

Oamaru Harbour Development Strategy



**Creating a Destination
2011
Waitaki District Council**

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Oamaru Harbour



Introduction

Summary

The Council wants Oamaru Harbour to be one of the best little harbours in the country and will shortly start to transform this historic area into a destination.

Over the next decade our goal is to create a harbour that sees commercial operations, tourism and development, all providing a family friendly waterfront for locals to treasure.

Tomorrow's harbour will be a place filled with history, stories, creativity and activity.

To do this Council is beginning work that will transform various harbour areas including the:-

- Freezer building and north of the Oamaru stream
- Rail to ocean foreshore
- Old carnival site and Friendly Bay
- Railgoods yard area
- Wharves and slipways
- Roads
- Portside beach and the eastern tip

This will mean the harbour and waterfront area are better connected to the town and imbued with 'a sense of place'. The harbour will be easy for people to get to, and move around. Cycling will be encouraged while roads will be limited to servicing the harbour's commercial requirements, supporting business and tourism. There will be more centralised parking.

The parks and beaches within the harbour will be rejuvenated and made family friendly. A playground that is a destination with exciting, well designed play equipment, will be sited on the Friendly Bay 'Carnival' site.

There will be outdoor staging to support creativity and entrepreneurial activity.

Tourism will be encouraged with the harbour's natural environment and history on show. There will be artefacts and historic traces that express the richness of the area and the diversity of marine life. Storyboards will take the visitor on a journey around the area describing what is historic and treasured.

Rail heritage, working trains and steam machinery that connect with the past will all be on display.

Water and marine activities will be encouraged whether it be commercial fishermen, club activity, small trailer boats, fishing or just playing in the water. There will be improved launching facilities, wharf space, water and beach access.

Residential, commercial and tourist accommodation will be enabled with connecting walkways and green space. Visitors to the harbour will be able to relax with seating, shelter and public toilets. People will be encouraged by the surroundings to rest a while, to become more connected with the Port and to explore its rich heritage.

Landscape and vegetation will flow with different areas enticing the visitor to explore. A wilderness landscape that provides a timeless quality, utilising native plants and maintaining elements of the industrial core of the harbour.

Tomorrows harbour is a people space, a place to work live and play.

Preface

Oamaru deserves a revitalised and lively waterfront, accessible and used by all parts of the community. We aim to create a waterfront that encourages families, young people, older people and tourists to linger while also giving fishermen and recreational users ready access to water based services and activities. Council wants to get the 'mix' for the harbour and its precincts right, to help build the wealth of the community, socially and financially. We have been inspired by the enthusiasm shown by community leaders, harbour interest groups and the many exciting options suggested to make the harbour an inviting place.

This 2011 strategy review seeks to increase the use of the harbour. The Friendly Bay beach and carnival site will be rejuvenated, encouraging business development and increased community participation, effectively designing a harbour that meets many users' needs. We are addressing key new initiatives including the popularity of Steam Punk, the Rugby World Cup and the Alps to Ocean Cycle Way.

The strategy draws extensively on past reports on the harbour, particularly the draft development strategy (2007) entitled 'Harbourside'. This strategy has pulled together the best of several reports into an up-to-date document that reflects current requirements for the harbour.

The strategy has been developed collaboratively and is underpinned by a number of workshops, site visits to the harbour precinct by the Harbour Sub Committee and consideration of over 130 potential projects. Many of the projects considered come from the twelve previous consultant's reports on the harbour (commissioned over the last 20 years) as well as more recent investigations.

This strategy is evolving and will be reviewed annually for project timing, costs, and resources, funding, opportunities and issues. A full review will be undertaken following Council elections. Selective consultation with affected users and groups will also be undertaken at this point. This will ensure the best opportunities are identified for the harbour and its users.

While we recognise there are always competing priorities for resources and money, we believe there is a real opportunity for the harbour to again be the jewel in Waitaki's Crown. There is a chance now for the port to again contribute to the future growth of the area instead of being a relic of a past era.



I. Vision

The Oamaru Harbour and precinct are transformed into a destination.

A harbour encouraging commercial operations, tourism and development, all providing a family friendly waterfront for locals to treasure, filled with history, heritage, creativity and activity.

2. Values, principles and objectives

Our objectives for the harbour precinct and port are to:

- Encourage commercial operations that maximise the return from harbour assets
- Encourage investment in harmony with the harbour's natural, and historic environment
- Enhance tourism for Oamaru and encourage exploration of the wider district
- Make the waterfront readily accessible to people
- Create a harbour and precinct that can cater for outdoor events
- Encourage creativity and celebration
- Encourage waterfront activity
- Integrate activities within the precinct, port and harbour
- Protect significant harbour aspects and tell their story
- Respect the unique heritage of the harbour, including its rail and semi industrial elements
- Recognise the Historic Places Act registration

The principles followed within the harbour to achieve this vision and objectives are discussed when looking at the various aspects of the harbour development.

Throughout this strategy we've included an artist's visual interpretations of various elements of 'Tomorrow's harbour' to enhance the reader's understanding of the planned development. These images will change as the harbour develops over time, new businesses come into the area and buildings and plantings take shape.



3. Introduction and background

3.1. History

Oamaru's history as a service and port town with an early involvement in the development of the frozen meat export trade is reflected in our buildings, port and industry. The history of the Port is discussed below and a chronological summary is included in Appendix I.

In the early 1880s Oamaru depended on the sea. The Oamaru port and dock was built and became the main entrance to the town. In certain conditions of wind and sea, the port and sea were extremely hazardous. Shipwrecks were common.

A jetty running out northwards from near the end of the cape was destroyed by a storm in 1868, a few months after completion. In 1869 the provincial government set up the Oamaru Dock Trust to build a dock in the lagoon with a protected entrance. While the overall scheme was not finalised, one part of it, the construction of a breakwater roughly on the line of the old jetty, was undertaken.

In 1874 the Oamaru Harbour Board, consisting entirely of government nominees (except the Mayor ex officio) replaced the Oamaru Dock Trust. By 1875 the incomplete breakwater was giving sufficient shelter to end the long series of wrecks that had marred the port's reputation. That year the board began building a concrete wharf (Macandrew Wharf) along the inner side of the breakwater. At the beginning of 1878 the breakwater had reached a length of 286.5 metres. It was built of solid concrete blocks capped by masses of concrete, and had resisted all storms.

In 1872 contractors completed a tramline at the water's edge to transport building materials to the breakwater. This became a railway station linked to the government lines. This formed the main connection, and was almost the only means of communication with the harbour.

Because it had no rating powers, the Board borrowed to expand since it earned more than enough from harbour dues and rents to cover interest and expenditure. The position of the board was then very sound and no one dreamed of the financial storms that would overwhelm it.

The Harbours Act (1878) saw the government appoint four of the 12 members of the board. The other members were the Mayor, three members elected by the ratepayers of the town, four representing the Waitaki County Council and the three local Road Boards. Government, town, and country shared control equally. With the safety of the port now assured, large quantities of goods passed over the wharves. Oamaru was no longer just a coastal port.

Over time, the railways gradually reduced short distance coastal trade, and the growth in tonnage of export ships and container terminals took its toll on the port. The port officially closed to shipping in 1975, when it ceased to provide shipping services. The Oamaru Harbour Board was abolished in 1978 with administration taken over by Council.

Appendix I details the key developments of the port and harbour including more recent milestones such as the Oamaru Blue Penguin Colony (1992) and tetrapod breakwater work (2006).

3.2. Recognition of Oamaru as a Historic Port and Precinct

The physical remains of the historic port, such as the harbour side Freezer Building and the purpose built Sumpter Wharf still remain intact from the Victorian Era. The historic precinct and harbour both have New Zealand Historic Places Registration, number 7064.

Conservation of the historic remnants associated with the port needs to recognise the full 100 years of operation of the port and should provide historical context around:

- Building and development of the harbour
- History of the Port
- Sumpter Wharf
- Captain Scott
- Shipwrecks and the Rocket Brigade

Development of the meat industry can also be celebrated within the harbour context with the unique architecture and stories of the Freezer Building and the fact that Oamaru was the first port to refrigerate meat sent to Britain.

Where they are compatible or complement each other, commercial and recreational activities that have coexisted should continue to do so. This will incorporate the rich history of the port into its future development, which will recognise that:

- The port has historic character worthy of preservation;
- Oamaru is unlikely to commence full blown port operations of importance;
- The port will maintain operations for recreational and commercial users;
- The commercial users include fishermen, tourist operations; and
- The recreational users include club users (rowers, yacht and motor sport clubs), swimmers and locals enjoying the waterfront.



4. Harbour Development Projects

There have been 12 reports commissioned and written on the development of the Oamaru harbour area over the last 20 years. This 2011 strategy borrows shamelessly from the best of the opportunities identified by each of the experts who have provided advice on the harbour.

For most of the last 20 years, Council has not had control of the land and/or activities in a large part of the area. Council has now purchased the railway land and is reviewing perpetual leases in order to gain control. Control of the land within the harbour precinct enables a greater opportunity for harbour development. This report looks at that opportunity, builds on past reports and considers how Council's vision for the harbour will be met.

