



ŌAMARU HARBOUR PLAN

2020 AND BEYOND

DRAFT - August 2020



Waitaki
DISTRICT COUNCIL
TE KAUNIHERA Ā ROHE O WAITAKI

“Ōamaru Harbour Plan 2020 and Beyond”

Foreword by Gary Kircher

“The best little harbour in New Zealand”: it’s an ambitious goal, but Ōamaru and the people of Waitaki have never shied away from a challenge. The history of our harbour is testament to this tenacity and passion. The Ōamaru Harbour area has long been a special place for our community, and its rejuvenation over recent years proves this affection is everlasting.

This document aims to continue the harbour’s legacy — charting a course for the future while celebrating its rich history. We’ve already had strong feedback on how important the place is to our community, and we want to keep its unique character while safeguarding its future.

Remember, this is a balancing act and there will be trade-offs for everyone, but at the end of the day we’re all working towards the same goal: ensuring a sustainable future where Ōamaru continues to have the best little harbour in New Zealand. Take a look at what we have come up with. We look forward to shaping our harbour for future generations to enjoy.



Gary Kircher
Mayor of Waitaki



CONTENTS

1	Vision and Mission	4
2	Investment Objectives.....	5
3	A History of Change	6
4	The Situation.....	7
5	Key Considerations	8
6	Ōamaru Harbour Plan 2020 and Beyond	11
7	Summary of Projects.....	14
8	Zones.....	20
9	Related Projects.....	34
10	Roading Projects	37

APPENDICES

1. Ōamaru Harbour Plan - Process Report
2. ORC Waitaki District Coastal Hazards Report (2019)
3. Engagement Results - Ōamaru HarbOUR Space Survey (2018)
4. Abley Technical Report - Ōamaru Town Centre to Harbour Connect Experience
5. LandLab Design Strategies
6. Financial information
7. Sumpter Wharf Structural Report
8. Ōamaru Harbour Breakwater Surveys (2018-2019)
9. Dredging Map
10. Proposed Plan Change 4 – Variation 9 – Ōamaru Harbourside (2007)
11. Notification of Withdrawal of Proposed Plan Change 4 - Variation 9 (2009)
12. Ōamaru Breakwater Public Access Health and Safety Risk Assessment
13. WDC District Plan Review - harbour related details
14. Ōamaru Harbour Development Strategy (2011)

Appendices available on the Waitaki District Council Website

1. VISION AND MISSION

VISION


Make Ōamaru Harbour
the best little harbour in
New Zealand

MISSION

Delivering benefits for
all, while protecting and
enhancing what makes the
harbour area special

2. INVESTMENT OBJECTIVES

The four Investment Objectives encapsulate the community's wants and needs for the Ōamaru Harbour, now and into the future. The goal is to fulfil these four objectives and in doing so achieve the mission that has been developed: "delivering benefits for all while protecting and enhancing what makes the harbour area special."




1. Enhance the harbour in sympathy with the town's heritage, creating a unique experience that residents are proud of, attracting visitors.

Any improvements to the harbour need to be done in a way that is in sympathy with Ōamaru's unique heritage. The idea is not to try to recreate the town's Victorian heritage but continue to develop it in a way that adds to and complements this in a tasteful and unique way.

2. Confidence - attracting increased investment in the harbour area.

By providing a clear outline for the future of the harbour, the plan aims to provide investment confidence to the community, business, and decision-makers, allowing for continued improvements in the harbour area.



3. Keep adding to the harbour area's vitality in a planned way that complements and benefits the town centre where possible.

We want to see the harbour area develop in such a way that complements the Ōamaru town centre. By improving connections between the harbour and the town, both will benefit from improved foot traffic and economic activity.

4. Protect wildlife and improve environmental outcomes, helping people enjoy and understand both.

Any plan for the harbour needs to take into account the importance of the natural environment and the wildlife that inhabit the harbour and wider Ōamaru coastline. Ensuring the environmental and built form of the harbour are protected, identified, and explained so they can be celebrated by locals and visitors alike is a key part of the continuing story of the harbour.





