuations for Market Value have never attempted to imply commercial and industrial use.

Council has had many Market Rate valuations performed in the past.
Clearly Mr Binnie has been asked to value through a different lens than previously.
This makes no sense as the airport has not changed services, zoning or permitted use for land lease holders.

Mr Binnies valuation is deeply flawed

- Not Residential
- Not Industrial or commercial
- We are not an airline requiring expensive infarstucture Airport Land is not scarce
- Underlying value is Rural
- He quotes a tenure of 25 years. Leases are 15
- The Quives a teriture 12.5 years. Leases are 13 Power and water are not supplied Many hangers are landlocked, no vehicle access without crossing operational areas Airport is not freehold, it is a reserve (Pukaki is free hold) "Useful ground rental information from colleges" is not a useful comparison. At
- Ashburton it proved to be unreliable and is subject to a complaint to industry
- The three airports listed are not good comparisons for Timaru.
- Comparative airports should be in our area.

 We would suggest Ashburton, Waimate, Oamaru, Omarama as suitable comparisons
- Washdyke is industrial land with services and supporting zoning and infrastructure

Operational costs attributable to General aviation are far lower than those you were presented with in your report 18.4. We reject the idea that capital expenditure on the Runway, Apron, Terminal and Car Park, and the associated operational costs of interest and depreciation, is the responsibility of General Aviation users and hangar land lease holders. We also reject many of the costs associated with SMS and increased staffing required for Airline operations are our responsibility. See our revised spreadsheet.

We are already paying 78% of the costs associated with running the portion of the airport used for General Aviation. Lease holders also pay rates. The rate contribution from hanger owners will make up the other 22%.

Using your idea of "Private Benefit" or "User Pays" we should pay for what we use, and Airline passengers should pay for what they use

We are paying our share, unfortunately the airport accounting does not easily or naturally separate our cost from the expensive airline infrastructure co

Market Rate for Land Leases or User Pays. Pick a lane

Your report and discussion references operation costs as the driver for lease increases but yet you keep talking about market rates for .

Ghost airport or Thriving airport

Stafford Street and Waskdyke are not looking very business like at the moment. Many landlords will be negotiating to keep tenants in their properties

This is a direct quote from Bruce Robertson at Avtek based on documentation council has sent out to him at the new rates of \$15 per sgm "I have calculated that at my current staff numbers, I would have to increase my charge out rate by \$30 per hour to finance the annual lease amount requested in the latest Agreement. This expectation is totally unsustainable as my long standing clients will move on to other Maintainers in the South Island who have affordable hangar expenses and can charge a lesser rate. This will result in closure of an otherwise successful long standing business. Avtek employs 7 people at the airport and is the biggest employer at the airport.

We need a plan - We can help

The airport needs a plan that looks beyond current budget concerns. We need a 100 year view of the airport.

Timaru airport has resources available that you are not using. We keep offering the use of experienced aviation people and nothing happens It is frustrating and unwanted outcomes keep occurring.

Why is the council seeking external valuations when you already hold QV data on Hangar Lease Sites ?

Hanger site 8 - Council held QV values

Current value of land at hanger site 8, for rating purposes, is valued at
\$71,000 / 2284 sqm = \$31.09 per sqm land value, at 5.5% is a rental of \$1.71 per annum

Whole value of Airport Land - Council held QV values

The whole airport is 214.5 ha and the land is valued at \$8,333,000 \$8,333,000 / 2145000 sqm = \$3.89 per sqm land value, at 5.5% is a rental of \$0.22 per annum.

Hanger designated area valuation and return based on airport land value

The area on the Councils Airport Plan map for hangers is about 6.5 ha \$3.89 x 65000 = \$252,850 land value, at 5.5% return that would be \$13.907 annual rental. The hanger zone, collectively, currently returns \$37,369.25, 269% more than that 5.5%

Overview of land leases

- The total airport size is 214.5hà
- The operations area of the airport is 80.5ha
- The balance of the airport, less the operational area, is 134ha and returns \$174,366 which is \$1301 per ha. This INCLUDES leases councils have within the operational area, and includes council building rental as well as land only lease.
- The hanger zoned area including all the area used by hanger owners is about 6.5ha and returns \$37,369.25 which is \$5,749 per ha.

 - This is 442% greater than the non operational area
 We occupy 3% of the land area and pay 17.6% of the lease revenue at the airport
- All leaseholders pay their proportion of rates for the area they lease in addition to land lease charge

Define Private Benefit please

Item 8 in your "8.4 Airport Land LeaseAgreementsRedacted" report tabled at 18th February reference Annual Plan workshop 1 on 28 January 2025 and a council directive regarding

I could not find minutes for this meeting so I assume it was a public excluded meeting I also could not find a policy document detailing councils approach to applying Private Benefit.

assume this direction asks for an increased level of user pays.

Could one of the members or officers give us a short summary of this direction given by elected members to council officers, as to what private benefit means and how it is to be

Summary

We are paying a fair rate for leasing land at the airport already

We understand the council has budgeting problems but they are not due to expenses incurred on behalf of hangar land lease holders.

General rates are not subsidising our land leases

We are meeting your "Private Benefit" and "User Pays" objectives alre-

any airports are charging land lease rates that are not sustainable. In the past Wanaka Airport has stated that it does not want private hangers by 2030 and will price them out. Queenstown has already done this. Timaru is not Wanaka or Queensto

Two thirds of hanger owners at Timaru have stated they will remove their hangers from the airport if \$15 per sq m is applied to their lease. Most hangers can be removed and

No new hangars will be built at Timaru. Ashburton and other airfields are significantly cheaper than your proposed rates. New hangers will be built on private land or at more

Council has been misled that there is untapped value in airport land leases. They are at

Increasing airport revenue from land leases depends on long lease tenures, fair lease values, a transparent future pricing policy, a functional airport plan and functional

Requested actions for elected members

1/ Resolution : That staff complete all WIP leases that were in progress as at 18/02/2025, and honour the rates offered in the documents pre 18/02/2025 but offer the revised lease document, when ready.

- 2/ Resolution : That staff adopt the following parameters for calculating leases and renewals a) The lease is calculated on the area of the building footprint(s).

 - b) That a common area is agreed and documented that the leaseholder will maintain. The lease document will show this and areas should work cooperatively with other
 - c) New leases are offered as initial 5 year terms with renewals of 5 rights of 5 years
 d) New leases have a market rate review each 5 years with CPI increases in the years
 - between
 - Airport land values, used for lease market rate calculations, are calculated based on a formula and adjacent farmland values. This formula to be set by negotiation in 2025 with AUG-TU Land Lease working group OR use QV values that council already
 - f) The market rate, based on (e) and an agreed ROI, will be set and agreed in the base years of 2025, 2030, 2035 (and every 5 years thereafter). Leases out of sequence with these base years that need a market rate would have the most recent base year adjusted by CPI.

3/ Resolution: That council forms an airport working group to give aviation centric guidance to the council.

to the council.

This group will include a representative from the council, a representative from a Timaru Airport based flight training organisation, a representative from a Timaru Airport based engineering support organisation, a representative from Timaru Airport land lease holders and a representative from Timaru Airport based clubs.

The group would meet anytime if.

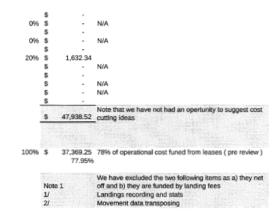
- Works are being planned for the airport
 A new hanger site is requested
 Fees and charges are being considered
 Levels of service are to change
 A policy is to be altered
 For any other useful purpose that support the airport operations

2023-24 airfield expenses summary AUG-TU v1

Council	Co	uncil	Council	Co	uncil
Service		Cost	Percentage for General Aviation users		neral ation User sts
staff/Administration	\$	107,281.67	25%	\$	26,820.42
/ater	\$	27,012.20	30%	\$	8,103.66
Electricity	\$	18,751.66	30%	\$	5,625.50
Rates	\$	32,179.01	50%	\$	16,089.51
nsurance	\$	21,646.00	50%	\$	10,823.00
Depreciation	\$	464,348.00	15%	\$	69,652.20
Vehicles	\$	19,500.00	096	\$	- 1
nterest	\$	130,432.00	25%	\$	32,608.00
.egal/asset mangement	\$	52,649.00	10%	\$	5,264.90
Subscription	\$	3,658.86	0%	\$	-
					1
Runway assessment tool	\$	600.00	10%	\$	60.00
andings recording and stats	\$	6,743.40	90%	\$	6,069.06
Operations and SMS program	\$	10,143.00	50%	\$	5,071.50
Daily Aerodrome inspections	\$	14,600.00	50%	\$	7,300.00
Operational area and Apron Manager	\$	29,200.00	0%	\$	- 1
Movement data transposing	\$	6,396.00	90%	\$	5,756.40
Site inductions	\$	800.00	0%	\$	-
Airside supervision	\$	2,160.00	0%	\$	-
After hours call-outs	\$	1,920.00	0%		-
Terminal Cleaning	\$	72,373.35	0%	\$	-
Rubbish bins	\$	4,398.37	0%	\$	-
Airfield Maintenance - mowing	\$	46,701.00	50%	\$	23,350.50
Wildlife control	\$	14,019.50	50%	\$	7,009.75
Apron line marking and landside	\$	3,609.11	096	\$	-
Friction testing	\$	4,400.00	096	\$	-
Joint sealing	\$	3,061.50	10%	\$	306.15
Security gates	\$	3,378.14	20%	\$	675.63
Security camera servicing and repair	s	434.78	096	\$	- 1
escue Fire training for emergency s	e	1.161.76	20%	•	232.35

2023-24 airfield expenses summary AUG-TU v1

Airport vehicle lights and radios \$ 2,106.71 0% \$ 0% \$ Terminal maitenance - fencing Garden Maintenance 1,632.34 Tree removal 139 certificate FPP CAA external review 1,296.54 1,350.00 \$ 232,450.86 \$1,119,012.94 Leases - AirNZ/Farm/fuel/buildings Leases hangars \$ 174,366.75 landing fees 12,416.00 \$ 174.810.00 \$ 128,583.00 \$ 595,185.00 \$1,122,730.00 Total



The Chair thanked the members for their presentation; advised the Committee would welcome their valuation and looked forward to future engagement.

3 **Identification of Items of Urgent Business**

No items of urgent business were received.

Identification of Matters of a Minor Nature 4

No matters of a minor nature were raised.

Declaration of Conflicts of Interest 5

No conflicts of interest were declared.

6 **Confirmation of Minutes**

6.1 Minutes of the Infrastructure Committee Meeting held on 18 February 2025

Resolution 2025/14

Mayor Nigel Bowen Moved:

Seconded: Clr Peter Burt

That the Minutes of the Infrastructure Committee Meeting held on 18 February 2025 be confirmed as a true and correct record of that meeting and that the Chairperson's electronic signature be attached.

Carried

7 Schedules of Functions Attended

7.1 Schedule of Functions Attended by the Chairperson

Functions Attended by the Chairperson for the Period 19 February 2025 and 31 March 2025 are set out below:

25 February 2025	Local Water Done Well Steering Group
4 March 2025	People and Performance Committee Meeting
4 March 2025	Citizenship Ceremony
4 March 2025	Council Meeting
4 March 2025	Tenders and Procurement Committee
11 March 2025	Meeting with member of the community re NZTA proposed – no stopping restrictions
18 March 2025	Council Workshop
19 March 2025	Local Water Done Well Steering Group
25 March 2025	Water Update

Meetings were also held with various ratepayers, businesses and/or residents on a range of matters.

Resolution 2025/15

Moved: Clr Sally Parker

Seconded: Deputy Chairperson Gavin Oliver

That the Schedule of Functions Attended by the Chairperson be received and noted.

Carried

8 Reports

8.1 Actions Register Update

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 Committee meetings.

Peel Forest:

A question was asked if matter was taken off action register how would Council get regular reports. It was confirmed that these updates would come by way of project updates.

A question was raised around the reporting procedures of the Tenders and Procurement Committee to Elected Members confirming outcomes of tenders. Council officers confirmed that the minutes of these meetings should be available to all members.

Reductions of walking, cycling and road safety programmes:

The Chief Executive commented that he thought discussion was required about some of these things. Council spend on some of these items is actually a lot more than what New Zealand Transport Agency give Council.

Group Manager Infrastructure confirmed there was additional funding of \$200,000 for new cycle ways.

Addition to Action Register

Clr Pye requested that a standing report regarding tenders be added to the Action Register so they can see whether the lowest tender actually ends up being the lowest tender price, and what is coming up to be tendered in the near future.

Resolution 2025/16

Moved: Clr Sally Parker Seconded: Mayor Nigel Bowen

That the Infrastructure Committee receives and notes updates on the action register.

Carried

8.2 Temporary Road Closure Applications - Section 342 and Schedule 10, Clause 11(e) LGA

The Land Transport Manager spoke to the report to seek the Committee's approval of temporary road closure application(s), as per Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.

Discussion followed including:

- Temporary Traffic Management for School Balls work with schools on alternatives to this and that we make sure that is available to them
- South Canterbury Car Club Rally reinstatement of roads to pre-rally condition payment of reinstatement who pays.
- Artisan Markets commercial ventures should Council be paying for traffic management for these events
- Risk discussion on increasing risk, as seen overseas, of traffic / events

The Committee agreed when they review the budget, look at the definition of what the budget supports and review what it is prepared to spend that budget on and then let stakeholders that have previously applied, know the new conditions that are going to put towards the funding.

Resolution 2025/17

Moved: Clr Sally Parker Seconded: Clr Peter Burt

That the Infrastructure Committee approve recommendations 1-13 with an amendment to number 9 and add that the inspection and the cost of inspection and remediation of road condition to be borne by the organiser for number 10.

And Clause 10 to include recommendation that the inspection and the cost of inspection and remediation of road condition to be borne by the organiser?

- 1. Approve temporary closure of Domain Avenue (Fergusson Drive to Hayhurst Street) for the Temuka ANZAC Day Commemorations on 25 May 2025 from 6:00 am to 12:00 pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
- 2. Approve traffic management for the Temuka ANZAC Day Commemorations be funded from the Land Transport Community Events and Programmes budget.
- 3. Approve temporary closure of Queen Street (King Street to Edward Street) and Memorial Avenue (Queen Street to Princes Street) for the Timaru Dawn Service on 25 May 2025 from 5:00 am to 7:30 am under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
- 4. Approve traffic management for Timaru Dawn Service to be funded from the Community Events and Programmes budget.
- 5. Approve temporary closure of Talbot Street (Hislop Street to Cox Street (State Highway 79) for the Geraldine ANZAC Day Service 2025 on 25 April 2025 from 9 am to 9:45 am under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
- 6. Approve traffic management for Geraldine ANZAC Day Service 2025 to be funded from the Community Events and Programmes budget.
- 7. Approve temporary closure of George Street (Stafford Street to Station Street) and Station Street (Cain Street to George Street) for the Mountainview High School Ball 2025 on 2 May 2025 from 6:30 pm to 8:00 pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
- 8. Approve Mountainview High School to charge \$65 entry fee for this event under Schedule 10, Clause 11B of the Local Government Act 1974.
- 9. That Council liaise the Mountain View High School and ensure an alternative arrangement can be made for the safety of the attendees to the Ball.
- 10. Approve temporary closure of:

Mulvihill Rd (SH79 to Rapuwai Rd),

Rapuwai Rd (Mulvihill Rd to Winchester Hanging Rock Rd),

Winchester Hanging Rock Rd (Rapuwai Rd to Limestone Rd),

Limestone Rd (Winchester Hanging Rock Rd to Saddle Rd)

Saddle Rd (Limestone Rd to South Boundary Rd)

South Boundary Rd (Saddle Rd to Draffin Rd)

Draffin Rd (South Boundary Rd to Galbraith Rd)

Galbraith Rd (Draffin Rd to Gully Bush Rd)

Gully Bush Rd (Galbraith Rd to Matthew Rd)

Matthew Rd (Gully Bush Rd to Gardiner Rd)

Gardiner Rd (Matthew Rd to Main Waitohi Rd)

Main Waitohi Rd (Gardiner Rd to Winchester Hanging Rock Rd)

Mount Gay Rd (Hazelburn Rd to Rockwood Rd)

Rockwood Rd (Mount Gay Rd to State Highway 8)

for the 2025 Rally of South Canterbury on 10 May 2025 and 7:30 am to 12:00 pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974. The inspection of the roads following the rally and the cost of repairs(if any) are to be paid by the rally organiser.

- 11. Approve South Canterbury Car Club Inc. to charge \$800 to \$1,400 entry fee for this event under Schedule 10, Clause 11B of the Local Government Act 1974.
- 12. Approve temporary closure of Sophia Street (King George Place to The Royal Arcade) for the Showcase on Sophia on 23 May 2025 from 4:30 pm to 7:30 pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
- 13. Approve traffic management for Showcase on Sophia to be funded from the Community Events and Programmes budget.

Carried

8.3 Claremont Water Treatment Plant Upgrade Strategy - Steering Groups

The Drainage and Water Manager spoke to this report which was to brief the Infrastructure Committee on progress to date for the Claremont Water Treatment Plant (WTP) Renewal Programme and to seek approval for the establishment of Project and Technical Steering Groups in support of the Programme.

The report identified the two groups as a project steering group and a technical group and there was discussion around participants for the groups.

Resolution 2025/18

Moved: Mayor Nigel Bowen

Seconded: Deputy Chairperson Gavin Oliver

- 1. That a Project Steering Group be established for the Claremont Water Treatment Plant Renewal Programme.
- 2. That the Project Steering Group consists of;
 - (a) The Mayor
 - (b) Chairperson of Infrastructure Committee
 - (c) Deputy Chairperson of Infrastructure Committee
 - (d) The Chief Executive
 - (e) Group Manager Infrastructure
 - (f) Drainage and Water Manager
 - (g) Principal Three Waters Specialist
 - (h) Project Manager
- 3. That a Technical Group be established for the Claremont Water Treatment Plant Renewal Programme
- 4. That the Technical Group consists of;

- (a) Group Manager Infrastructure
- (b) Drainage and Water Manager
- (c) Principal Three Waters Specialist
- (d) Water Services Operations Engineer
- (e) Project Manager
- (f) Any other Drainage and Water staff as required (e.g. Water Treatment)
- (g) Design Representative

Carried

9 Consideration of Urgent Business Items

There were no matters of urgent business.

10 Consideration of Minor Nature Matters

There were no matters of minor nature.

11 Public Forum Items Requiring Consideration

11.1 Public Forum Items Requiring Consideration

There was discussion regarding the submission put forward by the Airport User Group. It was agreed:

- A report is to come back with the valuation. The attachments handed to the Committee should go into the report. The Committee will look at the recommendations and have a discussion and sort out how engagement can be continued and move this matter forward to a conclusions.
- There was discussion about the possibility of not reaching agreement and ending up in mediation.
- The Chief Executive suggested to the Committee that this matter should not need Council involvement. He felt officers should be able to come up with; negotiate and then come back to this Committee with a result.
- The valuation is due after Easter. The Committee have asked that this matter come back to them in two months time.

12 Exclusion of the Public

Resolution 2025/19

Moved: Clr Sally Parker Seconded: Clr Peter Burt That the public be excluded from the following parts of the proceedings of this meeting, namely,—

13.1 Public Excluded Minutes of the Infrastructure Committee Meeting held on 18 February 2025

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows at 11.07am:

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	Section 48(1) of the Local Government Official Information	The public excluded minutes of the meeting held on 18
Committee Meeting held on 18 February 2025	and Meetings Act 1987.	February 2025 are considered confidential pursuant to the
Matters dealt with in these minutes:		provisions of the LGOIMA Act of 1987. The specific provisions of the Act
13.1 - Airport Land Lease Agreements		that relate to these minutes can be found in the open minutes of
13.2 - Delivery of Parks Services		the meeting held on 18 February 2025.
		Carried

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- "(4)Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof)—
 - (a)shall be available to any member of the public who is present;
 and
 - (b)shall form part of the minutes of the local authority."

13 Public Excluded Reports

- 13.1 Public Excluded Minutes of the Infrastructure Committee Meeting held on 18 February 2025
 - 13.1 Airport Land Lease Agreements
 - 13.2 Delivery of Parks Services

14 Readmittance of the Public

Resolution 2025/20					
Moved:	Mayor Nigel Bowen				
Seconded:	Clr Michelle Pye				

The Meeting closed at 11.09am

That the meeting moves out of Closed Meeting into Open Meeting at 11.09am .

Carried
Cir Sally Parker
Cli Sally Farker
Chairnerson

7 Schedules of Functions Attended

7.1 Schedule of Functions Attended by the Chairperson

Author: Jessica Kavanaugh, Team Leader Governance

Authoriser: Stephen Doran, Group Manager Corporate and Communications

Recommendation

That the Schedule of Functions Attended by the Chairperson be received and noted.

Functions Attended by the Chairperson for the Period 01 April 2025 and 03 June 2025.

1 April 2025	Council Meeting, Workshops					
15 April 2025	Extraordinary Council Meeting, Standing Committees, Workshops					
29 April 2025	Emergency People and Performance Committee Meeting, Workshops					
6 May 2025	Council Meeting, Citizenship Ceremony, Workshops					
13 May 2025	Local Water Done Well Steering Group					
15 May 2025	NZTA Meeting					
27 May 2025	Council Meeting, Annual Plan Hearings & Deliberations, Water Steering Group Meeting					
3 June 2025	Workshops, Council Meeting, Citizenship Ceremony, People and Performance Meeting					

Meetings were also held with various ratepayers, businesses and/or residents on a range of matters.

Attachments

Nil

Item 7.1 Page 20

8 Reports

8.1 Actions Register Update

Author: Jessica Kavanaugh, Team Leader Governance

Authoriser: Stephen Doran, Group Manager Corporate and Communications

Recommendation

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

Purpose of Report

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 Committee meetings.

Assessment of Significance

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.
- 4 There are currently four items on the actions register.
- 5 Two items are marked as ongoing.
- 6 No items are marked as completed, to be proposed to be marked as removed at the next meeting.
- 7 Two items are marked as removed and will be taken off the list at the next meeting.

Attachments

1. Infrastructure Services Actions Required 4 Table

Information Requested from Councillors (Infrastructure Committee)

Key ■ = Completed, for removal ■ = 60+ Days ■ = 90+ Days ■ = Removed

Information Requested	Update on Peel Forest Landfill				
Date Raised:	08 August 2023	Status:	Closed		
Issue Owner	Group Manager Infrastructure	Completed Date:	15 April 2025		

Background:

The Councillors requested an update on the work at the Peel Forest Landfill.

Update: LINZ approval has been granted, and now ECan consent process is ongoing (oral update on timeframe to be provided at the meeting).

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.

March 2024 Update: Report being presented to Infrastructure Committee following requests at last meeting. Consent application is ready to be filed.

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.

June 2024 Update: Consent applications have now been lodged and tender documentation is being prepared. Investigation into the Ministry for the Environment Contaminated Sites Remediation Fund continues. The cost breakdown was emailed to Councillors on 2 May 2024.

July 2024 Update: Further requests for information were received for the consents and these have been responded to. Application for the Ministry for the Environment Contaminated Sites Remediation Fund which we are seeking to be considered as a priority outside of the usual funding rounds has been submitted. Looking to proceed to expression of interest process for works once funding has been confirmed, this will provide opportunity to contractors to understand the project and obtain necessary pre-qualifications so they are eligible to tender.

August 2024 Update: A commissioner's decision has determined that Council is now required to obtain a land use consent for the refuse removal. This will be a limited notification application with owners of Dennistoun Road properties. This is in addition to the Environment Canterbury consent.

October 2024 Update: There have been 2 submissions received in relation to the TDC consent and we are awaiting the close date of Environment Canterbury's limited notification to see if any submissions have been made. The two applications will be managed together so if required there will only be one hearing. We

are awaiting notice from the Ministry for the Environment in relation to the funding application which we anticipate will be soon. With the consents getting close we are now able to proceed with registration of interest for the work in the coming weeks.

November 2024 Update: Funding has been confirmed from the Ministry for the Environment's Contaminated Sites and Vulnerable Landfills Fund for 50% of the works up to \$6.055M, the deed to secure the funding, commits Council to carrying out the remediation and sets out the work programme including specific milestones that need to be achieved and a process for any levy waiver to be factored into overall funding. The deed is currently being finalised and will be signed by the Chief Executive by the end of November. A pre-hearing conference was held with a submitter to discuss concerns regarding the consents and try to resolve prior to hearing, to date we are still in discussions. A hearing date has been tentatively booked for 9 December. The registration of interest process which included a compulsory site visit is complete and tender documentation is due to be issued in early December. Tenders will close in the New Year. It is anticipated that the contractor will be establishing the site in early March.

February 2025 Update: The deed for the funding from MfE has now been executed. The Timaru District Council consent was granted on 8 January and the Environment Canterbury Consents were granted on 16 January following the hearing on 9 December. Tenders closed on 12 February and the evaluation panel are working through the process to appoint a contractor for the works. A report will be presented to the Tenders and Procurement meeting on 4 March 2025.

April 2025 Update: The Contract for the remedial works has now been let to Rooney Earthmoving Limited for \$5,383,187.66 excluding GST. This excludes landfill fees which have been estimated at \$6,330,000 excluding GST. This action can now be closed.

Information Requested	Report on reductions in Walking, Cycling and Road Safety Programmes – (Action requested in Commercial & Strategy Committee)				
Date Raised:	18 February 2025	Status:	Closed		
Issue Owner	Group Manager Infrastructure	Completed Date:	15/04/2025		

Background:

The financials show a decline in funding from NZTA, due to Council having received the final funding allocation after the LTP had been adopted. The impact is a reduction in the walking, cycling and road safety programmes. A full report of reductions within these programmes is to return to standing committee.

April 2025 Update: This information has been incorporated into the annual plan budgeting process as per workshop with Councillors on 18 March. Please confirm if action can be closed or if further information needs to be submitted. The Walking and Cycling maintenance budget has been reduced from \$500,000 to \$201,320 in the Annual Plan. The capital renewal budget has also been reduced, from \$2 million to \$1.5 million. While this will result in fewer physical works being undertaken, it is still expected to meet the Long Term Plan level of service relating to the percentage of footpath renewals. However, it may impact the level of service target for customer satisfaction with footpaths

Information Requested	oformation Requested Claremont Road – (Action requested in Council)					
Date Raised:	06 May 2025	Status:	Open			
Issue Owner	Group Manager Infrastructure	Completed Date:				

Background:

A resident of Claremont Road (Barry Crossman) presented the Council with a petition for a speed reduction for Claremont Road. It is requested that the Group Manager Infrastructure report back on the consultation and possible actions that can be taken for the stretch of road, including the reason there has been no speed reduction in the past and clean-up of the shrubbery. This information is to be reported back to the Council and the Claremont Road community.

June 2025 Update: Officers have reviewed the matter. Implementing a speed limit change outside the mandated process under the Speed Limit Setting Rule 2024 would result in an unenforceable and inconsistent outcome. The Rule requires Council to first reverse speed limits on specified roads before developing a Speed Management Plan for any further changes. Proceeding prematurely on Claremont Road would also create inconsistency with other roads of similar character (e.g. nearby Taiko Road, Fairview Road and many other rural sealed and unsealed roads). Officers have added the petition to Council's speed management review register for future consideration. The vegetation on road reserve is controlled but some issues with private vegetation have been noted. A notice to trim back two private trees encroaching on the road corridor will be issued but other native vegetation on private land that may restrict some visibility is outside Council's jurisdiction. Office assessment has not identified any safety concerns particularly if vehicles follow the corner advisory speeds.

Information Requested	Tenders and Procurement				
Date Raised:	15 April 2025	Status	Open		
Issue Owner	Group Manager Infrastructure				

Background

CIr Pye requested that a standing report regarding tenders be added to the Action Register so they can see where the lowest tender actually ends up being the lowest tender price, and what is coming up to be tendered in the near future.

June 2025 Update: Officers are currently preparing a report template which will be presented to the Infrastructure Committee meeting in August.

8.2 Temporary Road Closure Applications - Section 342 and Schedule 10, Clause 11(e) LGA

Author: Katie Ryan, Transport Community Engagement Advisor

Susannah Ratahi, Land Transport Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That the Infrastructure Committee:

- 1. Approve temporary closure of Stafford Street (The Bay Hill to George Street), Church Street (Stafford Street to Sophia Street), Strathallan Street (Stafford Street to The Terrace) for the Matariki Night Market on 27 June 2025 from 3:30pm to 8:30pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
- 2. Approve traffic management for the Matariki Night Market be funded from the Land Transport Community Events and Programmes Budget.
- 3. Approve temporary closure of Stafford Street (Cliff Street to Beswick Street), King George Place (Barnard Street to Strathallan Street), Cliff Street (Stafford Street to Turnbull Street) for the Soap Box Derby 2025 on 9 November 2025 from 7:30am to 5pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
- 4. Approve traffic management for Soap Box Derby 2025 to be funded from the Community Events and Programmes budget.
- 5. Approve temporary closure of Talbot Street (Hislop Street to Peel Street), Cox Street (Talbot Street to Hislop Street), Wilson Street (24 Wilson Street to Talbot Street) on 14 November 2025 and Hislop Street (Cnr of Talbot Street to cnr of Cox Street) on 15 November 2025 from 6:00am to 5:30pm for the Geraldine Festival 2025 under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.
- 6. Approve traffic management for Geraldine Festival 2025 be funded from the Community Events and Programmes budget.
- 7. Approve temporary closure of Sophia Street (Bank Street to King George Place), King George Place (Sophia Street to Perth Street), Perth Street (King George Place to Church Street), Church Street (Bank Street to Sophia Street) for the Timaru Street Criterium on 26th December 2025 from 5pm to 9:30pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.

Purpose of Report

The purpose of this report is to seek the Committee's approval of temporary road closure application(s), as per Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.

Assessment of Significance

This matter is deemed to be of low significance under Council's Significance and Engagement Policy as the process is in accordance with legislation and Council policies. However, it should

be acknowledged that due to the nature of, and volumes of visitors expected at the event(s) proposed, there is likely to be community interest.

Background

- Under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974 Council (or a Committee of the whole) may close any road or part of a road to all traffic or any specified type of traffic (including pedestrian traffic) for a period or periods not exceeding in the aggregate 31 days in any year for any exhibition, fair, show, market, concert, film-making, race or other sporting event, or public function. This is provided that no road may be closed for these purposes if that closure would, in the opinion of the council, be likely to impede traffic unreasonably.
- 4 Council officers operate a temporary road closure application process that enables organisations in the Timaru District to apply for temporary road closures for their events. All applications are assessed against key criteria, including event type/activities planned, temporary traffic management arrangements, and impact on stakeholders.
- 5 Council budgets allow for funding of traffic management for community events and the following classification system is used to determine whether events are eligible for this funding and where responsibility for costs is held.
- Ounder the Infrastructure Committee directive on April 15, 2025, Council officers have engaged with event organisers who previously applied for temporary traffic management funding. These organisers have been informed that the funding criteria for this activity is currently under review and that alternative sources of funding will need or may need to be sought independently, depending on the event. In response, Council officers have been collaborating with organisers to identify cost-effective alternatives to full road closures, benefiting both the organisers and the Council. This approach has already proven successful, as seen in the case of the Mountainview High School ball last month. Although traffic management funding was not granted, Council officers worked closely with the school to implement a safe and practical solution without requiring a full road closure.

	Commercial Events	Community Events
Definition	Where the primary activity is the sale or marketing of goods or services	Where the primary activity is entertainment, recreation, celebration or commemoration
Responsibility for preparation of temporary traffic management plan (including associated costs).	Event	Council and/or Council's contractor
Responsibility for implementing temporary traffic management plan (including associated costs)	Event	Council and/or Council's contractor

Discussion

The following temporary road closure applications have been assessed by Council officers and require decision on approval by the Committee. Records of application assessment, including full Council officer recommendations, are included as Attachment 1. Council should consider approval or decline of each application individually.

Event Name / Organisation	Event type	Event date and traffic management set up/pack down times	Proposed closure area	Officer recommendation
Matariki Night Market	Community	27 June 2025 3:30pm to 8:30pm	Stafford Street (The Bay Hill to George Street) Church Street (Stafford Street to Sophia Street) Strathallan Street (Stafford Street to The Terrace)	Recommended
Soap Box Derby	Community	9 November 2025 7:30am to 5:00pm	Stafford Street (Cliff Street to Beswick Street) King George Place (Barnard Street to Strathallan Street) Cliff Street (Stafford Street to Turnbull Street)	Recommended
Geraldine Festival	Community	14 November 2025 15 November 2025 6:00am to 5:30pm	Day One: Talbot Street (Hislop Street to Peel Street) Cox Street (Talbot Street to Hislop Street) Wilson Street (24 Wilson Street to Talbot Street) Day Two: Hislop Street (Cnr of Talbot Street to cnr of Cox Street)	Recommended
Timaru Street Criterium	Commercial	26 December 2025	Sophia Street (Bank Street to King George Place) King George Place (Sophia Street to Perth Street) Perth Street (King George Place to Church Street)	Recommended

	Church Street (Bank Street to Sophia	
	Street)	

Options and Preferred Option

8 Option one is that the Committee: approves the following applications for temporary road closure under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974, including all conditions proposed by officers.

Event Name / Organisation	Event type	Event date and traffic management set up/pack down times	Proposed closure area	Officer recommendation
Matariki Night Market	Community	27 June 2025 3:30pm to 8:30pm	Stafford Street (The Bay Hill to George Street) Church Street (Stafford Street to Sophia Street) Strathallan Street (Stafford Street to The Terrace)	Recommended
Soap Box Derby	Community	9 November 2025 7:30am to 5:00pm	Stafford Street (Cliff Street to Beswick Street) King George Place (Barnard Street to Strathallan Street) Cliff Street (Stafford Street to Turnbull Street)	Recommended
Geraldine Festival	Community	14 November 2025 15 November 2025 6:00am to 5:30pm	Day One: Talbot Street (Hislop Street to Peel Street) Cox Street (Talbot Street to Hislop Street) Wilson Street (24 Wilson Street to Talbot Street) Day Two:	Recommended

			Hislop Street (Cnr of Talbot Street to cnr of Cox Street)	
Timaru Street Criterium	Commercial	26 December 2025	Sophia Street (Bank Street to King George Place) King George Place (Sophia Street to Perth Street) Perth Street (King George Place to Church Street) Church Street (Bank Street to Sophia Street)	Recommended

- Approve that traffic management for the Matariki Night Market, Soap Box Derby and Geraldine Festival be funded from the Community Events and Programmes budget.
- This option incurs some cost to Council as outlined in the Financial Implications section below. These costs are within available budgets. Option 1 is preferred option.
- Option two is that the Committee approves the temporary road closure applications as per Option 1, under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974, with additional conditions to be advised by the Committee. This option incurs some cost to Council as outlined in the Financial Implications section below.
- Option three is that the Committee advises alternate decisions to approve and/or decline the temporary road closure applications under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974, including advising any additional conditions if applicable. This option may result in the proposed event or events being unable to proceed as planned and cancelled.

Consultation

- 11 Under the Local Government Act 1974 Schedule 10, Council is required to:
 - a) Publicly notify the intent to temporarily close roads for events
 - b) Publicly notify Council/Committee decisions to temporarily close roads for events
 - c) Consult with NZ Police and New Zealand Transport Agency prior to approving temporary road closures for events.
 - Council officers have undertaken requirements a) and c) for all applications considered in this report.
- 12 The attached application review records outline feedback received from NZ Police and New Zealand Transport Agency (Attachment 1).
- 13 The temporary road closure application process requires applicants to produce a communications plan advising how they intend to communicate with key stakeholders and people impacted by the event. Communications plans for all applications considered in this

report have been received and approved by Council officers. Implementation of these plans is noted as a condition of approval should the temporary road closure proceed. Council officers would further notify emergency services of confirmed closures.

Relevant Legislation, Council Policy and Plans

- 14 Local Government Act 1974
- 15 Timaru District Council Long Term Plan 2024-34

Financial and Funding Implications

- 16 Council has an approved Land Transport Community Events and Programmes budget of \$100,000 (excluding GST) for the current financial year within the Land Transport Activity, which provides funding for traffic management for community events.
- 17 The following costs would be incurred by Council if these events were approved to proceed (all costs are estimates and exclude GST):

Event Name	Cost to prepare temporary traffic management plan	Cost to implement temporary traffic management plan	
Matariki Night Market 2025	\$450.00 + GST	\$1,923 + GST	
Soap Box Derby 2025	\$450.00 + GST	\$1,923 + GST	
Geraldine Festival 2025	\$450.00 + GST	\$5,200 + GST	
TOTAL (for approval in this paper)	\$10,396.00 + GST		
Previously approved	\$81.598.80 + GST		
Cost to date (If all approved)	\$91,994.80		

Amount Requested: \$			
Capital Expenditure: \$			
Operational Expenditure: \$			
Funding Source: Rate Funded Targeted Rate ☐ Fees/Char		ed □ Grant/Subs	idy Funded 🛚
Rate Funded	Year 1	Year 2	Year 3

Rate Funded	Year 1	Year 2	Year 3
Percentage of Rates	%	%	%
Ongoing Expenditure	\$100,000	\$100,000*	\$100,000*

^{*} Note this budget is currently under review via the annual plan consultation process.