The 12 reports referred to in this strategy are:

1. Feasibility Study Harbour/Tyne Street Area - Arthur Young (Christchurch) 1988;
2. Friendly Cove-Design Study - T B Lander 10/1994;
3. WDC Oamaru Harbour – Port of Oamaru 'Strategic Focus and Management Plan', WDC property manager 10/1996;
4. Harbourside Co-ordination Group 1996;
5. Railway Goods Yard and Harbour Development -Dugal Armour 9/1997;
6. Oamaru Central Area Design Guidelines - John Gray (Heritage Architect) 1998;
7. Oamaru Heritage and Port Area Concept - Davie, Lovell-Smith Partners and Waitaki Development Board 10/1998;
8. Oamaru Harbourside Stakeholder Workshops WDC & WDB7/2003 & 11/2003;
9. Harbourside Village - Davie, Lovell-Smith Partners and Athfield 5/2003;
10. Oamaru Harbourside Report- Jenny May (Heritage Management Services) 2004/05;
11. Harbourside 'Herald' Concept Map - Projenz 2007;
12. "Harbourside" Draft Development Strategy - Dugal Armour 12/2007.

These individual reports are briefly summarised in Appendix 2 and the common themes are noted in the table overleaf.



Common Themes to Reports:

Theme / Action	Action Status
Develop a Victorian town at work	Established in historic precinct
Establish an Oamaru Whitestone Trust	Established and active
Dismantle and relocate Sumpter Wharf	Not currently progressing
Establish a campervan park close to the harbour	Application made by operator
Establishing activities which will generate visitor traffic to the area	Commenced
Close Arun Street	Not progressed
Tyne/Arun Street corner of land to be mixed use recreation	To be considered
The Esplanade to be the main link (road) to the Penguin Colony	Not progressed
Restore the Esplanade	Rock wall restored, landscaping
Plant trees on Harbourside road	Finalising in March
The carnival space at Friendly Bay to remain as an open area	Established
New level crossing near over bridge	Established
Parking and public toilets near goods shed	Parking established, toilets being assessed
Improve walkway linkages to include King George Park with heritage area and the port	Not progressed
Uninterrupted pedestrian access around the harbour edge	Walkway/cycleway link Oamaru township with Cape Wanbrow
Develop historic port buildings for arts/crafts and residential accommodation	
Restore railway bridge to link Friendly Bay	Current discussions with Rotary and other interested groups
Extend Wansbeck Street as main link to Esplanade and harbour	Complete to Holmes Wharf
Conservation walkway from Cape Wanbrow to Oamaru Creek and CBD	Walkway/cycleway link Oamaru township with Cape Wanbrow
Heritage trails with interpretive panels	Approved to commence
Limit vehicle access to specific routes and avoid unnecessary or further fractionation of the area's interconnection with King George Park, precinct and the harbour	To be considered
Convert goods shed to a museum	Not progressed
Develop a sculpture garden of Oamaru stone at beginning of Waterfront Road and hold stone carving symposiums	Not progressed
Replication and imitation of the past is not necessarily appropriate	Principle to be considered

Further recent initiatives undertaken in the harbour and precinct include

- Secured ownership of rail land and control of silo site secured;
- Silo removal from harbour front;
- Oamaru Creek developed as a tidy "people space";
- Underground power and lighting of walkway to the Penguin Colony;
- Breakwater maintenance continuing;
- Dredging of harbour entrance progressing;
- Penguin territory reinforced and viewing facilities improved;
- Development and expansion of the Penguin Colony;
- Activities established which will generate visitor traffic to the area (i.e. Penny Farthing riding);
- Train rides established by Steam and Rail;
- Harbour Street road surface restored in context with area;
- Sewage scheme extended to Wansbeck Street extension and the Penguin Colony;
- Tea room lease negotiated;
- Private establishment of Portside restaurant.

5. The Oamaru Harbour Framework

A framework is required to ensure the successful development of the Oamaru harbour precinct. This framework addresses:

- Commercial activities;
- Connectivity and a sense of place;
- Historic references;
- Integrated planning within the wider area;
- Landscape Lines;
- Private Investment;
- Recreational activities;
- Safety;
- Separation of pedestrians and traffic;
- Shared space;
- Shelter from the elements;
- Street furniture;
- Sun (limit shadows);
- Unique, different and special aspects;
- View shafts;
- Village concept; and
- Water access.

The Oamaru Harbour Development Strategy creates this framework and also looks at the various areas of the port and land directly surrounding it. Both are discussed at section 9.

We have identified projects that will build up the physical surrounds of the harbour. We have then reconsidered the same projects to ensure that they are cohesive and connected.

This Strategy recognises that Council cannot compel any one type of business to locate within the harbour precinct. Rather, Council seeks to create an environment which encourages business activity and brings people to visit the harbour to support such businesses. Council will review the reserve status of ex railway land, and also harbour endowment land, as part of this process.

The Strategy identifies key developments and opportunities over the next 9 years by triennium. It is intended that these projects are revisited and refreshed with this Strategy in line with Council elections.

6. Harbour and Precinct Development

6.1. Aspects, Principles and Associated Projects

Projects that have been considered for the harbour have been identified into distinct groups including:

- connectivity and a sense of place
- roading
- parking
- park/beach
- cycleway / walkways
- exhibitions
- tourist venue
- steam and rail
- toilets
- street furniture
- landscape
- vegetation
- marine industry / water activity
- harbour structure
- commercial space
- railway goods shed
- residential area
- tourist accommodation
- management
- funding/financial

The Harbour Sub Committee have considered more than 130 concepts and projects and developed principles to guide development.

Those principles that will guide the various aspects of the space are noted in the boxes below.

6.1.1. Connectivity and a sense of place

The harbour and waterfront area (precinct) connects the town with its harbour and district and is imbued with 'a sense of place'

In accord with this principle it is proposed that:-

- Development will be in keeping with the surrounding area and with harbour and waterfront use
- New buildings will be complementary to, and in a scale with existing buildings
- The town and its harbour will be connected and provide a flow from the gardens and town to the sea

Key projects include those that enable:-

- Sight lines and view shafts to be retained. Included in this is the Esplanade Redevelopment extending down to the beach and the Carnival Site
- Preservation and enhancement of public space with connections and walkways
- Heritage trails with interpretive panels and storyboards
- Strengthened links between the precinct and the Penguin Colony

6.1.2. Roothing

Pedestrian only or shared use streets can increase the vibrancy of some areas; the streetscape becomes a space orientated to people and not vehicles. The positives are, less fumes, less traffic noise, more places to sit and relax, more trees, more art, etc. The negatives are that some businesses rely on drop-in traffic. The elderly can also find long promenades difficult and vehicle access can provide the opportunity for easy drop off and pick up. Our goal in the harbour will be to find the right roading balance.

Roads within the harbour will service commercial requirements and support business, tourism and connectivity.

- Shared space between pedestrians and vehicles will be enabled
- Speed limits will be restricted to support pedestrian, penguin and port user safety
- Roads will not 'cut off' users from the waterfront

Key roading projects that will progress in the next decade include:-

- Waterfront Road as the main link to the penguin colony
- Service lanes for commercial precinct
- Restoring Harbour Street road surface in context with area (complete)
- Shifting road behind the yacht club (NOYBC)
- Extending Wansbeck St as main link to Holmes Wharf and beach (complete)
- Developing the Esplanade as shared use, slow vehicle and pedestrian/public space
- Limiting vehicle access to specific routes

6.1.3. Parking

Visitor traffic should be restricted in key areas. Car parks need to be provided, however they should not dominate the site and preferably should be screened from sight. People should be encouraged to walk wherever possible, while the network should still support reasonable access for drop off and pick up as well as quick visits and access to goods loading bays.

Due to the demographic of potential harbour precinct users (elderly locals and people with children) some fairly close parking facilities in key areas such as those currently in the rail yard, Humber Street and at Marine Parade have been set up.

Access ramps, signage, road markings and safety barriers should be the exception rather than the norm. Where vehicle access is provided no stopping outside major buildings or in prime vistas should be permitted. Where practical, vehicles should be required to park at the rear of buildings, including buses dropping people and their luggage.

The waterfront land and esplanade is for people and direct harbour use rather than parking.

- Parking will be provided primarily for commercial harbour and business users
- Leisure user and tourism parking may be concentrated at centralised parking points
- Parking will encourage pedestrian movement through the wider harbour precinct
- Turnaround and drop off facilities for bus and tourist traffic will be provided at focal points

Parking projects that will need to progress in the next decade:-

- Set up of appropriately located parking areas
- Parking and public toilets (near goods shed or waterfront)

6.1.4. Cycleway / Walkways

Council supports several key initiatives in the cycling and walkway space including Alps to Ocean (A2O) and the national walkway system.

It will be easy for people to get to and move around the harbour and cycling will be encouraged

- There will be a public walkway/ cycleway along the length of the waterfront
- There will be easy and interesting pedestrian access from the town to the waterfront.

Projects that aim to improve pedestrian and cycle accessibility include:-

- Development of creating links
- Oamaru Creek as a people space (complete south of creek)
- Uninterrupted pedestrian and cycle access around harbour (complete south of creek)
- Link to Railway Station, Waitaki Boys, Bus Station established
- A Cycle Learning Zone enabled
- Enabling penny farthing riding within a learning zone

6.1.5. Park/Beach

The parks and beaches within the harbour will be family friendly and encourage creativity and activity.