Day trip Dunedin to Ōamaru. Sumpter wharf. Breakwater. 1890s

3. A HISTORY OF CHANGE

The Ōamaru Harbour area has been changing for many years.

When looking at the history of Ōamaru Harbour in full, it is clear that the only constant over the past 150 years has been change itself. The harbour has a rich and varied history, which has made it what it is today. Its construction secured the future of Ōamaru and was central to the regional economy. Indeed, the success of Ōamaru can only be understood in the context of the construction of a successful port on what had been a hazardous coastline.

Ōamaru's harbour was built in defiance of the town's natural limitations and at great cost, exemplifying the importance that Ōamaru's early population placed on their port. The harbour is a key element in understanding the economic and cultural heritage of the town. Until the completion of the first stage of the breakwater in the mid-1870s, Ōamaru was notorious for the number of shipwrecks that took place along its coastline.

The completion of Sumpter Wharf in 1884 enabled Ōamaru to play a significant role in the frozen meat trade. Because the port only closed to commercial shipping at the end of the conventional shipping era in 1974, it retains a unique assortment of heritage features that remind newer generations of its rich and colourful history.

In more recent times, it has begun a transformation into a popular destination for residents, families, and visitors. Planning work started in 2003, and the 2011 Harbour Development Strategy (refer to Appendix 15) has driven a number of improvements in the harbour area. Due to the success of the Harbour Development Strategy, the Council began to receive more development proposals, some of which caused a degree of conversation and conflict of opinion in the local community.

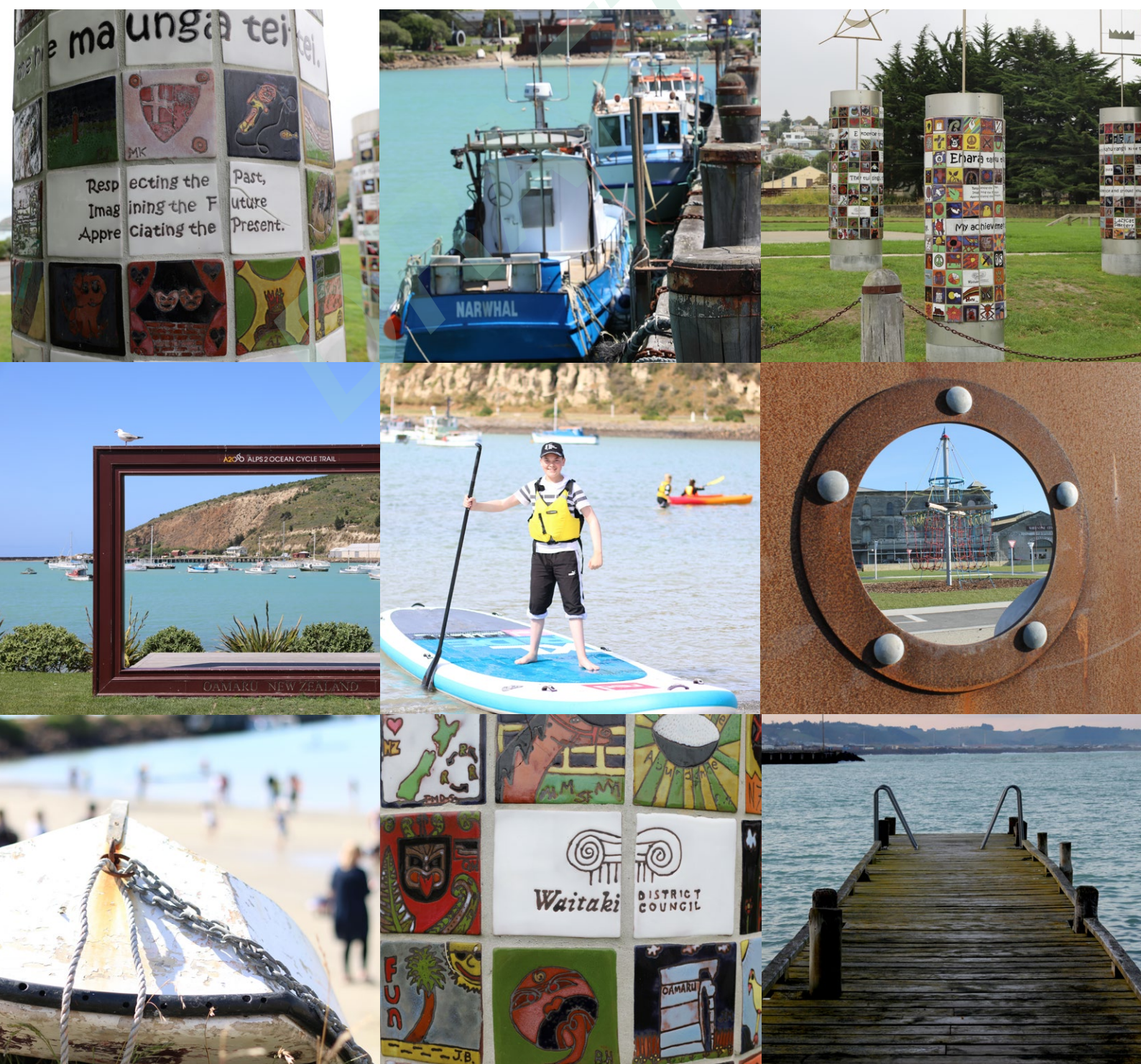
What is apparent is that any lasting development in this area needs to have a clear direction, supported by the community, which will shape the future and guide any proposed development and changes.