Loan Funded	Year 1	Year 2	Year 3
Loan Amount	\$	\$	\$
Annual Interest Rate	%	%	%
Annual Interest	\$	\$	\$
Ongoing Expenditure	\$	\$	\$

Grant/Subsidy Funded	Year 1	Year 2	Year 3
Grant Amount	\$	\$	\$
Ongoing Expenditure	\$	\$	\$

Fees and Charges Funded				
Is this a new fee/charge?	Yes □	No 🗆		
	Year 1		Year 2	Year 3
What is the charge?	\$		\$	\$
Ongoing Expenditure	\$		\$	\$

Reserve Funded	Year 1	Year 2	Year 3
Amount	\$	\$	\$

Is the	proposed	expenditure:	Budgeted 🛛	or	Unbudgeted □
13 1110	proposed	CAPCITATE CT	Daagetea 🗀	٠.	Olibada Cica —

Is a budget reallocation required? Yes \square No \boxtimes

What budget is the proposed expenditure being reallocated from:

Budget Reallocation	Year 1	Year 2	Year 3
Amount	\$	\$	\$
Ongoing Expenditure	\$	\$	\$

Other Considerations

18 Council officers consider that temporary road closure presents some reputational, financial and health and safety risks to Council, however, these are mitigated by the proposed conditions of road closure including planned communications activity, provision of insurance cover and compliance with relevant regulations, legislation and bylaws respectively.

Attachments

1. Temporary Road Closure Review Records 🗓 🖺

Temporary Road Closure

Application Review Record

Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974



o Te Tihi o Maru

Event details	
Event name:	Matariki Night Market 2025
Event organisation:	Timaru CBD Group
Event contact details:	Samantha Shields samantha@venturetimaru.nz
Event date/time:	27/6/2025 3:30pm to 8:30pm
Road/road section to be closed:	Stafford Street from Bay Hill to George Street Church Street from Stafford Street to Sophia Street Strathallan Street from Stafford Street to The Terrace
Event type:	Community

Officer application assessment result	Recommended
---------------------------------------	-------------

Recommendations

That Timaru District Council (or a Committee of the whole) approve temporary closure of

Stafford Street from Bay Hill to George Street Church Street from Stafford Street to Sophia Street Strathallan Street from Stafford Street to The Terrace

for the Matariki Night Market 2025 on 27 June 2025 from 3:30pm to 8:30pm under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.

That Timaru District Council (or a Committee of the whole) **approve** traffic management for **Matariki Night Market 2025** to be funded from the Community Events and Programmes budget.

That approval is subject to the following conditions:

- that Timaru CBD Group has public liability insurance in place for the event, covering a minimum
 of \$1,000,000.
- that temporary closure is undertaken in accordance with the approved Temporary Traffic Management Plan
- that communications activity is undertaken in accordance with the approved communications
 plan
- that all staff at the event (including volunteers) comply with any instructions from NZ Police,
 Council Officers and Traffic Management staff.
- that Timaru CBD Group will meet the cost of any damage to public property, including roads, caused by the event.
- that following the event, all streets and surrounding areas will be left in a clean and tidy condition
- that Timaru CBD Group will ensure compliance with any other relevant regulation/bylaw
 pertaining to the event is met (for example, health and safety, food/liquor licenses, waste
 management).

Costs

Total cost estimate for the Traffic Management is \$2,323 +GST

Officer Name: Paul Forbes Officer date:19/05/2025

Application Assessment

Information checklist	
Applicant has fully completed all fields in 'Section 1 – Contact Details' of the Application Form	Yes
Applicant has fully completed all fields in 'Section 2 – Event Details' of the Application Form	Yes
Applicant has confirmed understanding of all obligations in section 4	Yes
Applicant has supplied proof of public liability insurance for the event	Yes
Applicant has supplied Communications Plan	Yes
COMMERCIAL EVENTS ONLY: Applicant has supplied a Temporary Traffic Management Plan (TTMP)	NA
COMMUNITY EVENTS ONLY: Applicant has supplied a map of the proposed temporary closure area/event route	Yes
Applicant has signed and dated declaration in 'Section 5 – Declaration'.	Yes

Applicant has satisfied all information requirements

Yes

Officer comments:

If No: Application to be returned to applicant to inform resubmission.

NZTA / NZ Police Consultation		
NZTA		
Contact name:	Theresa Allan	
Contact date:	8 May 2025	
NZTA comments and TDC actions (if applicable):	No response	
NZ Police		
Contact name:	Vicky Walker, Anthony Callon	
Contact date:	8 May 2025	
NZ Police comments and TDC actions (if applicable):	No response	

Communications plan	
Communications Plan provides the following information: Lists affected stakeholders Describes how stakeholders will be affected by temporary road closure Outlines key messages Includes action/implementation plan detailing how and when stakeholders will be communicated with Includes procedure for managing complaints Includes procedure for how the plan will be monitored	Yes
Communications Plan is approved:	Yes
Officer comments	1

Traffic management		
COMMERCIAL EVENTS ONLY: Temporary Traffic Management Plan approved	NA	
Officer comments:		
COMMUNITY EVENTS ONLY: TTMP prepared by Council contractor and approved	Yes	
TTMP Preparation costs	\$450 +GST	
Estimated TTMP Implementation costs	\$1,923 +GST	
Officer comments:		

Event charges	No
Officer comments: no fee for people attending the market	

Key dates	
Action	Date
Advertising intent of road closure Ensure this is at least 2 weeks before Council/Committee report is due so that any feedback can be put in report.	15 May 2025
Council/Committee report due	5 June 2025
Council/Committee decision	17 June 2025
Advertising confirmation of road closure	18 June 2025

Temporary Road Closure

Application Review Record

Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974



o Te Tihi o Maru

Event details	
Event name:	Soap Box Derby 2025
Event organisation:	Soapbox derby organising committee
Event contact details:	Kerry Beveridge 021 482840
Event date/time:	7:30am to 5pm 9 November 2025
Road/road section to be closed:	Stafford Street from Cliff Street to Beswick Street King George Place from Barnard Street to Strathallan Street Cliff Street from Stafford Street to Turnbull Street
Event type:	Community

Officer application assessment re	esult	Recommende
Officer application assessment re	esult	Recommende

Recommendations

That Timaru District Council (or a Committee of the whole) approve the temporary closure of

Stafford Street from Cliff Street to Beswick Street
King George Place from Barnard Street to Strathallan Street
Cliff Street from Stafford Street to Turnbull Street

for the **Soap Box Derby 2025** on **9 November 2025 from 7:30am to 5pm** under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.

That Timaru District Council (or a Committee of the whole) **approve** traffic management for **Soap Box Derby 2025** to be funded from the Community Events and Programmes budget.

That approval is subject to the following conditions:

- that Soapbox derby organising committee has public liability insurance in place for the event, covering a minimum of \$1,000,000.
- that temporary closure is undertaken in accordance with the approved Temporary Traffic Management Plan
- that communications activity is undertaken in accordance with the approved communications
 plan
- that all staff at the event (including volunteers) comply with any instructions from NZ Police,
 Council Officers and Traffic Management staff.
- that Soapbox derby organising committee will meet the cost of any damage to public property, including roads, caused by the event.
- that following the event, all streets and surrounding areas will be left in a clean and tidy condition
- that Soapbox derby organising committee will ensure compliance with any other relevant regulation/bylaw pertaining to the event is met (for example, health and safety, food/liquor licenses, waste management).

Costs

The applicant will pay for traffic management costs. They are investigating funding options.

Officer Name: Paul Forbes Officer date: 19/05/2025

Application Assessment

Information checklist	
Applicant has fully completed all fields in 'Section 1 – Contact Details' of the Application Form	Yes
Applicant has fully completed all fields in 'Section 2 – Event Details' of the Application Form	Yes
Applicant has confirmed understanding of all obligations in section 4	Yes
Applicant has supplied proof of public liability insurance for the event	Yes
Applicant has supplied Communications Plan	Yes
COMMERCIAL EVENTS ONLY: Applicant has supplied a Temporary Traffic Management Plan (TTMP)	NA
COMMUNITY EVENTS ONLY: Applicant has supplied a map of the proposed temporary closure area/event route	Yes
Applicant has signed and dated declaration in 'Section 5 – Declaration'.	Yes

Applicant has satisfied all information requirements Yes

Officer comments:

Insurance and communications plan will be provided prior to the Traffic Management Plan and Works Access Permit is approved.

NZTA / NZ Police Consultation	
NZTA	
Contact name:	Theresa Allan
Contact date:	8 May 2025
NZTA comments and TDC actions (if applicable):	No response
NZ Police	
Contact name:	Vicky Walker, Anthony Callon
Contact date:	8 May 2025

NZ Police comments and TDC actions (if applicable):

Communications plan	
Communications Plan provides the following information: Lists affected stakeholders Describes how stakeholders will be affected by temporary road closure Outlines key messages Includes action/implementation plan detailing how and when stakeholders will be communicated with Includes procedure for managing complaints Includes procedure for how the plan will be monitored	No
Communications Plan is approved:	No

Officer comments: Communications plan will be provided and reviewed prior to the Traffic management Plan and Works Access Plan being approved.

Traffic management	
COMMERCIAL EVENTS ONLY: Temporary Traffic Management Plan approved	NA
Officer comments:	
COMMUNITY EVENTS ONLY: TTMP prepared by Council contractor and approved	No
TTMP Preparation costs	\$400 + GST
Estimated TTMP Implementation costs	\$2,185 + GST
Officer comments: Should the committee choose to fund this event through the Events funding, indicative costs based on last year are: \$2,585 +GST. If approved, Council officers will engage with a TTM provider.	

Event charges	No
Officer	

Key dates	
Action	Date
Advertising intent of road closure Ensure this is at least 2 weeks before Council/Committee report is due so that any feedback can be put in report.	15 May 2025
Council/Committee report due	5 June 2025

С	ouncil/Committee decision	17 June 2025
Α	dvertising confirmation of road closure	18 June 2025

Temporary Road Closure

Application Review Record

Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974



o Te Tihi o Maru

Event details	
Event name:	Geraldine Festival 2025
Event organisation:	The Geraldine District Development and Promotions Assn. Inc. t/a Geraldine.nz
Event contact details:	Kristine Diehl-Breading
Event date/time:	Friday 14 6am to 5:30pm & Saturday 15 November 6am to 5:30pm 2025
Road/road section to be closed:	Friday 14th November – from 6.00 am to 5.30 pm: - Talbot Street – from Hislop Street to Peel Street - Cox Street – from Talbot Street to Hislop Street - Wilson Street – from 24 Wilson Street (McKechnie Cottage) to Talbot Street Saturday 15th November – from 6.00 am to 5.30 pm: - Hislop Street from the Corner of Talbot St to the corner of Cox St
Event type:	Community

Officer application assessment result

Recommended

Recommendations

That Timaru District Council (or a Committee of the whole) approve temporary closure of

Talbot Street – from Hislop Street to Peel Street

Cox Street – from Talbot Street to Hislop Street

Wilson Street – from 24 Wilson Street (McKechnie Cottage) to Talbot Street

on 14 November 6:00am to 5:30pm

And

Hislop Street from the Corner of Talbot St to the corner of Cox St on 15 November 6:00am to 5:30pm for the Geraldine Festival 2025 under Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.

That Timaru District Council (or a Committee of the whole) approve traffic management for **Geraldine Festival 2025** be funded from the Community Events and Programmes budget.

That approval is subject to the following conditions:

- that The Geraldine District Development and Promotions Assn. Inc. t/a Geraldine.nz has public liability insurance in place for the event, covering a minimum of \$1,000,000.
- that temporary closure is undertaken in accordance with the approved Temporary Traffic Management Plan
- that communications activity is undertaken in accordance with the approved communications
 plan

- that all staff at the event (including volunteers) comply with any instructions from NZ Police,
 Council Officers and Traffic Management staff.
- that The Geraldine District Development and Promotions Assn. Inc. t/a Geraldine.nz will meet the cost of any damage to public property, including roads, caused by the event.
- that following the event, all streets and surrounding areas will be left in a clean and tidy condition.
- that The Geraldine District Development and Promotions Assn. Inc. t/a Geraldine.nz will
 ensure compliance with any other relevant regulation/bylaw pertaining to the event is met (for
 example, health and safety, food/liquor licenses, waste management).

Costs

This event does not meet the criteria to be funded by $\ensuremath{\mathsf{TDC}}$

Officer Name: Paul Forbes Officer date:19/05/2025

Application Assessment

Information checklist	
Applicant has fully completed all fields in 'Section 1 – Contact Details' of the Application Form	Yes
Applicant has fully completed all fields in 'Section 2 – Event Details' of the Application Form	Yes
Applicant has confirmed understanding of all obligations in section 4	Yes
Applicant has supplied proof of public liability insurance for the event	Yes
Applicant has supplied Communications Plan	Yes
COMMERCIAL EVENTS ONLY: Applicant has supplied a Temporary Traffic Management Plan (TTMP)	NA
COMMUNITY EVENTS ONLY: Applicant has supplied a map of the proposed temporary closure area/event route	Yes
Applicant has signed and dated declaration in 'Section 5 – Declaration'.	Yes

Applicant has satisfied all information requirements	Yes
Officer comments:	
If No: Application to be returned to applicant to inform resubmission.	

NZTA / NZ Police Consultation	
NZTA	
Contact name:	Theresa Allan
Contact date:	8 May 2025
NZTA comments and TDC actions (if applicable):	No response

NZ Police	
Contact name:	Vicky Walker, Anthony Callon
Contact date:	8 May 2025
NZ Police comments and TDC actions (if applicable):	No response

Communications plan	
Communications Plan provides the following information: Lists affected stakeholders Describes how stakeholders will be affected by temporary road closure Outlines key messages Includes action/implementation plan detailing how and when stakeholders will be communicated with Includes procedure for managing complaints Includes procedure for how the plan will be monitored	Yes
Communications Plan is approved:	Yes
Officer comments	

Traffic management	
COMMERCIAL EVENTS ONLY: Temporary Traffic Management Plan approved	NA
Officer comments:	
COMMUNITY EVENTS ONLY: TTMP prepared by Council contractor and approved	Yes
TTMP Preparation costs	\$400+ GST
Estimated TTMP Implementation costs	\$5,200+ GST
Officer comments: Should the Committee choose to fund the traffic management costs, indicative costs based on the event last year are \$5,600 +GST. If approved, Council officers will engage with a TTM provider.	

Event charges	No
Officer comments: e.g. nil	

Key dates	
Action	Date
Advertising intent of road closure	15 May 2025

Ensure this is at least 2 weeks before Council/Committee report is due so that any feedback can be put in report.	
Council/Committee report due	5 June 2025
Council/Committee decision	17 June 2025
Advertising confirmation of road closure	18 June 2025

Temporary Road Closure

Application Review Record

Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974



o Te Tihi o Maru

Event details	
Event name:	Timaru Street Criterium
Event organisation:	Cycling South Canterbury
Event contact details:	Richard Quested
Event date/time:	26th December 2025 from 5pm to 9:30pm
Road/road section to be closed:	Sophia St from Bank St to King George Place. King George Place from Sophia Street to Perth Street Perth Street from King George Place to Church Street Church Street from Bank Street to Sophia Street
Event type:	Commercial

Officer application assessment result

Recommended

Recommendations

That Timaru District Council (or a Committee of the whole) approve temporary closure of

Sophia St from Bank St to King George Place, King George Place from Sophia Street to Perth Street, Perth Street from King George Place to Church Street & Church Street from Bank Street to Sophia Street

for the **Timaru Street Criterium** on **26th December 2025 from 5pm to 9:30pm under** Section 342 and Schedule 10, Clause 11(e) of the Local Government Act 1974.

That approval is subject to the following conditions:

- that Cycling South Canterbury has public liability insurance in place for the event, covering a minimum of \$1,000,000.
- that temporary closure is undertaken in accordance with the approved Temporary Traffic Management Plan
- that communications activity is undertaken in accordance with the approved communications
 plan
- that all staff at the event (including volunteers) comply with any instructions from NZ Police,
 Council Officers and Traffic Management staff.
- that Cycling South Canterbury will meet the cost of any damage to public property, including roads, caused by the event.
- that following the event, all streets and surrounding areas will be left in a clean and tidy condition
- that Cycling South Canterbury will ensure compliance with any other relevant regulation/bylaw
 pertaining to the event is met (for example, health and safety, food/liquor licenses, waste
 management).

Costs	
Costs are to be met by the applicant	
Officer Name: Paul Forbes	Officer date:9/5/2025

Application Assessment

Information checklist	
Applicant has fully completed all fields in 'Section 1 – Contact Details' of the Application Form	Yes
Applicant has fully completed all fields in 'Section 2 – Event Details' of the Application Form	Yes
Applicant has confirmed understanding of all obligations in section 4	Yes
Applicant has supplied proof of public liability insurance for the event	No
Applicant has supplied Communications Plan	Yes
COMMERCIAL EVENTS ONLY: Applicant has supplied a Temporary Traffic Management Plan (TTMP)	Yes
COMMUNITY EVENTS ONLY: Applicant has supplied a map of the proposed temporary closure area/event route	NA
Applicant has signed and dated declaration in 'Section 5 – Declaration'.	Yes

Applicant has satisfied all information requirements	Yes
Officer comments:	
Current insurance certificate will be provided prior to the event. This will be a condition prior to Works Access Permit being issued.	

NZTA / NZ Police Consultation		
NZTA		
Contact name:	Theresa Allan	
Contact date:	9/5/2025	
NZTA comments and TDC actions (if applicable):	No response	
NZ Police		
Contact name:	Vicky Walker & Anthony Callon	
Contact date:	9/5/2025	
NZ Police comments and TDC actions (if applicable):	No response	

Communications plan	
Communications Plan provides the following information: Lists affected stakeholders Describes how stakeholders will be affected by temporary road closure Outlines key messages Includes action/implementation plan detailing how and when stakeholders will be communicated with Includes procedure for managing complaints Includes procedure for how the plan will be monitored	Yes
Communications Plan is approved:	Yes
Officer comments	

Traffic management	
COMMERCIAL EVENTS ONLY: Temporary Traffic Management Plan approved	Yes
Officer comments:	
COMMUNITY EVENTS ONLY: TTMP prepared by Council contractor and approved	NA
TTMP Preparation costs	\$
Estimated TTMP Implementation costs	\$
Officer comments:	

Event charges	No
Officer comments:	

Key dates	
Action	Date
Advertising intent of road closure Ensure this is at least 2 weeks before Council/Committee report is due so that any feedback can be put in report.	15 May 2025
Council/Committee report due	5 June 2025
Council/Committee decision	17 June 2025
Advertising confirmation of road closure	18 June 2025

8.3 Road Naming Proposal - 13 Lot Subdivision Mahoneys Hill Road

Author: William Ching, Infrastructure Planner

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That the proposed road within the site associated with Subdivision Consent 101.2020.112 by Timaru Developments Limited to be named Winston Place.

Purpose of Report

1 To present a road naming proposal to the Infrastructure Committee members for consideration.

Assessment of Significance

This matter is considered of low significance under the Council's Significance and Engagement Policy. While road names are of general interest to the community they do not affect levels of service, strategic assets or rates.

Background

- 3 Section 319 of the Local Government Act 1974 provides Council with the power to name roads. Council has delegated decisions on road naming to the Infrastructure Committee, subject to and in accordance with the Naming of Roads, Private Roads and Private Ways Policy.
- 4 The policy required the developer to submit 3 naming options with reasons and the preferred option.

Discussion

- A new road is being formed on part of a land subdivision development located at Mahoneys Hill Road, Timaru. This new road requires naming for the purposes of identification.
- The development site was pursuant to Subdivision Consent 101.2020.112 by Timaru Developments Limited (Attachment 1). The subdivision achieves 13 residential allotments, and the new road provides access to the new allotments.

Options and Preferred Option

- 7. The developer has submitted 3 options for the road listed below in order of preference:
 - Option 1 Preferred Option

Winston Place – This name is named after the previous owner of the whole area within Broughs Gully. This is the developer's preferred road name, and the reasoning provided sufficiently justifies the preference.

Option 2

Langdale Rise – The name 'Langdale' is consistent with other roads in the neighbourhood that are named after South Canterbury alpine features e.g. Cook Street, Godley Place,

Tasman Street, Mueller Place. The Langdale Glacier is located in Aoraki / Mount Cook National Park.

• Option 3

Gulch Way – The name 'Gulch' is consistent with other roads in the neighbourhood that are named after South Canterbury alpine features e.g. Cook Street, Godley Place, Tasman Street, Mueller Place. The Gulch Glacier is located in Aoraki / Mount Cook National Park.

7 The development is new, and therefore no consultation is required.

Relevant Legislation, Council Policy and Plans

- 8 Section 319 of the Local Government Act 1974.
- 9 Council Policy: Naming of Roads, Private Roads and Private Ways.

Financial and Funding Implications

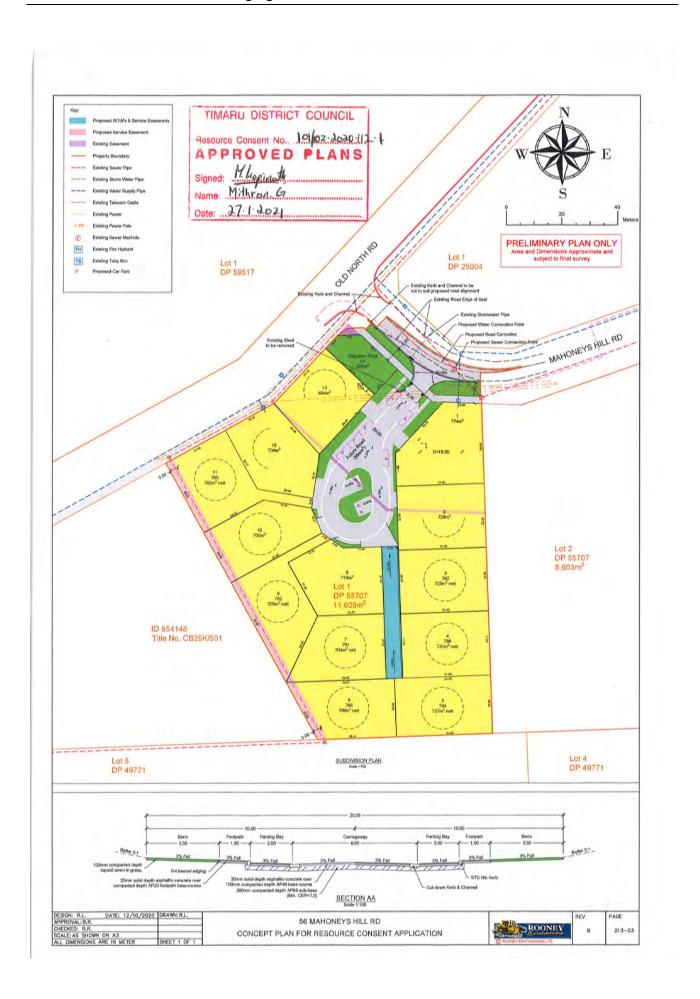
10 The road naming policy states that the developer shall meet the costs of the sign(s) and installation meaning there will be no financial or funding implications for Council.

Other Considerations

After Council has confirmed the road name, the decision is sent to Land Information New Zealand's Addressing Analyst who adds the names into the AIMS database. Once this is completed, it is confirmed with Council, who in turn provides authority to generate numbering for properties situated along the newly named road.

Attachments

1. 101.2020.112.1 - 56 Mahoneys Hill 🗓 🛣



8.4 Geraldine Water Supply Strategy

Author: Laura Rich, Water Services Strategy Officer

Andrew Lester, Drainage and Water Manager Tyler Zandrack, Senior Finance Business Partner

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

- 1. That the Geraldine Water Supply Strategy be endorsed.
- 2. That the participation of the Stakeholders Liaison Group be formally acknowledged with thanks.

Purpose of Report

The purpose of this report is to present to the Infrastructure Committee the draft Geraldine Water Supply Scheme Strategy for endorsement, to brief the Committee on the work done with the Stakeholders Liaison Group to prepare the Strategy, and progress with implementation of the Strategy.

Assessment of Significance

- This project is assessed as being of medium significance in terms of Council's Significance and Engagement Policy. This level of significance has been determined due to the potential impact of this project on the Geraldine Community and potentially the wider Timaru District through the Urban Water rate.
- 3 Being of medium significance elevates the level of stakeholder participation in the development of the Geraldine Water Headworks Resilience Strategy, hence the involvement of a Stakeholder Liaison Group.

Background

This matter is a continuance of Item 8.2 from the Infrastructure Committee meeting from Tuesday 11 June 2024. At that meeting, the Committee passed the following resolutions:

Resolution 2024/1

Moved: Clr Gavin Oliver Seconded: Clr Sally Parker

- 1. That the scope of the Geraldine Water Headwork Resilience Strategy includes the consideration of:
 - (a) Water quantity and availability
 - (b) Water quality, including aesthetic parameters.
 - (c) Water storage volumes and location(s)
 - (d) Water reticulation to connect the borefield and reservoir components of the headworks infrastructure.

- 2. That the design period for the Geraldine Water Headworks Resilience Strategy be 50 years
- 3. That a Stakeholder Liaison Group be established to support the development of the Geraldine Water Headworks Resilience Strategy
- 4. That the makeup of the Stakeholders Liaison Group be;
 - (a) Infrastructure Committee Chair
 - (b) Geraldine Ward Councillor
 - (c) A Geraldine Community Board member
 - (d) A representative of Iwi
 - (e) A representative of Department of Conservation
 - (f) A representative of Talbot Forest Working Party
 - (g) A representative of potentially affected landowners
- Following that meeting, Officers proceeded to assemble the Stakeholder Liaison Group with the assistance of an Independent Facilitator. The Geraldine Water Supply Strategy presented today is the result of four sessions with the Group.

Discussion

- As previously discussed, the Geraldine Urban Water Supply Scheme has critical assets reaching end of life, including the sole Reservoir at Tripp Street and the delivery trunk watermain running from the Water Treatment Plant to the Reservoir.
- 7 Enhancements at the headworks are also required to keep pace with an evolving regulatory environment and to maintain Levels of Service to a community going through steady demographic change.
- 8 Projects have been included in the Long Term Plan 2024 2034, that this Strategy is supporting.
- 9 The Stakeholder Liaison Group has developed the following list of key priorities. They are elaborated on further within the Strategy;
 - Resilience
 - Biodiversity
 - Regulatory Compliance
 - Economic Sustainability
- These priorities have been used to develop a framework for Multi Criteria Analysis for use in optioneering for the project stages. This will be critical, particularly for determining the final locations for the replacement Reservoir(s) and delivery trunk watermain route and will support a concession application to the Department of Conservation that will be required for the right to occupy Talbot Forest land.
- 11 The strategy identifies key areas requiring project attention to be Storage, Delivery, Source and Treatment.

Options and Preferred Option

12 Option 1 – To endorse the Geraldine Water Supply Strategy (preferred option).

The Strategy has been developed with active Stakeholder involvement and is intended to be a living document designed to support current projects earmarked for the Geraldine Water Supply Scheme and guide the direction on future projects as revisions are made. The Strategy will support any further public consultation required for any of the projects, and will support any consenting applications required, including concession to occupy and operate within Talbot Forest Scenic Reserve from Department of Conservation, and resource consents for the trunkmain to cross the Waihi River.

Option 2 – Further develop the Geraldine Water Supply Strategy.

The process of developing this Strategy has been worthwhile, and with good Stakeholder participation. As this is the first strategy of this type led by in-house resources and could guide future strategy development on other matters, there could be opportunity for expansion of scope.

Option 3 – Do not adopt the Geraldine Water Supply Strategy and defer renewal of critical headworks infrastructure.

An alternative option is to do nothing. This is not preferred as renewal of headworks infrastructure is required and failure of any part of this infrastructure will result in loss of service to all of Geraldine. Reactive repairs will become economically unsustainable. The existing community would be placed at increasing risk during high demand periods and weather events. Current infrastructure will not support growth. It is possible to carry on without the Strategy in place, however certain projects will be more challenging without the support of the strategy, particularly the Tripp Street Reservoir.

Consultation

- 14 The Stakeholder Liaison Group as approved by this Committee were actively engaged in developing this Strategy. There were four meetings attended at the Geraldine Library and Service Centre.
- An initial draft was circulated among the Stakeholder Liaison Group for feedback following the final meeting. AECL responded with comments. Their feedback has been incorporated into the draft Strategy attached.

Relevant Legislation, Council Policy and Plans

- The Long Term Plan 2024 2034 and the Infrastructure Strategy 2024 2054 includes projects directly related to this Strategy. The Strategy has been developed in support of these projects for Geraldine, highlighting priorities set by community stakeholders.
- Drinking Water Standards and Quality Assurance Rules are continually updated by the Water Services Authority Taumata Arowai ("the Authority"). As the Authority has been in operation for a few years now, they are starting to come into their own in the compliance and enforcement space.
- 18 Under the Local Water Done Well suite of legislation, key components of water service delivery include development of a Water Services Strategy, catchment management plans, and there will be reporting to the Authority and Commerce Commission around asset management, including asset condition and performance.

Financial and Funding Implications

- 19 Funding has been identified in the Long Term Plan 2024 2034 for Reservoir Replacement and a second water trunk main, with future stages indicated in the Strategy allowed for in the 30 Year Infrastructure Strategy.
- The current funding phasing under the Long Term Plan for the Reservoir and Trunk main has been reviewed during preparation of the Annual Plan 2025-26 and updated as below:

Year	LTP	Annual Plan 2025-26	
2024-25	\$250,000	\$250,000	
2025-26	\$4,000,000	\$200,000	
2026-27	\$7,110,000	\$3,800,000	
2027-28	\$0	\$7,110,000	

- This re-phasing is in recognition of the work and time required to prepare an application for a concession from the Department of Conservation for a reservoir to occupy Talbot Forest Scenic Reserve. This was not initially accounted for when a reservoir replacement was first phased for the Long Term Plan.
- Approval from the Department of Conservation is required for a reservoir to be built in the preferred location. If a concession to occupy and operate in the reserve is not granted, budgets will need to be reviewed as alternative reservoir sites identified would incur greater costs with land acquisition and additional length of trunk main needed.
- 23 Starting from year 10 of the Long Term Plan, and also the Infrastructure Strategy, the installation of membrane filtration (\$11.36M) has been identified as an additional treatment barrier to further reduce water quality risk. This is estimated to cost \$11.36M (todays \$ and excluding GST) that is currently phased across years 10 to 12. Temuka and Pleasant Point are also identified in this project.

Other Considerations

- The current reservoir is situated on Department of Conservation Land. There is no current concession in place for a reservoir to occupy and be operated within Talbot Forest Scenic Reserve. As such, a concession application will be required for any replacement reservoir to be constructed within the Talbot Forest Scenic Reserve. The concession application will be publicly notified.
- This report will be referred to the Geraldine Community Board following receipt by Infrastructure Committee to keep them informed on progress.

Attachments

1. Draft Geraldine Water Supply Strategy 🗓 🖼



2025

Geraldine Water Supply Strategy



Drainage and Water Unit Timaru District Council

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Document Control

Version	Changes	Reviewed by	Authorised by
1	Draft for review	Laura Rich	



1 Purpose of the Strategy

The purpose of the Geraldine Water Headworks Resilience Strategy is to set the direction of management of the source, delivery and treatment of water for Geraldine for the next 50 years. This strategy aims to clearly set out:

- How the Strategy will help to achieve Council's Vision
- The outcomes needed to be achieved for the Water Supply
- The plan for achieving the required outcomes.

1.1 Stakeholder Liaison Group

In support of development of this strategy, a Stakeholders Liaison Group (SLG) was established. This ensured that all affected parties had some representation in developing a Strategy that can truly be considered fit for purpose for the Geraldine Community.

1.2 Vision

This Strategy is in line with the Vision of Timaru District Council. This Vision is elaborated upon in the Long Term Plan, shaped by the following values:

- Inclusive Leadership
- Cultural Caretakers
- Transitional Navigators

TDC is the custodian of this water supply and takes this responsibility seriously.

1.3 Strategy Outcomes

In general, Council aims to achieve the following Community Wellbeing Outcomes:

- Enhanced Lifestyle
- Resilient Infrastructure
- Diverse Economy
- Sustainable Environment
- Connected Citizens

This Strategy is aligned with these Community Wellbeing Outcomes. To this end, the Strategy is required to guide TDC towards ensuring that the Geraldine Water Supply Scheme is;

• Managed and operated in a sustainable manner.

4

- Remains resilient and adaptable in the face of climate change.
- Can be capably managed in the face of shifting legislative requirements without adverse effects on consumers.

This Strategy is intended to be a living document and read in conjunction with the Water Supply Asset Management Plan.

1.4 Stakeholder Priorities

As established by the SLG, the following issues are priorities to be addressed:

- Quality
- Resilience
- Biodiversity
- Partnership

These priorities have been used for criteria setting in Multi Criteria Analysis in support of optioneering for reservoir locations, as detailed further below, see Appendix 2.



2 Context

2.1 Timaru District

Timaru District covers 2,737 square kilometres of South Canterbury, in the South Island of New Zealand. The district is naturally defined by two rivers, the Rakitata to the north and the Pareora to the south. The district follows the gentle curve of the South Canterbury coastline to the east and stretches to the Albury Ranges, Geraldine Foothills and Mount Peel to the west.

The district enjoys a temperate climate, with Timaru recording annual averages of 1,826 sunshine hours and 573mm of rain. The landscape consists largely of foothills, rolling hills and plains.

The district population is estimated by Infometrics at 50,100 as of 30 June 2024. Most of this population is situated around the Timaru Urban Area and the smaller towns of Geraldine, Temuka and Pleasant Point. Growth is generally slow, with a tendency more towards demographic change with an aging population and an increase in smaller households.

The regional economy is largely based on primary industries. Agriculture is diverse with cropping, beef, sheep, and dairy. Many primary industries have plants in Timaru District including dairy and food processing, meat and byproducts processing among others. There is a successful mid-sized port that is well utilised in support of regional industry.

2.2 Geraldine Area

Geraldine is a township of approximately 3,120 people (as of 30 June 2024, Statistics NZ) situated 36km north of Timaru. Colonial development of the area commenced with the establishment of the Raukapuka sheep run in 1853. The following year the first permanent dwelling was built by surveyor Sam Hewlings. The surrounding Talbot Forest was heavily milled in the 1860s and 1870s with a small reserve remaining on the edge of town. Geraldine County Council was established in 1876, became a Town Board in 1884, and a Borough Council in 1904.

The composition of the Geraldine area has changed many times over the years. Mackenzie County broke away in 1882 and Levels County in 1894. Geraldine and Levels Counties merged to form Strathallan County Council in 1974. In 1989 under the local government reforms, Geraldine became part of Timaru District. During the process, many old records were lost with reluctance around the forced amalgamation.

Geraldine is a service centre for the surrounding farmland. There is a mix of crop, sheep and beef and dairy farming in the area. One of the biggest employers is Barker's, a long-standing food manufacturer who is expanding operations locally.

6

Historically Geraldine has been affected by many extreme weather events, namely flooding and snow. Such events are set to continue with increasing frequency and severity projected.

Geraldine is a key area for the New Zealand long-tailed bat (pekapeka tou-roa). The pekapeka tou-roa is listed as critically endangered. South Canterbury hosts the only known population for the east coast of the South Island. Talbot Forest is a key roosting area with satellite sites found across the district. The bats rotate roosts, not staying in any one spot for more than a day or two at a time. Geraldine is the best place to observe bat movements, with Talbot Forest being so accessible to the public.

2.3 Scheme History

A high-pressure municipal water supply scheme for the township was established in 1902 with water supplied from the Waihi River via open race into town. The scheme had been mooted for some years in response to fire risk and pleas from the local volunteer fire brigade. Establishment of a waterworks was found to be more practical than spending £600 on a replacement fire appliance. A reservoir was built in Talbot Forest with storage capacity for nine days. Water from the race was pumped to the reservoir above MacDonald Street by hydraulic rams sited at the bottom of Waihi Terrace at the intersection with MacDonald Street. The reticulation expanded quickly as the town grew. The increase in demand necessitated construction of a second reservoir, commissioned in 1907. A pump to work the hydraulic rams was installed 1908, which had the capability to be operated by traction engine as required. This pump station was converted to electricity in 1924.

Discussion around supplementing the town supply with excess water from the Downs scheme was held in 1927, however the County and Borough Councils never reached an agreement. By 1930 supply had shifted to a bore adjacent to the Waihi River, possibly around Todd Park with a pump in place to supply the reservoirs uphill. From 1931 there was extension of the reticulation to the south end of town, and to Raukapuka from the 1950s.

The source was moved to a shallow borefield next to the Orari River in 1978 with an asbestos concrete main run through farmland and across the SH72 bridge at the north end of town to supply the reservoir. The dual open reservoirs were replaced by a single fully contained concrete reservoir built in 1962 at the highest point of what became Talbot Forest Scenic Reserve.

Geraldine has had an intermittent history of chlorination throughout the 20th century until around the 1970s, with full chlorination of the supply resuming in 2022. Ultraviolet treatment commenced in 2011 and was upgraded in 2023. As a scheme registered with the Water Services Authority – Taumata Arowai, Geraldine is currently compliant with 3 log treatment. This means that the current treatment processes successfully remove 99.9% of microorganisms.