- The waterfront and parks will be accessible to families and those with special needs
- The beach and parks will be connected so they are safe for children to play and run between them
- Parks will spark the imagination
- The site memory will be respected and maintained
- A playground that is a destination with a sense of place, not just play equipment, will be sited on the Friendly Bay 'Carnival 'site
- Activities that encourage children and families to play and interact will be enabled

Key Park and Beach related projects for the harbour include:-

- Friendly Bay re- sanded
- A destination playground set up
- Shelters set up in strategic places in harmony with the area
- The upgrade of Friendly Bay with associated car parking and picnic area (with carnival site)
- Some areas remain as open space and available for events
- Play equipment and objects installed around the harbour to entice play, creativity and activity
- Public green spaces established

6.1.6. Exhibitions

The precinct will support creativity, entrepreneurial activity and provide historic references

- Outdoor exhibitions (and artefact's) will be set up within the harbour
- The harbour will support exhibitions and provide for outdoor staging space

Projects that set up exhibition spaces in support of activities, artworks and historical items (artefacts) include

- Artefacts for the harbour and precinct identified and placed at strategic locations
- Exhibition spaces set up to support static and rotating exhibitions (ie. Steam punk, staging etc)

6.1.7. Tourist Venue

A key aspect for tourism in the harbour is the natural environment and history of the harbour.

The harbour will enhance the visitor experience by:-

- Showing how the harbour has evolved over time
- Ensuring heritage buildings are preserved, restored and reused
- Artefacts and historic traces that express the richness of the area will be preserved and displayed
- The diversity of marine life, its creatures, habitation and vegetation will be celebrated
- The penguin colonies and other wildlife will be protected and respected, whilst enabling a controlled ecotourism experience

Tourism focused projects include:-

Historic

- Develop marine and boating theme near slipways
- Restore Scott's shed (complete)
- Maintain historic buildings
- Provide items of historic interest with story boards throughout the precinct

Interactive

- Establish activities to generate visitor traffic to area (Steam Punk Carnivale park)

Environmental

- Provide penguin habitat in conjunction with wharf industries/improve experience
- Establish public viewing area for penguin colony (*a Waitaki Development Board managed project*)

6.1.8. Steam, Machines and Rail

Steam and rail is an integral part of Waitaki's history with a steam crane used to build the breakwater and rail services taking goods to the dock and a steam dredge used in the harbour.

Rail heritage, working trains and steam machinery connect with the past in an active way and the harbour landscape and planning will support this.

- Rail activities will be celebrated and enabled within the harbour
- Cranes and historic rail items will be retained wherever possible in situ
- Machinery and industrial elements that worked the harbour will be displayed and celebrated

Projects within the harbour in the next decade will include:-

- Restore rail bridge as link to Friendly Bay
- Steam Rail / Railway Park aspects of harbour maintained with an open industrial feel
- Railway art displays set up
- Support to extend the rail journey north
- Historic industrial and steam machinery in situ within the harbour

6.1.9. Railway Goods Shed

The Railway goods shed is a 1970s utilitarian designed government structure. This building and its surrounds provide an opportunity initially for the provision of income from the building and the use of its grounds for parking and later for strategic development of the space to complement that within the historic precinct.

Short term use for the Railgoods shed will:-

- Maximise the use of the building for commercial returns as a rental proposition
- Where practical, utilise the extensive grounds for central parking in support of harbour development

Longer term use of the Railgoods shed will be to seek a key tenant for a ticketable attraction to the area or to demolish it to enable future commercial development.

The projects around the Rail Goods Shed area in the next decade include:-

- Enabling the establishment of a Farmers Market
- Enabling the use of an area for penny farthing and cycle 'learn to ride' experiences
- Refurbishing the Railway Goods Shed externally with paint in keeping with other buildings in the precinct.
- Softening some of the landscape around the shed
- Enabling the establishment of a privately operated Caravan Park on council leased land
- Public toilets with facilities in the vicinity to service Alps 2 Ocean cycleway users, the playground and the historic precinct

6.1.10. Marine Industry / Activity

Marine and water activity is key to the ongoing success of harbour operations, commercial endeavour, tourism and community wellbeing. Accordingly:-

- Club activity and social interaction on the water will be supported
- Small boat use by families and individuals for recreation will be encouraged
- Water play will be supported in the harbour
- Fishing, social and commercial, is part of a normal harbour environment and will be enabled
- Business that supports marine and leisure activity is part of the harbour and will be enabled

Key projects to be undertaken include:-

- A floating Pontoon for recreational use (ferry pontoon for children)
- Retention of services for marine based recreational activities
- Maintaining the slipway
- Developing the ramps servicing the harbour
- A pontoon and light ramp at the corner of the Esplanade and Waterfront
- Parking for Esplanade and Waterfront ramp trailer users provided, possibly near rail line

6.1.11. Harbour Structure

Council policy is to actively manage its harbour assets so they can be maintained in perpetuity. This is fundamental in promoting the port. The breakwater also ensures ongoing protection of Oamaru township from erosion. These assets will need to be maintained so that:-

- Entry to the port will be assured by a minimum channel depth
- The port will meet minimum maritime safety requirements at all times
- The breakwater will be maintained to protect the integrity of the port and its usage
- Holmes wharf will be maintained to service fishing boats, ship tenders and the like
- Normanby wharf will be maintained to a level appropriate for its use
- Sumpter wharf
 - in the short term will be maintained sufficient for heritage and tourism elements (pedestrian)
 - in the longer term Council will seek to enhance salvation opportunities
- Points of historic interest within the Harbour area will be maintained to ensure no additional degradation of the assets.

Key projects will be undertaken to ensure:-

- Ongoing repairs and maintenance of wharves and breakwater
- Sumpter Wharf degradation is minimised and it is minimally restored to pedestrian safe use
- Holmes Wharf is restored to light commercial use
- The harbour entrance is dredged
- Existing sea walls are maintained
- Rockwall Seafront North of Oamaru Creek (complete)
- Rock Wall Oamaru Creek to Holmes Wharf
- Breakwater is maintained
- Wharf amenities for fishermen and other wharf users are improved

6.1.12. Commercial Space

Harbour and associated endowment properties will be used to maximise income for the harbour precinct and wider district with full regard to the Vision for the harbour.

- Lessees incompatible with the vision for the harbour will be renegotiated at first opportunity
- Properties in the harbour precinct will be in keeping with identified industrial and historical elements of the harbour environment
- Commercial space provided or built on the harbour will be built back from the water's edge to enable direct public access to the water and beach to be maximised
- There will be a balance of commercial, leisure and services with supporting facilities in the precinct so that the harbour is vibrant, effective and meets the operational need of users
- Commercial properties will be let at market rates, rental opportunities will be proactively sought and maximised and some land sales may be considered
- Where Council properties are let to volunteer groups some elements of service may be negotiated in lieu of service fees with the agreement of the Harbour Sub Committee

Key projects will be undertaken to:-

- Prepare land on harbour side of railway track to allow establishment of activities to attract the public
- Upgrade or redevelop the Railway Goods Shed
- Develop the Te Mahi Site
- Reinstate Friendly Bay tearooms (this is being undertaken privately on Council leased land)
- Resolve a long term view on the lease of the McKeown Group
- Promote fresh fish sales and smokehouse on wharves
- Assess opportunities to realign the rail track to maximise development potential of land
- Enable rail to harbour land development
- Progress opportunities for development of a Harbourside Village concept (Commercial Waterfront)
- Develop historic port buildings for arts/crafts and residential use
- Enable the Freezer building retention (rather than demolition by neglect)
- Longer term identify a development / restoration strategy for the Freezer building

6.1.13. Residential Area and Tourist Accommodation

Modern harbour developments include residential aspects. However, when allocating space priority needs to be given to development that will create economic, social and cultural vitality in the area. This planning can then allow for appropriate residential development. Too much residential development, with its associated services, could have an adverse effect on the area and therefore the balance needs to be carefully considered.

Mixed use development, including residential, will be within the harbour precinct.

Tourist Accommodation will be encouraged within the harbour precinct to bring people and foot traffic into the wider harbour. Residential needs development will be carefully managed so that residential needs for quiet enjoyment do not impact on the vibrant and commercial elements of the publicly owned harbour and its surrounds.

Where accommodation is enabled or built it will:-

- Be back from the water's edge to enable direct public access to the water and beach
- Be built in a manner that enhances the safety and vibrancy of the harbour area
- Maximise the use and return on endowment lands
- Be complementary to, and in a scale with existing buildings

- Require the occupier's acceptance of the heritage, harbour and industrial nature of the area and all the effects of commercial, rail, tourist, marine, penguin and fishing activity.