4. THE SITUATION

Development in the Ōamaru Harbour area must retain and protect what we love, while ensuring long-term sustainability.

The harbour and waterfront areas are used for a wide variety of activities, from commercial to recreational and industrial, as well as being the hub for many groups, clubs, and organisations. It is host to many popular community events and home to a range of marine wildlife, including shags, penguins, and seals. The variety of users and their interests, along with the heritage story and the wildlife in the harbour, creates an interesting space for a mixture of needs.

The work done by the Harbour Area Committee and Project Team in 2018 and 2019 to develop a plan for the harbour, has resulted in a clear vision for the harbour that will benefit the local community and future generations. Please refer to Appendix 1 to find a summary of the work that has been done between November 2018 and December 2019.



5. KEY CONSIDERATIONS

STRUCTURES AND MAINTENANCE

The structures that make up the harbour are well beyond their use-by date and require a considerable amount of investment to repair, maintain, and improve.

These structures and activities include:

Harbour
Breakwater



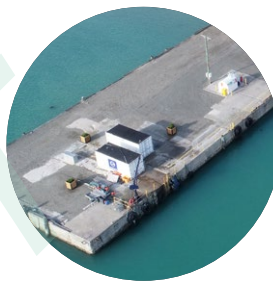
Holmes
Wharf



Sumpter
Wharf



Normanby
Wharf



Harbour
Dredging



COASTAL HAZARDS

The threat posed by nature, especially to a man-made structure bearing the brunt of the Pacific Ocean, is a very real and constant reality.

With “one in 100-year” weather events becoming more frequent, increased investment will be required in order to maintain and repair the infrastructure of the harbour.

A Waitaki District Coastal Hazards report prepared by the Otago Regional Council provides a range of detailed information regarding climate change and the inundation and erosion hazards along the Waitaki District coast. Refer to Appendix 2 for more information.



POTENTIAL CONFLICTS

With such a wide range of interests and user groups, it is unsurprising that conflicts exist between uses and aspirations for the harbour.

This is particularly apparent when examining the engagement results of an initial round of community consultation carried out before the plan-development project began; this showed clear differences in opinions about the current and future use of the harbour. Many of these could be unpicked through demographic analysis, while others cut through various respondent groupings.

Creating a balance between the public’s various priorities while ensuring the harbour continues to develop in a responsible and sustainable way, that is sympathetic to the unique history and heritage it represents is critical. Refer to Appendix 3 for Engagement Results of the initial consultation that was done in 2018.