7

2.4 Cultural Significance

The Timaru District lies within the recognised traditional boundaries of Kai Tahu. The hapu holding mana whenua in the district are Kati Huirapa, who are represented by Te Runanga o Arowhenua. Across South Canterbury, people tended to occupy locations close to water while ranging further afield and inland to gather resources, including kai

Prior to European settlement, the Geraldine area was largely native forest with some wetland areas. Raukapuka was a wetland area and was significant as a mahika kai site.

Kati Huirapa do have particular concerns around projects involving earthworks. TDC exercises an accidental discovery protocol around archaeological discoveries with all projects and completes reinstatement to a standard that leaves the affected site either as it was or improved.

2.5 Key Assumptions

Assumptions are made in the development of the LTP and key supporting documents. The key assumptions relate to:

- Population and Growth
- Council Operations
- External Factors
- Financial

Growth projections are not anticipated to change significantly over the term of the Strategy. Overall, Timaru District growth is generally slow and not likely to change.

There are some Future Development Areas earmarked for Geraldine in the proposed District Plan 2025.

There is no indication of any further changes to Water Supply legislation or regulation for Water Supplies in the short-term regarding monitoring and compliance. Should there be any significant changes, this Strategy will be thoroughly reviewed and updated.

At the time of writing, the assumption is that Timaru District Council will remain the owner and operator of the Geraldine Urban Water Supply Scheme. This assumption may change with the development of Timaru District's Water Services Delivery Plan due to be submitted to the Secretary for Local Government September 2025. Despite the legislative uncertainty, TDC has no intention of delaying essential works to await outcomes. Projects will proceed as planned until further notice.

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3 Links to Legislation, Regulation, and other Documents

3.1 Water Services Act 2021

The purpose of this Act is to provide national level oversight on the regulation and management of drinking water supplies. Taumata Arowai was created by the Water Services Regulator Act 2020 and became the dedicated regulator of three waters on enactment of the Water Services Act 2021. This has brought about changes to drinking water standards, including issue of the Drinking Water Quality Assurance Rules 2022 and Aesthetic Values. The Act is a direct response to the Government Inquiry into Havelock North Drinking Water which was released in December 2017. This Act replaced references to drinking water in the Health Act 1956, including regulation around Water Safety Plans. Rules and regulations are set by Taumata Arowai in accordance with this legislation.

Under this Act, a water supplier must submit a Network Environmental Performance Report for the last financial year by 30 September of the following year. Due to this report being a relatively new measure, the amount of reporting and number of measures has been increasing year on year, with further parameters confirmed from 2025.

3.2 Water Services (Drinking Water Standards for New Zealand) Regulations 2022

These regulations replaced the Drinking Water Standards for New Zealand 2005 and subsequent revisions, coming into effect from 14 November 2022. This sets current maximum acceptable values (MAVs) for concentrations of determinands in drinking water. The standards are based in part on World Health Organisation guidelines.

3.2.1 Drinking Water Quality Assurance Rules 2022

These rules were made following public consultation by Taumata Arowai. They set out compliance rules for Drinking Water Suppliers and require annual reporting back to Taumata Arowai.

3.2.2 Aesthetic Values for Drinking Water Notice 2022

Aesthetic values were issued by Taumata Arowai following public consultation. They set appearance, taste, and odour thresholds for determinands, including set elements, pH, hardness, colour and more.

3.3 The Resource Management Act 1991

This Act promotes the sustainable management of natural and physical resources for the entire country. It describes the functions of Regional Councils and Territorial

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Authorities under the Act, including establishing, reviewing, and implementing objectives, policies, and methods to achieve integrated management of resources. Local authorities must recognise national environmental standards, national policy statements and regional plans, and prepare, implement, and administer district plans.

The resource consent system is the mechanism for monitoring compliance.

The below sub-sections detail how the RMA is applied specifically in Canterbury.

3.3.1 Land and Water Regional Plan

The LWRP, which establishes rules for land and water management throughout Canterbury, has been fully operative from 1 February 2017.

The plan is in 16 sections. Those relevant to TDC are sections 1 and 2, introducing the plan and how it operates; Sections 3-5 the Objectives, Policies and Region-Wide rules; and Section 14 – the rules within the Orari-Temuka-Opihi-Pareora (OTOP) Zone. All TDC water supplies are within the OTOP Zone.

A major focus of the plan is to halt deterioration of the land and waterways, until the subsection Zone rules set out how each community wishes to best manage the resources within their zones.

LWRP not only affects TDC operations but also affects how landowners use their land.

3.3.2 Canterbury Water Management Strategy

The Canterbury Management Strategy commenced in 2010. It provides for a community-led collaborative approach to environmentally sustainable water management in the Canterbury region. It is implemented through water zone committees who work collaboratively to develop effective water management solutions that deliver economic, social, cultural, and environmental outcomes in consultation with the local community. TDC is a member of the Orari Temuka Opihi Pareora (OTOP) Zone Committee.

3.4 Local Government Act 2002

This Act defines the purpose of local government as including meeting current and future needs of communities for good quality local infrastructure that is most cost effective for households and businesses, where good quality infrastructure means efficient, effective, and appropriate to present and anticipated future circumstances.

3.5 Timaru District Consolidated Bylaw 2018

Section 146 of the Local Government Act 2002 provides that a Territorial Authority may make Bylaws in its district for purposes of regulating, managing, protecting or for preventing the use of the land, structures, or infrastructure associated with water supply services. Chapter 15 of the Timaru District Consolidated Bylaw 2018 applies to water supply and other water services provided by the Council.

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4 Strategic Relationship with other Council Documents

4.1 Long Term Plan 2024 – 2034

TDC must prepare a Long Term Plan (LTP) shaping the direction of council operations and investment for the next ten years in accordance with the Local Government Act 2002. This Plan is reviewed and updated every three years and involves the review and update of a suite of supporting documents across all of Council.

The current LTP was adopted by Council 1 July 2024. The following items are part of the LTP process.

4.1.1 Water Supply Asset Management Plan 2024 - 2034

The Asset Management Plan (AMP) is prepared during the LTP process and informs the management of assets for delivering Water Supply Services for Timaru District. Part A covers overall asset management while Part B gives specific detail on each scheme. Section B2 covers Geraldine Water Supply.

The AMP is part of a suite of supporting documents informing the LTP.

4.1.2 Infrastructure Strategy 2024 - 2054

The Infrastructure Strategy is prepared as a supplementary document to the LTP. It outlines the plan for management of all Infrastructure Assets held by Council for the next thirty years. Despite the long timeframe for the strategy, it is reviewed every three years as part of the LTP process and is as such subject to the same variabilities.

4.1.3 Annual Plan

The Annual Plan is prepared for Council every year and serves as a mechanism for any necessary variation to the LTP.

4.1.4 Annual Report

The Annual Report is the mechanism for Council reporting on what was done over the previous year and how this measures up against the LTP and Annual Plan. It includes reporting on Levels of Service.

4.1.5 Levels of Service

The Levels of Service for Water Supply Services are a combination of mandatory measures under the Local Government Act, Water Services Act, and some internal measures the Drainage and Water Unit choose to measure as best practice. Below are the current Levels of Service for all TDC water supplies as at the LTP 2024 - 2034:

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Levels Of Service	Performance Measure	Community or Technical LOS (C/T)	Benchmarks (Targets)	Performance Target	Method of Measurement (where & how)
Provide safe drinking water	Compliance with Drinking Water Standards (Drinking Water Quality Assurance Rules) 2022 T3 Treatment Rules 4.10.1 T3 Bacterial Rules (Mandatory) Compliance with Drinking Water Standards (Drinking Water Quality Assurance Rules) 2022 T3 Treatment Rules 4.10.2 T3 Protozoal Rules (Mandatory)	Т	100%	Bacterial and Protozoal compliance – all drinking water supply schemes	Taumata Arowai reporting
	Percentage of real water loss from TDC's networked reticulation systems (Mandatory)	Т		% real water loss from network system reduces	
Maintain excellent customer service	Median attendance and resolution times for urgent and non-urgent callouts for water supply faults or unplanned interruptions in the network (Mandatory)	c		The median time to attend urgent: urban callouts – less than one hour rural callouts – less than four hours. The median time to resolve urgent: urban callouts – less than four hours rural callouts – less than eight hours. The median time to attend and resolve all non-urgent callouts will be reported.	Work Orders (Infor)
	Total complaints received about: Drinking water clarity Drinking water taste Drinking water odour Drinking water pressure or flow Continuity of supply TDC response to these issues (Mandatory)	C	0	26 or fewer complaints received per 1,000 connections	CRM
Maintain excellent customer service	Satisfaction with water supply services	С	100%	85% user satisfaction	Biennial residents survey
Provide demand management of water supply services	Average consumption of drinking water per day per resident within Timaru district (Mandatory)	С	300L/day	300L per day per resident	

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	Deliver water services according to required environmental standards	Compliance with Resource Consent conditions	Т	100%	No abatement notices, infringement notices, enforcement orders, convictions	Compliance Reports	
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For the 2023/24 Annual Report, the Geraldine Water Supply Scheme met some Levels of Service. The LOS not met are as follows:

- There have been technical non-compliances with Drinking Water Standards for both Bacterial and Protozoal Compliance largely due to gaps in data linked to localised power outages.
- Percentage real water loss from networked reticulated systems increased on the previous year.
- The target for "Provide demand management of water supply services" was not met. This was due to higher average consumption on the rural schemes which includes stockwater, while the target is based on average urban residential consumption.

It is important to note that the latter two above may have been met for Geraldine specifically, however all urban and rural schemes are reported as one total activity for the purposes of the Annal Report.

Additional reporting requirements from Taumata Arowai that are under review for future inclusion in TDC's Levels of Service reported include:

- Reference level of pressure
- Number of properties below reference level pressure
- Water Restrictions (days under restriction, level, etc)

4.2 Geraldine Water Supply Water Safety Plan

Drinking Water Safety Plans (DWSPs) are required for all registered water supplies in accordance with the Water Services Act 2021 (formerly under the Health Act 1956). The objective of a DWSP is to ensure drinking water suppliers develop operational practices that will reduce the likelihood of contamination and respond to and minimise any contamination event that may happen. The Plan identifies risks to supply and outlines how to manage those risks.

DWSPs are submitted to Taumata Arowai as Drinking Water regulator. They are living documents and are reviewed on a regular basis. Any changes are re-submitted to Taumata Arowai. The most recent edition of the Geraldine Water Supply Water Safety Plan was finalised November 2022, refer CM9 document 1539729. This Plan will be updated with Taumata Arowai as each stage of this strategy is implemented.

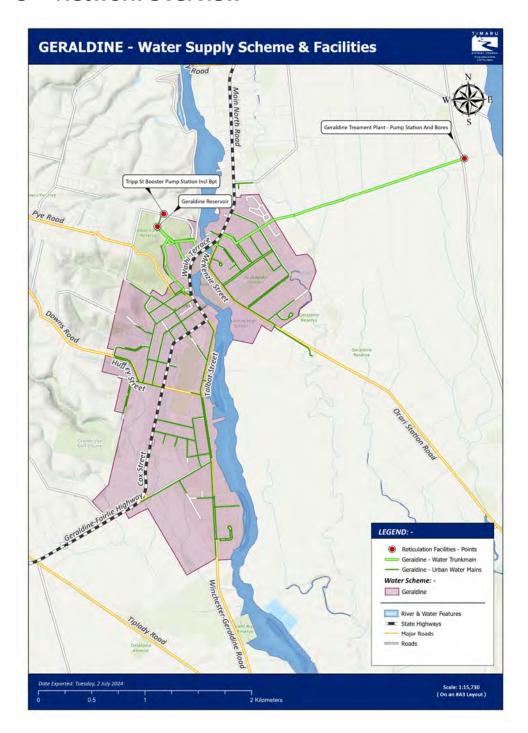
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Appendices to the DWSP include a Source Water Risk Management Plan, Critical Control Points and Risk Table.



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5 Network Overview



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5.1 Operations

The Geraldine Urban Water Supply scheme supplies domestic connections, drawing water from a borefield on Orari Back Road near the Orari River, east of the township. The supply is treated with chlorine and ultraviolet light at a treatment plant at the borefield. Ultraviolet light renders bacteria and protozoa unable to multiple, and therefore harmless to humans. Chlorine provides residual decontamination within the reticulation. The ultraviolet treatment plant is designed to meet the Drinking Water Standards for New Zealand.

From the treatment plant, treated water is pumped to a reservoir at the top of Tripp Street Reserve, elevated above Geraldine Township. This allows water to be gravity fed to households without requiring pump stations that consume electricity. Some water is supplied from the reservoir to supplement the Te Moana Rural Water Supply as required.

5.2 Assets

5.2.1 Plant

The plant facility at Orari Back Road consists of a field of four bores, a treatment plant and telemetry. Three of the bores were drilled in 1978 to a depth of 12m and are fitted with irrigation screens. A fourth bore was drilled in 2000 to a depth of 17m with screening in place at a depth of 11m to 16m.



The reservoir at Tripp Street Reserve holds 2,275m³, approximately 12 hours storage at average peak demand. Pressure reduction occurs when the draw off from the reservoir is high and exceeds inflow. The reservoir underwent a structural assessment in 2017 which deemed it to have an effective remaining life of 10 years and vulnerable to seismic events within the vicinity.

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5.2.2 Reticulation

There are approximately 25.5km of water mains within the reticulation. Approximately 40% of the mains consist of Asbestos Concrete (AC) pipe with some Cast Iron and Steel. The majority of this is at or near theoretical end of life.



5.2.3 Resource Consent

CRC064043 was an existing water take consent that was renewed in 2007 for a further 20 years. On renewal, the consented take was increased to allow for the Te Moana Rural Water Supply to be supplied from this source too if required. At present, annual take totals between 46% and 52% of consent. The consent is due to expire 30 October 2027, with this Strategy supporting upcoming application for renewal.

There is budget allocated for resource consent renewal under the LTP 2024 – 2034.

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5.3 Model

Significant work was completed on the Geraldine Water Supply Model in conjunction with a Geraldine Area Wide Water Supply Strategy that was compiled in support of upgrades to the Te Moana Rural Water Supply. Models are regularly calibrated as part of general asset management processes.



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6 Issues

6.1 Issues General to Water Supply and Timaru District

6.1.1 Resource Consents and Compliance

Geraldine's water take is a 20-year consent, also affecting supply to the Te Moana Rural Water Supply Scheme. TDC is a compliant consent holder. The water take consent is due for renewal 30 October 2027.

6.1.2 Demand and Availability

Geraldine Water Supply experiences steady demand with little growth in general. Increasing use is mainly down to increasing leaks, which is being managed through a progressive leak detection programme. This programme is undertaken throughout the wider district, with a different area of focus each year. This is often conducted in conjunction with CCTV inspection of sewer and stormwater networks. Geraldine is an area of regular focus due to the amount of aging AC mains.

6.1.3 Climate Change and Natural Events

Geraldine is vulnerable to extreme weather events. Historically there have been several floods and snow events with the district in general also vulnerable to high winds. Records show that water intakes were frequently destroyed by floods before the borefield was developed.

6.1.4 Financial Risks

Budgets are vulnerable to the cycles of the Annual Plan and LTP processes. While budgets appear locked in with final Plans, they can be changed in the next year as Council priorities change, which is a significant risk for multi-year projects.

6.2 Issues Specific to Geraldine

Levels of Service around pressure and continuity of supply, including for firefighting purposes, are affected for adjacent houses when the reservoir drops below 70% full.

The trunkmain into Raukapuka is at capacity now and cannot support growth in the area. This trunkmain will require replacement should the nearby Future Development Area proceed.

The town reservoir is supplied via a single Asbestos Concrete trunkmain from the treatment plant. This trunkmain crosses the Waihi River at the SH79 bridge. If this bridge were to be taken out by a flood event, Geraldine would be without water supply.

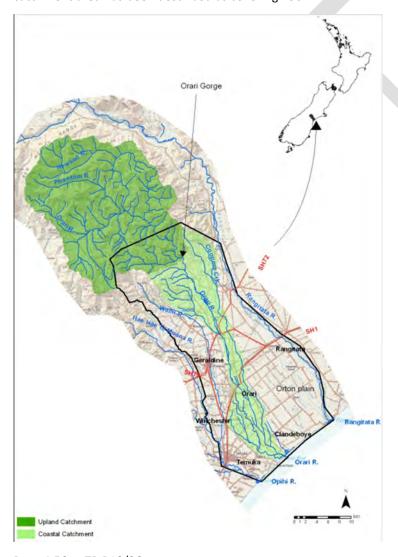
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6.2.1 Orari Catchment

Geraldine's Water Supply source lies within the Orari Catchment. While the Orari Catchment has been studied, there are acknowledged gaps in understanding and further investigation may be required to better understand the sustainability of the current take at the headworks.

The upland catchment area consists of the Four Peaks, Ben McLeod and Tara Haoa Ranges. Draining from these ranges into the Orari River are the Phantom, Hewson and Mowbray Rivers. The Orari River emerges from the foothills to the plains at Orari Gorge and drains into the Pacific Ocean some 40km to the southeast. The coastal plan catchment area has been described as covering 230km².



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At present there is no concern of imminent supply pressures affecting the headworks, however as understanding of the wider catchment increases it will be easier to model potential impacts before they occur.

6.2.2 Talbot Forest

The reservoirs for Geraldine's water supply have been located within Talbot Forest since initial establishment of the scheme, with provision for land specifically for reservoir having been gazetted since the first reservoir was planned. This location is operationally optimal for a gravity-fed network, maintaining pressure for the end users without having to use pump stations which come with higher operational costs. In the event of a power outage, there is generally no interruption in supply as long as power is restored before the reservoir level gets too low. However, undertaking work to replace a reservoir within Talbot Forest comes with difficulties. The Forest is a key habitat for the critically endangered long-tailed bat (pekapeka tou-roa). Any work within the Forest needs to mitigate any potential harm or disruption to bat behaviours. Also, activities in support of the strategy mark an opportunity to promote bat awareness.

6.3 Resilience

With the emergence of Climate Change and related issues, Resilience is an increasing priority for TDC with Water Services. TDC is involved with the Canterbury Lifelines Group, which focus on essential services required in emergency events. Upgrade of network and facilities will improve ability to recover from adverse events and enable greater flexibility in event response.

At present, any maintenance work done at the headworks, delivery trunkmain and reservoir all require outages.

7 Strategy Development

7.1 Scope

During the process of developing the Water Supply component of LTP 2024 – 2034, a need to earmark funding for refurbishment or replacement of Geraldine's Reservoir and the delivery trunkmain from treatment plant to reservoir was identified. The issues had been on the radar of officers for some time and had been identified in information shared with the Department of Internal Affairs' National Transition Unit under the previous Water Reform.

Ashley Harper as 3Waters Transition Manager led a series of workshops with unit officers to collate thoughts and ideas around potential solutions. It was determined that it would be prudent to get key stakeholders involved early in the process to facilitate improved community engagement and support any future consultation and consenting processes. The officer workshops were valuable for preparing guidance for stakeholders questions and ideas.

Following the officer workshops, Ashley delivered a report to Infrastructure Committee on 11 June 2024. The report sought to brief the committee on scoping work conducted by officers so far, endorsement of strategy scope, for the strategy to cover 50 years and to establish a Stakeholder Liaison Group. The resolution was carried.

7.2 Stakeholder Liaison Group

The Stakeholder Liaison Group (SLG) was established with the following participants:

- Cllr Sally Parker as chair of the Infrastructure Committee
- Cllr Gavin Oliver as councillor for Geraldine Ward and deputy chair of the Infrastructure Committee
- Jan Finlayson as chairperson of the Geraldine Community Board
- A representative from Aoraki Environmental Consultancy Limited on behalf of iwi. Michael McMillan and John Henry have each attended on separate occasions
- Tony Preston and Chris Coulter for Department of Conservation
- Ines Stager and Judy Lyttle for Talbot Forest Working Group
- Mr A Hendriks representing affected landowners along the current trunkmain from the treatment plant to the reservoir. The remaining landowners are:
 - Mr W Scott
 - Mr D Leslie

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- Stephen Crone representing the owners of the Geraldine Retirement Village.

The group was run by independent facilitator Gay Pavelka, to provide objective separation of interests and ensure impartial observation. Officers from TDC were involved and attended each meeting, available to present information, options and answer queries.

The purpose of the SLG is to steer the direction of Geraldine's future aspirations for the community's water supply. The elected members represent the end users, being the ratepayers with the other parties all relevant consultees in preparation for applications for resource consents. The adoption of the Strategy will conclude the group members formal involvement.

As the trunkmain and reservoir replacement has already been consulted on as part of the Long Term Plan that was adopted 1 July 2024, there is deemed to be public support for scheme upgrade in principle.

7.2.1 Stakeholder Liaison Group Meetings

Meetings of the SLG were held at the Geraldine Service Centre. They were generally around three hours long on a Wednesday afternoon.

Meeting One

This was an introductory session that took place 24 July. Everyone introduced themselves and shared their priorities.

Meeting Two

This session on 27 August involved everyone meeting at the Service Centre then going for a guided site tour to the treatment plant and to the reservoir to give the group context around their discussions beyond what maps and pictures can provide. Back at the Service Centre there was further discussion around priorities.

Meeting Three

This session took place 23 October and was to discuss size and location options for reservoirs. An optioneering exercise was undertaken with the results compiled to guide this Strategy. Document 1711072 was supporting material in this discussion and feedback was used to complete further work, see documents 1732152 and 1732146.

Meeting Four

This session was originally meant to take place 18 December but was deferred to 29 January due to several participants being unable to attend. Consensus was reached around preferred reservoir locations for progression to detailed optioneering and finalised the Group's priorities, giving the mandate to take to Council.

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7.2.2 Priorities and Outcomes

The desired outcomes for the Strategy developed by the Group are:

- Secure abstraction of quality raw water
- Resilient conveyance and storage from treatment to households
- Sustainable operation of water services that will cater for aspirational growth.

This will be achieved through the completion of replacements and enhancements to:

- Catchment the raw water source and the area that contributes to the source.
- Treatment the treatment plant and the processes within.
- Storage sufficient treated water stored for the town to last a minimum of two days at peak demand levels.
- Delivery the conveyance of treated water from source, via storage to people's homes.

To support optioneering for projects, the following priorities were developed by the Group, aligning with the outcomes:

- Resilience maintaining a water supply scheme that is capable of delivering service to the community during severe weather or natural hazard events.
- Biodiversity seeking to minimise impacts on the environment and enhance the area where possible, both during project delivery and ongoing operations and maintenance.
- Regulatory Compliance ensuring the water supply scheme remains compliant with the regulations of the day.
- Economic Sustainability ensuring projects required for strategy delivery are well designed, delivered efficiently and meet the needs of the community covering a reasonable period in the most economically viable manner.

The priorities and desired outcomes of the Group have helped inform development of a Multi Criteria Analysis framework that will be utilised in support of options recommended to Council and for consent and concession applications (refer Appendix 2).

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8 Strategy Implementation

8.1 Project Staging

The following projects have been previously identified and have been earmarked for progression in the LTP.

Project	Scope	LTP Budget	Proposed Phasing
Tripp Street Reservoir Replacement	Current reservoir approaching end of life and needing more capacity.	W014	2025/26 depending on concession with DOC and consenting.
Duplication of Trunkmain WTP to Reservoir	Current trunkmain AC, need second for resilience and to enable maintenance and renewals with minimal disruption to service.	W015	2025/26 depending on Tripp Street Reservoir timing
Trunkmain second river crossing	Current pipe bridge crossing. With duplication of Trunkmain looking to have second crossing running below the Waihi River.	W015	2025/26 – in conjunction with Trunkmain duplication
Treatment Plant Reservoir	Second reservoir at the treatment plant. Resilience having more than one treated storage.	W014	2027/28 depending on Tripp Street phasing.
Membrane Filtration	Additional barrier of treatment to be added to meet compliance standards	W007 Line item extending into Infrastructure Strategy, staged installations for Geraldine, Temuka and Pleasant Point	2033/34 to 2035/36 May need to be rephased sooner if compliance standards dictate.

After completion of these stages, there will be a review and revision of the Strategy in line with any emerging compliance requirements and with lifecycle management of new assets in mind.

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The below sections elaborate further on project areas.

8.1.1 Borefield

Purchase of additional land at the Treatment Plant on Orari Back Road is nearing finalisation as at the writing of this Strategy. Additional land will not only provide room for expansion of treatment facilities and additional storage but will enable the installation of additional bores should the need arise. This will meet the need for security of supply.

8.1.2 Reservoir

The SLG undertook preliminary optioneering for reservoir sizing, location and configuration. The group reached consensus on total storage capacity to be 4ML, and for capacity to be split across two sites in the interest of resilience. One site will remain at elevation as is currently the case, to maintain or enhance gravity-fed network pressures, while a second reservoir would be situated at the treatment plant.

Possible locations for the top reservoir have been narrowed down through the SLG process, though the final location is entirely dependent on the outcome of the concession application process with DOC. This matter is discussed further below.

8.1.3 Trunkmain

The current delivery trunkmain is Asbestos Concrete over 50 years old and starting to deteriorate. Based on previous experience with Temuka in 2016 and current condition assessment, the requirement for replacement is critical and needs to be completed within the next couple of years. For resilience of the network, to enable continuity of service to connections during maintenance and allowing options in an emergency event, a new trunkmain will be constructed to work in conjunction with the existing line. This will allow two options for delivery of treated water to the township. Once a new trunkmain is commissioned, then a decision can be made as to whether the existing trunkmain can be safely relined to prolong life or whether full replacement will be required. Constructing the new trunkmain first will minimise any potential disruption to service while the existing trunkmain is relined or replaced. The route of the new trunkmain will likely follow the current easement up to the township boundary, with the rest of the route dependent on the location of the new reservoir.

8.1.4 River Crossing

As part of the delivery trunkmain, there is a crossing over the Waihi River. The present crossing is a pipe attached to the SH79 bridge. For resilience, it is generally agreed that two river crossings are better than one, and that those two crossings should be different types. A road bridge crossing will be retained, but the new trunkmain is proposed to be run underneath the Waihi River. TDC's project managers and contractors have recent experience in river works with projects completed in the Opihi and Waihi Rivers satisfactorily and in compliance with resource consent conditions.

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8.2 Consenting

8.2.1 Concession – Department of Conservation

Discussions with Department of Conservation staff both within the SLG meetings and outside have indicated what a concession application process will involve.

To construct and operate assets on Department of Conservation Land, a concession from the Department must be held. Application and ongoing annual fees need to be budgeted for.

Action points for DOC following the third SLG meeting 23 October were:

- to get a better understanding whether there were any statutory land management "showstoppers" or encumbrances that would make DOC authorisation of new reservoirs within Talbot Forest Scenic Reserve difficult to achieve.
- To obtain some preliminary DOC expert advice on whether there may be any impacts on Long-Tailed Bats from the options proposed that would make it difficult for DOC to authorise any new reservoirs within Talbot Forest Scenic Reserve.

Advice received from DOC has indicated what would best support the concession application

- Thorough options assessment demonstrating why the preferred option was selected.
- Demonstration that vegetation clearance if required is kept to a minimum.
- Independent ecological assessment of effects, including specialist bat expertise.

DOC have confirmed that due to the concession being for long term operations and therefore being a lease permission, the process must be publicly notified. However, there is currently consultation underway around changes to the conservation planning and permissions system, which adds a degree of uncertainty to the matter.

There is precedent for lease and easement on conservation land for the purposes of municipal water supply. Taupo District Council applied for a lease and easement for the construction, on-going maintenance and operation of a Water Treatment Plant for the Hatepe Water Supply on Hinemaiaia Scenic Reserve. Submissions closed 4 October 2024, with hearing and outcome yet to be published. The proposal includes a full treatment plant including building, multiple tanks for treated water, clarifier, backwash etc, hard surface, perimeter fencing and underground services which is far more than what TDC would be proposing for Talbot Forest Reserve with just a treated storage reservoir.

If the Department of Conservation do not grant a concession to occupy and operate within Talbot Forest Scenic Reserve, allocated budgets will need to be reviewed. TDC

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would have to develop an alternative site which may involve land purchase and will increase the length of pipework required for the delivery trunkmain from the treatment plant.

8.2.2 Resource Consent – Environment Canterbury

Resource consents are anticipated to be required for river crossing, earthworks and construction related stormwater management. There will be ongoing engagement with the Rūnanga through the consenting process to ensure all their concerns are met appropriately. We do have good recent experience with river crossings in the district. On the Downlands Rural Water Scheme, we undertook a successful replacement of a trunkmain underneath the Opihi River in 2023. That project involved excavation and diversion activities in the riverbed with fish and bat management conducted successfully. For Geraldine, the sewer siphon under the Waihi River was replaced in 2024. That project involved excavations in the river and was timed to coincide with the Waihi River having no surface water flowing. With these recent experiences where all consented activities were completed successfully with full compliance, we are confident that the consenting process for installing a delivery trunkmain under the Waihi River should be relatively straightforward.



9 Risk Management

All strategic planning should incorporate risk management. TDC undertakes this in line with the Risk Management Policy, with the most recent iteration adopted by Council 15 February 2024. Drainage and Water carries out ongoing review to ensure the unit continues to operate consistently with the policy.

Risks and risk treatments are identified in the Water Supply Asset Management Plan. Network assets are assigned a criticality rating based on importance in relation to potential loss of service. Geraldine's source, treatment, delivery and reservoir are all assessed at Criticality A, which reflects the importance and potential vulnerability of all those assets.

Risk assessments are carried out for all projects as standard. The full process will be followed for all projects resulting from this Strategy.

10 Reporting

There are mechanisms for reporting by:

- Reports to Infrastructure Committee, Council
- Annual Report
- Drainage and Water Yearly Report

It is anticipated that there will be further reporting requirement in future to Taumata Arowai, Commerce Commission and DIA around Capital Programme delivery among other matters.

Appendix 1

List of Supporting Documents

1654261 - Project 2659 - 3C1298.00 Task 1 Geraldine Reservoir Investigation FINAL REPORT - Opus International Consultants Ltd - 14 October 2016

1065052 - REPORT - Geraldine Reservoir - Structural Condition Inspection Report 2017 - Opus International Consultants Ltd - 21 April 2017

1073137 – Geraldine Water Treatment Plant Operational Manual – Timaru District Council – May 2017

1539729 - Geraldine Water Supply Water Safety Plan Nov 2022

1539730 – Geraldine Water Supply Source Water Risk Management Plan Water Safety Plan Appendix 1 Nov 2022

1680481 - Geraldine Water Headworks Project Plan - 25 June 2024

1689723 - Geraldine Strategy Stakeholder Liaison Group Membership

1689726 - Minutes Geraldine SLG Meeting 24 July 2024

1706018 - Minutes Geraldine SLG Meeting Two 28 August 2024

1711072 - Geraldine Reservoir Upgrade Location Options Plan – Davis Ogilvie Ltd – 3 October 2024

1732135 - Minutes Geraldine SLG Meeting Three 23 October 2024

1732152 – Geraldine Reservoir High Level Cost Assessment Options Report + Appendices – Davis Ogilvie Ltd – 11 December 2024

1738390 – Minutes Geraldine SLG Meeting Four 29 January 2025

Infrastructure Committee Meeting Agenda 17 June 2025

Appendix 2

Criteria framework for Multi Criteria Analysis – to be used for optioneering and business cases.

Benefits/Consequences	-2	-1	0	1	2
Resilience	Disbenefit/major negative impact Leaves the scheme in a worse resilience state than before. E.g. any maintenance or unplanned outage results in loss of service to entire scheme for over 12 hours.	No benefit/negative impact Scheme is somewhat less resilient than before the project started.	No discernible impacts or effects No change to current resilience of scheme.	Some benefit/positive impact Improvement to network resilience in some aspect.	Significant benefit/major positive impact Improvement to network resilience in all aspects.
Compliance	Disbenefit/major negative impact Renders the scheme non-compliant	No benefit/negative impact Some element of the scheme is non- compliant	No discernible impacts or effects No change to current compliance status.	Some benefit/positive impact Improved compliance	Significant benefit/major positive impact Compliance secured anticipating future regulatory change.
Cultural Considerations	Disbenefit/major negative impact Deterioration to levels of engagement with Rūnanga, significant impacts on areas of significance, e.g. mahinga kai areas	No benefit/negative impact Disruption to levels of engagement with Rūnanga, impacts on areas of significance, e.g. mahinga kai areas	No discernible impacts or effects No change to current levels of engagement with Rūnanga, no impact on areas of significance, e.g. mahinga kai areas	Some benefit/positive impact Improved levels of engagement with Rūnanga, improvement to areas of significance, e.g. mahinga kai areas	Significant benefit/major positive impact Significant improvement to levels of engagement with Rūnanga, enhancement to areas of significance, e.g. mahinga kai areas
Value for Money (Capex)	Disbenefit/major negative impact Significant ongoing impacts regarding loan repayment, significant cost overruns during the project.	No benefit/negative impact Risk some minor cost overruns during project, some ongoing financing costs.	No discernible impacts or effects Standard cost and finance.	Some benefit/positive impact Good price for project, good financing deal.	Significant benefit/major positive impact Best possible price for project, best possible financing arrangement. Partially subsidised.
Deliver economic water services (Opex)	Disbenefit/major negative impact Significant increase in operational expenses, e.g. greater electricity usage, greater operating and maintenance costs	No benefit/negative impact Some increase in operational expenses.	No discernible impacts or effects No change to operational expenses from current BAU.	Some benefit/positive impact Some improvement to the utilisation of resources.	Significant benefit/major positive impact Greater efficiencies in operations and use of resources.
Biodiversity	Disbenefit/major negative impact Local extinction of species	No benefit/negative impact Reduction in populations	No discernible impacts or effects No change to the current biodiversity of the area.	Some benefit/positive impact Improvements to habitat, increased population of current species.	Significant benefit/major positive impact Significant improvement in species populations, new desirable species becoming established in the area.
Amenity	Disbenefit/major negative impact Complete loss of access for the community, major negative visual impact.	No benefit/negative impact Some loss of enjoyment, access or visual appeal.	No discernible impacts or effects. Leaves the area no better or worse.	Some benefit/positive impact Enhances the area.	Significant benefit/major positive impact Greatly enhances the area.
Climate change adaptation	Disbenefit/major negative impact Escalates the effects of climate change, necessitating greater, more costly adaptations.	No benefit/negative impact Hinders climate change adaptation	No discernible impacts or effects Status quo	Some benefit/positive impact Some climate change adaptation incorporated into the project.	Significant benefit/major positive impact Climate change adaptations are fully incorporated in the project, and capacity for further adaptations as required are included.

Item 8.4 - Attachment 1

Infrastructure Committee Meeting Agenda 17 June 2025

Appendix 3

Excerpt from Geraldine Reservoir High Level Cost Assessment 11 December 2024 showing potential reservoir locations.

 boxe
 Date
 Research
 Approved

 A
 10.24
 FOR REVIEW
 Sc

 B
 22.24
 ADDITIONAL OPTIONS
 SC

 C
 12.24
 OSCARDED OPTIONS
 SC

Timaru District Council

Geraldine Water Supply Reservoir Upgrade Options



DRAWING INDEX						
1		ISSUE DETAILS				
DRAWING NO.	DRAWING TITLE	10-24	12-24	12-24		
CS01	COVER SHEET / LOCATION PLAN	Α.	В	C		
PL01	OPTION 1	A	-	B.		
PLO2	OPTION 2	A	3	В		
PL03	OPTION 3	A	1	В		
PLO4	OPTION 4 (DISCARDED)	A		В		
PL05	SPLIT RESERVOIR LOCATION	Α.	19.00	В		
PL06	OPTION 6	78	A	В		
PL07	OPTION 7	G 45	A	В		
PL08	OPTION 8	1 A	A	В		
HP01	HEIGHT PROFILE	A	14	В		

Notes: Circuit: NZTM2000 Height Datum: NZVD2016

Notes:

All dimensions in metres unless shown atherwis

- Boundary information sourced from LINZ boundaries;
- https://data.linz.govt.nz/layer/53554-canterbury-timaru-rivers-lidar-1m-dem-2014/;
- Proposed fill contour interval is 1m
 Fill batter is 1:4;

Do not scale off this drawing;

Creft C. C. (12:55) serish D.D. TIMABU (1983) The - 50 Trees Street - 80 21, Gardidine - 1200/06 C 6000 www.18833 - corano Davis Cyphie (Aerab) & Parmers Use Engineer - Surveyor - Plannars

TIMARU DISTRICT COUNCIL
GERALDINE WATER SUPPLY RESERVOIR UPGRADE - LOCATION OPTIONS

COVER SHEET & LOCATION PLAN

| Design | Dissen | QA Check | TH | TH | SC | Scale Ø A1 | Date | Till | Till | SC | SCAL Ø A1 | Date | Till | Till | SC | SCAL Ø A1 | Date | Till |

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Other Resources

Environment Canterbury Technical Report – Integrated Study of surface water and shallow groundwater resources of the Orari Catchment – Report No. R10/36 – ISBN 978-1-877574-06-1

8.5 South Rangitata Reserve Management Plan - Initial Submissions

Author: Bill Steans, Parks & Recreation Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendations

1. That the submissions recieved through the public consultation following the notice of intent to review the Rangitata Reserve Management Plan be received and noted.