Projects include:-

- Assisting (if required) to progress the currently consented private Cormorants Development
- The identification of areas available for mixed use or residential development
- Enabling a camper van site close to the harbour or other similar facility
- Encourage the development of a 5 star hotel (possibly in the Rail Building)
- Promote tourist accommodation

6.1.14. Street Furniture and Public Facilities

Visitors to the harbour will be invited to relax with seating, shelter and public toilets that are sympathetic to the space. People will then become more connected with the Port, encouraging them to explore the its rich heritage

Projects include:-

- Stone Capping Lights
- Shelters at key points of interest
- Street Furniture/design/signage/boards
- Sewage scheme to be extended to service complete harbour area
- Establish public toilets within the vicinity of the new playground

6.1.15. Landscape and Vegetation

Landscape and vegetation will flow with different areas enticing the visitor to explore and enjoy the space by:-

- reflecting the historic elements of the harbour
- utilising native plants that thrived in the area
- maintaining elements of the industrial core of the harbour
- building on the harbourside theme

Projects and elements include:-

- Extension of the Esplanade wall and lighting (complete)
- Planting trees on waterfront road (and plant bank)
- Planting quarry area
- Re-vegetating the area
- Group plantings to entice visitors to keep walking
- Street furniture and planting for unified theme to harbourside

6.2. Areas

Areas of the harbour where activities are being undertaken are:-

- Freezer building and north of stream
- Rail to Ocean foreshore
- Friendly Bay
- Rail goods yard area
- Portside beach
- Eastern tip of Harbour

Features to be developed are:-

- Harbour, related services and structures
- Accommodation
- Roads / Access
- Street furniture / artefacts / vegetation (per park bench)

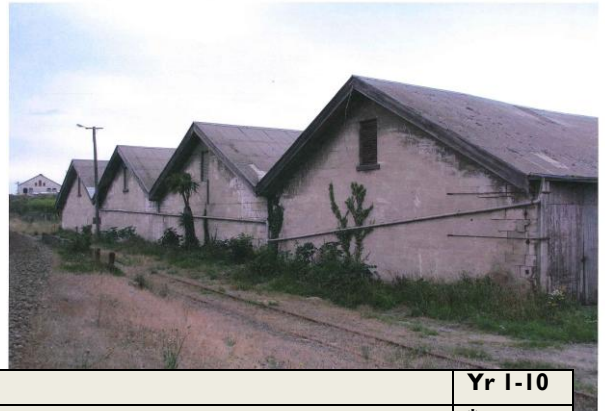
An aerial photo of the harbour area is shown on Page 3

There are in excess of 65 Projects that are to be undertaken in the harbour over the next decade for circa \$4 million with \$1.3 million of these projects to be undertaken in 2011/12. These projects, identified with the year (1 to 10) proposed for the work to be undertaken, follow. Proposals separately support every project.



6.2.1. Freezer building and north of stream

Enhancing the surrounds of the Freezer building provides an opportunity to expand the waterfront and give understanding of the importance of meat industry to the Waitaki district. Whilst Council is not seeking to restore this industrial building it will encourage opportunities for the private sector to preserve it, preferably for a tourist or port aligned industrial use.



No		Project Purpose	Yr 1-10
FN	Freezer building and north of stream		*
FN1	Tidy wasteland north of creek - restrict parking so that it is open tidy space and extends harbour	To tidy up the Northern side of Oamaru Creek so that weeds and trash are removed and plantings tidied sufficient for an industrial feel from the creek to the Freezer Building	1
FN2	Secure access to freezer building, tidy site and restrict to pedestrians / cycles	To tidy up and make safe the Freezer Building (particularly external elements). Limiting access to the inside of the building to prevent vandalism	1
FN3	Waterproof freezer building roof, add story boards about freezing industry history and seating	To minimise the ravages of weather damage to the Freezer building whilst alternative use or ownership is explored. Also to add historic information and seating so that the Freezer Industry story is told in situ at the harbour	2
4FN	Demolish building on original Oamaru historic site at River north in near freezer building	To enable an unrestricted vista down the harbour to the historic Freezer Building. Also to enable development of the original site of the first town building at the creek mouth.	2/9
FN5	Demolish tin building in front of freezer building (Willetts tenants)	To enable an unrestricted vista down the harbour to the historic Freezer Building. To demolish the 'tin shed' before it becomes unfit for purpose and dangerous	2
FN6	Pursue a new owner for Freezer building and sell or lease land and buildings	To determine how the Freezer Building can be preserved for its historic value whilst maximising return to Council and reducing exposure to development risk.	1
FN7	Enable extended rail journey to Railway Station and further north	Provide non financial support from Council to enable the Historic Rail Journey north to (at least) the Oamaru Railway Station. This will recognise the value of Rail to Oamaru's history and attract tourism to the precinct.	3



7.2.2. Rail to Ocean foreshore

A substantial tidy up is to be undertaken along the walkway from the foreshore south of the Oamaru Stream to Wansbeck Street. The aim is to highlight the industrial history of the harbour, enable a pleasant walk along the foreshore and improve the safety of the site. This also presents an opportunity to rationalise land holdings in accord with the original decision to buy former Railway land.



RO	Rail to Ocean foreshore	Project Purpose	* Yr 1-10
RO1	Railway bridge restoration (by volunteers)	To restore the historic Oamaru rail footbridge utilising volunteers and donations	1
RO2	Fleurs herb garden	To enable the placement of a raised herb garden near the rail bridge at Itchen St utilising volunteers and Fleur's contractors	1
RO3	Steam Rail / Railway Park - white picket fence	To enable the building by volunteers of a white picket fence around the rail building housing trains. This fence will utilise materials provided by Council and labour co-ordinated by Steam and Rail and will enhance the safety of the cycle track.	1
RO4	Exhibition space / Steam Punk rotating exhibitions	Provide for a series of well placed sites with external power and lighting for use for events and exhibitions. These sites to have pads sufficient to support stages for entertainment or the placement of heavy items for exhibition. Create areas near these sites as rentable event spaces.	1
RO5	Railway to ocean and Wansbeck maintain grass	To maintain the site and grass around the 'Rail park' area so that it has an industrial / wilderness feel	1
RO6	Railway art display	To turn the rusting Steam junk into 'Steam Art' so that items are in situ on old rail lines or set up with rocks / plantings in manner befitting these artefacts	1
RO7	Rail to Harbour land development	Identification of land needed for the harbour development and potential for land rationalisation or further commercial leasing. This includes consultation and negotiation to ensure that land can be legally used as proposed.	4



7.2.3 Friendly Bay surrounds – Child friendly

A substantial number of activities within the harbour aim to increase the use of the port by visitors, families and especially children, all of which will mean increased foot traffic. This in turn provides opportunities for economic development and also for Council to lease its land in the area.

In accord with the Playground Strategy a destination playground is to be built at the harbour. The uniqueness of the playground will be enhanced by some key 'artistic' pieces. Alignment with the popular Steam Punk art movement is one possibility to create a uniqueness that appeals to children, adults and tourists alike. The improvement of the beach and overall access will further augment enjoyment of the space.



The playground and its surrounds will rely considerably on the goodwill of volunteers and donations over time to build up the area with plants and further elements of fantasy. Initially key pieces will be provided by Council with any volunteer elements supervised by a Council-hired project manager following the landscape plan.

Some innovative use of current space will help curtail initial costs. These could include using the helicopter landing zone as a 'learn to ride' space for children, laying the playground out sympathetically with the proposed privately provided tearooms and utilising an interim refit of a toilet in the existing Te Mahi building.

The waterfront and Friendly Bay surrounds including Marine Parade are all receiving a face lift. Work is progressing with current Council leases to establish the best use for the waterfront land and buildings.



CF	Child Friendly – surrounds and Friendly Bay		Yr 1-10 *
CF1	Sight lines/view shafts to be retained - Esplanade Redevelopment extending Carnival Site	To ensure that individual developments and projects within the Harbour do not inappropriately impact on the view shafts	1
CF2	Friendly Bay steps and sanding	To ensure that Friendly Bay beach is accessible and attractive to users including families with children.	1
CF3	Floating Pontoon and or 'child ferry'	To provide children and the young at heart with a simple durable platform in the water near Friendly Bay beach	1
CF4	Walkway - Play to clay / within playground area	Enable a personalised area for clay pavers or such like created by local children to be incorporated into park landscaping	1
CF5	Cycle Learning Zone	To provide young children with a dedicated area for bikes / trikes where they can learn to ride safely	1
CF6	Enable the private reinstating of Friendly Bay tearooms	Enable the current consented Friendly Bay Tearooms to progress and align playground equipment placement in a coherent way with the outdoor elements and equipment servicing the tea rooms	1
CF7	Enable establishment of additional attractions for rail	To provide assistance of a non financial nature to progress any proposals for interactive rail services within the precinct to attract children and others	4
CF8	Establish activities picnic areas / volley ball	To establish activities within the harbour precinct that encourage family interaction and physical activity	3
CF9	Set up playscapes with local themed items within any playgrounds	To provide within the wider precinct and the Friendly Bay Carnival park some areas of landscaping that encourage play within the environment	1
CF10	Steam Punk / Carnival playground – a destination not just a playground	To provide a destination playground within the Harbour Precinct at Friendly Bay with sufficient striking pieces to be 'artistic', a visitor magnet and great play experience	1
CF11	Te Mahi Site Development - interim divide site and make toilet a paraplegic one and use site for volunteers working on park and harbour	The use of the Te Mahi site to provide a toilet in support of the carnival playground site development. Provision of space for volunteers doing work in the harbour	1
CF12	Te Mahi Site Development identify a compatible development opportunity	Take active steps to ensure that the Te Mahi Site will have the best opportunity for future development and ensure that legal steps are taken to remove any impediments to use	2
CF13	Rowing club opportunities / development / building purchase	Take active steps to ensure that the Rowing Club lease site will have the best opportunity for future development	2
CF14	McKeown Site - Long Term view of McKeown site usage / strategy	Take active steps to ensure that the McKeown lease site will have the best opportunity for future development. Also to cease the use of trucks and petroleum storage / sales from the esplanade and waterfront road to enable safer pedestrian beach access and enhanced road space.	2

7.2.4 Railgoods yard area

The area surrounding the Railway Goods shed has a substantial amount of land available in the medium term that can be used to increase the vibrancy of both the Historic Precinct and Harbour. As the building currently provides an income it is intended to keep this as a short term commercial rental proposition. Longer term it is recognized that the building is not in keeping with the wider area and when next painted it will become more sympathetic to its surrounds. The provision of central car parking space for harbour visitors and the buildings light industrial tenant is also seen as an on going use for this space until a better use can be found.