CHALLENGES

FINANCIAL INVESTMENT

The Ōamaru Harbour itself is a significant piece of marine infrastructure. It was built to protect the shipping trade along the Ōamaru coastline, a piece of water notorious for shipwrecks and rough seas.

This same sea continues to impact on the structures in the harbour, and this dynamic environment means they all require regular maintenance and repair. This level of service requires significant investment, which at present is not being adequately allocated to the main structures.

Without investment for repair and funding for maintenance, these structures will fall further into disrepair.

UNCERTAINTY

A lack of shared vision is leading to ad hoc decisions, causing uncertainty and community tension.

There are many varied expectations and desires for the harbour, some of which exist in conflict with one another. The identity and purpose of the harbour has changed dramatically since its heyday as a busy commercial port. Today, it no longer serves as a revenue-gathering area for the town of Ōamaru, but rather as a latent asset that requires further attention to unlock its earning potential.

USER EXPERIENCE

Incomplete projects, disjointed elements, and a lack of obvious connection to the town centre and surrounding area causes confusion, which in turn diminishes people's experience in the harbour and the town.

Much in the same way that a lack of shared vision has caused problems for the harbour area, variation amongst harbour features has seen the harbour area develop in a fragmented way that doesn't work as cohesively as it could.

i. Incomplete projects

There is a range of projects and initiatives that are yet to begin, or have started but have not finished, due to a lack of clarity on the direction the harbour is going to take as a whole.

ii. Disjointed elements

There are a number of distinct elements across the harbour area that appear to have been developed in an ad hoc fashion. There is no clear story that links the harbour together as one coherent interconnected feature.

iii. Connections

Connections within the harbour area itself and between the harbour and the rest of Ōamaru are poorly designed, unattractive, or are simply non-existent. This leads to the harbour and the town centre operating independently of (and often in competition with) each other.

There aren't well-defined routes that are clearly signposted to link the town centre and the harbour for pedestrians and cyclists. This represents an opportunity to connect the two together, ensuring the town centre can benefit from the growing popularity of the harbour area.

At the same time, there is a lack of connection around the harbour area itself. It lacks a clear walkway from one end to the other. This results in a situation where many visitors to the harbour could be unaware of some of the elements that make it such a unique place.



CHANGING ENVIRONMENT

Coastal processes, climate change, new wildlife habitats, and poor visual amenity from built form all provide mounting environmental pressure and investment uncertainty.

The harbour area is a dynamic environment. It has been subject to the pressures and changes from both environmental and economic forces since construction began in the late 1800s. These pressures have continued to shape the harbour, resulting in a great deal of uncertainty as to what the future holds.

i. Coastal Processes

The nature of Ōamaru's location, being a relatively open and historically treacherous piece of coastline, means that it is subject to significant ocean forces and coastal processes. The marine structures that make up the harbour are all in need of repair, with varying levels of deterioration apparent. The breakwater is in need of constant repair and maintenance, the wooden structures of both Holmes and Sumpter wharves are deteriorating, and the harbour requires regular dredging to keep it open to vessels.

ii. Climate Change

The effects of climate change will see a rise in sea level and an increase in the frequency and severity of storms across New Zealand. This is of particular concern for Ōamaru Harbour, because as the climate continues to change, the maintenance and renewal of the marine structures will require increased investment in order to cover this demand.

It also raises questions as to the suitability of current structures on the waterfront, and climate change will need to be taken into account when designing new harbour features, particularly any potential commercial or mixed-use developments.

iii. Wildlife Habitats

The harbour is home to a range of wildlife, including little blue penguins, fur seals and Otago shags, and any plan will need to take this into account.

The Ōamaru Blue Penguin Colony (OBPC) at the southern end of the harbour is both a popular attraction and an important breeding ground for these native penguins. Deemed to be 'at risk - declining' by the Department of Conservation (DOC), any development needs to be mindful of the impact on their breeding and nesting activities.

New Zealand fur seals also use the foreshore in front of the southern OBPC as a place to haul out and rest, and frequently use the beaches north of the harbour. Sea lions and leopard seals have also been known to occupy parts of the harbour area from time to time.