2. That Officers prepare a draft revised Rangitata Reserve Management Plan, considering the submissions, for Council approval prior to further public consultation.

Purpose of Report

This report is prepared to consider suggestions for inclusion in the review of the South Rangitata Reserve Management Plan.

Assessment of Significance

There is a low to medium significance with less than 500 people estimated to be affected. The South Rangitata Reserve is not a strategic asset but there is a legal requirement to consult when a review of the management plan is initiated. While the cost of reviewing the management plan is low it may have implications on future funding levels within the Reserve.

Background

- Reserve 5266 (South Rangitata Reserve) is located on the southern side of the Rangitata River mouth. The vested land is classified as a Local Purpose (Soil Conservation, and Fishing Huts) Reserve in accordance with Section 23 of the Reserves Act 1977.
- 4 The Reserve occupies 9.3077 hectares of land and is accessible from Rangitata Huts Road.
- The current South Rangitata Reserve Management Plan became operative in 2003 and as well as the passing of time, several factors have changed to the stage that it is now being reviewed.
- The Intention to Review the current plan was publicly notified on 20 February 2025 and the response time was extended to allow for a meeting of South Rangitata Reserve Incorporated. In addition to a public notice and Council's website, lessees and immediate neighbours were notified. Three submissions were received.
- 7 The submission from Mr Ell refers to Council's commitment to protecting and enhancing the reserve along with lease compliance and financial accountability. He does not specifically refer to suggestions for inclusion in the plan but rather operational matters.
- 8 R and V Wood suggest that the lease should have a longer term and conditions reflect the occupancy. Operational matters of reporting water testing results and annual financial accounts are requested.

- 9 Mr Hall, the secretary, on behalf of South Rangitata Reserve Incorporated, made several suggestions:
 - Management of risks such as advocating for opening the river mouth creating a gutter along the frontage to the river mouth. An adaptive approach and a communication pathway for this is suggested.
 - Reconsidering the rules and hazard lines in the plan.
 - Water quality, water source and sharing testing results.
 - Permanent residency compliance should be firmed up and an increase to 25% of lessees is suggested.
 - Lease tenure of 10 years with a right of renewal were suggested.
 - Financial disclosure.
 - Council's role in planning.
 - Reserve boundaries clarification.
 - Dispensing with rangers.
 - Motor camp.
 - Restrictions on parking in laneways.
 - Playgrounds.
 - Animals.
 - Fires.
 - Mowing of laneways.
 - Rubbish collection.
 - Public areas including public toilet.
 - Emergency Management Plan.

Discussion

- 10 The two individual suggestions refer mainly to operational matters associated with leases.
- 11 South Rangitata Reserve Incorporated made 18 general suggestions. These are addressed as follows:
 - 11.1 Risk management refers to advocacy or addressing matters on land outside of this Reserve. Advocacy for river mouth opening could be appropriate but other suggestions are outside of the Reserve land.
 - 11.2 The hazard lines in the operative plan have now been superseded and need to be replaced.
 - 11.3 Water quality is an operational matter to comply with the Drinking Water Standards. Water quality readings are public information.

- 11.4 Permanent residency extended to 25% of leases and firm up compliance. A more accurate assessment of permanent residents will help inform this matter although this will be difficult to obtain a definitive number and difficult to enforce.
- 11.5 Extending lease tenure to 10 years with a right of renewal. This would increase investment in buildings. Both the Public Bodies Leases Act 1969 and the Reserves Act 1977 apply to Local Purpose Reserves.
- 11.6 Financial disclosure is an operational matter associated with the lease rentals and this will vary from time to time. There is no impediment to this happening but it isn't a matter for the plan.
- 11.7 A plan is attached showing the boundaries of Reserve 5266. There is an unformed legal (paper) road between this reserve and the beach except at the south end where the land has eroded and the reserve extends to the beach with the road beyond.
- 11.8 It is agreed that the reference to rangers can be removed from the plan.
- 11.9 The motor camp has been replaced by a freedom camping area.
- 11.10 The suggestions of restricted parking in the lanes are supported.
- 11.11 Playgrounds are an area where rationalisation is occurring throughout the district. Renewals of equipment are carried out on a priority basis within available funding across the district. The policy is still appropriate.
- 11.12 The Animals and Fires policies do not require changes.
- 11.13 Maintenance of lanes is an operational issue with most of the use by lessees giving access to leased sites, adjacent land that the society leases or the river. There will be some public use but the majority will be by lessees.
- 11.14 Rubbish facilities are outside the reserve on leased land and therefore better handled through site leases.
- 11.15 Public facilities will continue to be maintained.
- 11.16 Council's role in planning is via the Reserve Management Plan, District Plan and Emergency Management Plans. It is best to avoid duplication to prevent having to update all three any time there is a change. The management plan describes objectives and policies for the management of the reserve rather than developments.
- The Reserves Act 1977 prescribes a statutory process for preparing and reviewing Reserve Management Plans. Now that submissions have been received, this meeting will consider items to include in the plan. From that a draft plan will be prepared and it will be approved for consultation. A minimum of 2 months consultation is required. A hearing will then consider submissions before adopting the final plan.

Options and Preferred Option

Option One is to update the current Rangitata Reserve Management Plan. This would include consideration of issues raised during the consultation such as updated hazard lines, reference to permanent residency, reserve boundaries, remove reference to rangers, update camping, restrict long term parking in lanes, and reference to the Emergency Management Plan. The revised Draft Reserve Management Plan would be approved by Council for public consultation pursuant to the Resrves Act 1977. This is the preferred option.

Option Two is to cancel the reserve management plan as it is not a statutory requirement. This will not provide any guidelines for the management of this reserve and is not supported.

Consultation

- The 'Intention to Review' the current plan was publicly notified on 20 February 2025 and the response time was extended to allow for a meeting of South Rangitata Reserve Incorporated representing most lessees of hut sites. In addition to a public notice and Council's website, lessees and immediate neighbours were notified. Three submissions were received.
- 16 If the Rangitata Reserve Management Plan is amended, further public consultation and hearings are required on the draft plan prior to final adoption by Council. This is a statutory requirement.

Relevant Legislation, Council Policy and Plans

- 17 The Reserves Act 1977 prescribes the process for reviewing a reserve management plan. While a reserve management plan is not compulsory for a Local Purpose Reserve it was seen as beneficial to identify the objectives and policies for the management of the reserve. It is now appropriate to proceed with a review.
- 18 The Resource Management Act 1991, Timaru District Plans (operative and proposed) have implications for land use and the environment.
- 19 The National Coastal Policy and Canterbury Regional Coastal Plan have impacts on the use of coastal land.
- 20 The Canterbury Land and Water Regional Plan deals with water bores and wastewater discharges.
- 21 The Building Act 2004 and the Building Code set out rules for buildings.
- The Public Bodies Leases Act 1969 prescribes some conditions of leases on Local Purpose Resrves.

Financial and Funding Implications

The review of the reserve management plan will only incur governance and officer's time and this will depend on how many further submissions are received. There may be unknown financial implications in future arising from the content of the reserve management plan and these will need consideration in future Long Term Plans.

Other Considerations

24 There are no other considerations.

Attachments

- 1. Submission ELL J
- 2. Submission Wood $\sqrt[4]{2}$
- 3. Submission Hall $\sqrt[4]{2}$
- 4. South Rangitata Reserve 5266 Legal Tenure Map 🗓 🖺
- 5. South Rangitata Reserve Management Plan 🗓 🖫

Jo Williams

From: Matthew Hall <mchadhall@xtra.co.nz>
Sent: Thursday, 24 April 2025 11:12 am

To: Nigel Bowen; Bill Steans
Cc: Nicole Timney; 'Bob Mortimer'

Subject: RE: South Rangitata Reserve Management

Attachments: South Rangitata Reserve Submission to TDC April 2025.docx

Good Morning Mayor Nigel, Bill, Nicole and TDC Team,

Thank you again for granting the hut holders committee the opportunity to discuss the Reserve Management Plan at their Easter meeting.

The aspects of the meeting relating to the Management Plan have been lifted from the minutes and are attached. I am sure most of the commentary can be easily accommodated in the plan however there are a couple of aspects that cover new ground and will at least be 'food for thought'! Should you require further information please let us know.

Regards, Matthew Hall

From: Nigel Bowen < nigel.bowen@timdc.govt.nz>

Sent: Tuesday, 8 April 2025 4:20 PM

To: Matthew Hall <mchadhall@xtra.co.nz>; Bill Steans <bill.steans@timdc.govt.nz>

Cc: Nicole Timney < Nicole.Timney@timdc.govt.nz>; 'Bob Mortimer' < mortimerspatch@hotmail.com>

Subject: Re: South Rangitata Reserve Management

Hi Matthew

I agree with your sentiment; this is a great opportunity for some constructive dialogue, and we look forward to the interested parties help shape the future of the area.

There are certainly no preconceived ideas from elected members. Bills point is correct, it isn't broken, however it is long overdue for a review which I think is positive.

We look forward to continued conversations on the reserve and it's future.

Kind Regards, Nigel



Nigel Bowen | Mayor

Timaru District Council | PO Box 522 | Timaru 7940 P: 03 687 7200 | Cell: +64 27 622 1111| W: www.timaru.govt.nz

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From: Matthew Hall <<u>mchadhall@xtra.co.nz</u>>
Sent: Tuesday, April 8, 2025 12:07 PM
To: Bill Steans <<u>bill.steans@timdc.govt.nz</u>>

Cc: Nigel Bowen < nigel.bowen@timdc.govt.nz >; Nicole Timney < Nicole.Timney@timdc.govt.nz >; 'Bob Mortimer'

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1

<mortimerspatch@hotmail.com>

Subject: RE: South Rangitata Reserve Management

Hi there Bill,

Thank you for response. There appears to be a lot of moving parts. Does generate anxiety. The positive though is the review does give the opportunity for dialogue about the future of the reserve and those who have invested there focusing on the way forward. I am sure there will be plenty of banter at our Easter meeting and hopefully you will receive worthwhile contributions towards the plan. Thank you for the opportunity. Regards,

Matthew H

From: Bill Steans < bill.steans@timdc.govt.nz>

Sent: Tuesday, 8 April 2025 11:05 AM

To: Matthew Hall <mchadhall@xtra.co.nz>

Cc: Nigel Bowen <nigel.bowen@timdc.govt.nz>; Nicole Timney <Nicole.Timney@timdc.govt.nz>; Bob Mortimer

<mortimerspatch@hotmail.com>

Subject: RE: South Rangitata Reserve Management

Good morning, Matthew.

Having researched the matters raised in your letter of 3 November 2024, my responses and those of others are below. This will provide further information ahead of the Society meeting at Easter.

- The Ministry for the Environment's publication I referred to is entitled "Coastal hazards and climate change guidance." This was published on 2 July 2024. It is available on the ministry's website https://environment.govt.nz/publications/?offset=125. This document is broad and doesn't appear to have a major impact on the Reserve in the short term but notes that sea level rise is happening faster than earlier predictions. It does identify four adaptation options: avoid, accommodate, protect and retreat.
- We are using the same modelling as you have received. It is the most up to date local information available.
- Council redesignated the former camping ground as a self-contained freedom camping site in December 2024. As Council funding and budgets are tight, this is a pragmatic approach to facilitating camping in the reserve.
- Your recognition of the increase in shingle arising from the 2019 flood is noted. As you correctly state, no one accurately knows the details of what lies ahead.
- The course of the Rangitata River can vary slightly in each flood event. You note that there is a tendency
 for the river to revert to historical water courses. This tends to happen at elevated flow levels but is also
 influenced by other factors affecting the river course at the time.
- Taumata Arowai is the recently established New Zealand water regulator. Water quality rules are reviewed from time to time, and this may have future implications.

It is important to realise that these are matters that may impact on use of the Reserve currently or in future. I am not aware of any preconceived agenda with regards to the Reserve or its use. The issues raised were to spark debate and thinking ahead of commencing the statutory process. Given your letter, this has been successful.

While the Reserve Management Plan is overdue for review, I don't believe that the plan is generally unfit for purpose. This appears to be supported in submissions received to date. With recent changes referred to above and in correspondence, there are now some issues that should be considered. These are only examples and there may be more. After following the statutory process there may be little or no change to the document, or there could be significant change.

Society members now have an opportunity to identify matters that should be addressed in the reviewed draft management plan. There will be a further opportunity to submit on the draft plan when it is prepared.

2

Item 8.5 - Attachment 1

We wish your members a happy Easter and look forward to receiving their suggestions for inclusion in the draft plan. As previously advised the due date for these submissions has been extended until 2 May to allow for your scheduled meeting, compiling, and submitting suggestions.

Kind regards,

Bill



Bill Steans | Parks & Recreation Manager

Timaru District Council | PO Box 522 | Timaru 7940 P:+64 3 687 7290 | Cell: +64 27 431 0639| W: www.timaru.govt.nz

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South Rangitata Reserve Inc

Minutes of a committee meeting held at 1pm, Sunday 20th April 2025 at the Fire Station, at the reserve (on a wet miserable afternoon).

Welcome - Chairman Bob welcomed members to the meeting.

Present

Chairman Bob Mortimer, Bernadette Carter, Jackie Manning, Russell Wood, Tosh Prodanov, Phil de Joux, Simon Rooney, Harold Pateman, Warren Stratford, Michael Spring, Susan Spring, Ray Hill, Teresa Hart, Matthew Hall.

South Rangitata Reserve Management Plan

We accepted the opportunity offered by the Timaru District Council to comment on a proposed update of the Management Plan for the Reserve before a new plan is formulated, under the provisions of the Reserve Act 1977.

Bob commented that we were appreciative of the extension of time the Council provided to the Society in making its submission.

The original intention was for the old plan to be operative for a period of ten years from 3rd March 2003. Even with the elapse of time, the meeting agreed that the old plan largely remained 'fit for purpose' although there were some aspects that could be modernised and updated.

Russell Wood advised that he had made an individual submission, and the meeting concurred with points that he made which included

- Longer Tenure for hut sites,
- Better water quality and greater transparency testing,
- Greater Financial disclosure,
- Approval of Council expenditure on the reserve.
- 1. In correspondence with the Council, Bill Steans, Parks and Reserves Manager, set out some of the issues and risks facing the reserve, and this included Ministry for the Environment Coastal hazards and climate change guidelines.
 - 1) Members agreed the reserve was a place for fishing huts and recreation and the appeal of the place was the proximity of the river and the sea.
 - 2) There are inherent risks associated with the location that existed long before recent council concerns and property owners built knowing these risks. There is now between \$15/20m invested in property at the reserve.
 - 3) Strategies such as the opening of the river mouth at critical times helps mitigate risk to property and life and helps accommodate the investment.
 - 4) Members saw the Council as having a role both in advocating and managing the protection of the asset. The management needed to be adaptive to meet the needs of the moment, and this is seen as something

- that is missing from the current plan. We can give examples of how this should work. A priority would be to maintain a gutter that extends along the hut frontage to the river mouth. In the new plan we want a pathway that facilitates communication, especially relating to hazard mitigation measures.
- 5) Acknowledging and managing changes to the environment that were impacting the coastline had the potential to impact on the reserve and Phil De Joux referred the meeting to the water pouring out of the cliff face south of the reserve and how this would be weakening the cliff and accentuate coastal erosion. Irrigation water was possibly compounding this problem which in time could see erosion to the frontage along the reserve with the cause falling way beyond the influence of hut holders, yet they would have to bear the cost of any mitigation.
- 6) For years now the option of retreat has been mentioned without ever defining the pathway. We see a section of the plan being devoted to a pathway that gives clarity to an orderly retreat. For example, on the northside of the Rangitata sections have been allotted to assist with an orderly retreat. On the south side the opportunity may exist, but this has never been fully explored or implemented.

2. Rules around Hazard Lines

- Appended to the existing plan is a map showing various hazard lines.
 These lines have been taken from the Coastal Management Plan and building and residency rules have been attributed to the lines. The lines were prepared by experts and denote the changes that will happen over 50/100years.
- 2) 25/30 years have elapsed since the lines were drawn and during this time there was a period when it was thought that the experts were on target and then along came a flood in the Rangitata that deposited thousands of tonnes of shingle in the sea resulting in the rebuild of the bank. This coupled with a large deposit of slash on the beach front caused by flooding in the Opihi and Orari Rivers has rebuilt the bank. There is now evidence that the experts have erred in establishing the hazard lines.
- 3) In drawing the hazard lines no consideration was given to mitigating effects. With a \$20m investment surely there must be room for some mitigation. The recent improvement to the bank opposite the camping ground is a great example of how added protection could work.
- 4) The rules around hazard lines have an impact on the saleability of properties, even perhaps insurances premiums. Given the level of guess work around the hazard lines the rules around hazard should be relaxed.
- 5) It is accepted should a hazard such as tsunami materialise and if any of the huts are washed away that they would not be rebuilt. In the meantime, and for the last 140 years it should be recognised that no hut has been washed away at the Rangitata Reserve.

3. Water Quality

 Members felt high nitrates in water in the well at the reserve was caused by the accumulative effects of dairy farming and the cost of supplying water should not be a cost to hut holders, but part of the price ratepayers

- of the district pay for their business activities. (Note approved by the Council).
- 2) Members felt that not all the options had been explored in finding a suitable supply of water. As part of the planning process water could be offered from neighbouring wells, and or the Clandeboye factory, and these are some of the options that could be explored. It seems unfair given the origin of nitrates in the water supply that hut holder should meet the cost of this work.
- 3) There should be greater transparency regarding the quality of the water supplied to the reserve with regular testing results publicly available.

4. Permanent Residency

- 1) It was thought an application form that contained far more rigorous scrutiny of applications before tenancy, or in setting the rate of the rent for a property, should be devised. There should be penalties for false disclosure. Trickery currently exists in circumventing residency rules, and this should simply be knocked on the head. Examples, owning two baches, using accommodation on site, departing for a few days, and then starting the 180 days or simply ignoring compliance etc.
- 2) The committee offered to assist the Council in developing a template that more particularly dealt with issues around permanent residency. It was noted currently there are permanent residents who are not paying the full rent, and their occupancy is being subsidised by others. This is seen as unfair and requiring, some action by the council.
- 3) It was agreed if permanent residency got out of hand it would alter the culture from a place for holiday huts and put pressure on what is seen as quite fragile infrastructure.
- 4) Having stated this, members felt that the limit for permanent residency could be increased to 25% or roughly two per laneway on the back of the rigour applied in invoicing and getting declarations or applications of intent.
- 5) It was noted disclosure to TDC, of who may or may not be a permanent resident was not a task for the committee but an issue that the Council must grapple with and properly resource.
- 6) Given permanent residents additional use of amenities it was accepted that they pay a higher rental.

5. Tenure

- 1) The question was asked, 'why cannot longer term tenancy be offered'?
- 2) It was thought the longer the term the greater the investment that would be made and this would help maximise the potential of the reserve.
- 3) The suggestion was a lease of at least 10 years with a right of renewal perhaps in keeping with the term of the management plan.

6. Financial Disclosure

- 1) The plan should list the responsibilities of the council in managing the reserve and who pays?
- 2) The Geraldine County Council took over the management of the reserve from South Canterbury Acclimatisation Society and each year they

disclosed the amount they spent on the reserve including installing the water supply. With the evolution of time regular disclosure of financial information has disappeared. One of the outcomes of the planning process hopefully will be far greater transparency regarding the cost of running the reserve.

We would hope that the plan would provide hut holders with the opportunity of some input in how the reserve is run and the cost.

7. Councils Role in Planning

- 1) We have a question pertaining to the Council's responsibility under the Reserve Act to put in place a management plan that sets out the future management of the reserve. Depends on attitudes but part of the plan could be quite aspirational. We have yet to figure out how the Council integrates its responsibilities, firstly and as a priority, in the best interests of the reserve and secondly integrating this into their wider planning function?
- 2) If we had to answer this question, we would look at performance and one of the areas of performance would relate to the Council's advocacy in dealing with Canterbury Regional Council. There are aspects of the regional council's responsibilities that relate to the huts which are discussed at the Ratepayer Catchment Group meetings. We are surprised that there is no input or representation from the Timaru District Council at these meetings. We see this as a gap that could be filled with better liaison. Certainly, this would have overcome the recent distressing misunderstanding over the opening of the river mouth.
- The supplementary question is what advocacy the Council performs under Reserve Management Plan? One aspect we are thinking about here is hazard mitigation.

8. Reserve Boundaries

- 1) An issue is what are the precise boundaries of reserve 5266?
- The boundary to the south and east would suggest that the reserve includes a large section of the shingle beach frontage.
- 3) If this is so, what responsibilities does the council have in maintaining this area?
- 4) Who pays?
- During the time of the current plan this became an issue with beach overtopping, rubbish on the beach and drainage.

Rangers

 The current plan provides for rangers under the Reserves Act. It was thought these provisions could be dispensed with.

10. Motor Camp

- It is acknowledged that it has taken some effort to arrive at the current green sticker standard and the lease of the motor camp.
- The meeting was pleased to see some use was being made of the kitchen facilities.
- 3) Given that this is a ten year plan the aspiration would be to see best use is made of the camping ground and there may need to be some capital expenditure in the plan and a budget around this!

11. Restrictions on motor homes and caravans in laneways

- 1) Under the current plan there are rules around the siting and use of caravans and motor homes and generally these are seen as acceptable.
- 2) The issue is really around enforcement of the rules because there are caravans and motor homes parked in lane ways and over time these can become a hazard and should be removed.
- 3) No caravans or motorhomes should be parked on lane ways.
- 4) If a hut holder has an issue with the siting of a caravan or motor home, there should be a provision that enables it to be placed on a designated site at the reserve either in the camping ground or on a section. There should be the right to make a charge.
- 5) The occupation of any caravan or motor home on the reserve owned by a hut holder cannot be used to circumvent the 180 permanent residency occupancy rules.

12. Playgrounds

- 1) The meeting felt over the years there had been a deterioration in standard of equipment used at the children's playground and the many children who used the area were not getting a fair deal.
- 2) It was felt with some thought far better use could be made in providing facilities for the children and there were opportunities for an upgrade that had not been taken.
- 3) Hopefully in preparing a plan for the reserve greater focus can be given on improving the children's playgrounds.
- 4) While health and safety is always an issue, the issue should not be used as an excuse maximising the use of the playgrounds. There are multifunctional items of equipment that would add greatly to the facilities.

13. Reimbursement

1) Various expenditure incurred by the society benefitted all hut holders at the reserve. Currently the Society has 81 members and there are 18 nonmembers. The non-members are benefitting from some of the expenditure incurred including the fire service, rent and maintenance of paddock, river mouth opening and it was thought where costs relate to overall benefit that these should be included in the rental. These costs could annual be listed.

14. Animals

1) It was agreed that the current rules regarding animals was adequate.

15. Fires

 While the risk remains high with the amount of driftwood on the beach, fires along the hut frontage on the beach should continue to be banned.

16. Mowing laneways

- 1) Strictly speaking the mowing of the reserve is the maintenance of a public area
- The hut holders are mindful of the fact that they are most likely paying for this.
- 3) Perhaps there is some apportionment of cost?

- 17. Rubbish Collection.
 - This is seen as a major cost to hut holders and currently the system is working well,
 - 2) Given the reliance on resourcing and the duration of the plan, some mention in the plan of a regular review would be appropriate.
- 18. Public areas including public toilet.
 - The facilities are basic, are being well used, and will need to be maintained as part of the plan.
- 19. Emergency Management Plan
 - The Emergency Management plan and the involvement of Civil Defence Including radio and siren testing should be integrated into the plan.
 - 2) The plan should be regularly reviewed (perhaps annually given the importance)

This concluded the discussion on aspects of the Reserve Management Plan

Matthew Hall Secretary

Jo Williams

From: Russell & Vivvy Wood <russvivvy@gmail.com>

Sent: Tuesday, 1 April 2025 3:08 pm

To: Engage Parks

Subject: South Rangitata Reserve Management Plan

Dear Timaru District Council,

The current management plan has worked well for a number of years. In reviewing the current plan we suggest attention be given to

!/ Tenure, that leases have longer term rights of renewal.

2/ Lease conditions reflect the occupancy.

3/ Reporting, the water quality tests that have been promised should be made available as they are done [particularly nitrate and nitrite levels]

4/ Accounts for the reserve management should be presented on an annual basis as has been promised; setting out rental income ,and all items of expenditure. [rubbish removal, water management etc.]

Russell & Vivienne Wood, 51 Nixons Road, RD17, Fairlie 7987.

1

South Rangitata Reserve Inc

Minutes of a committee meeting held at 1pm, Sunday 20th April 2025 at the Fire Station, at the reserve (on a wet miserable afternoon).

Welcome – Chairman Bob welcomed members to the meeting.

Present

Chairman Bob Mortimer, Bernadette Carter, Jackie Manning, Russell Wood, Tosh Prodanov, Phil de Joux, Simon Rooney, Harold Pateman, Warren Stratford, Michael Spring, Susan Spring, Ray Hill, Teresa Hart, Matthew Hall.

South Rangitata Reserve Management Plan

We accepted the opportunity offered by the Timaru District Council to comment on a proposed update of the Management Plan for the Reserve before a new plan is formulated, under the provisions of the Reserve Act 1977.

Bob commented that we were appreciative of the extension of time the Council provided to the Society in making its submission.

The original intention was for the old plan to be operative for a period of ten years from 3rd March 2003. Even with the elapse of time, the meeting agreed that the old plan largely remained 'fit for purpose' although there were some aspects that could be modernised and updated.

Russell Wood advised that he had made an individual submission, and the meeting concurred with points that he made which included

- · Longer Tenure for hut sites,
- Better water quality and greater transparency testing,
- Greater Financial disclosure,
- Approval of Council expenditure on the reserve.
- 1. In correspondence with the Council, Bill Steans, Parks and Reserves Manager, set out some of the issues and risks facing the reserve, and this included Ministry for the Environment Coastal hazards and climate change guidelines.
 - 1) Members agreed the reserve was a place for fishing huts and recreation and the appeal of the place was the proximity of the river and the sea.
 - 2) There are inherent risks associated with the location that existed long before recent council concerns and property owners built knowing these risks. There is now between \$15/20m invested in property at the reserve.
 - Strategies such as the opening of the river mouth at critical times helps mitigate risk to property and life and helps accommodate the investment.
 - 4) Members saw the Council as having a role both in advocating and managing the protection of the asset. The management needed to be adaptive to meet the needs of the moment, and this is seen as something

- that is missing from the current plan. We can give examples of how this should work. A priority would be to maintain a gutter that extends along the hut frontage to the river mouth. In the new plan we want a pathway that facilitates communication, especially relating to hazard mitigation measures.
- 5) Acknowledging and managing changes to the environment that were impacting the coastline had the potential to impact on the reserve and Phil De Joux referred the meeting to the water pouring out of the cliff face south of the reserve and how this would be weakening the cliff and accentuate coastal erosion. Irrigation water was possibly compounding this problem which in time could see erosion to the frontage along the reserve with the cause falling way beyond the influence of hut holders, yet they would have to bear the cost of any mitigation.
- 6) For years now the option of retreat has been mentioned without ever defining the pathway. We see a section of the plan being devoted to a pathway that gives clarity to an orderly retreat. For example, on the northside of the Rangitata sections have been allotted to assist with an orderly retreat. On the south side the opportunity may exist, but this has never been fully explored or implemented.

2. Rules around Hazard Lines

- Appended to the existing plan is a map showing various hazard lines.
 These lines have been taken from the Coastal Management Plan and building and residency rules have been attributed to the lines. The lines were prepared by experts and denote the changes that will happen over 50/100years.
- 2) 25/30 years have elapsed since the lines were drawn and during this time there was a period when it was thought that the experts were on target and then along came a flood in the Rangitata that deposited thousands of tonnes of shingle in the sea resulting in the rebuild of the bank. This coupled with a large deposit of slash on the beach front caused by flooding in the Opihi and Orari Rivers has rebuilt the bank. There is now evidence that the experts have erred in establishing the hazard lines.
- 3) In drawing the hazard lines no consideration was given to mitigating effects. With a \$20m investment surely there must be room for some mitigation. The recent improvement to the bank opposite the camping ground is a great example of how added protection could work.
- 4) The rules around hazard lines have an impact on the saleability of properties, even perhaps insurances premiums. Given the level of guess work around the hazard lines the rules around hazard should be relaxed.
- 5) It is accepted should a hazard such as tsunami materialise and if any of the huts are washed away that they would not be rebuilt. In the meantime, and for the last 140 years it should be recognised that no hut has been washed away at the Rangitata Reserve.

3. Water Quality

 Members felt high nitrates in water in the well at the reserve was caused by the accumulative effects of dairy farming and the cost of supplying water should not be a cost to hut holders, but part of the price ratepayers

- of the district pay for their business activities. (Note approved by the Council).
- 2) Members felt that not all the options had been explored in finding a suitable supply of water. As part of the planning process water could be offered from neighbouring wells, and or the Clandeboye factory, and these are some of the options that could be explored. It seems unfair given the origin of nitrates in the water supply that hut holder should meet the cost of this work.
- 3) There should be greater transparency regarding the quality of the water supplied to the reserve with regular testing results publicly available.

4. Permanent Residency

- 1) It was thought an application form that contained far more rigorous scrutiny of applications before tenancy, or in setting the rate of the rent for a property, should be devised. There should be penalties for false disclosure. Trickery currently exists in circumventing residency rules, and this should simply be knocked on the head. Examples, owning two baches, using accommodation on site, departing for a few days, and then starting the 180 days or simply ignoring compliance etc.
- 2) The committee offered to assist the Council in developing a template that more particularly dealt with issues around permanent residency. It was noted currently there are permanent residents who are not paying the full rent, and their occupancy is being subsidised by others. This is seen as unfair and requiring, some action by the council.
- 3) It was agreed if permanent residency got out of hand it would alter the culture from a place for holiday huts and put pressure on what is seen as quite fragile infrastructure.
- 4) Having stated this, members felt that the limit for permanent residency could be increased to 25% or roughly two per laneway on the back of the rigour applied in invoicing and getting declarations or applications of intent
- 5) It was noted disclosure to TDC, of who may or may not be a permanent resident was not a task for the committee but an issue that the Council must grapple with and properly resource.
- 6) Given permanent residents additional use of amenities it was accepted that they pay a higher rental.

5. Tenure

- 1) The question was asked, 'why cannot longer term tenancy be offered'?
- 2) It was thought the longer the term the greater the investment that would be made and this would help maximise the potential of the reserve.
- 3) The suggestion was a lease of at least 10 years with a right of renewal perhaps in keeping with the term of the management plan.

6. Financial Disclosure

- 1) The plan should list the responsibilities of the council in managing the reserve and who pays?
- 2) The Geraldine County Council took over the management of the reserve from South Canterbury Acclimatisation Society and each year they

disclosed the amount they spent on the reserve including installing the water supply. With the evolution of time regular disclosure of financial information has disappeared. One of the outcomes of the planning process hopefully will be far greater transparency regarding the cost of running the reserve.

3) We would hope that the plan would provide hut holders with the opportunity of some input in how the reserve is run and the cost.

7. Councils Role in Planning

- 1) We have a question pertaining to the Council's responsibility under the Reserve Act to put in place a management plan that sets out the future management of the reserve. Depends on attitudes but part of the plan could be quite aspirational. We have yet to figure out how the Council integrates its responsibilities, firstly and as a priority, in the best interests of the reserve and secondly integrating this into their wider planning function?
- 2) If we had to answer this question, we would look at performance and one of the areas of performance would relate to the Council's advocacy in dealing with Canterbury Regional Council. There are aspects of the regional council's responsibilities that relate to the huts which are discussed at the Ratepayer Catchment Group meetings. We are surprised that there is no input or representation from the Timaru District Council at these meetings. We see this as a gap that could be filled with better liaison. Certainly, this would have overcome the recent distressing misunderstanding over the opening of the river mouth.
- 3) The supplementary question is what advocacy the Council performs under Reserve Management Plan? One aspect we are thinking about here is hazard mitigation.

8. Reserve Boundaries

- 1) An issue is what are the precise boundaries of reserve 5266?
- 2) The boundary to the south and east would suggest that the reserve includes a large section of the shingle beach frontage.
- 3) If this is so, what responsibilities does the council have in maintaining this area?
- 4) Who pays?
- 5) During the time of the current plan this became an issue with beach overtopping, rubbish on the beach and drainage.

9. Rangers

1) The current plan provides for rangers under the Reserves Act. It was thought these provisions could be dispensed with.

10. Motor Camp

- 1) It is acknowledged that it has taken some effort to arrive at the current green sticker standard and the lease of the motor camp.
- 2) The meeting was pleased to see some use was being made of the kitchen facilities.
- 3) Given that this is a ten year plan the aspiration would be to see best use is made of the camping ground and there may need to be some capital expenditure in the plan and a budget around this!

11. Restrictions on motor homes and caravans in laneways

- 1) Under the current plan there are rules around the siting and use of caravans and motor homes and generally these are seen as acceptable.
- 2) The issue is really around enforcement of the rules because there are caravans and motor homes parked in lane ways and over time these can become a hazard and should be removed.
- 3) No caravans or motorhomes should be parked on lane ways.
- 4) If a hut holder has an issue with the siting of a caravan or motor home, there should be a provision that enables it to be placed on a designated site at the reserve either in the camping ground or on a section. There should be the right to make a charge.
- The occupation of any caravan or motor home on the reserve owned by a hut holder cannot be used to circumvent the 180 permanent residency occupancy rules.

12. Playgrounds

- 1) The meeting felt over the years there had been a deterioration in standard of equipment used at the children's playground and the many children who used the area were not getting a fair deal.
- 2) It was felt with some thought far better use could be made in providing facilities for the children and there were opportunities for an upgrade that had not been taken.
- 3) Hopefully in preparing a plan for the reserve greater focus can be given on improving the children's playgrounds.
- 4) While health and safety is always an issue, the issue should not be used as an excuse maximising the use of the playgrounds. There are multifunctional items of equipment that would add greatly to the facilities.

13. Reimbursement

1) Various expenditure incurred by the society benefitted all hut holders at the reserve. Currently the Society has 81 members and there are 18 nonmembers. The non-members are benefitting from some of the expenditure incurred including the fire service, rent and maintenance of paddock, river mouth opening and it was thought where costs relate to overall benefit that these should be included in the rental. These costs could annual be listed.

14. Animals

1) It was agreed that the current rules regarding animals was adequate.

15. Fires

1) While the risk remains high with the amount of driftwood on the beach, fires along the hut frontage on the beach should continue to be banned.

16. Mowing laneways

- Strictly speaking the mowing of the reserve is the maintenance of a public area.
- The hut holders are mindful of the fact that they are most likely paying for this.
- 3) Perhaps there is some apportionment of cost?

- 17. Rubbish Collection.
 - 1) This is seen as a major cost to hut holders and currently the system is working well.
 - 2) Given the reliance on resourcing and the duration of the plan, some mention in the plan of a regular review would be appropriate.
- 18. Public areas including public toilet.
 - 1) The facilities are basic, are being well used, and will need to be maintained as part of the plan.
- 19. Emergency Management Plan
 - 1) The Emergency Management plan and the involvement of Civil Defence Including radio and siren testing should be integrated into the plan.
 - 2) The plan should be regularly reviewed (perhaps annually given the importance)

This concluded the discussion on aspects of the Reserve Management Plan

Matthew Hall Secretary





Management Plan

TIMARU DISTRICT COUNCIL

SOUTH RANGITATA RESERVE - TIMARU

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SOUTH RANGITATA RESERVE MANAGEMENT PLAN

This Management Plan for South Rangitata Reserve has been prepared in accordance with the procedures set out in Section 41 of the Reserves Act 1977.

Public notice of intention to prepare the Management Plan was given on 4 September 1999.

The Draft Management Plan was advertised for comment on 4 July 2000 and 35 written submissions were received. Consideration of the submissions was given in accordance with Section 120 of the Act.

This Management Plan was formally adopted by Timaru District Council pursuant to the Reserves Act 1977.

Dated this 3rd day of March 2003

Bill Steans

PARKS AND RECREATION MANAGER

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Management Plan

1 PREAMBLE

South Rangitata Reserve is a multi purpose recreational reserve located in the Timaru District rural area. All land areas are gazetted under the Reserves Act 1977. The Reserve is one of many recreational public open spaces administered by the Timaru District Council.

The majority of South Rangitata Reserve is in a relatively developed state and meets the needs of the users. Any further changes would aim to enhance the natural characteristics of this Reserve.

This Management Plan contains a description of South Rangitata Reserve, its general resource information and an expression of management objectives, policies and implementation practices considered suitable for its ongoing management.

It is against these objectives and policies that specific proposals can be assessed. The policies have been designed to provide a positive direction for management, but flexible enough to adapt to changing conditions. It is intended to comprehensively review this Management Plan after approximately 10 years of operation.

This Management Plan has been prepared by the Parks and Recreation Unit of the Timaru District Council, and became operative on 3 March 2003. This Plan will replace the Rangitata Huts Reserve Management Plan adopted in 1989.

All correspondence should be addressed to the:

Chief Executive Timaru District Council P O Box 522 Timaru

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2 INTRODUCTION

2.1 LOCATION

South Rangitata Reserve is located on the south side of the Rangitata River mouth, about 45 kilometres by road north east of Timaru.