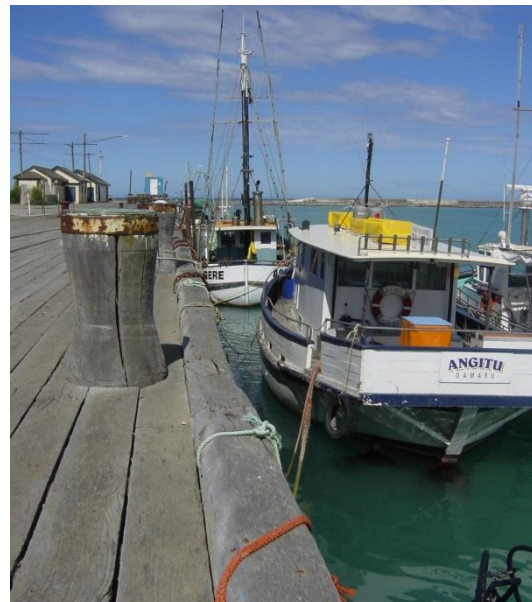


RGYD	Railgoods yard area		*Yr 1-10
RGYD1	Railway Goods Shed Upgrade in situ	To enable the Railgoods shed to better reflect the heritage aspects of the precinct with sympathetic colour and landscaping until a better use can be found	4
RGYD2	Farmers Market enabled	To enable a Farmers Market within the Port at the Railgoods shed	1
RGYD3	A2O terminus facilities	To identify the requirements for facilities in support of the A20 and enable these to be provided within the area	2
RGYD4	Penny farthing bike area	To enable the set up of a Penny Farthing Cycle area within the Port at the Railgoods shed (following a successful trial of this arrangement over Christmas 2010)	1
RGYD5	Parking substantially centralised reduce road traffic to Penguin Colony	To set up centralised and satellite parking	3
RGYD6	Public Toilets	Build toilets in support of the playground, harbour and the historic precinct, possibly with additional toilet, shower and locker facilities for A2O	2



7.2.5 Harbour, related services and structures

Substantial effort is being made to improve the facilities in the harbour for commercial and recreational users. There are also erosion control issues that need to be managed for the safety of the town. Additionally, priority will be given to redecking wharves if the Council receives hardwood from the Hakataramea bridge replacement. A future possibility is that Sumpter Wharf could be made pedestrian safe and volunteer effort will be directed in this area if it is practical.



HS	Harbour, related services and structures		*Yr 1-10
HS	Heritage aspects / HPT Historic Area Classifications	To ensure that all elements of heritage protection required for HPT approval and management of the harbour are met	1
HS	Restore Sumpter Wharf - Pedestrian safe	To enable pedestrian access to Sumpter Wharf for recreation purposes, if feasible	2
HS1	Restore Holmes Wharf to commercial use standard	To enable access and use of Holmes Wharf for light commercial and recreation purposes whilst seeking to restore and retain historic where practical	1
HS2	Improve wharf amenities i.e fish stations, shelter access etc	To enable better use of the wharves by adding amenities for recreational fishermen and pedestrians	2
HS3	Promote fresh fish sales & smokehouse on wharves (private sector)	To seek opportunities for private enterprise to increase the vibrancy and use of the wharves by locals and visitors through the sale of fish and sea produce	1
HS4	Access improved, with new ramp near McKeown's site corner	To enable small boats and recreational users to launch in safe water near the corner of Esplanade and Waterfront Road	4
HS5	Rockwall Oamaru Creek to Holmes wharf	To prevent erosion from the sea from Oamaru Creek to Holmes Wharf by reinstatement of the rockwall	2
HS6	Breakwater maintenance	To maintain the integrity of the breakwater to protect the Harbour and town	1/5
HS7	Develop slipway	To upgrade and develop the harbour slipway	4
HS8	Dredge Harbour	To dredge the harbour for light commercial use and entry and egress of recreational boats	yearly
HS9	Encourage chandlery and shipyard services (private sector)	To seek opportunities for private enterprise to provide chandlery and shipyard services within the harbour precinct in support of commercial and recreational boats	5

7.2.6 Accommodation

Whilst the harbour is to be made an attractive place for commercial and residential development, Council itself is not intending to undertake the role of builder/developer. The harbour works undertaken by Council will be supported by an active approach to finding the right leasees and accommodation providers for the area. Council will seek to improve rental returns and also rationalise land holdings.

ACC	Accommodation residential /commercial / land use		*Yr 1-10
ACC1	Rationalise land held through Harbour -	To work with appropriate parties to identify land use and ultimately seek to rationalise Council land holdings in the harbour with a view to maximise the endowment earnings for lands held in the precinct	1
ACC2	Harbourside Village (Commercial Waterfront usage)	To seek opportunities for private enterprise to progress the harbour village concept for commercial development into a vibrant, business and people friendly destination	5
ACC3	Residential accommodation enabled	To enable limited infill development of residential elements in the harbour precinct	3
ACC4	Cormorants Development	To progress Council requirements in regards to the Cormorant Apartments Development in accord with the current Resource Consent.	2
ACC5	Accommodation – Promote high end Tourist Accommodation	To identify and advertise opportunities for successful tourist accommodation providers and hoteliers to access harbour land and build accommodation in the harbour. This will maximise the earnings for endowment land and also grow high end tourism	2
ACC6	Enable Campervan park	To progress Council requirements in regards to enabling the establishment of a Campervan Park within the precinct. This will increase Council's return on investment for the lease	1



7.2.7 Roads / Access

The construction of new roads will be limited due to changes in NZTA funding. A key element is to seal Itchen St and enable better use of this space for parking in support of the area.

Some road alignment may be needed in the south east of the harbour as plans develop.



Road	Roads / Access			*Yr 1-10
Road	Oamaru Esplanade developed, planted, traffic slowed and turnaround provided at edge of rowing club	To enable ready access to the Friendly Bay water's edge without crossing roads by creating a grass park buffer and vehicle turnaround at the edge of the old Friendly Bay Carnival Site	QW	I
Road1	Develop service lanes for commercial precinct (Itchen to Wansbeck)	To re-grade Itchen St from the Elevator building. Provide chip seal at the Wansbeck Street end of Itchen Street ensuring an 'access road' alternative to the Harbour precinct with loading zones and parking		I
Road2	Harbour St loading zone and reduced speed traffic only	To enable Harbour St to be a shared space for vehicle and pedestrians with slow speed, loading zones and limited parking		I



7.2.8 Street furniture / artefacts / vegetation (per park bench)

This provides for landscaping, vegetation and the creation of areas of interest with the provision of seating, the placement of artefacts and the use of storyboards. This is to encourage visitors to explore a landscape with a sense of history, place and wildness.



No	Street furniture / artefacts / vegetation		Yr 1-10
SFAL1	Tourist walking trail	The harbour will be part of the Tourist walking trail	1
SFAL2	Interpretive panels / story boards	Panels and story boards placed at key points will tell the history of the harbour	1
SFAL3	Stone Capping Lights along Marine Parade	The top of the Stone lights along the Esplanade will be capped	3
SFAL4	Shelters	A range of well designed shelters will be provided in the harbour precinct	1
SFAL5	Street furniture and planting for unified theme to harbourside	Durable low maintenance landscaping will provide connectivity and a sense of place within the Harbour with planting, welcoming spaces and historic references	1
SFAL6	Other Landscaping	A distinct beautification project for funding by a trust or volunteer group will be developed within the Harbour Precinct	1
SFAL7	Group plantings	To create a series of low maintenance landscapes / plantings that complement placement of storyboards and artefacts	1
SFAL8	Trees on waterfront road (& plant bank)	To provide for shade and softening of the harbour landscape throughout the Harbour Precinct. Once funding is identified, trees will be appropriately placed	1
SFAL 9 - 13	Artefacts	To provide for pieces of historic interest or connectivity to the wider community within the landscape	1

7.2.9 Portside beach

The beach at Macandrews wharf will be made accessible again.



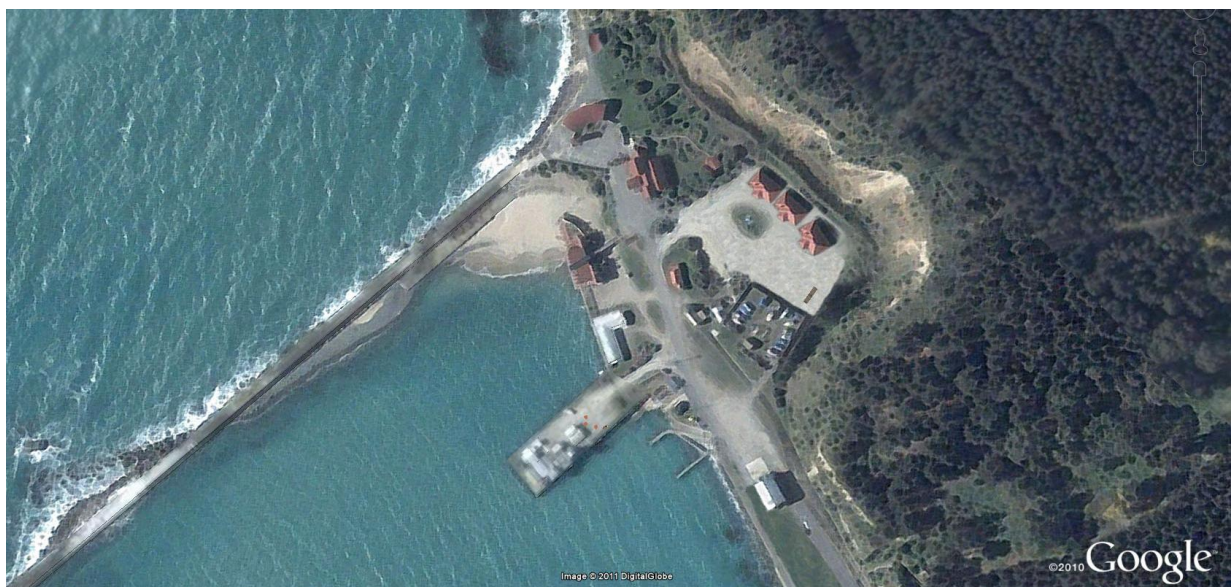
PSB	Portside beach		*Yr 1-10
PSB1	Access to beach	Re-establish people friendly access to Portside Beach	1
PSB2	Beach / play equipment	Put in place child playscapes to encourage the use of the Macandrew wharf beach and immediate land	3