Since being closed to the public, Sumpter Wharf has become a breeding ground for the endangered Otago shag and the more commonly known spotted shag. The coastline south of Ōamaru is a popular spot for wildlife enthusiasts, with Bushy Beach a well-known location to see seals, yellow-eyed penguins, sea-birds, and more.





6. ŌAMARU HARBOUR PLAN 2020 AND BEYOND

The Ōamaru Harbour Plan takes a holistic view of the harbour and surrounding area and considers a range of options to ensure it remains a key community asset for the foreseeable future. It has looked at ways to protect what people see as special, while allowing for future appropriate development and commercial uses.

The revised harbour plan has been refined by the Council's Harbour Area Committee, with help from community and business groups. Various stakeholders and affected parties in the harbour area have been consulted with to ensure that their needs and the community's needs are addressed. The intent of this part of the plan is to present the community with a list of work that has been identified through a robust consultation and engagement process.

The harbour area has been divided into zones, with specific projects identified in each. These projects have been recognised as concepts

which directly align with some, if not all, of the Investment Objectives of the Harbour Plan (the community's wants and needs for the Ōamaru Harbour).

It should be noted that just because a project is included in this plan does not mean it has been formally approved to proceed. Some projects still need to go through a separate approval process which may for example, require development of a business case or further feedback from stakeholder engagement, before they can commence. The approval process will likely determine how the project will be funded.

INVESTMENT OBJECTIVES

The four Investment Objectives encapsulate the community's wants and needs for the Ōamaru Harbour, now and into the future. The goal is to fulfil these four objectives and in doing so achieve the mission...

"Delivering benefits for all while protecting and enhancing what makes the Harbour Area special."

1. Enhance the harbour in sympathy with the town's heritage, creating a unique experience that residents are proud of, attracting visitors.

2. Confidence - attracting increased investment in the harbour area.

3. Keep adding to the harbour area's vitality in a planned way that complements and benefits the town centre where possible.

4. Protect wildlife and improve environmental outcomes, helping people enjoy and understand both.

PROJECT KEY

In an attempt to make sense of the projects that have made it into the Ōamaru Harbour Plan 2020 and Beyond, a PROJECT KEY has been created.

This project key explains the format that was chosen to present the projects. Each project will be presented in a table with the following relevant information:

► PROJECT TITLE

► IMPORTANCE LEVEL

This refers to what level the project aligns with the four Investment Objectives.

This is rated an A, B or C – See the key.

How well does the project meet the Investment Objectives, which represent the community's wants and needs for the Ōamaru Harbour, now and into the future?

LEVEL



This project **best meets** the investment objectives prioritised.



This project **is a good fit** with the investment objectives



This project **will be a future fit** with the investment objectives

► PROJECT DESCRIPTION

A short summary that explains what the project is and what it aims to achieve.

► ARE WE DOING THIS?

This provides context around when, or the likelihood of when, the project will progress.

► SHOVEL READINESS

This refers to the state of “readiness” and what is required to proceed. This is rated in a “traffic light” – Green, Amber or Red.

GO THE GREEN GROUP



These are projects that are underway, are most likely to proceed, or have been prioritised. There is general agreement around what is needed to complete these projects, or what is required to get these to a state where they are ready to proceed. In some cases, funding and planning approval may already be in place, although some discussion with stakeholders around detailed design may be required.

WAIT THE AMBER GROUP



These are projects that have been proposed, but the extent or level of investment remains to be determined. More work is required to provide sufficient evidence to justify investment. A formal decision is likely after further engagement.

STOP THE RED GROUP (FOR NOW)



These are projects that have been identified, but there is a level of uncertainty around them, so serious discussion and/or consultation is required to provide future direction. These projects may need re-scoping before further considerations.

► BUDGET

This indicates the cost of the project, and whether funding has been allocated or still needs to be allocated.

HOW TO READ THE PROJECT TABLES

Please refer to the *PROJECT KEY* on page 12.

IMPORTANCE LEVEL

This project is rated Importance Level A which means it best meets the investment objectives prioritised.