2.2 ACCESS

Vehicle access is obtained from Rangitata Huts Road off Orton Rangitata Mouth Road.

2.3 LEGAL DESCRIPTION

The following land contained within Block IV Kapunatiki Survey District makes up the classified land vested in Timaru District Council located at South Rangitata Reserve 5266

2.4 AREA

The area of vested land is 9.3077 hectares.

2.5 STATUS

The vested land listed has been classified as a Local Purpose (soil, conservation and fishing huts) Reserve in accordance with Section 23 of the Reserves Act 1977. This was published in the New Zealand Gazette 1997 No 70, p1707. The land is zoned as Recreation 1 under the current Timaru District Plan.

2.6 HISTORY

In 1890 there were just a handful of small, simple one roomed huts at the mouth. These were privately owned and erected haphazardly without authorisation from any official party. The hut owners were mainly "landed gentry" with strong outdoor sporting interests. At that time the reserve was controlled by the South Canterbury Acclimatisation Society.

The river mouth lay to the south of the huts at that time and water was obtained from holes dug in the shingle along its bank. The south channel of the Rangitata was also flowing and numerous small streams flowed across the surrounding farmland. A swamp fed by one such stream occupied the now camping ground. This branch of the river was closed in the late 1920's.

In the 1930's, except on sites occupied by huts, large tussocks grew and areas of swamp were located in the present camping ground and small low lying areas at the river end of the Reserve. Horses were turned loose to graze the Reserve. In the 1930's the eastern boundary of the Reserve consisted of very substantial sand dunes, the remnants of which have been preserved by marram grass introduced after migration of the river southwards thus exposing the dunes to erosion of winds. Prior to this event the beach gravels were at the same level as the adjoining land.

In the late 30's the river carved a channel along the eastern boundary and evidence of this remains in what is left of a very substantial lagoon when the river shifted northwards. This event lowered the water tables causing swamp in

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Reserves 5266, 100, 486 and adjoining leasehold land to drain, while domestic water supplies drawn through manually operated Douglas pumps were lost. This was remedied by driving well pipes to a greater depth or sinking new wells. Initially water was available at about 12 feet but after southward migration the depth increased to 20 feet.

It may be significant that this event occurred about the same time as the commissioning of the Rangitata Diversion Race in 1937.

Transport was the main factor limiting hut development. Roads in the area were very rough and often impassable in bad weather. Horse and dray and early model motorcars were a slow means of travel, meaning a journey from Geraldine took the best part of a day. Real settlement did not take place until after the Second World War and even then huts were still "slapped up" without much planning. The Acclimatisation Society, (who held the reserve on occupation licence), leased "hut sites" to its members.

Over the years the river mouth has regularly migrated between the huts and either side of the estuary with the northern end being favoured. However for one or more periods in the 60's the river did discharge through mouths to the south of the South Rangitata huts.

In 1968 the purpose of the reserve was changed, "from a reserve for river protection purposes to a reserve for soil conservation and river control purposes, recreation and site for fishing huts." The Geraldine County Council was appointed to control and manage the reserve. In July 1969 the Geraldine County Council surveyed sites around the existing huts. The remaining area, with the exception of the camping ground, was divided into further sites, which have subsequently been built upon. Organisation in the reserve's layout has been a very recent phenomenon. In 1974 Geraldine County was amalgamated with neighbouring Levels County to form Strathallan County. In 1989 Strathallan County was amalgamated with Geraldine Borough, Temuka Borough and Timaru City to form Timaru District. The Timaru District Council now administers the Rangitata Huts Reserve.

2.7 GEOMORPHOLOGY

The majority of the South Rangitata Reserve area is typical Canterbury alluvial pasture land, comprised largely of light stony soils. At the southern end of the Reserve, the old river boundary comprising of an escarpment with better quality overlying topsoil is present.

Being located on the true right bank of the Rangitata River adjacent to the river mouth, the Reserve is located on a series of terraces rising progressively in a south westerly direction away from the river to the escarpment.

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2.8 FLORA AND FAUNA

The exposed nature of the reserve and its proximity to the sea, dictates what plants occur on the Reserve. A swampy area at the northern end contains coprosmas, flaxes, toitoi and similar plants, while the eastern beach boundary is protected by marram grass. Various macrocarpas and pines planted in hedges or as single trees have grown well, and a selection of introduced species can be found in and around the various hut sites. Significant grassed areas are present around the huts.

More recent Council plantings (mid 1990's onwards) are comprised of native coastal species aimed at providing shelter and wildlife habitat, and these are located along the southern and eastern boundaries and west of the toilet at the northern end of the reserve.

Fauna is largely restricted to birds of which several native and introduced species can be found. Rabbits, hares, feral pigeons and the occasional feral cat can be observed.

2.9 CLIMATE

The climate of coastal Canterbury is mild and stable. Temperature variations during the year are not extreme. Rainfall is variable, but is usually at around 480 to 720mm (20 to 30in) annually. The area is consequently quite dry, with low humidity all year round. The predominant wind is the easterly but exposed as it is, the area is subject to both nor'westers and southerlies with the latter yielding most of the rain.

2.10 ADJACENT LAND USE

East - Pacific Ocean and shingle beach which separates the reserve from the sea.

<u>South</u> - There is mostly open farm land along the south perimeter of South Rangitata Reserve.

West - Environment Canterbury Reserve adjoining. This is currently occupied under licence by South Rangitata Reserve Incorporated and is available as a useful adjunct to this Reserve. The additional land also provides power supply lines, water supply mains and the bore. It also provides a fire break.

North - Environment Canterbury Reserve adjoining the Rangitata River. The Rangitata River and coastal environment are significant to the Tangata Whenua and this Reserve provides access to those places.

2.11 RESOURCE ANALYSIS

South Rangitata Reserve contributes to the reserves network within the Timaru District. It provides necessary room for accommodation and recreational pursuits. The vegetation within the reserve helps ameliorate the extremes of the environment for man by providing shade, shelter and a habitat for wildlife.

The Reserve area is of great significance to lessees who have invested financially and with their physical efforts to building accommodation within the Reserve. Campers and day visitors also use the Reserve area. The majority of these

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Management Plan

visitors use it as a base or for access to the river mouth to fish for salmon and trout. The extent of use is therefore greater during the fishing season and particularly when salmon are running. The Reserve is also popular over holiday periods for those attempting to get away from their daily routine. Over the winter months there is a reduction in use to a few individuals.

2.12 PRESENT USE

The Reserve contains a total of 114 private huts and a 70 site camping ground. The huts were all established as holiday accommodation, being used mainly for fishing at various times through the year. For the remainder of the year the area is almost deserted, save for some permanent residents. The camping ground is used during the fishing season with the highest number present during holiday periods. Demand is dependent on the "quality" of the fishing and location of the river mouth. A braided river of such a size is constantly changing its course. When the mouth moves towards the north, some campers tend to favour the camping ground on the northern side.

2.13 PLAN HIERARCHY

Under the Resource Management Act 1991 a number of other plans exist and this Reserve Management Plan cannot be inconsistent with them. The New Zealand Coastal Policy Statement is at the highest level. This statement covers such policies as preservation of the natural character of the coastal environment; protection of characteristics of special value to the Tangata Whenua; activities involving subdivision, use or development of the coastal environment; the Crown's interests in land in the Coastal Marine Area and matters to be included in Regional Coastal Plans.

The Environment Canterbury Regional Policy Statement, Proposed Regional Coastal Environmental Plan, Transitional Regional Plan and Proposed Land and Vegetation Management Regional Plan (Part III) also have application in this area. These plans control such matters as effluent disposal and the erection of buildings within the coastal hazard zone (see Appendix 2). They also contain policies directed at encouraging public access to and along rivers and the coast and avoiding or reducing the impacts of natural hazards. The Timaru District Plan, specifically the Recreation 1 Zone policies; General Rule for Natural Hazards and areas of special significance to Ngai Tahu under the provisions of the Ngai Tahu Claims Settlement Act 1998 follows these, and finally this Reserve Management Plan is specific to this Reserve.

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3 MANAGEMENT OBJECTIVES

- 3.1 To retain the South Rangitata Reserve for the enjoyment and recreational use of the District's residents and visitors.
- 3.2 To administer South Rangitata Reserve in accordance with relevant acts, bylaws, policies and regulations including the Timaru District Plan and the Regional Coastal Environment Plan.
- 3.3 To maintain the appropriate level of presentation in South Rangitata Reserve, and to ensure these specified maintenance standards are achieved.
- 3.4 To maintain access to South Rangitata Reserve as a recreational resource.
- To conserve and enhance appropriate environmental and soil conservation values within the Reserve (eg: flora, fauna and their habitats), and to increase public awareness of these.
- 3.6 To preserve the 'Wildscape' theme of South Rangitata Reserve and develop those aspects which enhance the visual and natural values of the Reserve.
- 3.7 To provide attractive open spaces that are part of the network set aside for enhancing the quality of life for residents.
- 3.8 To provide an environment that allows for family activities within the Reserve.
- 3.9 To retain the Motor Camp within the Reserve, and to lease its operation.
- 3.10 To retain Hut sites within the Reserve, and to lease these sites.
- **3.11** To provide ancillary services such as carparking, public toilets and roads to support the major objectives above, without detracting from them individually.
- **3.12** To maintain an awareness of and preparedness for flooding events that may affect the settlement.
- **3.13** To acknowledge the erosive nature of the coastline.

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4 MANAGEMENT POLICIES

4.1 MANAGEMENT

Policy

- (a) To retain management of Reserve 5266 with the Timaru District Council.
- (b) To manage this Reserve in a manner complying with the Management Plan.

Explanation

The Timaru District Council through the District Services Committee has overall responsibility for the management of the South Rangitata Reserve. The management is vested in Council by the Minister of Conservation under the Reserves Act 1977, and use of the Reserve must comply with the terms of vesting.

Implementation

The Timaru District Council will continue to manage this Reserve. Liaison with Environment Canterbury, Department of Conservation and other agencies will be undertaken where the management role overlaps their responsibilities, and requires or would benefit from their input.

4.2 BYLAWS

Policy

To prepare and enforce bylaws for the use of South Rangitata Reserve.

Explanation

The current bylaws applying to Reserves in the Timaru District shall apply to South Rangitata Reserve.

Implementation

In cases where non compliance occurs and/or damage results, Council will seek prosecution and appropriate restitution.

4.3 RANGERS

Policy

To appoint honorary Rangers for the purposes of upholding certain provisions of Reserves Bylaws and the Reserve Act applying to South Rangitata Reserve.

Explanation

Rangers may be appointed from time to time for the purposes of protecting South Rangitata Reserve, and everything contained on it from damage and vandalism.

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Implementation

By Council resolution, suitable persons may be appointed Honorary Rangers as Council sees fit to ensure that the bylaws and the relevant provisions of the Reserves Act are being adhered to.

4.4 RESERVES NETWORK

Policy

To provide a "green" open space as part of the Reserves network of the Timaru District.

Explanation

South Rangitata Reserve forms part of the Reserves network for the Timaru District, providing access to open spaces and affording a site to establish coastal vegetation.

Implementation

South Rangitata Reserve will continue to form part of the reserves network for the Timaru District.

This use right shall be maintained to all open spaces, (excluding the leased sites and camping ground) except during times that recreational or community events are taking place. Members of the public must not interfere with such activities, but will be permitted to view these events, except when the area concerned is closed to the public, or particular persons make a nuisance of themselves or behave in an obnoxious manner.

4.5 MAINTENANCE

Policy

To maintain South Rangitata Reserve in a properly functioning manner, and in accordance with the Management Objectives of this Plan.

Explanation

In an effort to maintain its status as a reserve for soil conservation and fishing huts, it is important to ensure the Reserve is always maintained to the specified standard.

Implementation

To audit the Reserve maintenance to ensure that it meets the applicable standards. Where vandalism damage occurs, prosecution and appropriate reparation will be sought.

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Management Plan

4.6 SERVICES

Policy

To provide for infrastructural services to meet the needs of the Reserve users.

Explanation

Any infrastructural services that benefit the use of the Reserve will be provided for where these are necessary and do not compromise the Management Objectives of the Reserve. These services shall include water, drainage, telephone and electricity. However where these services are of no direct benefit to users of the Reserve, the Council's consent will continue to be required before an easement can be obtained. Water is presently supplied and Council will continue to supply water.

Implementation

Where an organisation or individual wishes to make use of these services it shall be their responsibility to arrange the connection to these services, once necessary approvals have been obtained. Of particular concern is effluent disposal, which must be to a holding tank and/or comply with Environment Canterbury rules.

4.7 USAGE ZONES

Policy

To designate a series of Usage Zones within South Rangitata Reserve,

Explanation

In order to optimise use, leased huts, camping ground and public open space zones have been created to accommodate different types of activities and allow for differing management techniques.

Implementation

Activities shall be constrained to the appropriate zone.

4.8 RECREATIONAL USES AND COMMUNITY EVENTS

Policy

To provide areas and facilities suitable for a range of recreational uses and community events.

Explanation

South Rangitata Reserve is used by a number of groups and individuals on a regular or casual basis.

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Implementation

Where an event is organised, consideration must be given to other users of the Reserve.

4.9 CLOSURE TO THE PUBLIC

Policy

To allow an admission charge to be levied to certain events and facilities.

Explanation

Council's policy on closure is covered by the Reserves Bylaw. The Reserves Act states that the Reserve cannot be closed wholly or in part for more than 40 days per annum for the purpose of charging admission, and closures in respect of any one event shall not exceed 6 days.

Implementation

All such closures and admission charges shall be publicly notified, at the cost of the applicant.

4.10 TENURE

Policy

Council will consider applications to lease hut sites and the camping ground at South Rangitata Reserve, which comply with the objectives of this plan.

Explanation

The area of lease shall be defined as an individual hut site or the camping ground. The lease of the camping ground shall permit charges to be made. At the termination of the lease, Council may require the removal or forfeit of improvements, for which compensation will not automatically be paid. No further hut sites will be developed within the Reserve.

Implementation

For any period of tenure at South Rangitata Reserve a lease or agreement complying with the provisions of the Reserves Act 1977, or its amendments must be entered into with Council. The rental will be set in accordance with the current policy on charges applying to this Reserve, or by public tender. It is not intended to publicly advertise all leases.

The Reserve is used primarily for fishing huts and consequently does not have a large number of permanent residents. Year round occupants will be considered in limited instances providing the following criteria are met:

- (a) Leased site being outside the identified natural hazard areas;
- (b) Year round occupants being able to and agreeing to operate the fire appliance after receipt of instruction, where they are in good health and physically able to;

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- (c) The number of year round occupants being limited to up to 10% of the total sites in the whole Reserve;
- (d) Special circumstances such as a Fish and Game Ranger or Motor Camp Lessee; and
- (e) Existing use rights shall apply to those year round occupants occupying the Reserve as identified in February 2000. The risk of occupying the natural hazard areas shall be acknowledged by the lessees.
- NB: The natural hazard areas are defined as River Zones 1, 2 and 3 and also anything seaward of the Coastal Inundation or 100 year hazard lines.

Any approved year round occupants would have an extra clause added to their lease acknowledging this. The approval would not be transferable and would be for the term of the lease only. All applicants would need to submit an application fee (as applying at the time of the application) and pay a rental of 70% greater than the normal rental fee.

Over time, it may be necessary to not renew, or cancel some leases because of coastal erosion or inundation, or by river erosion or flooding. This would be in addition to cancellations for non-compliance with lease clauses.

4.11 TEMPORARY ACCOMMODATION (EG: CARAVANS/MOTOR HOMES)

Policy

To restrict the use of caravans and motor homes to within leased sites (with conditions) or within the Motor Camp area.

Explanation

An area is specifically designated for a camping ground. To maintain aesthetics of the Reserve, to reduce fire hazards and maintain unimpeded access, it is necessary to limit temporary accommodation to the camping ground or within leased sites as spelt out in Implementation below.

Implementation

Caravans and motor homes may be used on a restricted basis provided they comply with the following conditions:

- a Only one caravan or motor home is permitted per site;
- b It must be contained entirely within the leased site;
- It must be owned by the lessee or a member of the lessee's immediate family (ie parent, brother, sister or child);
- d It must have a current warrant of fitness, current registration, current electrical certificate and be mobile;
- e It is to remain on the site only while it is occupied; and
- f It is to remain on the site for not more than 14 consecutive days and not more than 30 days in one year.

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Management Plan

4.12 BUSINESS ACTIVITIES

Policy

To restrict business activities within the Reserve to that of the camping ground and licensed food vendors.

Explanation

With the exception of the exception of the camping ground, it is envisaged that any business activity will be restricted to the occasional licensed food vendor's visit. This would only likely be for a couple of hours duration and on spasmodic days.

Implementation

The operation of the camping ground will continue. Licensed food vendors will be able to operate for a short duration within the Reserve. All other business activities will not be permitted within the Reserve.

4.13 CATERING AND FOOD SALES

Policy

To allow for catering and food sales to users of South Rangitata Reserve on a temporary basis.

Explanation

Catering will normally be associated with an event, held in a temporary structure such as a marquee. In these cases, the majority of events will be private functions. Catering will be organised by the hirer of the facility.

Implementation

An organisation hiring or using part of South Rangitata Reserve for an event, may make arrangements with mobile shop operators to cater for them. These arrangements shall not impinge on the rights or enjoyment of other users of the Reserve. If no invitation has been extended, mobile shops shall not operate within South Rangitata Reserve.

For other times when an organisation is not using a reserve for an event, mobile shop operators may make an application for permission to operate a mobile shop on that reserve.

Such sellers or mobile shop operators may be charged for operating within South Rangitata Reserve.

4.14 INAPPROPRIATE USES

Policy

Uses of South Rangitata Reserve which are contrary to the objectives of this Management Plan, will not be permitted.

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Explanation

Some uses of South Rangitata Reserve are inappropriate, and can detract from the visual appearance, safety and other values of the Reserve. Some examples of inappropriate uses are industrial activities, motor sport and excessively noisy activities.

Implementation

Applications to carry out these activities will be declined. To ensure that any inappropriate uses observed or reported are promptly curtailed.

4.15 ACCESS (INGRESS/EGRESS)

Policy

To provide sufficient access for users of South Rangitata Reserve and allow for access to the coast and Rangitata River through the Reserve in appropriate places.

Explanation

Vehicle and pedestrian access can be obtained from a number of points including Rangitata Huts Road, access lanes and the beach.

Implementation

All accessways will be maintained to provide safe access to the Reserve.

4.16 ROADWAYS AND PARKING

Policy

To provide for safe and effective roadway systems, and for vehicle parking in suitable locations.

Explanation

A sealed road runs the length of the reserve terminating in a small parking area at the north end. Access to the individual bach sites and the camping ground is via this road. Parking is permitted on public areas, provided that ground maintenance and traffic safety is not compromised, the ground conditions are such that turf damage does not occur and occupiers may access their sites.

Implementation

Where roadways and parking are provided, surfaces, markings and signs will be maintained to the required standards. The costs of maintaining the sealed road shall be apportioned 50% to lessees and 50% to ratepayers.

4.17 VEHICLES

Policy

All motor vehicles must only use the formed roads, access lanes and parking areas.

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Explanation

Speed restrictions are covered by Council's Reserve Bylaw. Speed restrictions shall apply to all vehicle traffic on this Reserve. Drivers are required to observe these restrictions and all traffic signs. Restricting vehicles (other than service vehicles) to the formed roads, access lanes and parking areas, will minimise noise and ground damage and maintain safety.

The road and lanes are solely for access to huts, the river, neighbouring Reserve, coastal or public areas. As such they are not intended for the recreational use of vehicles, ie they are not to be used as a race track or amusement area.

Implementation

In cases where non compliance occurs and/or damage results, prosecution and appropriate reparation will be sought.

4.18 ADJOINING PROPERTIES

Policy

To encourage good liaison with adjoining landowners.

Explanation

To ensure that management of the Reserve is undertaken in a way that minimises any detrimental effect on adjoining land.

Implementation

To inform adjoining landowners of any significant undertaking which may occur on the Reserve adjacent to their property.

4.19 FENCING

Policy

To provide for fencing of property boundaries and internal enclosures as necessary.

Explanation

Fencing of the Reserve fulfils a number of purposes. These could include containing or excluding stock, protection of plantings, areas of conservation and recreation and allowing an admission charge to be made at times.

Implementation

Fencing will be checked annually and necessary maintenance carried out.

Fencing of the access lanes will not normally be undertaken with the exception of when grazing of the neighbouring property is occurring.

The co-operation of the adjoining owner will be sought in reporting any damage to boundary fences.

The cost of fencing any leased sites shall be met by the lessees.

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4.20 LITTER

Policy

To require all users of South Rangitata Reserve to remove their own litter, or place in any litter receptacles where they have been provided.

Explanation

Litter detracts from the appearance and enjoyment of South Rangitata Reserve and may be a hazard. Some litter receptacles are provided for casual day users.

Household refuse originating from within the Reserve must be placed in the unit provided or removed from the Reserve.

Implementation

Household litter and refuse is to be placed in the designated disposal unit or skips provided from time to time.

The organisers of any events held within the Reserve are required to ensure that all litter is collected and removed during and after these events. Offenders caught littering will be prosecuted.

4.21 INFORMATION SIGNS

Policy

- (a) To identify the Reserve, facilities and features with permanent signs.
- (b) To allow organisations to locate limited temporary signs within the Reserve, when associated with an event.

Explanation

There should not be a proliferation of signs, but where the permanent signs are needed to identify the Reserve and control or inform the public, they should be of a standard nature. When an event is being held, it is sometimes necessary to identify the location and duration with temporary signage.

Implementation

Permanent signs shall contain international pictorial symbols or text, and will be constructed of timber or steel, although other attractive signs of an approved type may be located on buildings, or to identify facilities, features and entrances.

Temporary signs may be permitted at any location on the day of an event only, providing that any associated or incorporated advertising has a limited impact, particularly when viewed from outside the Reserve.

4.22 FIRES

Policy

(a) To prohibit the incidence of open fires in South Rangitata Reserve.

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(b) To maintain a fire fighting capability by continuing to maintain a water supply and hydrants in operating order.

Explanation

Fires in the open have the potential to cause damage to the Reserve and the buildings contained within it. Fire may also spread beyond the Reserve and affect private property and protection works.

Implementation

Open fires are not permitted in the Reserve. Gas barbecues may be operated.

4.23 VEGETATION

Policy

To plant and maintain suitable vegetation to ameliorate the climate, enhance the aesthetic ecological and conservation values of the reserve.

Explanation

Trees, shrubs and herbaceous species are planted as part of an ongoing programme of providing vegetation for shelter, shade, screening, beautification and erosion control. This vegetation helps maintain the aesthetic values of South Rangitata Reserve. Its protection and conservation is important to users, neighbouring residents and the greater environment. Refer to Appendix 3 for guidelines.

Implementation

Contractors and community groups will be used to implement planting enhancement and maintenance programmes. Existing trees will continue to be managed in accordance with accepted arboricultural practice, and will be removed when they become inappropriate, unsafe or unthrifty. Lessees may only plant within the site that they occupy. Planting of lanes and other public areas will be arranged where appropriate.

4.24 PEST PLANTS AND ANIMALS

Policy

To control pest plants and animals where they occur within South Rangitata Reserve.

Explanation

The nature of the open spaces within South Rangitata Reserve provides an environment conducive to the occurrence of pest plants and animals from time to time.

Implementation

Pest plants, and animals shall need to be controlled by accepted methods from time to time, to avoid their proliferation within South Rangitata Reserve.

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4.25 DOGS

Policy

To permit dogs in South Rangitata Reserve to the extent provided for in the Timaru District Council bylaws.

Explanation

As required by the Timaru District Council Dog Control and Parks & Reserve Bylaws, all dogs within the Reserve must be under the continuous and effective control of their owners or handlers, and preferably on a leash. In some circumstances it may be possible to make application to Council for dispensation from the bylaw. This would only be considered for dog shows and public exhibitions.

Implementation

All dogs found roaming uncontrolled in the Reserve will be impounded.

None of the above will apply to any person using a seeing eye dog, or dogs used in conjunction with Police duties or Security Patrols.

4.26 DOMESTICATED ANIMALS

Policy

To prohibit domesticated animals other than dogs from the Reserve, unless prior written permission is obtained.

Explanation

Domestic animals can have a detrimental impact on the environment. Horses and grazing stock can contribute to soil erosion directly, or by removing vegetative cover. Other animals such as cats are a threat to wildlife, particularly bird and lizard species.

Animals may in some circumstances be permitted to take part in authorised public performances authorised by management.

Implementation

Any unauthorised animals found within the Reserve will be impounded.

An accessway to the beach is provided for horses between the cattle stop and the beach.

4.27 BUILDINGS AND STRUCTURES (PROPOSED)

Policy

All proposed buildings or structures must comply with the provisions of the Timaru District Plan, and may only be erected in designated areas. Only buildings which are in accordance with the Management Objectives of this Plan, will be considered.

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Explanation

Natural hazards identified within the Reserve mean that restrictions to buildings can occur in some areas.

Implementation

All proposed buildings or structures require a building consent and may require a Resource Consent.

Any effluent disposal systems must comply with Environment Canterbury policies and rules.

4.28 BUILDINGS AND STRUCTURES (EXISTING)

Policy

To provide facilities for recreation infrastructural services and to allow for lessees requirements.

Explanation

Buildings and structures are necessary to provide utility services and to meet the needs of lessees.

Implementation

All buildings or structures shall be maintained in a clean, tidy and functioning state. Any buildings or structures no longer required or which become derelict shall be removed.

Where modifications are proposed, it is necessary to comply with the provisions of the Proposed Regional Coastal Environment Plan, District Plan and Building Act.

4.29 OUTDOOR FURNITURE AND FIXTURES

Policy

To provide outdoor furniture and fixtures to service users.

Explanation

Seating, litter receptacles and other appropriate fixtures are installed on the Reserve.

Implementation

Furniture and fixtures will be regularly monitored for maintenance. Their placement will be reviewed to ensure they are meeting the requirements of the users.

Where modifications are proposed, it is necessary to comply with the provisions of the Proposed Regional Coastal Environment Plan, District Plan and Building Act.

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4.30 PUBLIC TOILET

Policy

To provide and maintain a public toilet suitable for the day to day needs of Reserve users unless other arrangements are made.

Explanation

A public toilet is located within the South Rangitata Reserve and is sufficient to cater for normal casual users.

Where a large number of spectators will attend a major event, it may be necessary to supplement existing toilets with approved portable facilities.

Implementation

To ensure that where facilities are provided to meet the day to day demands they are well maintained at all times.

4.31 CHILDREN'S PLAYGROUNDS

Policy

To facilitate safe children's play by providing for well maintained playground apparatus.

Explanation

An effort is being made to ensure that all playground equipment complies with the New Zealand standard for playground equipment, to increase children's safety when using the apparatus.

Implementation

Regular inspections will be undertaken to ensure compliance with the above standards.

4.32 PLAN REVIEW

Policy

The Plan will be reviewed as necessary and generally at 10 yearly intervals.

Explanation

Management Plans should be reviewed and updated to ensure that policies are appropriate. This review is on a 10 yearly basis.

Implementation

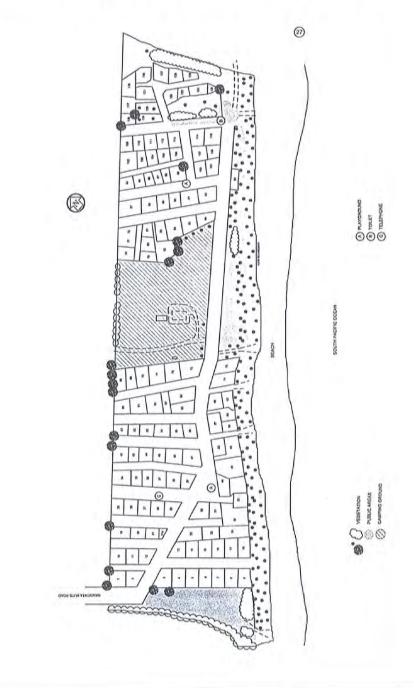
Should a policy or objective require major amendment prior to the 10 yearly review this may be done by public notification. Minor policy amendments will not require public notification.

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5 APPENDICES

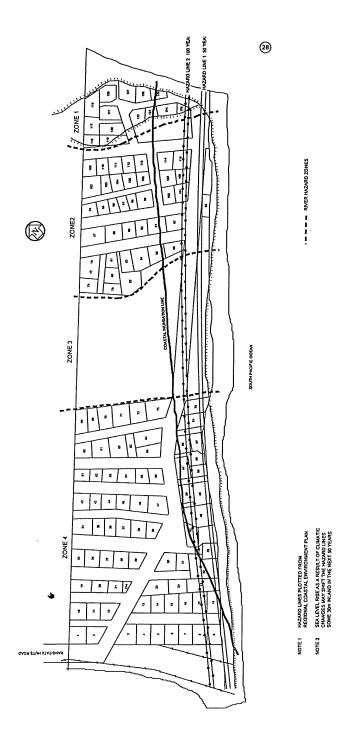
5.1 APPENDIX ONE - FEATURES AT SOUTH RANGITATA RESERVE



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5.2 APPENDIX 2 - NATURAL HAZARDS PLAN



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5.3 APPENDIX 3 - GUIDELINES FOR VEGETATION ESTABLISHMENT AND REMOVAL

5.3.1 Planting

The planting of vegetation on the reserve can be divided into two main areas:

- Shelter, screening and protection plantings which will be undertaken on public areas of the reserve and which will benefit all reserve users. These plantings will be undertaken on a programmed basis. All such plantings shall be of native species with a proven record of performance in coastal conditions.
- Screening and beautification plantings undertaken by individual hutholders within the confines of their own hut boundaries. These plantings can be undertaken at any time but must conform to the following criteria:
 - a) All plantings must be of native species (refer to attached list of suitable species).
 - b) Only shrubs or small trees not exceeding four metres in height may be planted.
 - c) Plantings shall be confined to within the hutholders property boundary only, and shall have consideration for shading, disruption of services, eg septic tanks, and the general enjoyment of adjoining hutholders.
 - d) No plantings of any kind may be undertaken by private individuals on general reserve areas outside of the hutholders boundary.

5.3.2 Removal

The removal or destruction of any tree, shrub or other plantings (excluding pest plants) on public areas of the reserve is prohibited at all times.

If questions of safety arise these concerns should be addressed to the management who may grant permission for, or arrange removal where this is prudent.

5.3.3 Coastal Native Species

Successful establishing trees and shrubs in coastal situations can be very difficult. Generally these sites have shallow sandy or stony soils which are saline (salty), are subject to continued exposure to persistent winds which are often laden with salt spray, and here in South Canterbury at least are usually found in lower rainfall areas which means they are more often dry than wet.

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However with careful selection of species and good planting techniques many of these problems can be overcome even if establishment rates are slower than they would be in more favourable sites.

The following native plants are all suitable for planting in coastal conditions, but the list is by no means exhaustive. Further recommendations can be gained from local nurserymen or by consulting appropriate native gardening books, or catalogues.

Olearia paniculata

Olearia traversii

Myoporum laetum

Coprosma repens

Griselinia littoralis Myrsine australis

Phormium tenax Phormium cookianum Cordyline australis

Cortaderia richardii

Ngaio

Also other Coprosma species

Broadleaf Red Matipo Upright flax Weeping flax Cabbage Tree

Toi Toi. Also other native tussocks

and grasses

Brachyglottis greyii

Plaigianthus divaricatus

Pittosporum crassifolium

Hebe spp.

Silver leaves/yellow flowers
Shore ribbonwood

Karo

Various species suitable

These plants can be assisted to establish more quickly by:

- Incorporating additional soil or compost into the planting hole.
- Mulching down around the new plant with straw, woodchip etc to reduce competition from weeds and conserve soil moisture.
- Watering at regular periods during establishment and planting mainly during Spring and Autumn when most rainfall and growth occurs.
- Providing shelter to new plants using branches, windbreak cloth or by other means to create a microclimate around each plant.
- Preventing grazing of plants by sheep, rabbits or hares by fencing or the use of repellents.

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5.4 APPENDIX 4 - APPROVALS REQUIRED

To assist users of South Rangitata Reserve, a checklist of approvals required is set out below:

5.4.1 Resource Consents

May be required when:

- Buildings are proposed to be sited on South Rangitata Reserve.
- · Commercial activities.
- Discharges into water table.

5.4.2 Building Consents

Are required for:

- All buildings and structures.
- · The erection of signs.
- · The erection of marquees.

5.4.3 Liquor Licences

Are required for the sale of liquor.

5.4.4 Food Premises and Mobile Shop Licences

Are required for food sales.

5.4.5 Management Approval

Is required for:

- Taking animals (other than dogs) onto the Reserve.
- · Organised recreational events
- The erection of signs and buildings.
- · Advertising and sponsorship acknowledgements.
- · Charging admission.

When applying for an approval for numbers 5.4.1 to 5.4.4 above, the application should be made to the Regulatory Services Group of Timaru District Council.

Although the above list is thought to cover most approvals required, these may change from time to time and therefore this list should not be considered exhaustive.

Doc #: 82281

8.6 Caroline Bay Masterplan

Author: Rosie Oliver, Development Manager

Bill Steans, Parks & Recreation Manager

Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That the Infrastructure Committee endorses the Caroline Bay Masterplan subject to any amendments.

Purpose of Report

This report is prepared to consider the endorsement of a Masterplan for Caroline Bay ("the Masterplan").

Assessment of Significance

2 Endorsement of the Masterplan is considered low significance in terms of the Timaru District Council Significance and Engagement policy because while community and mana whenua interest in Caroline Bay is considerable the plan itself is non-statutory and neither requires immediate policy change, nor triggers any immediate funding requirements.

Background

- Caroline Bay is a well-known seaside destination park attracting visitors from all over the country both for self-directed stop overs and for attendance at major events. Being centrally located it is favoured by locals for lunch, exercise, family outings, winter dog exercising, school balls, weddings, gatherings, events and as an attractive area giving a vista to the mountains and sea.
- In particular, CPlay, the bike skills park, the skate park, the Trevor Griffiths Rose Garden, the penguins and the beach are permanent attractions while major events such as the carnival, the Rock n Hop, and sound shell performances regularly attract larger crowds. Co-locating both permanent attractions and flexible spaces that can accommodate a range of event types has contributed to the well-used and loved park that is Caroline Bay today.
- A staged redevelopment of Caroline Bay last occurred during the 2000s. It was funded over 6 years and completed in three stages at a cost of \$4.5 million.
- Since this time members of our community, including commercial entities, have continued to come up with ideas for new or upgraded facilities both public and private. Several such submissions to Council were previously referred to take part in the development of a Masterplan to better enable the coordination and prioritisation of both private and public sector investment proposals.
- 7 The present Masterplan was initiated and funded through the CityTown project to better ensure strategic alignment between planning for the city centre and the ability to leverage the

- recreational, social, cultural and economic potential of Timaru's 'jewel in the crown', Caroline Bay.
- 8 In May/June 2024 a draft Masterplan was consulted with both an 'internal' project team of subject matter experts (including CCOs, utilities), and with a limited group of governance and external stakeholders who provided feedback via focus groups and one to one interviews.
- The Masterplan (Attachment 1) has now been updated to incorporate the feedback received. This Masterplan provides a concept for the future spatial design of Caroline Bay, and outlines the context, opportunities, vision, user profiles and priorities that have informed the design process.
- 10 The illustrative masterplan on page 13 provides a high-level view of how the components could combine, however detailed design remains to be undertaken as and when individual areas may be funded for development.
- Priorities for investment are listed on page 20 of the Masterplan, which would provide an evidential basis for prioritising future spending in the area through Council's Long Term Plan process.

Discussion

- 12 The Masterplan aims to enhance spatial functionality, environmental outcomes and visitor experience. While investment priorities differ from group to group, the overall spatial concept reflects a high level of consensus among those stakeholders who took part in the consultation
- 13 Like the CityTown Masterplan, the Caroline Bay Masterplan also assumes a partnership management and investment approach and therefore outlines development opportunities that could be appropriately undertaken by potential investors and stakeholders.
- This includes public realm enhancements (eg plantings and pathways) which would fall to Council to fund and implement, together with highlighted opportunities for private and commercial development (facilities, business operations, and events) which would be promoted or implemented by our economic development agency, Venture Timaru.
- Other stakeholder groups with a clear role to play in the implementation of the Masterplan include existing partners such as the Caroline Bay Association, and the community and volunteer groups behind key projects such as (historically) CPlay and (currently) the initiative to install the Alexandra lifeboat.
- As the plan is complementary to Council's ongoing maintenance and regulatory role, it also includes recommendations relevant to critical topics such as freedom camping, parking, and traffic management.

Options and Preferred Option

- Option One is to endorse the Caroline Bay Masterplan with any amendments. This is the preferred option as it will allow both public and private sector interests to begin work in parallel to realise the shared social, cultural, environmental and economic outcomes outlined in the Masterplan.
- Any capital projects requiring Council investment would need to be budgeted for through a future Long Term Plan, with business cases developed including funding requirements. Many similar projects have been staged over several years to match available funding. Costings of preferred projects can be prepared for consideration through the Long Term Plan process.