7.2.10 Eastern tip of Harbour

Works at the top of the harbour include those to enhance the penguin tourism experience and to cater for the recreational and commercial small boat user. The Alps to Ocean finish line work is expected to be paid for by A2O. The final design and use for the quarry area is yet to be determined and it is expected that this area will be leased to support light commercial, chandlery and other development.



EAST	Eastern tip of Harbour		* Yr 1-10
EAST1	Penguin Colony attractions (WDB or WTB funded)	Provide infrastructure and signage to support the Penguin Colony development planning for increase in tourism traffic and the effects of this on the harbour environment	
EAST2	Penguin safety issues (WDB or WTB funded)	Provide appropriate infrastructure and signage to support penguin safety and access to habitat within the harbour	1
EAST3	Alps to Ocean finish line (ALPs to Ocean funded)	Provide infrastructure and signage in alignment with the requirements of the A2O finish line requirements	1
EAST4	Harbour area leases	Facilitate finalisation of leases within the harbour, including the Yacht Club lease	1
EAST5	Charging for ramp	Provide infrastructure and collection boxes to enable charging a fee for ramp use	1
EAST6	Boat Parking review	Evaluate and provide for boat parking and storage within the harbour on a user pays basis	
EAST7	Quarry area - progress opportunities for utilising this area	Work with appropriate parties to identify land in or near the Harbour Quarry with a view to maximizing earnings	



8 Revenue Streams for the Harbour and Precinct

The revenue streams for the Harbour are discussed below.

Fees and Charges

Council's Revenue and Financing policy requires that some elements of activity undertaken are funded by 'Other Income' with the amount set considering the following matters:

- Is the benefit identifiable to individuals?
- Are any particular individuals contributing to the need to undertake the activity?
- Legislative constraints
- Is there a practicable way of charging and collecting user charges?
- At what level should charges be set, considering the effect of charges on changes in demand or behaviour ?

Fees and charges within the harbour include:

- Holmes wharf berths
- Harbour moorings
- Fish Case levy per case
- Slipway Fees - Winch
- Slipway Fees – Daily Charge
- Ramp Fees (all of Waitaki Council ramps)
- Daily rate

Rentals

In accord with Council's rental policy, harbour properties should be paying a market rent. To date this has not been the case which needs to be addressed. There may be an opportunity for volunteer and service clubs to provide an element of service in the harbour to offset rental due and this may require a policy change.

The Funding policy also enables rates to be used recognising use of the harbour amenity for economic development and public good and an extract from the Funding policy in the LTP is noted.

Description

Port Operations (This includes the harbour channel, operational wharves, moorings and slipways).

Funding Policy

Other income 20%
Rates 80%
Rating Basis:
30% General Rate – Land Value

Property Activity

Activities to maintain buildings and aligned infrastructure

70% Targeted Rate Oamaru
Urban Area – Capital Value
100% user pays based on market rates.

Oamaru Port (This activity only covers part of the total undertakings in the Oamaru Harbour area.) Other activities that take place in this general area including roading, walkways and reserves are covered under those activities.

Other income 0%
Rates 100%

Coastal Protection (Including breakwaters and similar structures, and historic wharves and other structures.)

Rating Basis:
20% Targeted Rate Capital Value
District Services
80% Targeted Rate Capital Value
Oamaru Urban Area

9 Review of the Harbour Strategy

The Harbour Strategy will be reviewed annually as part of the Annual Plan and in more depth every 3 years in line with the elections. The process will be finalised with the update of the LTP.

9.2 Annual Plan

The Annual Plan for 2011/12 notes the following key projects

Waitaki District Harbour Works	Funding Source 2011/12					
	Rates	Loan	Harbour Endow	RMA	Grants	\$
Freezer building and north of stream	600	0	12000	0	0	12600
Rail to Ocean foreshore	3000	0	5530	20000	110000	138530
Child Friendly surrounds and Friendly Bay	12000	150000	12000	261500	0	435500
Railgoods yard area	0	0	2000	0	0	2000
Harbour, related services/ dredging / structures	100000	400000	0	0	0	500000
Accommodation		18000				18000
Roads / Access	0	102000	0	0	0	102000
Street furniture / artefacts / vegetation	0	0	37000	74000	20000	131000
Portside beach			1000			1000
Eastern tip of Harbour	0	0	6000	0	0	6000
	\$115600	\$670000	\$75530	\$355500	\$130000	\$1346630

Additional budget for maintenance etc	96000		40000			136000
*Loan servicing and repayment costs	226000					226000

*These loans are those for earlier roading work and rock wall reclamation north of Oamaru Creek

9.3 Long Term Plan

Waitaki Community Plan 2009-19

A summary of key points from the LTP are noted in Appendix 4. Key projects are noted below.

PROJECT AND DESCRIPTION	YEAR
New Capital Works	
Deferred Maintenance	
• Breakwater	2009/10 and 2011/12
• Slipway	
• Navigation	
General Development	2009/10
Landscape	
• Landscape Plan Implementation	Ongoing
• New Green Space Topsoil	2009/10
• Marine Parade	2010/Ongoing
• Rail Walk Bridge	2009/11
Friendly Bay	
• Play Equipment	
• Landscaping	
• Retaining Wall	2012/13
North of Holmes	
• Protection to Oamaru Creek	2010/11
• Protection North Oamaru Creek	2011/12
Renewal	
Sumpter Wharf – Major Renewal	2009/10

The Harbour Strategy will be updated with the LTP for 2012 – 2019 and approximately \$4 million of spending is forecast before inflation adjustment. Additionally spending on maintenance will be required for example; to mow the lawns, clean toilets and for repairs.

Harbour Management

9.4 Council Management

The Harbour is managed through the Property Unit of Council reporting to the Harbour Sub Committee

- Programme Managed by Carolyn Carter, Corporate Services Group Manager
- Responsible Manager Dougall McIntyre, Property Manager
- Project Manager Harbour Projects Rex Stringer

9.5 Harbour Subcommittee

Members on the Harbour Subcommittee 2011 are:-

- Mayor FAMILTON
- Cr Hopkins
- Cr Garvan
- Cr Perkins
- Cr Young
- Mr Hope – Oamaru Whitestone Civic Trust
- Mr Albiston – NO Branch Historic Places Trust
- Mr Williams – Waitaki Development Board

9.6 Delegations

Key Harbour Subcommittee delegations include:

Scope of Activity

- All matters pertaining to the Harbourside Plan, other than District Plan aspects and including day-to-day asset management and operation of Council services in the Harbourside area (excluding Oamaru Blue Penguin Colony). Note: the Harbourside area is defined as shown on the map at page 1.

Power to Act

- To co-opt extra members to the Committee as required.
- To approve Harbour Committee meeting minutes.
- To consult stakeholders on matters pertaining to the implementation of the Harbourside Plan, Harbour asset management and Harbour operations.
To apply resources provided by or via Council for the implementation of the Harbourside Plan.
- To communicate publicly on implementation matters relating to the Harbour.

Power to Recommend

- To advise and make recommendations to Council on matters in connection with the implementation of the Harbourside Plan, Harbour asset management and Harbour operation.
To advise and make recommendations to Council on the disposal of property or entering of leases on commercial terms.