- 19 Policy and regulatory matters would also be separately progressed via targeted reporting and decisions on relevant matters.
- Venture Timaru would be empowered in this scenario to undertake the required business development, promotion and events management activities that fall within their remit and to manage any prospective commercial and/or non-commercial developments proposed for the area.
- Option Two is not to endorse the Caroline Bay Masterplan. It should be noted that plan has been through a number of internal and external iterations with stakeholders and has considerable community support. The plan does not bind Council to any future investment or policy changes.

Consultation

- Individual consultations and focus groups provided quality input to inform the Masterplan and the draft Masterplan was amended to incorporate these responses. This was a positive process because there was general consistency in the feedback received.
- Responses were received from representatives of Age Concern, Presbyterian Support South Canterbury, Libraries, Mana Whenua, Te Aitarakihi Marae, Performing Arts, Fine Arts, Sustainable South Canterbury Trust, Youth, Timaru Host Lions, Timaru Yacht and Power Boat Club, Penguins First, Timaru Penguins, Venture Timaru and Cruise Ships, Timaru Suburban Lions, Caroline Bay Association, CPlay, South Canterbury Speed Skating Club, Sopheze On The Bay, Commercial Property Owners, and South Canterbury Hospice.
- 24 A summary of the feedback received is provided in Attachment 2.

Relevant Legislation, Council Policy and Plans

- 25 Local Government Act 2002
- 26 Timaru District Plan and Proposed Timaru District Plan
- 27 Caroline Bay Management Plan
- 28 Resource Management Act 1991
- 29 Timaru District Plan and Proposed District Plan
- 30 Conservation Act 1987
- 31 Regional Coastal Environment Plan for the Canterbury Region
- 32 Building Act 2004

Financial and Funding Implications

33 The proposed Masterplan is at a high level and costings have not been completed for any proposals. If adopted, preferred projects and their budget requirements would be considered as part of the next Long Term Plan for consideration.

Other Considerations

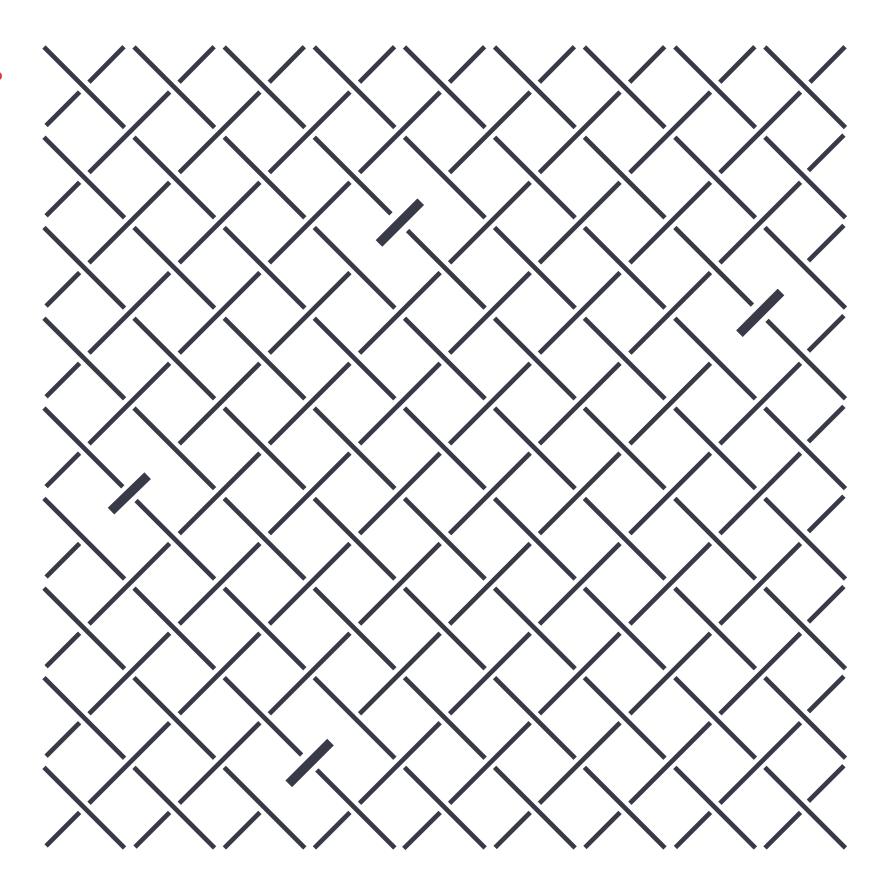
34 There are no other considerations.

Attachments

1. The Caroline Bay Master Plan - Nov 2024 🗓 🖼

2. Caroline Bay Masterplan 2024 Workshop Feedback (Redacted) 🗓 🖼

TIMARU CITYTOWN. CAROLINE BAY MASTER PLAN.





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Draft for discussion.

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02.



Caroline Bay Master Plan. Timaru District Council. 05 November 2024.

Isthmus.

Draft for discussion.



Isthmus.

Caroline Bay Master Plan. Timaru District Council. 05 November 2024.

03.

Draft for discussion.

CAROLINE BAY.

The purpose of the Caroline Bay Master Plan is to create a spatial framework for the future development of Caroline Bay. It has a long term focus of 10-30 years and as such needs to be flexible enough to respond to future trends, needs and environmental changes that we can't predict today. The Master Plan includes a 10 year programme of activity that sits within a 30 year window of opportunity.

Three structural layers help us organise priorities, focus on what matters most and ensure we deliver on the sought outcomes. These are: Thriving Habitats, Considered Access and Activity Hubs (refer to page 9). They form the scaffold that will guide transformation at Caroline Bay. Specific Guiding Principles are associated with each of the three structural layers. These principles lay out the foundational ideas that will help shape Caroline Bay.

Caroline Bay is a large and complex environment which has continuously evolved over more than a century. To land on a vision that is shared and supported by all interested parties, we must understand what has shaped Caroline Bay as we know it today and how existing challenges and opportunities have arisen.

This is the purpose of **Section 02 - Evolving the Caroline Bay Story**. This emphasises that this

Master Plan is anchored in the Caroline Bay story and identity, while proposing a perspective shift to allow for a holistic and compelling response to the Bay and Timaru centre challenges. Section 02 concludes on the Vision for Caroline Bay. The Vision is a central component of this Master Plan - all other components sit under it and enable its implementation.

Section 03 – Conceptual Framework presents the essence of the spatial strategy for Caroline Bay. With a unifying concept, guiding principles and key moves responding to the Vision and specific to the site's characteristic, the conceptual framework sets the spatial direction for Caroline Bay transformation. This section illustrates the high-level elements that are crucial to deliver for the success of Caroline Bay,

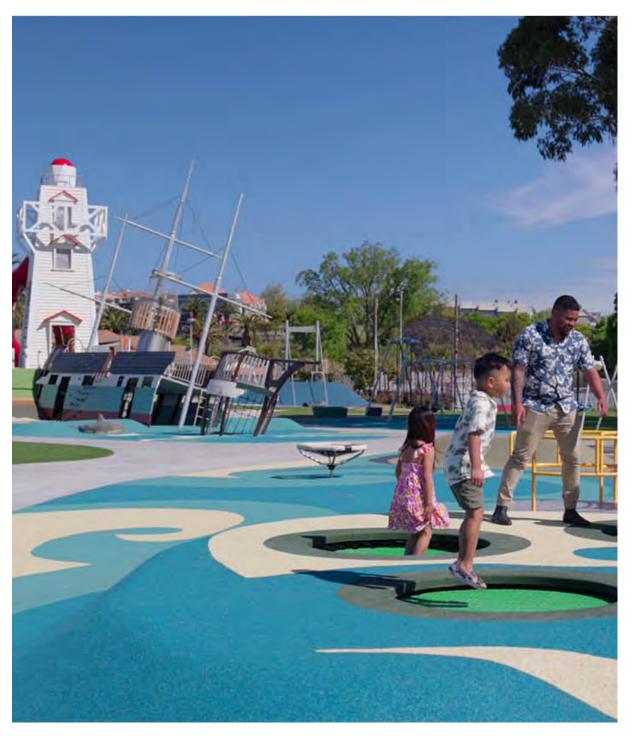
without getting into the details relative to individual initiatives. The following two sections relate to the delivery strategy of the Master Plan, with a focus on process and tools to support the implementation of the key moves over time.

Caroline Bay is the 'jewel in the crown' of Timaru. It plays a major role for the CityTown being the main outdoor and recreation area in a prime central location. It is already highly successful on many levels, but has the potential to deliver so much more for community and visitors.

Venture Timaru's Destination Management Plan (September 2021) highlights as one of its Key Actions the need to 'enhance Caroline Bay as of the District's key attractions' and 'consider how current and proposed amenities and investment in the Bay can support the district's visitor economy'. These objectives aim at improving the Caroline Bay experience for both locals and visitors.

Future development at the Bay will complement regeneration outcomes of the CityTown masterplan to ensure these two destination areas collectively contribute to the future economy, profile and success of Timaru. Caroline Bay and the city centre offer different experiences for locals and visitors but both are key to the identity and experience of Timaru. It is envisaged increased activity, popularity and visitation at one, will ultimately have positive spin-offs for the other. Therefore it is important that both areas thrive and these benefits are shared across the two areas through enhanced programming, connections and conscious marketing/word of mouth.

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04.

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CAROLINE BAY

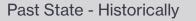
A dynamic destination where people and nature elevate the experience

Caroline Bay is a continually evolving landscape. Activities, buildings and access points have shifted with the waterline over time. As an everyday destination for play, it is the focal point for Timaru, where activities and open space are abundant in equal measures. It is a generous space with room for 'hero events' to draw in crowds and visitors.

In future, activities are clustered for convenience and vibrancy, while adaptive buildings serve wide-ranging community needs. Heritage buildings along original shoreline promenades are elevated, with more recent buildings retrofitted to respond sensitively to their environment and provide active frontages. Marine Parade provides an activated promenade between the soft park edge and the gritty Port edge; protection for the kororā penguin habitat, and temporary activation kiosks. Considered access to and from CityTown, continuous journeys around the park and enhanced path networks are key to its continued success as a coastal outdoor venue.



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Current State - Existing





Future State - Precedents





Activity/Civic Indoor

Residential

Commercial/Work

Retail

Recreation

Accommodation

Tourism

Outdoor

(
	Low	High
(
	None	Several
(
	None	Several
(
	Low	High
(
	Low	High

Mode (use) Walk Cycle Run Mobility-aided Drive Micro-mobility Service Vehicles Low Low High Low High Low High High Low High High Parking Provision Onstreet Low High High



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Markets/events

Nature/Ecology

Open Space

Recreation

05.

SITE & EXISTING FACILITIES.

Caroline Bay was once known as 'the Riviera of the South', with its early focus on the beach and sea. Key buildings like the band rotunda, Tea Rooms, and changing sheds catered to leisure activities. Over time, the shoreline shifted, expanding the park area between the original buildings and the beach. This allowed for new facilities, including a skating rink and beach volleyball along Marine Parade. Large events, such as the Carnival, shape the Bay's identity. Outside peak times, it's a peaceful spot for joggers and walkers, though the vast distances between attractions can be challenging.

- 1) Tennis Courts (1913)
- (2) Caroline Bay Hall (1913, extended 1955)
- 3 War memorial & memorial wall erected (1929)
- 4 Caroline Bay Tea Rooms (1905, reno 1931)
- 5 Soundshell (1936)
- (6) Aviary (1939, relocated 2009)
- 7 Skating rink (1963, upgraded 1972)
- 8 Sound shell seating (1958)
- 9 Paddle pool/water play area (1964)
- (10) Caroline Bay Lounge (1968)
- 11) Port Loop Road (1972)
- (12) Carnival infrastructure installed (1992)
- 3 Southern toilet block (1981)
- 14 Lions train (1997) & mini golf relocated (1988)
- (15) Makary Fountain (2006)
- (16) Bay Hill Piazza (1997)
- (17) Petanque (2000)
- (8) Volleybar courts (2010)
- (9) Trevor Griffiths Rose Garden (2001)
- ② Skatepark (2002)
- 21) Beachside boardwalk (2004)
- 22 Bike park/ Learn to ride (2020)
- 23 C-Play Destination Playground (2023)
- Original Band Rotunda replaced by Soundshell (1937). New band rotunda (1992)
- 25 Entertainment Centre (1992)
- 26 Boardwalk viewing platform & showers (2010)
- 27 Basketball half court (2012)

06.



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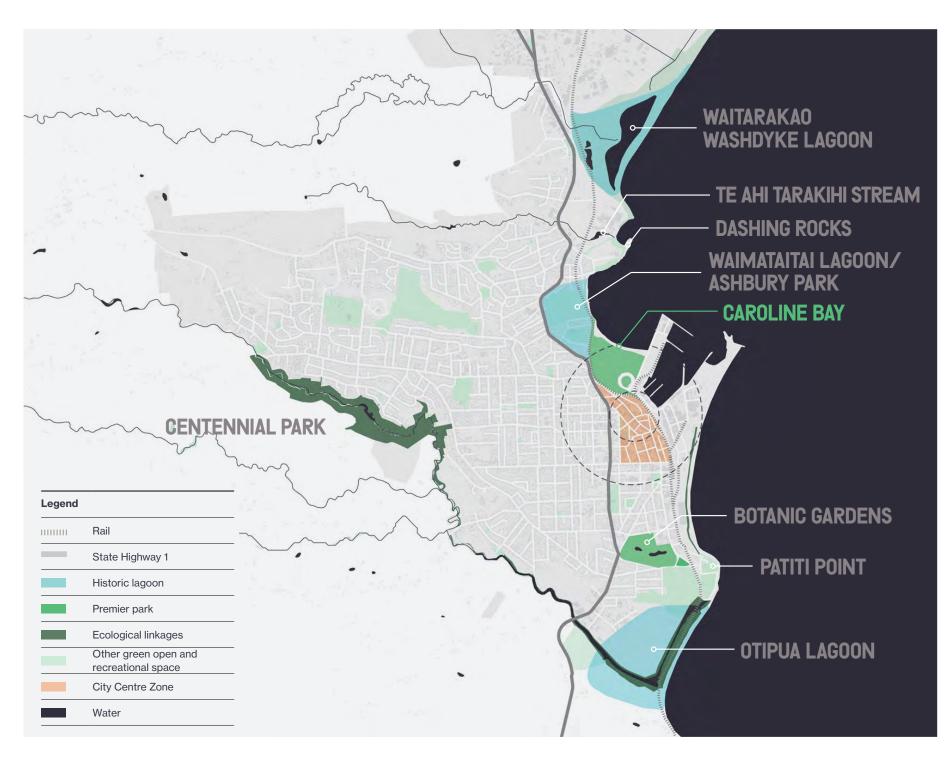
WIDER CONTEXT.

With the Port occupying most of the city's coastal edge, Caroline Bay is the city's place to connect to the water. Caroline Bay is adjacent to two other parks (Māori Park and Ashbury Park), previously the Waimataitai Lagoon and formerly a source of mahinga kai and transport before land aggradation created the Bay. Ecological corridors connecting Caroline Bay to open spaces and natural assets across the city and district are very limited. This issue has been identified by TDC's Parks Strategy and is being addressed in the CityTown Strategy key moves.

Caroline Bay's direct proximity to the city centre is a real advantage for both destinations, with each being complementary and together making a unique visitor experience. However, physical barriers in the form of heavy infrastructure (State Highway 1, Port Loop Road, rail tracks) and landform (the cliff edge) currently limit interactions between Caroline Bay and the centre. As a result accessing the Bay by car is the norm.



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THE OPPORTUNITIES TODAY VS TOMORROW



Minimised Landscape.

The Beach is a major attractor central to the identity of Caroline Bay. Restoration planting of the dunes enhances this habitat, but ecological and environmental values of the rest of Caroline Bay are secondary to the human activities taking place here. The Pohatu-koko stream is partially covered, tree cover is limited and the open grass area doesn't support healthy inhabitation by people and wildlife.



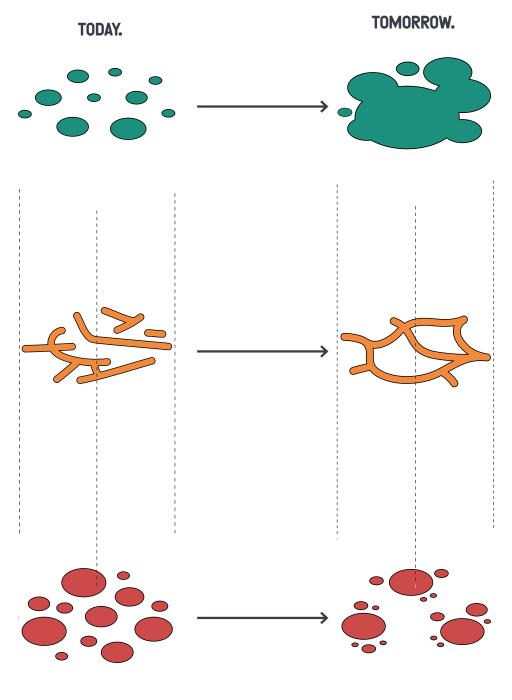
Car-centric Access.

Caroline Bay is a key destination and access from the city and beyond is essential. Car access is prioritised with main park entrances leading to carparks with poor pedestrian and cyclist connectivity and amenity. Multiple access routes through Caroline Bay connect activities to carparks and entry points. Quality of the paths combined with the overall scale of the park can make Caroline Bay less pedestrian friendly. Cars also use some of the grass areas to drive / park outside of defined accessways. The open grass area is used for overflow carpark during larger events.



Disbursed and disparate activities.

Activities scattered across Caroline Bay create destinations for both locals and visitors. They are the main drivers for coming to the Bay, and have been for the last century, starting with uses such as swimming at the beach, the Tea Rooms and the 100 years old Carnival. Today, many recreational activities including play and sport are catered for, with associated infrastructures multiplying in the landscape. The duality of Caroline Bay being an everyday community asset and a large event destination presents some challenges and opportunities to rationalise permanent and temporary structures.



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Thriving Habitats.

Thriving Habitats are the foundation layer of Caroline Bay. The intent to preserve, enhance and celebrate Thriving Habitats guides future development and management of the land and water spaces. Mauri comes first, with native plants and fauna. Consideration for how the landscape and habitats evolve over the seasons and years is key to enhance the environmental resilience of Caroline Bay and Timaru. Coastal aggravation provides the opportunity to create an environment which creates new habitat for both people and natural systems-for the benefit of both.



Considered Access.

Better connectivity with the city allows for active transport modes to be prioritised. Vehicle access remains important for visitors coming from further afield, with special needs or servicing the park. Internal movement focuses on pedestrians and micro-mobility, thanks to the rationalised path network. The paths bring people to their destinations without severing the developing ecosystems. Journeys through and loops around the park are vibrant and diverse, with a range of experiences celebrating the richness of the habitats.



Activity Hubs.

Caroline Bay is a place to come together, with many activities for locals and visitors to meet, play, explore and celebrate any time, any day. Hubs of activities are integrated into the landscape, in harmony with the Thriving Habitats. They are organised along the access linkages to reduce the need for extra infrastructure and to ease legibility. A requirement for flexible and/or adaptable uses of buildings and structures allows for adaptation over time, and through sharing of facilities operating costs for each activity can be reduced.

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08.

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LOOKING TO THE FUTURE.

Where do we want Caroline Bay to sit on the spectrum of development?

This question is at the core of the spatial framework for Caroline Bay and central to the purpose of the Master Plan. The extensive space available and existing infrastructure invite us to consider what would be the ideal balance between natural spaces and structured development (be it buildings, infrastructure or landscape).

A more developed approach would allow opportunities for more buildings or activities, potentially transforming some of the parkland into something different.

Prioritising space for ecosystem development a more natural approach would aim at giving back space to natural ecosystems and de-cluttering the

This scenario would likely see the concentration of buildings and infrastructure and limit development to certain areas. Discussion with stakeholders will land on a strong long-term vision for Caroline Bay that will define which position on the spectrum is most suited to the Bay.

Design testing of different spatial approaches can then start to explore 'how much' and 'where' development should be focused, allowing for future potential growth and flexibility to adapt over time. The four approaches below present early conceptual ideas to spatially distribute development across the site, giving the first clues that could form part of Caroline Bay spatial Caroline Bay has transitioned from a beach destination to a community park, with its parkland now surpassing the beach and dunes in size. Originally shaped by land aggregation following the construction of port breakwaters. The area was primarily developed for human activities with little regard for the environment. However, recent initiatives like the dunes restoration and efforts to protect the kororā (little penguins)mark a shift toward greater environmental awareness.

The buried Pohatu-koko stream, once flowing openly to the sea, reflects past development choices but now offers a chance for ecological restoration, aligning with the Bay's new environmental focus.

Access to Caroline Bay has always been challenging due to the cliff edge. The main

entry near Wai-iti Road offers easier pedestrian connectivity to Timaru, while access from the east has been tied lo port activities. The creation of Port Loop Road in the 1970s fragmented access from the southeast, increasing reliance on vehicles. Marine Parade added a hard edge. further prioritising cars over pedestrians. The western entry on Virtue Ave is vehicle-centric, with extensive parking.

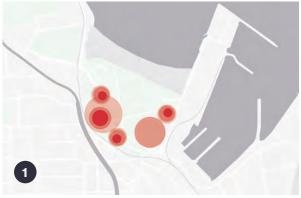
However, the Piazza, created in 1997, helps to improve pedestrian access from the Bay Hill, and Stafford Street to Caroline Bay.

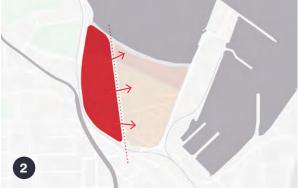
As the coastline shifts outward, the distance between parking areas and the beach increases. requiring careful planning for future vehicle access.

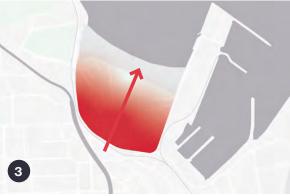
MORE DEVELOPED

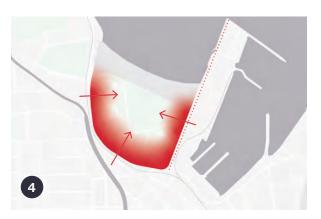












1. Disbursed (existing)

Following the current development pattern sees new buildings and infrastructure pop up in the landscape in a organic manner with no clear structure. This layout doesn't dictate a clear spatial direction for future development and will exacerbate the challenges currently present in the Bay.

2. Western development and diagonal split

Most existing buildings and activities are located on the western side of the Bay. The Piazza Promenade could mark the boundary between developed, organised, intimate and active side to the west and an open landscape to the east, with a strong visible contrast between the two sides of the park.

3. City Transition

The City Transition option proposes to focus development on the city edge and move towards the water. This option could explore blurring the boundary between city and park, with a range of activities on the Bay Hill and in Caroline Bay complementing each others.

4. Inhabit the Edges

This last option borrows from 2 and 3, while recognising the important role Marine Parade could play in both connecting city and sea and activating Caroline Bay. Growing from the edges allows to focus energy on opening up and connecting Caroline Bay to the surroundings, while freeing up central and shore spaces for environmental opportunities.

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MORE NATURAL

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VISION.

A DYNAMIC COASTAL ENVIRONMENT THAT CONNECTS PEOPLE TO CITY AND SEA WITH A UNIQUELY TIMARU EXPERIENCE.





Remnant natural edges are restored to become part of a whole landscape connecting the stream to the sea. Habitats are created and enhanced, responding to a modified, dynamic landscape and creating places for people to inhabit.



Considered access



There are multiple ways to get into Caroline Bay and connect to a seamless journey. Active travel around Caroline Bay is part of the destination experience. Views are captured and framed, assisting with wayfinding and movement between Caroline Bay and the City Centre.



Seaside activity



Buildings no longer on the waters' edge become a dense activity hub, and new structures are lightweight (can move with the waterline) to activate the promenade. Consolidate, co-locate or lightweight activities can expand and contract, celebrating both the everyday activities & the hero events.



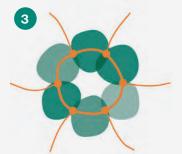
Focus on thriving habitats.

They are diverse, healthy and representative of the local landscape of Timaru. Conditions are in place for them to thrive and evolve over time in harmony with human activities.



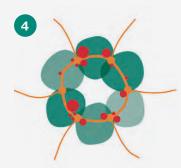
Create the Caroline Bay Loop.

It is safe, fun, fully accessible for people on foot, bikes and other micro-mobility devices. It is legible and inviting – the best way to explore Caroline Bay and the diversity of the six habitats.



Connect with the surroundings.

Entry points are celebrated and connectivity for active modes is prioritised. Permeability and ease of access between Caroline Bay and Timaru is improved on all sides.



Concentrate activities around the Loop and entrances.

Activities and infrastructures are all connected and benefiting from each other. They are respectful of the habitats and minimise impact on the environment.

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CONCEPTUAL APPROACH.

Caroline Bay, often called the jewel of Timaru, is known for its family-friendly attractions and has been a key destination for over a century. It's home to major events like the annual Caroline Bay Carnival. Over time, the Bay's flat space has expanded, accommodating a range of activities, though they are spread out without a focus on multi-use facilities. This spread-out nature works during peak events but can result in a lack of energy and social connection during quieter times. Several buildings remain underused or in need of attention, with their future uncertain. Environmental efforts over the past 20 years have stabilized the dunes, creating habitats for the at-risk Southern Blue Penguin, which the community actively supports. As the coastline continues to change, long-term planning is needed to balance environmental and social outcomes.



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12.

ILLUSTRATIVE MASTERPLAN.

- 1 Bike skills park
- 2 CPlay playground
- (3) Skatepark
- 4 Tennis & Basketball courts
- 5 Mini Golf & Train
- 6 Toilets
- 7 Aviary
- 8 Caroline Bay Hall (Heritage, 1913)
- 9 New 'Heart Space' for gathering
- (10) Caroline Bay Community Lounge
- New contemporary building to house Historic Alexandra Lifeboat, and CBA storage
- (2) Tearooms (Heritage, 1905)
- 13 Entertainment area
- (4) Willow Walk Promenade (original shoreline)
- (15) Terraced bleachers
- 6 Soundshell (Heritage, 1936)
- 17) Piazza
- 18 Rose Garden 'Garden of Excellence'
- 19 Freedom camping
- 20 Roller rink
- 21) Artwall project street art and mana whenua
- Boat sheds movable cafe kiosk and bike/ boat hire
- 23 Alternative route from Port Loop
- 24 Entry to path & boardwalk promenade
- 25 Reinstate East/West Promenade
- New path network for wheels circuit linking the N/S, E/W promenade triangle
- 27 Retain existing pedestrian axis
- 28 Viewing deck in dunes
- 29 Retain existing parkland
- New habitat creation. Back dune wetland, stream planting along Pohatu-Koko
- Small and large events zone, possible stage on back side of Memorial
- Marine Parade promenade. Remove car parks,
 widen, include seating. Protect korora penguins
 no beach access through habitat
- 33 Traffic calming measures on Marine Parade
- 34 Rocks delineating penguin protection area

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CAROLINE BAY.

Caroline Bay is known as the jewel in Timaru's crown – well known for its array of wholesome family-friendly attractions and activities. It's the place to be in Timaru and has been for well over a century.

'The Bay' is the venue for many organised outdoor events, with the annual Caroline Bay Carnival being the most well-known – a highlight on the South Canterbury events calendar. Once a narrow beach at the base of the terrace the vast flat space in the Bay has grown over time creating an abundance of space that has allowed for the establishment of a wide range of activities over time. Activities have been allocated space as required, and tend to be spread out, with limited consideration of developing multi-use facilities or densifying. Council receives regular requests for placement of additional activities in the Bay and currently lacks an agreed plan through which opportunities can be assessed.

While its spread-out nature can be of benefit during the influx of visitors to the Carnival, users tend to have a drive-in, drive-out approach, resulting in a lack of energy and inter-personal connection in many areas outside of peak times and events. In some locations, actual and perceived personal safety is a factor.

The Bay has a number of buildings and facilities which sit unused for long periods, or are closed and in need of attention. Their relevance and therefore their future is uncertain, but heritage factors are also at play, as is community attachment.

Environmental work over the last 20 years has stabilised the establishing dune environment, reducing sand movement, creating a dune habitat and increasing the community's appreciation for the natural environment. Habitat for the Southern Blue Penguin – an 'at risk, declining' species – exists at the eastern end of the Bay and is a significant ecological feature of the Bay with great interest and support from the community.

Reports indicate that the coastline will continue to aggrade for the next 100 years, albeit with sea level rise slowing the pace. Anticipated changes to the coastline over time need to be understood in order to achieve positive environmental and social outcomes. This may mean thinking about use of existing and future usable land in a different way to the approach taken to date.

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PROPOSED RATIONALISATION OF EXISTING **BUILDINGS & INFRASTRUCTURE**



- Maintain Caroline Bay Tea Rooms.
- Convert to make it easier to rent/repurpose outside of carnival season.
- Maintain the Soundshell.
- Maintain disc golf infrastructure. Re-implement if required to be moved for any planting.
- Maintain Rose Gardens.
- Maintain Speed Skating Rink.
- Maintain all toilets & service facilities around the
- Maintain war memorial.
- Refurbish existing community lounge building, parking, paths and lawn to have improved and welcoming facades, entrances and materials in line with the agreed vision for Caroline Bay. Retain the function of the building for event and community space.
- Replace the existing buildings for bumper boats. Petanque to be upgraded, open to public.
- Upgrade paddle pool/water play and link in with C-Play. Such as a splashpad.
- Shift volleyball court north on to the beach to enable the whole area of dune to be revegetated.
- Replace (if necessary) all existing, and random exercise equipment. If necessary to replace, create a coherent trail or loop that is in-line with the identity and needs of the community.
- Convert to make it easier to rent/repurpose outside of carnival season.
- Manage carparking to align with future improvements to public transport that may benefit Caroline Bay. This may include the MyWay scheme.

Legend

Maintain

Enhance or Replace

Potential to relocate (on-site)

Potential to rationalise activity (off-site)

Other Rocks delineating penguin habitat xxx zone - the rocks are to be 10-15m off rock habitat

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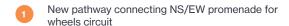
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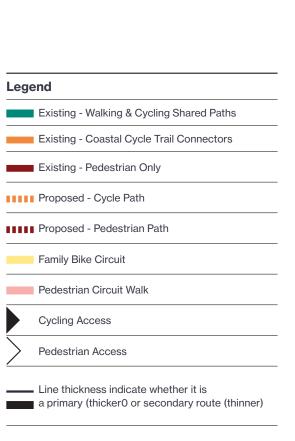
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PROPOSED PATH HIERARCHY & CIRCUITS



- 2 Current cycle route through Caroline Bay
- 3 Pedestrian only boardwalk (existing)
- 4 Marine Parade Promenade (proposed upgrade)
- Rationalise pedestrian entrance and wayfinding to CPlay
- 6 Connection to shared path/coastal trail



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USER PROFILES.

Caroline Bay is a large area catering for many different user groups, both from the local community and visitors. Venture Timaru identified however that the Bay doesn't currently fulfil its full potential in attracting tourists and supporting the District's visitor economy. This is due to a lack of promotion of the space and events, but also to the nature of most activities being free – which contributes hugely to the success of the Bay for locals.

Balancing the needs and desires of both locals and visitors is a key challenge in the future development of Caroline Bay that this master plan document needs to address. Locals and visitors will favour different access modes and types of events. Emphasis should be given to infrastructure and facilities that can support both the local community (including local economy) and enrich the visitor experience.

All age groups need to be given consideration, in particular the elderly who will become more numerous in Timaru in the coming years, and youth and young adults that the CityTown Strategy intends to retain and attract in Timaru to ensure the long-term success of the centre.

Caroline Bay has always been a place for people. But it is important to note the potential of the Bay as a place not only for people, but also for flora and fauna. The kororā are very special users of the space that require some special caution to ensure they can thrive alongside human activities. With further habitat creation and restoration, other species could thrive here too and form complete ecosystems where humans play a part rather than dominate.



Elderly Pam and Frank with dog Frosty

Pam and Frank are retired farmers in their 70s. They hope to move to Timaru centre in the not too distant future to enjoy the proximity to all conveniences, including Caroline Bay.

They are still active but Frank can no longer walk long distances. Their dog Frosty is well educated but can be a bit too playful sometimes.

Interested in:

- short walks
- community events
- history and heritage of the Bay

Would like to see more:

- places to sit
- micro-mobility support around the park
- native planting
- dog friendly parks/ areas



Jonty with her young whānau

Jonty and her three kids live in Temuka. When the sun is out, they put the kids' scooters in the boot and head to Caroline Bay.

The kids love the bike park and the splash play area. The whole family is looking forward to the new CPlay destination playground and will never miss an opportunity to head to the Summer Carnival.

Interested in:

- play for all ages
 - safe cycle tracks
- family-oriented events

Would like to see more:

- shady areas for picnics
 - restrictions for vehicles moving through the park



Yasmine and guide dog Simba

Yasmine works in Timaru as a music teacher. She has a vision deficiency and relies on her guide dog Simba to help her navigate the city.

She loves to comes to Caroline Bav. especially the beach, but she needs a friend to kindly take her there as public transport and safe pedestrian routes are not sufficient.

Interested in:

- nature walks
- concerts
- touching the water

Would like to see more:

- public transport access and safe pedestrian routes
- native planting attracting birds



Cruise Passengers Brandon & Josh

Brandon and Josh are from California and enjoying their honeymoon on a cruise ship visiting Australia and New Zealand.

They will stop in Timaru for a few hours and venture to Caroline Bay on foot, maybe looking for a good coffee, and then up to the centre for a short stroll.

Interested in:

- nature walks
- food and beverage
- heritage and local
- character

Would like to see more:

- distinctive characters
- pedestrian direction to the centre
- a cafe by the sea



Teenager Wiremu and his mates

Wiremu lives close-bv. Now that he's old enough his parents let him ride his bike to meet his friends in Caroline Bay, but the streets are not really cycle-friendly.

They hang out around the skatepark or at the beach, but there is not much else to do for their age group.

Backpackers Samuel and Antonella

Samuel and Antonella are siblings from Italy, touring New Zealand in their rental van. They found out about the freedom camping in Caroline Bay and are planning to stay around for a couple of days.

> They are on a tight budget so looking for free activities and cheap food. They've already spotted a couple of kororā!

Interested in:

- skatepark
- shows and festivals

Would like to see more:

activities for youth,

tennis table

evening events

maybe basketball or

during weekends or

school holidays

places to hang out

Interested in:

- freedom camping and showers
- relaxing at the beach
- cheap/free events

Would like to see more:

- BBQ and places to eat in the park
- bike or kayak hire
- story-telling about the history of Timaru

Caroline Bay Master Plan.

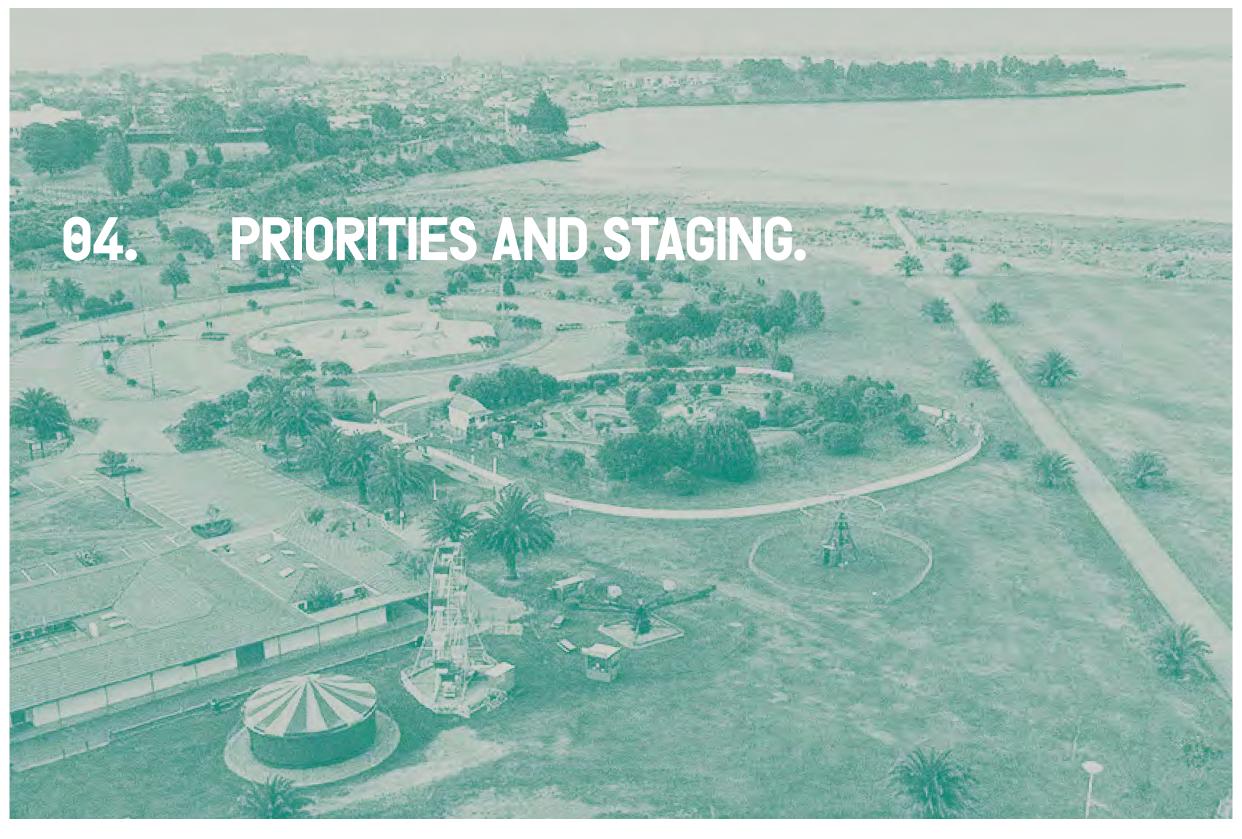
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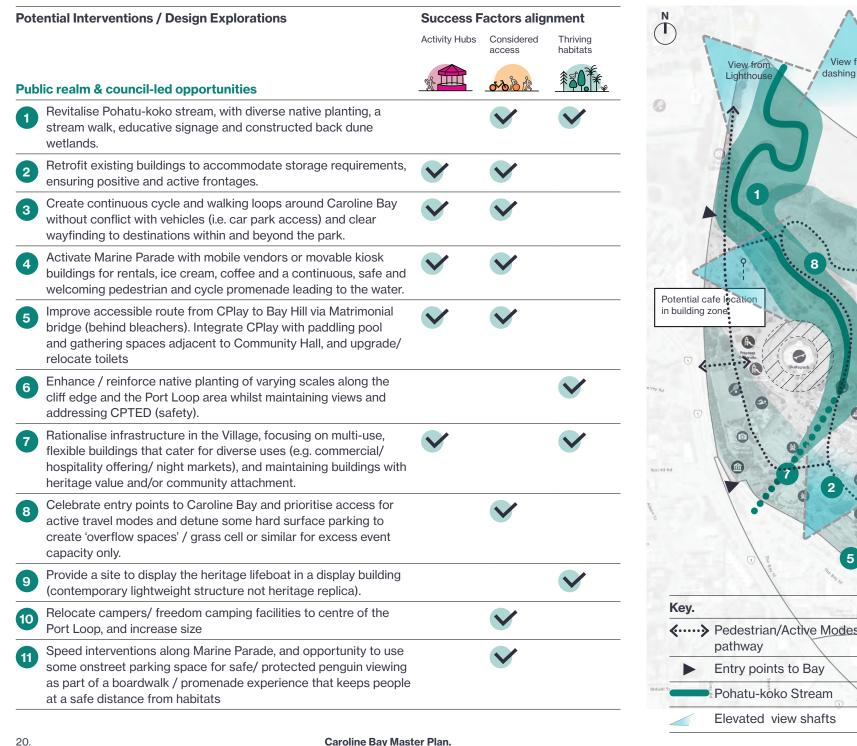
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SCALE: 1:2500 @ A3

CAROLINE BAY PROJECTS.



Upgrade the toilets to be a Further thinking is needed consistent standard around the commercial and hospitality offering in the View from dashing rocks View from Board walk opportunity 30km/hr speed limit. Potential cafe location on the promenade Way finding needs to be considered. 777 Car parking Coastal promenade Key activity zones Isthmus.

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Caroline Bay Master Plan. Timaru District Council. 05 November 2024. 21.

Draft for discussion.

HEALTHY TIMARU. TE TAIAO HEI WHAKAMARU.



Context

Caroline Bay is nestled in a unique coastal and cliff environment as a result of historic lava flows forming cliffs and lagoons, many of which have since been filled in. It is a constantly evolving landscape, continuously accreting as a result of the adjacent breakwater.

As a result of it's evolution post-European settlement, the site has limited flora and fauna, most of which is exotic. The site is predominantly grass and has limited tree cover, although there are larger patches of ngahere around the Port Loop. On the beach however, kororā have nested in the rocks along Marine Parade, and cliff environment to the west. The dune revegetation programme saw the growth of a unique native coastal environment which continued to provide additional habitat for kororā and other species.

The only remaining natural feature from the site's historic past is Pohatu-Koko (the stream), which is currently piped through the majority of the park, until it passes underneath the mini-golf course, where it winds uncovered through the rest of the site out to the moana.



SWOT

Strenaths

- Ample space for development and new activities including the regeneration of te taiao.
- The existing population celebrate and engage with the dune revegetation and kororā.
- A cherished beach and coastal environment.
- Active recreation including walking, cycling and informal/formal sports.

Weaknesses

- Existing grass desert.
- Limited tree cover.
- Very limited native species.
- Impact of the Port and Port Loop Road on the surrounding environment (noise, air, water pollution).

Opportunities

- Strong opportunities for revitalising and expanding the 'natural' environment and associated activities i.e., Pohatu-koko, ngahere, dunes, grassland, kororā habitat.
- Support the new 'habitats' with education and storey-telling including the creation of Caroline Bay, its history, and biodiversity.
- Adopt low impact practices for the construction of any new buildings or walkways, with a focus on movable items.
- Find ways to re-use any decommissioned infrastructure or hardscape materials.

Threats

Strong sentimental and emotional attachment to events which may see resistance to planting in grassed and underutilised areas – particularly those that are used for events.

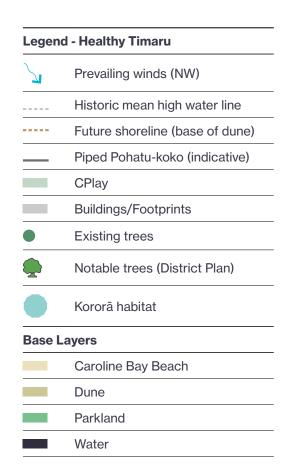
Caroline Bay Master Plan. **Timaru District Council.** 05 November 2024

Isthmus.

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HEALTHY TIMARU. TE TAIAO HEI WHAKAMARU.





Isthmus.

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Draft for discussion.

LOVED TIMARU. KO AU. KO KOE. KO TĀTOU.

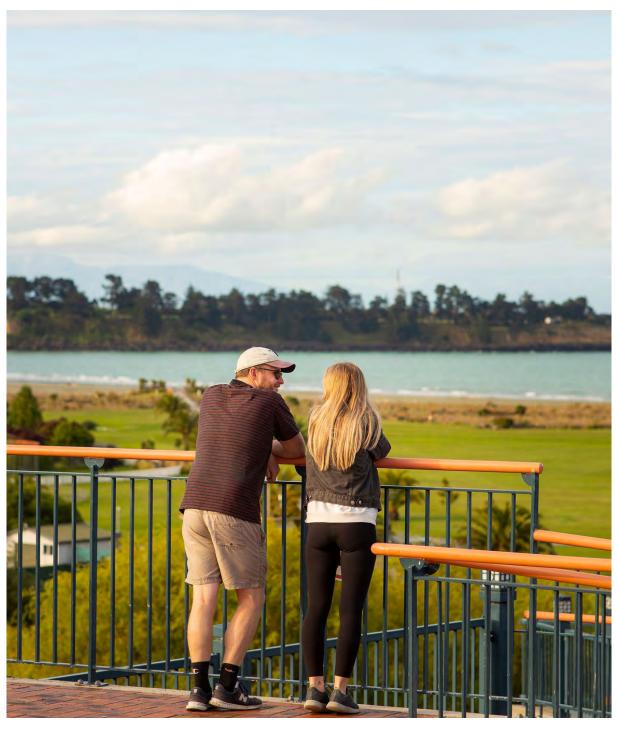


Context

Timaruvians have a strong emotional attachment to Caroline Bay, its buildings, and activities. Caroline Bay Beach is the only sandy beach along 200km of coastline, and home to nesting kororā that can be seen at either end of the beach.

Striking views of Caroline Bay can be taken in from Bay Hill Piazza, Timaru Lighthouse and Dashing Rocks. Caroline Bay is synonymous with it's carnival, which has been running for over 100-years. The site accommodates a number of events throughout the year at the Soundshell, entertainment area, buildings and in the grass lands - including the much loved Rock 'n' Hop.

The CPlay playground is a major drawcard for visitors and a destination for locals.



SWOT

Strenaths

- Only sandy beach along 200km of coastline - a significant attractor.
- Strong emotional attachment to place.
- Central to the identity of Timaru.
- A new, large destination playground encourages more activity on site.

Weaknesses

- Existing grass desert.
- Limited tree cover.
- Very limited native species.
- Impact of the Port and Port Loop Road on the surrounding environment (noise, air, water pollution).

Opportunities

- Leverage off the energy created by the playground to reinforce Caroline Bay as a
- Work closely with Mana Whenua to explore ways to celebrate the bi-cultural identity of Timaru and Aotearoa.
- Create a presence for Mana Whenua in Caroline Bay.
- Create a recognisable park identity through planting, access and signage.

Threats

Resistance to change.

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Isthmus.

24.

LOVED TIMARU. KO AU. KO KOE. KO TĀTOU.



Isthmus.

Caroline Bay Master Plan. Timaru District Council. 05 November 2024.

25.

Draft for discussion.

MOBILE TIMARU. TE ARA KOTAHI.



Context

At a CityTown scale, Timaru is car dominant and has limited safe and accessible pedestrian and cycling networks capable of providing pedestrian priority - a contributing factor to the 600 car parks in Caroline Bay.

Access to the site is limited due to the State Highway and Rail line, which create an unfriendly pedestrian environment and limit opportunities for universal access and views in to the site - particularly along the south-west edge. The topography change between Bay Hill and Caroline Bay also reduce opportunities for universal access on pedestrian entrances, with most containing stairs, or narrow footpaths. Those with universal access are generally to car parks and typically dominated by vehicle movement.

Once at Caroline Bay, the site itself is large, with generally flat topography. Movement across the site primarily occurs through a large cross - running N-S (470m) and E-W (600m). The linear paths exacerbate the site's scale and limits pedestrian movement around the site, reinforcing the number of individual vehicle entrances in all corners of the site. Vehicle dominance can be felt across the park, and in many cases vehicles drive across the site to their ideal picnic spot.



Caroline Bay Master Plan. **Timaru District Council.** 05 November 2024

SWOT

Strengths

- The site is extremely flat.
- The site has existing paths that enables movement throughout the site.
- Existing walking trails and cycle tracks (i.e., Hector's Coastal Track).
- Safe spot for families and cycling around.
- Close to the city centre.

Opportunities

- Enhance connectivity between the city centre and Caroline Bay, supporting cycling and active movement.
- Improve pedestrian and cycle access to/from the city and nearby residential areas, with upgraded entry points.
- Soften the site's southwest hard edged boundary for better access and visibility. Boost accessibility, and CPTED with design and
- Strengthen Caroline Bay's connectivity by redefining secondary paths and linking to existing tracks.
- Offer micro-mobility options for site visitors. Provide a safe public transport link between Caroline Bay and the city centre.

Weaknesses

- The site's large scale discourages walking and active mobility.
- Paths are straight and uninviting, with limited shade along main routes.
- Vehicle presence is high, with 600 car parks and routes encouraging driving across the site, including on grassed areas.
- Underpasses and Port Loop Road create an unfriendly pedestrian environment.
- Access from surrounding areas is limited by rail and
- Many pedestrian entries lack universal accessibility due to topography and rail
- Some access points are indirect and hidden from main roads.
- There is no suitable public transport alternative, reinforcing vehicle dependence.

Threats

- Surrounding infrastructure (Rail, SH1, Port Loop Road) restricts site accessibility.
- Roads encourage car dependency and are unfriendly for other modes.
- Steep gradient/cliff at Bay Hill limits accessibility.
- The site is oversized and will grow with reclamation.

Isthmus.

MOBILE TIMARU. TE ARA KOTAHI.



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Timaru District Council. 05 November 2024.

Draft for discussion.

EVERYDAY TIMARU. HE WAHI ORANGA.

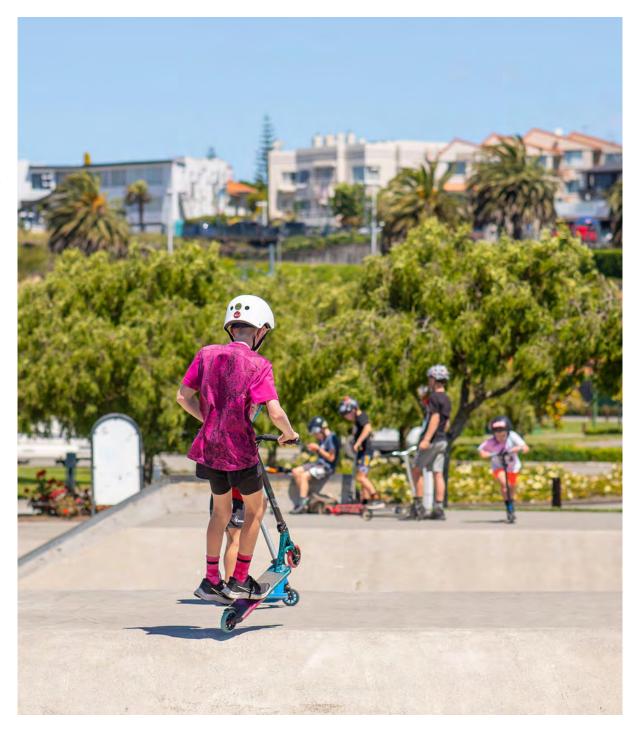


Context

Caroline Bay provides a range of formal and informal play and sports activities for the community that attracts diverse age groups, although many may only occur at certain times of the year.

Supporting a large range of activities has been enabled by the constant growth of Caroline Bay, enabling a range of activities to occur as new land has accreted. This has resulted in a mix and match of activity and infrastructure across the site.

While there are a large range of activities relating to play, there is limited community services and facilities within the park. Caroline Bay does not cater for other groups which may benefit from accessing the inner-city open space, including those that may be mobility impaired, elderly, and of various (non-white) ethnic and religious backgrounds.



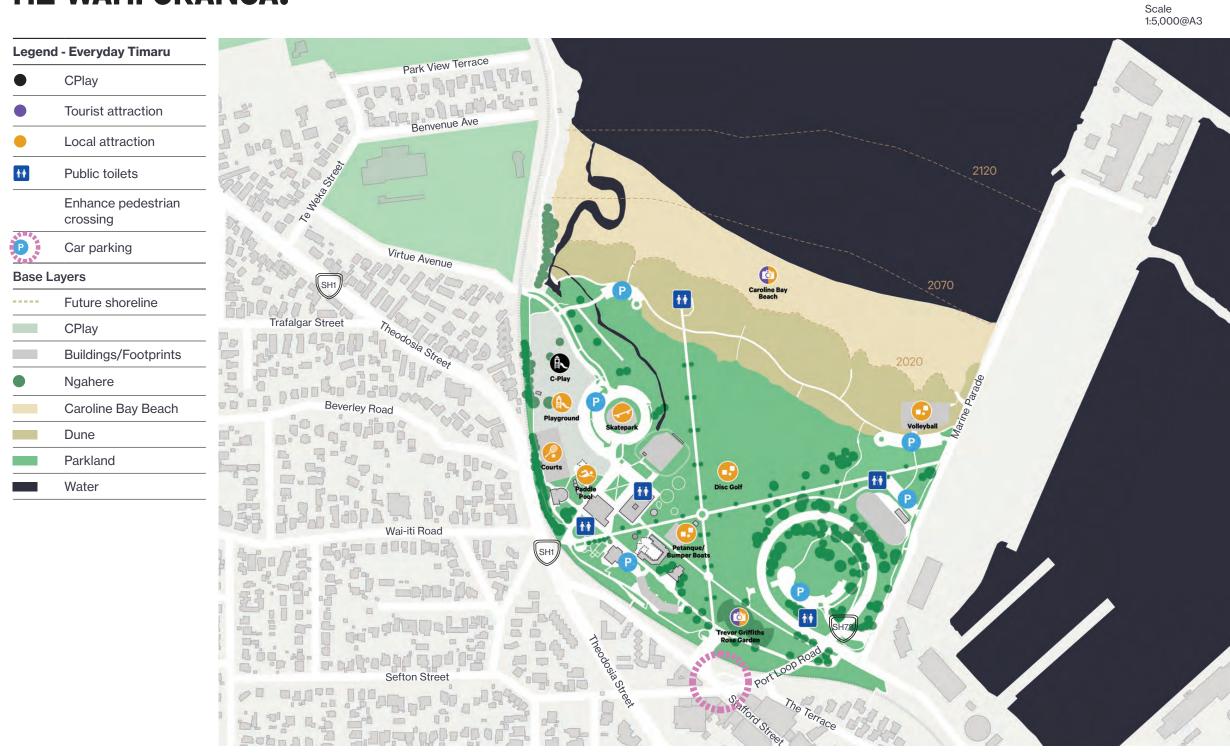
- SWOT
- Strenaths
- Significant recreation area for locals.
- CPlay reinforces role of the park for families.
- Weaknesses
- Scale and limited universal access routes will limit use by elderly and residents with impaired mobility (although this is currently balanced by the existing car access).
- Monocultural environment.
- Opportunity
- Leverage Caroline Bay to support the development of medium density around the centre: local amenity.
- Create an offering that provides activities (formal and informal) across a range of ages.
- Threats
- Rationalising infrastructure in favour of other parks could reduce the diversity of users.

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Isthmus.

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EVERYDAY TIMARU. HE WĀHI ORANGA.



Isthmus.

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Draft for discussion.

DYNAMIC TIMARU. HE WHATA E TIPU AU. \$

Context

Caroline Bay contains a number of daily activities and event spaces that generate revenue throughout the year. Caroline Bay is a significant attractor for Timaru with a range of local and tourist destinations that are both active and passive – although these are currently spread across the site with no strategy to connect them clearly.

Caroline Bay contains huge potential in unlocking the CityTown's strategic goals for medium density and mixed-use housing around the centre by providing a key part of amenity adjacent to Timaru's inner-city heart.

The new CPlay destination playground solidifies Caroline Bay as a key part of amenity in Timaru, and the potential for future activities such as a new cafe will continue to expand the sites offering.



SWOT

Strengths

- Significant attractor and destination to
 Timaru on a day to day basis, and for events.
- Large variety of uses and activities on the site that encourage different reasons to be there.

Weaknesses

- While being in proximity to the centre, is visually and mentally removed for residents and local users.
- The site contains event spaces and infrastructure only used for special events that is unused during the rest of the year contributing to an empty and unused atmosphere.
- The northern area of the site is a grass desert, reducing the visitor experience and reasons to stay in this area.

Opportunity

- Leverage Caroline Bay to support the development of medium density and mixed-use housing around the centre.
- Rationalise existing infrastructure to create purpose and synergies between existing activities.
- EOI for new cafe, and other opportunities for commercial activities in the site.

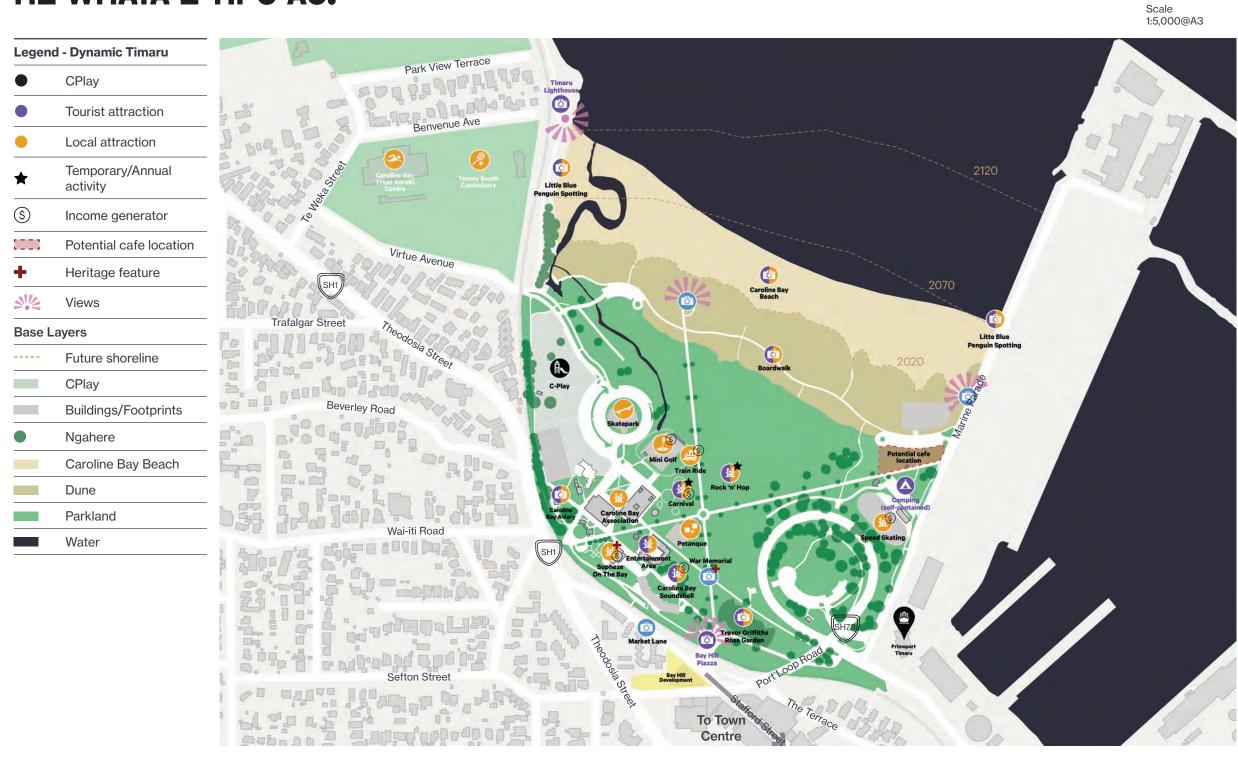
Threats

- Competition with the city centre as the social and community heart of Timaru.
- Need to balance new commercial activities carefully to not detract further from the city centre.
- Conflict between annual activities and everyday uses.

Caroline Bay Master Plan. Timaru District Council. 05 November 2024. Isthmus.

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DYNAMIC TIMARU. HE WHATA E TIPU AU.



Isthmus.

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UNDERSTANDING EVENTS.



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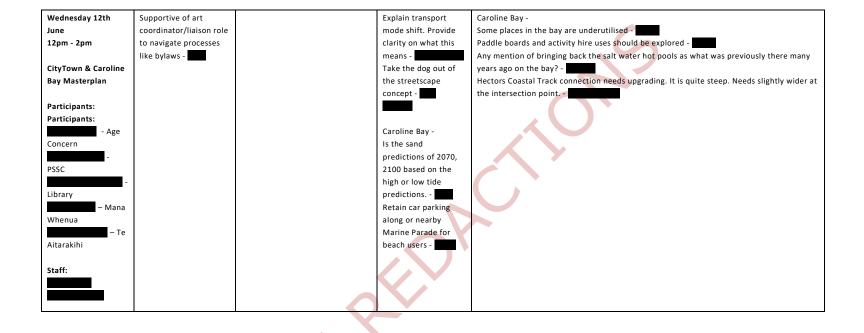
UNDERSTANDING VISUAL AMENITY AND VIEWS.



Isthmus.



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Date	Support/keep	Do not support/remove	Additions/revisions	Other incl. ideas
Friday 14th June	"Partnership values: Respect and	Remove left hand turn	28-29 Easterly winds may	People are actively looking at enhancing the art of the South End of Stafford Street
3pm - 5pm	care is a key outcome, people and	at the top off Stafford	impact where people sit on	-
CityTown & Caroline Bay	planet and where we live.	St into Sefton St	Strathallan Corner -	Is the crossing/proposed bridge over North Street included at all? -
Masterplan	Social/cultural is also a		Perhaps add a digital	Chch following the earthquakes took a precinct approach, similar to what is
	sustainability component, it is		billboard or screen/projector	proposed in the CityTown masterplan. Like Hong Kong, each area has zones for
Participants:	essential. It leads to the		on the building at Strathallan	provision of service offering -
Aidan Theatre	community being engaged and		Corner. An information board,	No through traffic on the bay hill would be welcome -
- Artist	proud of what we have -		or some digital stories - Brian	Why one way north on Stafford Street, why not flow South? -
_			Addition of toilets at the top	Why not one way from further down Stafford, Church to Canon St block? -
Sustainability			of the Piazza would be	The wind may whip around peoples microphones when performing at strathallan
– Fine Arts - Youth	Coastal connection key move		beneficial -	corner due to the Easterly -
- Youth	resonates with me. Having a		Any consideration for a	By narrowing the street, would you reduce the number of vehicles in this area
Staff:	green track/planted along the		drinking fountain outside the	going through? -
	south beach would enhance it -		toilets or Strathallan Corner	A creative hub, a place where creatives can affordably do stuff, there's a lot who
			area? -	plan to move out of the district if the theatre royal heritage hub doesn't proceed as
			Alot of fine print and detail in	the place is getting tired and nothing is supporting this -
	I support residential at the South		page 36 and 37 -	Is there any vision, bigger picture of how to bring the creatives into town. Is there
	End of town, doesn't think		Strathallan Corner - Move the	a space for artists and residents -
	businesses can exist in the south		tiered seating closer back to	What kind of material are you considering for our streets, like at the south Stafford
	end in the future , Stafford street		the trees and use the	outside the theatre, similar to Ashburton side streets pavers -
	should be truncated, so		buildings as a shelter to the	How you addressing pigeons and seagulls roosting in the CBD? - All
	residential here is preferred -		wind. Remove the pathway	Solar trees considerations? -
			going through the corner thus	How do retail businesses get goods in their businesses if the only goods entrance is
			prompting people to walk	at the front for loading/unloading of trucks on Stafford Street? -
	Pg 26/27 Its a nice spot in the		around but that means people	Is there any proposed or additional parking like a parking building in the town? -
	front of the dominion because it		are sheltered as the tiered	
	is sunny. It is unfortunate there		seating is now protected	The inter city buses stopping at the railway station is only for 20 mins, which isn't
	isn't more seats in that area.			sufficient time to explore the information centre or te ana maori rock art centre,
	Reducing to one way would be		Consider digital screen for	they're only there for a bite to eat and toilet -
	great. Wind shelters/wind breaks		movies, information at a	Where would the bike parking facilities be? -
	would be useful to protect from		location.	Any considerations for Ebikes and Escooters? -
	the Easterly winds -		Install wind beaks for outdoor	Interactive activities like dance mats look cool -
	The crossing at the Bay Hill SH78		areas, e.g. gall walls or	Its too much of an effort to walk around Timaru as its quiet busy and noisy due to
	is a busy intersection for		bluestone lower and glass	cars and trucks -
	pedestrians, reducing the		upper.	Power for the markets, is there a provision for this in the future at Heritage Place -

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crossing time and removing the Create defined linkage from What is the goal for population to live in the CBD, or the magic number that may left turn lane is good -Caroline Bay, Town and South favour a development from proceeding or not -Bringing a bit of the greenery to Beach Track follow up with VT North Stafford enhances the Reference to 44 - 45 on how Allow right turn on to Port Loop at the top of Stafford St. allows for easier access connectivity to Caroline Bay the pathways cycle lanes to TDC carpark above Kathmandu and to the southern end of Caroline Bay. connect with the wider Power is an issue at the Piazza location which is problematic to host performances Making the strathallan corner network flatter is better. Slopes may need to be included in the concept of Caroline Bay - Caroline Bay - Having eels and other fish in a small pool/creek in the Strathallan Corner. Also is the proposed concept where people can feed the fish. area near the front of the WINZ Sea wall protection for sea level rise in the future? building going to be opened up a Potentially incorporate UN SDG but tailored to Timaru into the Masterplan bit?-Reduce some of the barriers that are inhibiting progress and vibrancy -Modify the seating space at Strathallan Corner to ensure Public liability insurance issues, there's a lack of consistency, red tape inhibiting setback from the corner and the hire of facilities of things, and requiring permits sheltered from the easterly One of the roadblocks is putting dollar values around each of the projects and priorities in the 0-5, 10-30 plans breeze that will blow along Strathallan St. Seating and busker Construct/erect a Timaru iconic Sculpture/POU on the beach at Caroline Bay -page performing area need to be out 29 (26) Brief Timaru CityTown P12 Timaru as a place of shelter was formed by the eruption of Wapouri/Mt Horrible 2 of the wind -Seeing down to the over bridge million years ago. The resulting 5m thick lava flow extending 130 square kilometres looks good, but the open space to the coast forms the Bluestone foundation that Timaru is built upon. The historic needs possible refinement? lava flow extends from Washdyke to Pareora. "Timaru Bluestone" has been used both in bluestone building in Timaru and the basalt rocks quarried for the Timaru Having the public transport hub harbour. at the library would help heritage In recognition of how the lava reshaped the coast into a place of shelter, the base place be a civic space of the sculpture is to be constructed of Bluestone blocks. I'm all for the interactive The centre of the sculpture/pou needs to include the timbers that have shaped the components, such as the MyWay landscape. Hardwood timbers have been used for the wharf and railway lines. The connect 4 game natural fronds of tī kōuka/the cabbage tree need to extend as representation of The more table tennis or our local landscape, created in steel. activities that people can do Inclusion of birdlife should be incorporated including at the base the little blue when walking around the CBD is penguins/Korora, while higher up piwakawaka/fantails and pekapeka/short tail good bats. There is an energy and a vibrancy The sculpture needs to incorporate the name "Timaru" which has night time

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of having bite sized recreation lighting for special effect and added attraction. opportunities in the CBD -At the top of the Sculpture/Pou Incorporate carvings of Māori Gods Ranginui (Sky Father), Papatunanuku (Earth Mother), Tangaroa (sea). Warmer and longer days often so planning for trees to grow to Can include important messages either on or adjacent to as part of our community provide shade in the future is key commitments to respect and care for people and the planet. The reason to install this sculpture/pou is to provide: Caroline Bay Masterplan - Expand • an iconic reference for Timaru and it's people; café beside the volley ball courts • an attraction for people to visit and take photos. for dining, alfresco eating. Enable • As part of the site and at other locations around Caroline Bay, Icons can be bar and area for socialising beside installed to tell the Timaru stories; the volley ball courts. • We are demonstrating Respect and Care for People+Planet; • Is shows that Timaru has engaged citizens proud of where we live. Enhanced development of **Next Steps** Pohatu-koko stream. Ensure Include in the master plan for consideration and discussion rubbish and debris traps installed. • Invite artists to submit a concept drawing. Create a stream bed to the sea to encourage tuna to inhabit. Selwyn motor camp has done this.

Date	Support/keep	Do not support/remove	Additions/revisions	Other incl. ideas
Email Feedback Tuesday 18th June: CityTown and Caroline Bay Masterplan	CityTown Modify the seating space at Strathallan Corner to ensure setback from the corner and sheltered from the easterly breeze that will blow along Strathallan St. Seating and busker performing area need to be out of the wind Caroline Bay Expand café beside the volley ball courts for dining, alfresco eating. Enable bar and area for socialising beside the volley ball courts. Enhanced development of Pohatu-koko stream. Ensure rubbish and debris traps installed. Create a stream bed to the sea to encourage tuna to inhabit. Selwyn motor camp has done this	Remove left hand turn at the top off Stafford St into Sefton St.	Allow right turn on to Port Loop at the top of Stafford St. allows for easier access to TDC carpark above Kathmandu and to the southern end of Caroline Bay. Consider digital screen for movies, information at a location. Install wind beaks for outdoor areas, e.g. gall walls or bluestone lower and glass upper. Create defined linkage from Caroline Bay, Town and South Beach Caroline Bay "Timaru" iconic sculpture/pou needs to be allowed for on the beach at the toilets (p.29 26) Include bike track loop trail around Timaru. Identify Caroline Bay as a start/finish location.	Timaru as a place of shelter was formed by the eruption of Wapouri/Mt Horrible 2 million years ago. The resulting 5m thick lava flow extending 130 square kilometres to the coast forms the Bluestone foundation that Timaru is built upon. The historic lava flow extends from Washdyke to Pareora. "Timaru Bluestone" has been used both in bluestone building in Timaru and the basalt rocks quarried for the Timaru harbour. In recognition of how the lava reshaped the coast into a place of shelter, the base of the sculpture is to be constructed of Bluestone blocks. The centre of the sculpture/pou needs to include the timbers that have shaped the landscape. Hardwood timbers have been used for the wharf and railway lines. The natural fronds of tī kōuka/the cabbage tree need to extend as representation of our local landscape, created in steel. Inclusion of birdlife should be incorporated including at the base the little blue penguins/Korora, while higher up piwakawaka/fantails and pekapeka/short tail bats. The sculpture needs to incorporate the name "Timaru" which has night time lighting for special effect and added attraction. At the top of the Sculpture/Pou Incorporate carvings of Māori Gods Ranginui (Sky Father), Papatunanuku (Earth Mother), Tangaroa (sea). Can include important messages either on or adjacent to as part of our community commitments to respect and care for people and the planet. Purpose The reason to install this sculpture/pou is to provide: an iconic reference for Timaru and it's people; an attraction for people to visit and take photos. As part of the site and at other locations around Caroline Bay, Icons can be installed to tell the Timaru stories; We are demonstrating Respect and Care for People+Planet; Is shows that Timaru has engaged citizens proud of where we live. Next Steps Include in the master plan for consideration and discussion Invite artists to submit a concept drawing.

Date	Support/keep	Do not support/remove	Additions/revisions	Other incl. ideas
Email Feedback	Seeing Strathallan Corner re	Do not support the	Downlighting on artwork and	Support some re alignment of streets to enable angle parking so the number of carparks
	vitalised and user friendly, a	removal or reduction of	up lighting on heritage	are not reduced.
Sunday 23 rd June	large space for	carparks in the CBD	buildings as a way to brighten	Royal Arcade should be enhanced with more plantings in planter boxes, alfresco dining.
	entertainment to take place.	particularly Stafford	up the CBD at night.	Look into the possibility of blocking the old Post Office end to stop wind blowing down.
CityTown Masterplan	Toilets realigned and	Street.		There is an exit halfway down that could be used as a fire exit if required. Review Bylaws
	fountain removed for nice		Interactive artwork	and Liquor Licensing.
	seating space. Sensory	Shared footpaths that		Have the road of SH1 into the roundabout and have parking there but close the street past
- Commercial	plants and retaining shade	have bicycles. This		the restaurants and the exit of this area could be out the top back on SH1. The area in
Development	trees to offer area a nice	conflicts with pedestrians,		front of the restaurants could be paved and lots of plantings and table and chairs for the
	ambience.	mobility scooters.		eating houses to put out. This area
				could have bands playing and become a well utilised area for socialising overlooking the
	The Port Loop Crossing area	Bay Hill Crossing should		Bay and the mountains. From the Stafford Street end you could have angle parking down
	being redesigned to make it	enable cars to come in		as far as the Panorama Motel car park and then the cars exit the way they came.
	easier to cross into town.	through the top of		The Piazza is looking a little tired. Some colourful seating, planter boxes, Artwork and
	Slowing down traffic at this	Stafford Street, not exit		more sculptures could give this area a bit of life. A big board game up the top would look
	intersection and adjusting	the top of Stafford Street.		good. The biggest thing is to keep the lift operational. Perhaps the Council needs to invest
	the signalling times for			in more cameras in this area and other areas around town.
	pedestrians.			
				The Bay design is quite good. Just needs to have toilets and food cart area by CPlay. The
				Plantings by Loop road are a bit much, this could be reduced down and keep all the paths
				as they are. We would like to see more disabled access to the beach. Apparently, there is a
				wheelchair for the disabled but who knows about it.??? Once again parking is important. A
				repaint of the existing buildings would be good and put some Spray and Play units in the
				paddling pool to add some fun for the children.
		X .		
	<u> </u>			
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CityTown Masterplan Workshop Feedback - Caroline Bay Masterplan session

Date	Support/keep	Do not support/remove	Additions/revisions	Other incl. ideas
Tuesday 11th June	Support for freedom	Do not relocate mini golf -	Additional speed cushions on the Marine	Need an easily digestible document - 5 pager, key things, key
11am - 1pm	camping the port loop road -		Parade -	actions, -
	universal all	No to building 11, no to removing		
Caroline Bay		east west promenade, no to	Toilets too low for people with hip problems	Who owns the structure underneath the road, prime port or nzta or
Masterplan		removing the mini golf and train.	-	council. Need to clarify who owns, maintains or operates it? - the
				breakwater as high tides have been moving rocks and it could pose a
Participants:		What is the purpose of relocating	Need a key to understand the impact	risk
- Host		the mini golf course? have	compass. White needs to be explained	
Lions		also spent \$50,000 on upgrading	page 6.	Having a jetty is essential to create water connectivity.
- Host		the turf, why move it? -		Climate impacts and sea levels are not mentioned in this document.
Lions			Retain East West link pathway	
-		It is ridiculous to move the aviary -		
Yacht Boat Club			Key Opportunities & challenges - it isn't key	Remove "Western end of the beach" reference in page 10.
-			opportunities, it just says what is there	
Penguin First		Creative workshops not necessary		Bay could be utilise during the winter months, through the
		facing outward toward the breeze.		development of a wheels circuit. Supportive of a Caroline Bay loop -
- Speed		The current U shape creates	Fireworks zone 250 meters, cannot have	- Page 23.
Skating		safety, a wind barrier, and is more	development out to the North West -	
- Suburban		popular to congregate -		How does our feedback get reflected in the final masterplan?
Lions			We want to encourage people, though a	
CBA		Remove the Key Moves	permanent structure. Not a lightweight	The Rocks are a Significant Natural Area and this is not mentioned in
CBA		axonometric. Altering the	activities. It has to encourage a proposition	the masterplan. It should be protected the same way SNA's are
CBA		entertainment area. Blocking off	as opposed to temporary structure. All year	protected on Private Land. The penguin habitat extends the length
		access to Sopheze and the	or not at all -	of marine parade-
Staff:		Soundshell as this is needed for		
		Ambulance Access and Concert	Define what the "six habitats" are on Page	Any activity will need a resource consent
		Seating + Vans, disability/elderly	23? What are the six habitats?	
		parking		Want a fence along the top of the road. Rocks to demarcate where
		Don't consolidate buildings on	Page 30, it says convert, it contravenes the	the penguins are nesting on the beach. Large rocks should be placed
		page 24/26. Emergency service	"Maintain" in Green. Convert is different to	20m out from the rocks to create a clear visual line to indicate to
		vehicles access restricted -	Maintain Retain the entertainment	people how far away to stay from the penguin highway leading up
		One exit is not acceptable Creates	complex -	the beach as they return to their nests from dusk onwards. This line
		blind spots, dark spots at night. A		of rocks would also be a good indication as to how far people can
		big concert funnels pedestrians		walk their dogs when they are allowed on the beach as the penguins
Ì		and creates congestion/stampede.		do spend time at their nests in winter -
L				

Retain carparking off Marine
Parade, outside roller rink, and
volley ball courts. Concern for
public safety at night if car parks
are removed especially if people
are walking from cbd to view
penguins. No to the boardwalk on
Marine Parade -

Remove number 1 and 2 in the orange on page 30.