Appendices

- | | |
|------------|--|
| Appendix 1 | Oamaru Harbour Development Timeline |
| Appendix 2 | Twelve key reports individually summarized |

Oamaru Harbour Developments Timeline

1853 - Hugh Robinson erected the first hut in Oamaru using cabbage trees and turf with a thatched roof. It was erected North side of Oamaru Creek	1886 – August, breakwater damaged in storm, repaired and strengthened 1887 – 1889
1854 - January <i>Endeavour</i> made the first known call at Oamaru	1891 – Ferry service to Dunedin ceased
1859 – Subsidised steam shipping service commenced between Dunedin and Oamaru	1894 – May, Cape Wanbrow lighthouse fitted with a new osculating light with a range of 15 miles
1865 - December Foundation stone laid for the Oamaru Jetty	1901 – Additional piles driven to strengthen Sumpter Wharf
1868 – February - Jetty destroyed in a storm	1906 – Holmes Wharf commenced. New northern end fitted during upgrade to Sumpter Wharf
1869 – Oamaru Rocket Brigade formed	1907 – Holmes Wharf completed on the North Mole. Initial 152m middle section of wharf and a dolphin at the eastern end
1871 – Oamaru Dock Trust formed	1908 – Wharf shed and flagstaff erected on Holmes Wharf
1872 – Construction of the breakwater commenced	1909 – Watersiders' shelter built on Holmes Wharf
1874 – Oamaru Harbour Board takes over from the Oamaru Dock Trust. December Cape Wanbrow light commissioned	1911 – “ <i>Progress</i> ” converted to a stationary dredge. March, 4.9m light staff at the end of the breakwater replaced by a 7.9m lattice tower
1875 –First 46 metres of MacAndrew Wharf officially opened and named in May	1913 – Training piles placed between Holmes Wharf and the eastern dolphin. New flagstaff erected on Holmes Wharf.
1876 – Breakwater reached 192 m. Macandrew Wharf extended to 100m. Inner berth offered 3.4m depth at low water, outer berth 4.9m. Otago Provincial Government abolished.	1916-17 – Seawall between Sumpter Wharf and SE corner of the harbour pitched to a regular grade, new posts and handrails erected and a permanent footpath erected. More piles added to Sumpter Wharf. “ <i>Progress</i> ” sold
1878 – Normanby Wharf of concrete construction was completed. Breakwater reached 286m. Cape Wanbrow lighthouse changed from a fixed white light to a fixed red light.	1918-19 – Seawall extensions built between Sumpter Wharf and Normanby Wharf, handrails erected
1879 – Cross Wharf completed and Normandy Wharf inner berth alteration finished. Survey of the seabed showed that dredging was practical.	1920 – Wharves lit by electricity
1880 – May, site for the North Mole fixed. Macfarlane and Watson awarded the contract.	1921 – Foreshore Improvements Committee (later the Friendly Bay Improvement Society and lastly the Oamaru Carnival Society Inc) formed
1881 – January – barque <i>Ardentinny</i> sails for London, the first wool ship to load at Macandrew Wharf; Davidson & Conyers of Dunedin won a £12,000 contract to supply a steam dredge from Appleby Brothers (UK); Davidson & Conyers later became insolvent and the contract was transferred to Briscoe & Co of Dunedin.	1922 – Piles driven on the eastern side of the Sumpter Wharf curved viaduct to strengthen it. Holmes Wharf dolphin extended, Friendly Bay named
1883 – May, dredge “ <i>Progress</i> ” arrived in Oamaru to begin deepening the harbour for larger ocean going vessels. The building of Sumpter wharf was commenced.	1922-29 – Western reclamation built up, levelled and seawall, footpaths and road tidied up. Land leased to oil companies who erected storage tanks: British Oil, Vacuum Oil and Texas Oil were the companies involved
1884 – August, Sumpter Wharf completed. September, North Mole finished 489.5m long along the top, 60m shorter than planned leaving an opening of 400ft into the harbour. Breakwater completed.	1924 – Watersiders' waiting room erected on Holmes Wharf

1925 – Lighthouse converted from oil lamp to electricity	1953 – New watersiders' rest rooms built alongside the rope shed on the North mole. Shell oil completed oil tanks for use of the coastal tanker
1928-29 – Holmes Wharf lengthened and equipped with electric capstans and bollards	1955 – <i>Hotunui</i> begins regular services from Oamaru for the Northern Steam Ship Co 1956 – Dolphin at end of Holmes Wharf rebuilt
1934 – Marine Department approved improving rail access at the landward end of Holmes Wharf and realigning the landing stage parallel with the wharf	1957 – First tetrapod's placed on the breakwater, BP oil installation completed
1936 – 197.5m landward end section of the breakwater raised by 2.1m, first stone deposited on the Ramsey extension	1958 – Breakwater raised for a further 68m, old Cape Wanbrow lighthouse residence demolished
1938-39 – Southern end of Sumpter Wharf widened to improve railway access. Similar improvements made to Holmes Wharf	1962 – Small area of land north of Holmes Wharf reclaimed 1963 – October – <i>Awanui</i> trial unloading of palletised cargo direct on the trucks
1938-39 – Southern end of Sumpter Wharf widened to improve railway access. Similar improvements made to Holmes Wharf	1964 – March, <i>Tanea</i> ceased calling.
1940 – New launch slipway completed on the west side of Normanby wharf	1966 – January, Oamaru ceased to be a port of entry. December, major blast in the quarry brings down 60,000 tonnes of rock, major dredging programme begins. Holmes Wharf upgrade begins with the removal of the oil pipeline and the demolition of the rowing club building.
1941-42 – North mole widened and strengthened to enable building to be removed from Holmes Wharf	1967 - \$180,000 loan raised to reconstruct Holmes Wharf (work completed 1971); the <i>Calm</i> loaded the first shipment of bulk grain; slipway rebuilt
1943 – G W Todd permitted to build a fish shed on Normanby Wharf; 15 November Fredrick Maynard and Allan McIntosh killed in a quarry blast accident	1968 – new slipway constructed
1944 – Ramsey extension sealed off and subsequently deteriorated. Cape Wanbrow lighthouse lit and automated from a new concrete tower) automated, acetone, acetylene); 18 March, <i>Kakapo</i> touched while leaving port, sparking an internal row within the harbour board.	1973 – August, The last trans-Tasman ship (<i>Koraki</i>) sailed from Oamaru
1945 – Cape Wanbrow lighthouse first lit by electricity	1974 – May, The coaster <i>Holmdale</i> was the last ship to use the Port of Oamaru
1946 – 15 July, frigate HMS <i>Whitehead Bay</i> pays the last visit to Oamaru by a Royal Navy Warship	1975 – Port officially closed to shipping
1947-48 – NOYPBC given permission to renovate and use the old pre-World War I dredging jetty off Foreshore Road 1 December 1948 – two ratings from HMNZS <i>Bellona</i> killed in a boating accident off the harbour; 2 December <i>Turakina</i> memorial unveiled	1976 – March, fish container and small crane placed on Holmes Wharf
1949 – Landing built for fisherman on Sumpter Wharf 1951 – March/May, waterfront lockout	1978 – March, Oamaru Harbour Board abolished. Administration taken over by Oamaru Borough Council and managed through the Oamaru Harbour Committee (with representation from the Waitaki and Waimate County Councils)
1952 – NOYPBC slipway completed off Breakwater Road.	1982 – <i>Turakina</i> memorial removed from Friendly Bay to make room for planned cement silo; later relocated on Lookout Point

1986 – Boat compound opened in part of the harbour quarry and Normanby Wharf slipway repaired
1988 – Jetties completed by the NOYPBC slipway
1989 – Waitaki District Council (WDC) formed from merger of the Oamaru Borough and the Waitaki County Councils
1991 – Slipway rebuilt, de Geests complete breakwater repair
1992 – Oamaru Blue Penguin Colony opened in the former harbour quarry
1993 – WDC officially named the right-of-way Breakwater Road
1995 – Cape Wanbrow lighthouse disestablished
1997 – Harbour entrance dredged for the first time since 1971
2005 – Holmes Wharf dolphin demolished. H2O restaurant opened on Cross Wharf
2006 – Penguin Colony visitor centre enlarged. Tetrapod construction resumed
2007 – Contractors constructed a road on the inside of the breakwater to facilitate repairs

Twelve key reports individually summarised.

There have been a series of reports commissioned and written on the development of the Oamaru harbour area. Below are the key elements / themes of each of these reports. Separately within the report at section 8 we have identified common themes for reports and the status of actions to date. Below we discuss briefly some of the expert's reports.

Feasibility Study Harbour/Tyne Street Area *Arthur Young (Christchurch) 1988*

Advice on townscape and buildings from John Gray of School of Architecture Wellington to identify a development and marketing programme for the long term preservation and utilisation of buildings, and the marketing of the area for tourist and commercial purposes.

Proposal:

- A heritage trail is important
- Theme park not commercially viable
- Develop a Victorian town at work
- Establish an Oamaru Whitestone Trust
- Concentrate on buildings
- Dependent on volunteers

Friendly Cove-Design Study *T B Lander 1994*

Brief to design a unique community and recreational experience on the Oamaru Harbour waterfront.

Assumptions:

1992 design proposals by Dunedin DOC conservancy are to proceed up to the boundaries of this project. A plan for the quarry area showing planting and circulation, with emphasis on providing penguin habitat in conjunction with wharf industry requirements with a public viewing area.

1993 design proposals by landscape architect Simon Ferrick to proceed. An urban landscape design resolving circulation, vegetation, visual and tourism issues in the harbour area.

1994 Oamaru town centre design proposals by Davie, Lovell-Smith Partners to proceed. An urban landscape design addressing circulation and amenity issues in the commercial township area.

Lessees to be relocated

Proposal:

- Re-alignment of Oamaru Creek to original path and re-creation of lagoon at south west corner of the harbour.
- Creation of a haven to allow people have direct contact with the seawater
- Create a Harbourside experience celebrating land and sea
- Reclaim community recreation space
- Link Oamaru township with Cape Wanbrow
- Remove a section of breakwater in line with Holmes Wharf
- Controlled pedestrian links
- Reinforce penguin territory
- Oamaru stone 'gravel bar', sculptural forms to mark gateway to penguin colony
- Expansion of King George Park into rail yard area
- Dismantle and relocate Sumpter Wharf

WDC Oamaru Harbour – Port of Oamaru ‘Strategic Focus and Management Plan’, WDC property manager 1996

Maintenance and capital works to be implemented in the harbour estimated at \$1.2m

Endowment land - reinvest the capital in land with revenue earned to be used for the same purposes as intended by the original endowment.