Arrow through to CPlay playground under railway line is not practical -

8 on page 35 is not practical.
9 contemporary lightweight structure not practical

Retain East West link pathway - All

Marine Parade footpath - as a safety measure the curb needs to be painted white for visibility at night and to avoid injuries when people step off the footpath or while moving along the Parade. More traffic cushions need to be installed urgently! At least one set near rock 99 and ideally one set halfway between rock 99 and the bend in the road.

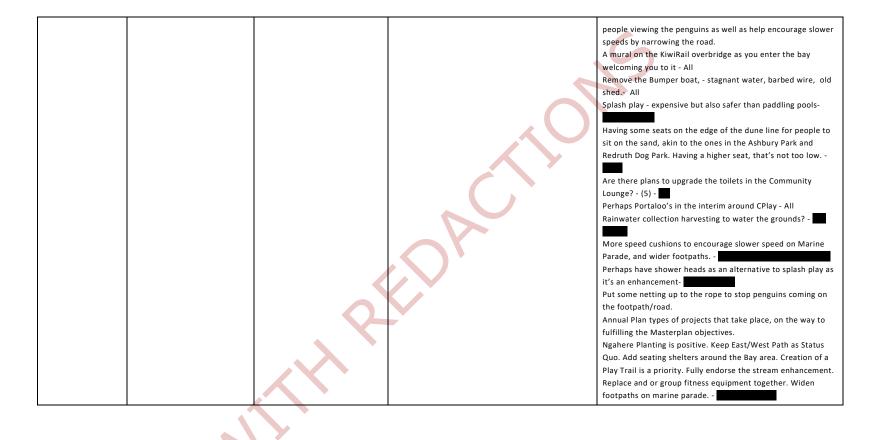
Vendors on Marine Parade would add to the footpath congestion and increase the amount of discarded takeaway rubbish especially plastic close to the shore which is a proven threat to sea life. Any vendors should not be closer than the current volleyball courts and should provide for disposal of any refuse.

In the future people should be able to rent out the entertainment area - e.g. fish fest. so that it could be used more.

Access/ Connection from Timaru town centre to the Bay: the pedestrian bridge from Strathallan Street towards the Rose Garden needs to be clearly signposted in the centre of town.

Could be opportunity to rationalise the bumper boats if they not producing revenue

Date	Support/keep	Do not support/remove	Additions/revisions	Other incl. ideas
Thursday 13th June 3pm - 5pm Caroline Bay Masterplan	New Zealand native trees are welcomed, to help increase birds and wildlife - Number 4 makes sense as it encapsulates connectivity across all areas - The green space is great and should be preserved. Don't develop or put things in the	The East West Path is quite useful. Don't remove this Removal of carparks? It looks like the angle carparks on the right hand side of the skatepark are being removed approx. 50 carparks. Don't remove these carparks.	Elaborate on what urban pioneers are? - The Caroline bay lounge frontage looks bland, carparking in area should be limited and potentially reserved for service vehicles, and disabled carparking. Is there a designated area for food vendors in the masterplan. A designated area along the footpath near the footpath so its safer for kids to order from the footpath - ALL	Other incl. ideas Is there any development that may interfere with heritage values? - Our dunes are recognised as one of the best in the country due to its diversity - Caroline Bay doesn't feel broken, so what are we trying to fix? A wholesale change isn't necessarily desired - Considered development not ad hoc development. You place things where it is popular - You need the whole area, rather than concentrating development all in one place. Missed opportunities happen if
Staff:	middle of it - Don't take out trees on the East as it shelters from the wind - The User Profiles is effective and good to include - Like the boardwalk on Marine Parade, my idea -	Also leave the paddling pool alone as people like it - Moving the minigolf and train is a lot of money for not much gain - All	Perhaps put BBQ's at the Eastern end near the boardwalk carpark off Marine Parade. Include a shelter over the BBQ, to gather under from the elements/sun. Outdoor games - like a giant chessboard - play trails, foot xylophone etc - All Theres a disjoint between the soundshell and the	they aren't embraced. Coffee Shop near penguins for example, lots of lost revenue - Do people know about the wheelchair that's available to go on the sand? Better publicised of this is necessary - The boardwalk down to the sandy beach is too hard to access, narrow, access needs to be longer to get further out into the beach. 2 -4 board walk access off the main board walk
		Retain sand Volleyball courts as this is practical to the carpark. Don't move or relocate	food stalls, its detached from the experience. Potential to open it up - remove trees? - Skating rink wall has potential for a mural and art work - Page 29 legend and the colours not completed Some prefer the play equipment grouped together, centralised / Venice beach style -	Some signage at the carpark or on the boardwalk that tells people, "Are you aware of a wheelchair that's available?" What is the intention for the new heart space (9)?. Lots of people like to sit there in the Summer. It is slightly dangerous at present as its a car parking area Cut off/remove the northern carparking area on 9 as there's lots of kids running through this area - Janelle Wilson's mural is fading, so more murals and art is welcomed - A board walk elevated that goes no further than tidal way that defines the area to not go through and across the penguins area. Rocks previously put in sand aren't big enough and are covered in sand by swells. The speed cushions are like jumps for the 4wds.



Date	Support/keep	Do not support/remove	Additions/revisions	Other incl. ideas
Monday 17 th June		Don't remove the East West Promenade	Relocate Number 2 on Page 50 to the green space, and not by the	Think it's a great plan
Caroline Bay Masterplan			skate park as the SC Hospice Rock and Hop occupies the green area.	Don't have any preference regarding Looking to The Future - but number 4 looks appealing if this is strived toward.
SC Hospice				Question of how far the trees will come out into the park space.
Participants:				The lifeboat location proposed by the lions, will potentially take up space used by the rock and hop stall holder carpark.
Staff:				The wildlife area is the overflow parking area, which may inhibit overflow parking or emergency access.
				Classic cars - will they still be get into the carpark without going over speedhumps?
				Struggle to understand page 28 and what it means.
				Carparking is important at the Bay and needs to be retained, or potentially install more.
			0	Rock and Hop remove and reinstate a speed cushion during the rock and hop period to enable classic cars to access the carpark.
				Is there a process to obtain power from the power box on the use of power at Caroline Bay. Possible to get the invoice sent to Rock and Hop based on meter usage. A process to make this easier?

Date	Support/keep	Do not support/remove	Additions/revisions	Other incl. ideas
Email Feedback				I'd like toilets in the centre of the new playground, not by the paddling pool, more power on site to bring lighting and more powered BBQs to the site.
Friday 7 th June				Vehicle access through the bay to elevate traffic at the te weka st intersection, and the main entrance focus to be from Virtue Ave.
Caroline Bay				The rail bridge is an eye sore, and a mural would make a welcoming statement. I'd like to
Masterplan				see a wider cohesive visual theme "brand" to really demonstrate who we are, and the
				bay.
				And a rebrand of the carnival to link into the modern Port Resort.
Email Feedback				Hi City Town. Apologies for delay. I found the relevant discussion papers from 2021.
				I also believe there should be a working group set up for the future of Caroline Bay
Thursday 20th				changes / projects.
June				Maybe called "Friends of Caroline Bay" . Meet as necessary or on a 3 or 6 monthly basis.
				Becomes an intermediate point of formal discussions and positive changes for the future
Caroline Bay				of the Bay.
Masterplan				I could write a lot more but I think you know where I'm coming from 😊
				Cheers

Email Feedback	A building erected in front of the tearooms: We feel this	Suggest the Retaining Wall from the 'Whale Pot to the Bleachers be reinforced as we
	would impact our business extremely. Not only would this	have noticed extreme movement in this area over the years. Please protect this now,
Friday June 21st	block/restrict our vehicle access	before it is too late.
	for our delivery trucks, staff and guests, it stops access to	
Caroline Bay	the disable parking area beside our building for people to	Some thought could be given to designating areas for mobile food vendors near CPlay,
Masterplan	access the Soundshell, tearooms and surrounding areas.	but they acknowledge it is difficult that if you earmark carparks for food vendors and it
	This also blocks the emergency access for Ambulances and	is not used, then it is wasting carpark space that could otherwise be utilised by the
Sopheze Café and	other emergency vehicles to the venue.	public.
Catering	It will restrict the beautiful view of Caroline Bay, we	
	current have from our Tearooms and Courtyard area. We	
	feel it will create an unsafe space, at night time with an	
	extra building being added to an open, well lit, visual area.	
	We have also noticed the proposed decrease in parking	
	around the skate park and other areas of the Bay.	
	When large events are held at our venue, Caroline Bay	
	Hall, etc the parking is already very scarce. We need more	
	parking, not less.	
	We feel the proposed building will 'block us in' and will be	
	detrimental to our business. No easy access for mobility	
	parks.	
	Remove the proposed elimination of the East/West	
	Promenade in the concept. This needs to be reinstated.	

ideas					
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Email Feedback	I like the idea of putting more large		Timaru Suburban Lions interest in the Bay area consists of the Bike Skills Park, the pontoon out in the Bay, the Penguin Camera along marine parade, as well as always having a interest in the facilities
Friday 21st June	rocks out on the sand		down there and how our club can enhance them.
	to protect the penguin		I'd therefore not vote for building to be erected at that end of the beach, unless it enhanced the
Caroline Bay	habitat, that wouldn't		penguin area protection. (e.g. I've been to the Penguin viewing area at Pilots Beach, Taiaroa Heads,
Masterplan	affect our camera		and that platform works well, it is lit but not in a way to affect the penguins and keeps everyone off
	views.		the beach as the penguins come in. Of course they get a lot more penguins coming in than Timaru does)
Timaru Suburban	I liked the idea of		
Lions	moving the beach		I also have an interest in CPlay, and I'm sure you will have heard countless times from others in our
1	volleyball down		committee, the need is to have toilets near the playground, to have a coffee 'shop' set up there at the
	towards the sea and		same area would be ideal.
	have more dune		
1	planting where it is		
	currently.		
1			think
1			that, especially in winter, is the cold hole of the Bay, and I'm not surprised the Farmers Market moved
1			away from there. If there was a way to improve that area so it could be used for more than 2 weeks of
1			the year I would be in favour of that.
1			
			My other thought had been about carparking and access. I know the ideal is to decrease cars, but
1			that is not something that will happen in the short term. Timaru Suburban Lions is involved with
			Childrens Day (beginning of March, which also coincides with the Hadlow to Harbour funrun). I'm not
1			sure if you were there this year but it was extremely busy by 11am, parking was impossible, worse
1			than the Rock and Hop I feel because of it centred more from the Virtue Av access point. We had
1			some of our team parking up at CBay, I wonder if the grassed area at the back of CBay and the open
			air pool (the bit that slopes down towards the Caroline Bay area) could be developed into more
			carparking, while being sympathetic to the landscape (planting of trees etc at the Virtue Av side of
			that area to obscure a bit the carparking?
		133	

Date	Support/keep	Do not support/remove	Additions/revisions	Other incl. ideas
Email Feedback Friday 21st June	I welcomed the idea of planting around Pohatu-koko, and the new paths (key notes 26, 27 and		Unfortunately although the document was attractively presented, some parts were difficult to interpret without the prior knowledge available to the drafters.	Although the Club would welcome a boardwalk from the beach to the slipway, the cost and risk to the penguins are problematic; however some way of welcoming bay users along marine parade to a water
Caroline Bay Masterplan Yacht Power Boat Club	new paths (key notes 26, 27 and 31 on p.24 I welcome the idea of a loop (p.23) around the 6 habitats - which need to be defined! - but this should not be a racetrack I would be happy with changes to the east-west promenade, and I would be cautious about any development that allows mixing of high speed traffic such as e-bikes and e-scooters with pedestrians		without the prior knowledge available to the drafters. For example, what do -1, 0,1 and 2 on the impact compass (P.7) refer to, and which parts of the document refer to the 10 year and 30 year time frames? My most pressing concern is that there is no reference to climate risk in the report, beyond how sand accretion and sea level rise have opposing effects on the position of the water's edge. However even within 10 years rising sea level plus the consequences of tide and storm surges seem very likely to affect the entire bay area, including the parkland, buildings and marine parade. Within the 30 year 'window of opportunity' these consequences appear inevitable. For this reason I believe the plan should be considering the possibility of sea defences, or if not, managed retreat. But to respond directly to how Timaru Yacht and	some way of welcoming bay users along marine parade to a water sports activity hub and bay viewpoint would be welcome The club offers an exceptional viewpoint that could be mentioned on p.51 The club offers a potential site for a cafe, bringing together 1-3 above I think it is reasonable to continue most of the development west of the north south promenade (option 2 on p.19)
			Power Boat Club is affected: a limited amount of what was discussed today is directly relevant to the yacht club. However I think it is worth noting 1. The slipways are a bay resource and represent an Activity Hub. They are worth noting on pp.7,9,18 and 29	

Date	Support/keep	Do not support/remove	Additions/revisions	Other incl. ideas
Email Feedback		Boardwalks or platforms along Marine Parade	Penguin habitat: it needs to be noted that	Little Penguins or Korora are a declining protected species. As the nests
		are not an option, the beach environment is	the penguin habitat in the rocks at the	are under the top rocks immediately below the footpath there are a
Friday 21st June		too dynamic with shifting sands and	Marine Parade Stretches the length of	number of issues.
		frequently high tides. Also, any platforms	Marine Parade all the way to the end by	Issues: Marine Parade is a high use area after dusk when many visitors
Caroline Bay		would be an invitation for undesired parties	the vegetation by the slipway. It also	arrive to observe the penguins/ Korora during the breeding season.
Masterplan		with all sorts of undesired consequences as a	needs to be noted that the area is an	These increasing visitors numbers contribute considerably to Timaru's
		result.	official SNA and as such needs to be	econ <mark>o</mark> my!
			protected the same as is expected from	It has been discussed many times before that a fence is desperately
		Parking needs to remain as it is, we can't	SNAs on private land!	needed to protect the penguins and their habitat, but also for the safety
		expect visitors to park away from Marine		of the visitors. Therefore, before the next breeding season, a
Penguins First		Parade and walk along dark deserted		(temporary) fence needs to be erected!
		footpaths to reach their cars.		To protect the Korora habitat from the beach, large rocks should be
				placed 20m out from the rocks to create a clear visual line to indicate to
		Vendors on Marine Parade would add to the		people how far away to stay from the penguin highway leading up the
		footpath congestion and increase the amount		beach as they return to their nests from dusk onwards. This line of rocks
		of discarded takeaway rubbish especially		would also be a good indication as to how far people can walk their dogs
		plastic close to the shore which is a proven		when they are allowed on the beach as the penguins do spend time at
		threat to sea life. Any vendors should not be		their nests in winter.
		closer than the current volleyball courts and		The footpath is too narrow for the number of visitors with no plans to
		should provide for disposal of any refuse.		widen it; as a safety measure the curb needs to be painted white for
				visibility at night and to avoid injuries when people step off the footpath
				or while moving along the Parade.
				Boy racers remain a major problem with fast cars and not infrequently
				abuse being shouted at visitors and volunteers. More traffic cushions
				need to be installed urgently! At least one set near rock 99 and ideally
				one set halfway between rock 99 and the bend in the road.
				Access/ Connection from Timaru town centre to the Bay: the
				pedestrian bridge from Strathallan Street towards the Rose Garden
				needs to be clearly signposted in the centre of town.
L	l			

Date	Support/keep	Do not support/remove	Additions/revisions	Other incl. ideas
Email Feedback	Opening up the grass area for campervans to use over the	Moving the mini golf and train track.	Lions already have a different site for the lifeboat.	Why would the suggest to replace the Community Loung. Very important building and often used to be available during the
Friday 21st June	year especially for the Carnival	Building a new lifeboat shed + CBA storage	the medoat.	Carnival.
Caroline Bay	Period in, in the Loop Road Area.	as not in the right place on Pg 24, item 11.	Support suggestion of the replacing of the bumper boat shed with a	Not to have pg. 19 diagram 2, Western Development as all this area
Masterplan	7.1.00.	No need to move the aviary.	workshop/shed access to the whole	must be closed off/used for NYE fireworks display.
	The Pétanque Court is open to the public. This was built from	Altering the entertainment complex/ Not	back end of the width of the pool. Needs done sooner than later so CBA	Ecosystem/future development should look elsewhere.
Caroline Bay	a bequeath from an Estate of a	ideal to use the South and North sides.	has somewhere to carry out	Ecosystem/rature development should look eisewhere.
Association	CBA member. Would want to see this stay there.	Security reasons to leave as is.	maintenance work.	
	·	Blocking off access to Sopheze and the Soundshell as needed for Ambulance access to concert seating + vans for	2	
		Disability and Elderly parking		

8.7 The Terrace Footbridge Repairs

Author: Susannah Ratahi, Land Transport Manager Authoriser: Andrew Dixon, Group Manager Infrastructure

Recommendation

That the Infrastructure Committee endorse the closure and dismantling of The Terrace footbridge.

Purpose of Report

The purpose of this report is to present the Infrastructure Committee with updated options for The Terrace Footbridge, following finalisation of the repair scope, receipt of quotations and review of community feedback.

Assessment of Significance

2 This matter is considered low significance in accordance with Council's Significance and Engagement Policy. There are no significant social, economic, or cultural wellbeing impacts associated with the options presented in this report.

Background

- The Terrace Footbridge is a timber bridge located between The Terrace and Port Loop Road, providing pedestrian access over the KiwiRail Main South Line.
- 4 During a routine structural inspection, several significant defects were identified requiring high priority maintenance. The bridge was subsequently closed on the recommendation of the Structural Engineer (WSP), pending this maintenance work being completed.
- The bridge is not on a designated active transport route, and it does not provide access for cyclist's or mobility users.
- There are four alternative pedestrian routes near the Terrace Footbridge, three of which provide full mobility access (Strathallan Loop Bridge, Port Loop Road, and the Caroline Bay Footbridge (Matrimonial Bridge) on the Bay Hill).
- However, the Coastline Connection (link to the water's edge and original shoreline) was identified in the CityTown Strategic Framework (endorsed by the Infrastructure Committee in July 2022) as one of the four Key moves necessary to achieve the desired vision and outcomes for a vibrant city centre.
- The significance of the waterfront connection (whether through to the Port or to Caroline Bay) had been previously emphasised by community and stakeholders, many of whom raised this in feedback to consultation, market research questionnaire and through CityTown design workshops. The commercial and recreational advantage of our seaside location has also been iterated through other strategic documents such as Venture Timaru's Destination Management Plan and Economic Development Strategy.
- 9 During the Infrastructure Committee Meeting on 11 June 2024 the following resolution was passed:

"Resolution 2024/21

Moved: Clr Stacey Scott

Seconded: Clr Gavin Oliver

- (1) That the Infrastructure Committee pause the project as further information is required and;
- (2) To scope the project budget, go out for community engagement and;
- (3) To delegate to the Chief Executive to find budget for maintenance of the project 'option one' to reopen the footbridge."
- Since this meeting the Land Transport Unit has finalised the scope of repairs and obtained quotations for the work.

Discussion

- Three contractors were invited to provide quotations for the repair works. Two quotations were received, both in the vicinity of \$90,000. An additional contractor, who meets the Kiwirail pre-qualification requirements, has since expressed interest in the project. If the Infrastructure Committee approves the commencement of repair works, a further request for tender will be issued to ensure a competitive procurement process.
- 12 The quotations cover the full scope of repair work necessary to reopen the bridge including obtaining a Permit to Enter the rail corridor and providing rail protection during works.
- Based on current pricing, a budget of \$90,000 should be sufficient to complete the repair work. While the cost can be accommodated within current bridge renewal budgets, it would require reprioritisation. As a result, one or more planned renewal projects of a similar value would need to be deferred by up to a year to allow this repair to proceed within current funding limits.
- 14 If this repair work is completed, the life of the bridge is expected to be extended by up to 10 years. This would allow time to verify utilisation and decide on a long term management strategy of this structure.
- The repair is a short term extension of the existing bridge life. Further significant expenditure (\$500k estimate) will be required to replace this pedestrian bridge that is unlikely to be financially assisted by the NZ Transport Agency. The low usage and alternative bridges in close proximity would not provide an adequate business case for the replacement of The Terrace footbridge.
- There was feedback received from the public when the bridge was first closed, particularly residents and workers in the vicinity who find this bridge a convenient point of access between the CBD and Port areas. They were favour of the bridge being retained.
- 17 Further targeted consultation was held between 16 April and 19 May 2025. The consultation was open to residents and homeowners on The Terrace, as well as open to the CBD Group. Participants were asked to submit their feedback online, through email or by dropping the paper form back to Council. Where 31 respondents supported repair and reopen and one supported removal and closure.

- There is currently no data available on actual pedestrian usage of the Terrace Footbridge. To accurately determine utilisation, the bridge would need to be re-opened and a pedestrian counter installed.
- 19 The recent community engagement resulted in 32 respondents, of which 31 favoured the option of repair and re-open the bridge and 1 supporting the remove and dispose option. Further detail and verbatim comments are included in Attachment 1.

Options and Preferred Option

20 Option 1 – Repair and Re-open the footbridge

This option involves undertaking the necessary repair work to reopen the bridge using the current approved Land Transport budgets. After the bridge has reopened, a pedestrian traffic counter will be installed to verify utilisation. This approach provides access to pedestrians and extends the structure's life by approximately 10 years. Additionally, data collection over this period can ascertain demand for future decision-making regarding future renewal. While this option utilises the existing budget, it will require the deferral other planned and higher priority projects on an already aging road network and constrained funding. There is also a potential additional cost of \$500k for the future replacement of this bridge in approximately 10 years.

21 Option 2 – Remove the Bridge (Preferred Option)

This option involves removing the bridge at an estimated cost of \$50k. This approach is the lowest costs option and eliminates the need for repair, ongoing maintenance costs and offers potential revenue from land disposal. There are two other pedestrian crossing points in close proximity and the bridge has never been considered 'high usage'. There are other bridges considered higher priority in our network. It should be noted that bridge removal will result in the loss of the crossing, currently permitted by KiwiRail, that would be hard to regain once lost. While this option simplifies infrastructure management, there may be a community perception of negatively impacting community connectivity and raise safety concerns with a walkway leading to a cliff overlooking the rail.

Consultation

- The Coastline Connection, linking to the water's edge and original shoreline, was identified in the CityTown Strategic Framework (endorsed by the Infrastructure Committee in July 2022) as one of the four key moves necessary to achieve the desired vision and outcomes for a vibrant city centre. The significance of the waterfront connection, whether through to the Port or to Caroline Bay, has been previously emphasised by the community and stakeholders. This was highlighted in feedback from consultations, market research questionnaires, and CityTown design workshops. The commercial and recreational advantages of the seaside location have also been reiterated in other strategic documents, such as Venture Timaru's Destination Management Plan and Economic Development Strategy.
- Further targeted consultation was undertaken between 16 April and 19 May 2025. The consultation was open to residents and property owners on The Terrace, as well as members of the CBD Group. Feedback was invited through multiple channels—online, by email, or by returning a hardcopy form to Council.
- A total of 32 responses were received. Of these, 31 supported repairing and reopening the footbridge, with only one respondent supporting permanent removal. The results reflect a strong preference from the local community to retain the structure, which they view as a valued pedestrian link with historical and practical significance.

Relevant Legislation, Council Policy and Plans

- 25 The following documents are relevant:
 - Local Government Act 2002
 - Land Transport Act 1998
 - CityTown Strategic Framework 2022
 - Active Transport Strategy 2018
 - Timaru District Council Roading and Footpaths Activity Management Plan 2024
 - Timaru District Council Financial Delegations Manual

Financial and Funding Implications

- There is sufficient funding available in the 2025/26 Structures Component Replacement budget to cover the repair work subject to reprioritisation of projects and removal of the bridge. Should this bridge repair be considered a priority by the Infrastructure Committee another project would need to be deferred by a year. A reprioritisation analysis is underway and the potential higher priority projects to be deferred will be available at the meeting.
- 27 If repaired the future renewal (4500k estimate) would need to be considered in approximately 10 years time as part of future Long Term Plans.

Other Considerations

28 There are no other considerations.

Attachments

1. Consultation Summary J.

The Terrace Footbridge

Consultation Summary

Context:

The Terrace Footbridge has been closed since November 2023 due to due to safety concerns identified during a routine structural inspection. Officers initially sought direction from Council on the future of the structure, given the presence of other nearby crossings and broader budget pressures. Council asked that we first confirm the likely cost of repairs and then engage with nearby residents and landowners before any final decision is made.

Option One: Repair and reopen the bridge (estimated cost: \$90,000 + GST)

Option Two: Remove the bridge and consider selling the land (estimated cost: \$50,000 + GST, not including any potential land sale revenue)

The purpose of the consultation would be to understand the views on whether Council should undertake the necessary repairs and how to fund them or consider removing the bridge and potentially selling the land.

The community was asked for input on which option to pursue and how to fund it.

Consultation:

The consultation was open to residents and homeowners on The Terrace, as well as open to the CBD Group.

Participants were asked to submit their feedback online, through email or by dropping the paper form back to Council.

The consultation period ran from April 16, 2025, to May 19, 2025.

Summary:



32 TOTAL RESPONDENTS

31 REPAIR & REOPEN 1 REMOVE & DISPOSE

Participants: Tenant vs Owner Ratio



18 OWNERS

12 TENANTS
2 UNSPECIFIED

Common Themes:

1. Strong Community Support & Regular Use

- It was noted that residents, workers, and businesses consistently used the footbridge for commuting, lunchtime walks, and recreation.
- It's described as a critical pedestrian link between The Terrace, CBD, and Caroline Bay.

2. Importance for Tourism and Economic Activity

- Seen as a key asset for cruise ship passengers and general visitors to easily access the CBD.
- Supports local businesses by increasing foot traffic from the port to the CBD.

3. Historical and Cultural Significance

 Its loss would represent the destruction of a historically important community asset.

5. Cost Concerns and Value for Money

- Widespread scepticism about the \$90,000 repair cost and calls for more realistic quotes.
- Some suggest repairs could be done more affordably, even by volunteers.
- Removal (Option 2) seen as a poor value, especially considering the low resale value of the land.

6. Safety and Accessibility

- The footbridge provides safer, more pleasant access to the bay compared to alternatives like Port Loop Road or Ritchie Street, which involve proximity to heavy vehicle traffic.
- Easier access for people with children, cyclists, and pedestrians than alternatives like the Piazza (especially with its unreliable lift).

Verbatim Feedback – Option One:

We used it often. We observed many other people using it. It's a valuable asset in the community. We really miss it and have been very disappointed that the TDC have allowed the pathway from The Terrace to the bridge o become overgrown with weeds.

I spoke with a TDC councillor about the bridge last year.

He gave me stupid reasons why the bridge should be demolished including this, "NZ Rail want it gone because suicidal people jump off these bridges".

If this is a genuine reason, how do we justify three other bridges within a short distance including the Port Loop?

I told him that the Whanganui Council were being asked by their community to repair a few rotten boards in their railway pedestrian bridge. It was built in 1895!

The Terrace bridge was only re-built in 1985 so it's surely not a "major"!

It's only for pedestrians, no vehicular traffic and not likely to be struck and damaged by any vehicle.

Like to save because of historical significance

Important link to bay

"I strongly support repairing and reopening the Terrace Footbridge. As a resident of The Terrace for the past 40 years, I've witnessed firsthand the bridge's significance as a pedestrian link between Caroline Bay and the Timaru CBD. About 30 years ago, when the bridge needed maintenance, local residents took it upon themselves to restore it. That effort shows just how important this bridge is to our community. Now, I believe the Council has a responsibility to maintain and preserve this vital piece of infrastructure.

Beyond serving residents, the bridge plays an important role in supporting tourism in Timaru. The 2023 to 2024 cruise season is expected to be the busiest yet, with 18 ship visits bringing up to 12,000 additional visitors to the district. These visits are forecast to inject up to 6.6 million dollars into our local economy.

Having direct pedestrian access from the port area to the CBD via the Terrace Footbridge would improve the visitor experience. It would encourage more people to explore local shops and attractions, which supports our economy and helps restore the heart of our town. Removing the bridge would not only sever a historic and practical connection—it would also weaken our ability to support and benefit from growing tourism. Repairing the bridge is an investment in our future, and it aligns with the broader goal of revitalising the CBD and promoting sustainable tourism."

Our team of 15 park down at the bay and always used the bridge to get to work. They have missed this connection. The bridge is a critical link from the CBD to the port and once it is gone this link will be lost.

We used to use all the time as access to bay. It is in all your plans as a necessary link between CBD and harbour. Tenants use it as access for car parking. It has been shut for far too long.

historically the footbridge has been extensively used by folk who walk home, or park their cars in the parks at the bay or for other purposes. It would most unfortunate if it was dismantled, the cost of the remedial repairs seems v high a view i understand which is shared by an experienced builder (ross lund) who lives at the terrace

Do it properly. It's a key link to the CBD. Many walkers link to the Bay and through the CBD. It also helps if people park down at the bay and work in the CBD. Encourages them to do so with an easy cit through. It's also a lot easier with kids bikes to go to those stairs than the piazza. Because the piazza lift is always not working. Could you fix that too please.

Get a decent quote or at least multiple quotes you clowns. 90k is outrageous.

I find the costs of replacing the the steel pleats excessive, and was disappointed when the access to the bridge was blocked off without any consultation with the residents and the weeds just left to flourish. I would also like to say i think the council put to much reliance on consultants when the council should have employed the right engineering people and save the rate payers millions, and if the council are that short of funds i will personally clean up and maintain the walkway

The Council should absolutely repair and reopen the footbridge as once these assets are lost to the community they are unlikely to be replaced. It is misleading to respondents to suggest that by favouring Option 1, the funding will require delay or deferral of existing budgeted projects. An asset such as this does not suddenly fall into disrepair. If it has, then this is a direct result of neglect from the Council. Respondents should be able to put forward their preferred option without being concerned that by preferring Option 1, other funded projects may not proceed.

The footbridge when open to the public provides a valuable walking link for those who choose to park within the Port Loop Road parking area and then walk to their employment on The Terrace which is narrow and has limited parking options.

Option 2 is not a financially viable option as not only will it cost more than half of Option 1, presumably to fund this option it will also require the deferral of other transport projects. Disposing of the land is unlikely to provide any significant benefit to offsetting costs, as this is a narrow strip of land with limited benefit, other than to the properties that adjoin it. There is also the cost of any consultation process to dispose of this land if it is identified as a strategic asset.

The 101 square metre land parcel is identified in Record of Title CB125/32 was issued in 1886, which in itself identifies the history associated with this walking link. It is important to maintain these links, and as stated above, once lost they are very difficult to create again.

It appears this survey has only been invited from owners or occupiers of properties on The Terrace. There is not any information available on Council's website inviting feedback from the general community. The minutes from Council's Infrastructure Committee meeting on 11 June 2024

suggest that Councillors agreed that community consultation should occur. It is unclear to what extent this has occurred, and whether Council's intentions have been met?

The footbridge should be repaired and retained, and a permanent solution found to avoid the community being placed in a similar position in 10 years' time being asked to choose between saving the footbridge and forgoing other transport projects."

I am both owner and tenant on The Terrace. This bridge and pedestrian link is important to keep. If we let it go it's gone forever. In order to maintain an important connection between Timaru CBD and for local residents, to the port and bay area it should be seen by Council as significant to keep it. Myself and our staff constantly used this bridge. Whether it is walking to work from nearby parking or utilising it for a midday walk, we consistently used it and have missed it being available. This linkage should be kept to help retain connection and vibrancy between the central part of our CBD/Stafford St and the port/bay area. Under no circumstances do i support it being removed.

Please keep the footbridge open. It is so convenient for getting down to the beach from The Terrace and the centre of town. Every other access way is a lot further and does not get you as close to the sand.

If build fill in the back of the steps, so you can't see through them, because dogs won't walk up them.

Gresson Dorman & Co is a business at 24 The Terrace. We have a team of over 30 staff who used the footbridge on a daily basis for both lunchtime walks but more specifically for access to carparking options. The closure of the footbridge has significantly disrupted access to nearby car parking, making it much harder for our team to reach the workplace efficiently. What was once a short, direct walk now requires a lengthy and inconvenient detour. This change has negatively impacted punctuality, reduced flexibility, and added unnecessary stress to our daily routine.

I found this access preferable to the Strathallan St overbridge - much more pleasant than walking along Ritchie Street with the heavy trucks rushing past.

Repair it properly

Fix the walkway at a reasonable cost !!

I walk to work every day, and I work at 12 The Terrace, and used the bridge right up until it was closed. The bridge is a valuable asset to those who are committed to walking and it is an easy way for us to get to the town centre, and my colleagues who park their cars at the carpark at the bottom of the port loop. I would have imagined that this would be a huge benefit for tourists who want to walk to easily get into the town centre from the cruise ships. Please repair and re-open the bridge, it gets used by so many people. Thank you.

After making the rounds of businesses on the Terrace, it surprised me how many need it for their staff lunch time walk.

Personally, I would use the footbridge as easy, quick access to Caroline Bay. Especially if I'm walking with my grandchildren. We have noticed the passengers from the cruise ships seem a little lost with no footbridge.

Restore access point that was utilised consistently when accessible.

The other options make no sense as the cost to repair will only get more expensive the longer you leave it. I can probably get you a cheaper quote...

As a resident on The Terrace (No 27) we appreciate being given the opportunity to provide our views on the future of the Terrace Footbridge. Historical Considerations

As you may be aware there has been a footbridge on this site for 150 years providing a significant historical linkage between the centre of Timaru and the port. In 1985 the structure was rebuilt with over 52 local businesses and individuals including the then council funding the rebuild. Clearly the community saw the need to retain the footbridge.

It is interesting to note that the decision to rebuild the footbridge in 1985 was after the completion of the Loop Road. I suspect that the location of the footbridge being well away from the heavy traffic was an important consideration. Since then the size and frequency of trucks using the Loop Road to service the port has increased significantly. As a result using the Loop Road footpath is not a pleasant experience with truck and trailer units passing at 50 kph within 1-2 meters. As users of the footbridge before the closure we valued the easy access to the bay area it offered. It avoided the need to cross roads while linking directly with the footpath to the sound shell and

Financial Implications

It is noted that option 1, the cost to repair and reopen the foot bridge is estimated at \$90,000 plus GST. The footbridge as for all Council assets will have been depreciated for accounting purposes since the rebuild in 1985. On this basis the Council will already have funding for future maintenance without reliance on current or future rates.

Option 2, funding the removal cost estimated at \$50,000 plus GST can be treated on a similar manner. However, to suggest that option 2 could be partially funded by the sale of the footpath land does not stand scrutiny. The land is a very narrow strip with boundaries to multiple properties. The survey and legal costs alone would exceed any potential income. Furthermore any sale would necessitate all adjoining landowners being involved otherwise the Council could be left with parts being essentially landlocked.

Alternative access to Caroline Bay

Reference has been made above to the experience of having truck and trailer units pass close by at 50kph when using the Loop Road footpath. Other options such as the Strathallan Loop Bridge or the Matrimonial Bridge are not as central as The Terrace footbridge. The Matrimonial Bridge however does provide an opportunity for pedestrians wanting a walking circuit to use both The Terrace and Matrimonial Bridges.

Summary

The decision therefore is whether repairing the footbridge for the added cost of \$40,000 plus GST can be justified. As already highlighted a footbridge has been on the site for 150 years and more recently (40 years ago) was rebuilt with significant financial support from the local community. It provides good access to Caroline Bay well away from heavy traffic servicing the port. For these reasons we strongly suggest the bridge be repaired and reopened as a high priority.

Verbatim Feedback - Option Two:

Too expensive to keep – this is not needed as there are plenty of alternatives.

- 9 Consideration of Urgent Business Items
- 10 Consideration of Minor Nature Matters
- 11 Public Forum Items Requiring Consideration