Harbourside Co-ordination Group 1996

A voluntary group; Blue May (MD Summit Wool Spinners), Phil Hope (Lawyer), Carol Scott (Joint owner The Woolstore), Tom Erikson (Manager National Bank), Linda Cowan (Principal Waitaki Girls High School), Gary Campbell (Manager Waitaki Power)

Report prepared outlining the opportunities that exist for a co-ordinated and complementary development without the need to engage consultants thus keeping costs to a minimum

Proposal:

- Need for strong leadership from WDC
- Area to be treated as one for future development
- Whitestone Civic Trust not vehicle for leadership in area (wider perspective needed)
- Need for unity of purpose and will to do
- Need mandate of leadership
- Keep away from petty politics and use business acumen not re-election mentality
- Place emphasis on two areas;
 1. Penguins
 2. Historic Buildings
- Have a co-ordinated approach to development
- Unkempt areas detract from experience
- Replace WCT with a charitable company
- Extend roads
- Restoration of the Criterion hotel
- Create pathway/cycleways from the Criterion Hotel
- Do not restrict or preclude businesses from the area
- Close Harbour Street at one end and restore road surface in context with area
- Service clubs to adopt attractions or buildings
- Establish activities such as swimming pool, train rides, picnic areas, artificial beach
- Dredge harbour
- Relocate North Otago Museum display functions to historic precinct
- Provide off-street parking at Squash Club
- Provide bus parking at I Site
- Restore Scott's shed
- Have appropriate planning controls to enhance and protect the area
- Train ticketing office and platform be erected next to i Site
- Sewage scheme be extended to service complete harbour area
- Restore Sumpter and Holmes wharves
- Restore quarry rock walls to original state and extend as a border to the area
- Land be prepared on harbour side of railway track to allow the establishment of activities to attract public to the area
- Establish a campervan park close to the harbour
- Implement plan to re-vegetate the area
- Secure all land not owned by WDC
- Improve penguin viewing facilities to international standard
- Establish public toilets next to i Site

Short to Medium Term Objective:

A prime thrust to be a focus on incorporating the area into one by:

- Interlinking roads and paths
- Encouraging incompatible current activities to relocate
- Beautifying the area
- Repairing what is unsightly
- Enhancing the 'oases' activities
- Attracting business to the area
- Getting buildings to a state where occupancy is possible
- Establishing activities which will generate visitor traffic to the area

Long Term Objective:

- The creation of a self-sustaining, commercially viable Harbourside area
- The community not to underpin financially indefinitely

Railway Goods Yard and Harbour Development *Dugal Armour 1997*

Draft concept plan emphasis on green open space and recreation

Proposal:

- Demolish goods shed to create a large green space Tyne Street to railway line
- Extend Wansbeck Street to join the Esplanade
- Close Arun Street but leave access lane to nursing home
- Create swimming pool complex to rear of carnival area
- Create a camping ground south end of Esplanade
- Create a one way traffic system behind the Loan and Mercantile building and Tyne Street

Oamaru Central Area Design Guidelines *John Gray (Architect) 1998*

Guidelines to assist owners and developers of buildings in Business I and H zones of central Oamaru who want to renovate, alter, or develop their properties.

The guidelines operate on three levels:

- I. Identify and describe main features and characteristics of CBD buildings
- II. Guide and reference for building developers and designers
- III. WDC measure to review how design of development proposals fit the objectives, policies and rules of Waitaki District Plan

The guide does not promote a prescriptive approach to design.

"Replication and imitation of the past is not necessarily appropriate"

Oamaru Heritage and Port Area Concept *Davie, Lovell-Smith Partners and Waitaki Development Board 1998*

Proposal:

- Close Arun Street
- Tyne/Arun Street corner of land to be mixed use recreation
- The Esplanade to be the main link (road) to the Penguin Colony
- Restore the Esplanade
- Encourage new land uses e.g. relocate old pub to set up as B & B
- Restore pedestrian rail bridge

- Plant trees on Harbourside road
- The carnival space at Friendly Bay to remain as an open area
- New level crossing near overbridge
- Plant trees for buffer area at end of Harbour Street
- Parking and public toilets near goods shed
- Improve walkway linkages to include King George Park with heritage area and the port
- Campervan park on Esplanade
- Improve penguin viewing experience
- Develop focus for marine and boating theme near slipway and boat sheds for tourists and locals
- Develop historic port buildings for arts/crafts and residential accommodation

Oamaru Harbourside Stakeholder Workshops WDC & WDB 2003

Workshop 1 July 2003:

The workshop was led by architect Ian Athfield to address key issues with stakeholders and develop a master plan to take to public consultation.

- Keep the harbour as a working port
- Covenants in land tenure instruments to limit residents claiming nuisance from a working port
- Retain suitable land for port operations
- Retain marine based recreational activities i.e. rowing and boating
- Restore existing seawalls
- Preserve and enhance public space and improve connections/walkways
- Strengthen link between precinct and the penguin colony
- Uninterrupted pedestrian access around the harbour edge
- Convert goods shed to a museum
- Hold a competition for the design and future use of the railway land
- Maximise green space in any redevelopment
- Develop a 5 star hotel
- Realign rail track to maximise development potential of land

Workshop 2 November 2003:

Draft Guidelines for the development of the Oamaru Harbourside precinct. This follow-up workshop considered macro principles, design issues in the public realm and controls in the private realm.

Harbourside Village *Davie, Lovell-Smith Partners and Athfield 2003*

An emphasis on building activity to draw people into the area for both commercial and residential purposes. To bring activities back to life and promote the renewal of South Hill.

A series of principles for draft guidelines for development macro principles, design issues in the public realm, controls in the private realm and the way forward. (ref. 3.5.6 Oamaru Harbourside Report, *Jenny May 2004/05* and Draft Guidelines for Development 27/11/2003 appendix I)

Proposal:

- Business and residential accommodation as a Harbourside village on the south of the harbour
- Upgrade Friendly Bay with associated car parking and picnic area
- Install play equipment
- Overnight accommodation for motor homes and campers
- Restore and upgrade the Esplanade
- Close Arun Street to through traffic except pedestrians and cyclists

- Develop a sculpture garden of Oamaru stone at beginning of Harbourfront Road and hold stone carving symposiums
- Construct pedestrian promenade from Esplanade to Penguin Colony
- Use planting and street furniture to create a theme to unify the Harbourside
- Install public toilets
- Establish a garden shop to compliment sculptures
- Group plantings to entice visitors to keep walking to discover
- Restore Sumpter Wharf for pedestrian traffic
- Re-vegetate and stabilise the bank face Harbour to Test Street
- Install bulletin boards
- Create car parking areas
- Develop Oamaru Creek as a tidy “people space”
- Other possible attractions include a museum, aquarium or activity park

Oamaru Harbourside Report *Jenny May (Heritage Management Services) 2004/05*

The report was commissioned by the Waitaki district Council to assist it with management of Historic Places harbour registration

There is a need for policies and guidelines to respect the individual cultural heritage significance of the harbour side, historic precinct, railway and associated industrial activity.

The precinct is the dominant built character of the area but it is not the architectural aesthetic of the whole area.

There is a need for an overall strategy for future development in order to avoid ad hoc development and observe conservation practice.

Open space and recreation are historically a significant part of the area.

Recommendation:

- Links be made to the three main areas
- Green links, extend King George Park to the rail yard
- Restore railway bridge to link Friendly Bay
- Extend Wansbeck Street as main link to Esplanade and harbour area
- Conservation walkway from Cape Wanbrow to Oamaru Creek and CBD
- Heritage trails with interpretive panels
- Limit vehicle access to specific routes and avoid unnecessary or further fractionation of the area's interconnection with King George Park, precinct and the harbour

Harbourside ‘Herald’ Concept Map *Projenz 2007*

Harbourside development to cover works:

- Silo removal from harbour front
- Restoration of rail footbridge
- Reinstatement of Friendly Bay tearooms
- Breakwater maintenance
- Dredging of harbour entrance

“Harbourside” Draft Development Strategy - Waitaki Development Board

(with concept plan by Dugal Armour 2007)

A review of the 1997 concept plan for the revitalisation and development of the Harbourside area. Foremost is the creation of a defined buffer zone around the entire inner edge of the harbour.

Proposal:

- Creation of three major open spaces
- A road system that directly connects to the historic precinct via the Wansbeck Street extension
- A mixed walkway and cycleway
- Identify zone and create a new commercial precinct behind Marine Parade
- A large central parking and transportation hub, museum and orientation venue amongst the ex-railway goods yard
- An extension to King George Park
- Develop long term roading strategy to allow for servicing of the harbour
- Establish policy for long term strategy for reforestation of Cape Wanbrow
- Establish links to CBD and historic precinct
- Promote development of tourist accommodation
- Extend green space at Friendly Bay
- Reinststate sea wall and associated jetties and features
- Establish Wansbeck Street extension and walkway
- Promote a controlled residential development
- Develop service lanes for proposed commercial precinct
- Zone for public green space
- Repair wharves
- Shift road to back of NOYBC
- Expand red sheds ‘village’
- Develop Esplanade as a pedestrian/public space
- Promote fresh fish sales and smoke house on wharves
- Develop boat yard and slipway, and a marina
- Develop strategy for restoration of the Freezer Building
- Establish full extension of the Esplanade wall and lighting to south side of harbour
- Close Arun Street
- Restoration of the Criterion Hotel