SHOVEL READINESS

This project is in the Green Group. It is either underway, most likely to proceed, or has been prioritised.

PROJECT TITLE

PLAYGROUNDS, BICYCLE TRACKS, PARKS, ROADS, FOOTPATHS AND ONGOING AMENITY IMPROVEMENTS

IMPORTANCE LEVEL

A

SHOVEL READINESS



Council contractors are responsible for maintaining the parks to an agreed level to ensure a neat and manicured look. The level of maintenance will increase at the same rate as development and activity increases.

ARE WE DOING THIS?

This is an ongoing project.

BUDGET

\$90,000 annually.

PROJECT DESCRIPTION

A brief overview of the scope of this project.

ARE WE DOING THIS?

This project is already underway and is ongoing.

BUDGET

This project is underway and already has a budgeted annual cost.



7. SUMMARY OF PROJECTS

HARBOUR MAINTENANCE

PLAYGROUNDS, BICYCLE TRACKS, PARKS, ROADS, FOOTPATHS AND ONGOING AMENITY IMPROVEMENTS

IMPORTANCE LEVEL



SHOVEL READINESS



Council contractors are responsible for maintaining the parks to an agreed level to ensure a neat and manicured look. The level of maintenance will increase at the same rate of development and activity increases.

ARE WE DOING THIS?

This work is incorporated into existing maintenance contracts.

BUDGET

\$90,000 annually
General maintenance budget approved in 2020-21 Annual Plan.

SILT CONTROL/CLAY CLIFF EROSION MANAGEMENT PROJECT

IMPORTANCE LEVEL



SHOVEL READINESS



The Council's Roding team have been actively working on controlling the silt run-off from the clay cliffs over the recent months and have reduced the silt running onto the rail and the road significantly. A future project will be to investigate the impact of stormwater on Cape Wanbrow and to see whether this requires infrastructure to manage it and in doing so reduce the erosion of the cliffs.

ARE WE DOING THIS?

This work is included in existing budgets and used when required.

BUDGET

\$25,000 annually
General maintenance budget approved in 2020-21 Annual Plan.



RAILWAY MAINTENANCE

IMPORTANCE LEVEL

B

SHOVEL READINESS



The Ōamaru Steam and Rail Society (OSR) currently takes responsibility for the maintenance and upkeep of the rail track, Harbourside Station, the rail crossings, and the rail end in the southern harbour area. Like many organisations OSR struggles for volunteers and adequate funding which affects their ability to maintain rail and amenities sufficiently. Further discussions are planned to determine how assistance can best be provided.

ARE WE DOING THIS?

Discussions are planned with stakeholders about this work.

ESTIMATED BUDGET

\$35,000 annually
To be considered as part of the next Long Term Plan.

HARBOUR WATER QUALITY MONITORING

IMPORTANCE LEVEL

B

SHOVEL READINESS



Due to recent reports of various types of contamination in the harbour and the subsequent investigation into these by the Council and Otago Regional Council. Ongoing monitoring of the water quality in the harbour is underway. Various locations around the harbour have been identified and are being tested regularly. Signs have been posted at key points and the alleged contamination sources are being closely monitored.

ARE WE DOING THIS?

Ongoing testing as required.

BUDGET

Current annual cost depends on the number of tests – average of **\$1,000** per sample. Currently funded out of the Harbour Maintenance budget.



HARBOUR DREDGING

IMPORTANCE LEVEL

A

SHOVEL READINESS



Regular dredging of the entrance allows for vessel access. The current programme covers a dredged area of about 200m x 40m x 4.5m deep at low tide (about 6.5m at high tide). 25,000 cubic metres of dredged material has recently been removed from the entrance of the harbour. This ensures the harbour remains accessible to vessels that are visiting the Ōamaru Harbour.

ARE WE DOING THIS?

This is a scheduled maintenance task.

BUDGET

\$150,000 every two years,
Allowed for in current budgets.

INCREASED LEVEL OF HARBOUR DREDGING

IMPORTANCE LEVEL

B

SHOVEL READINESS



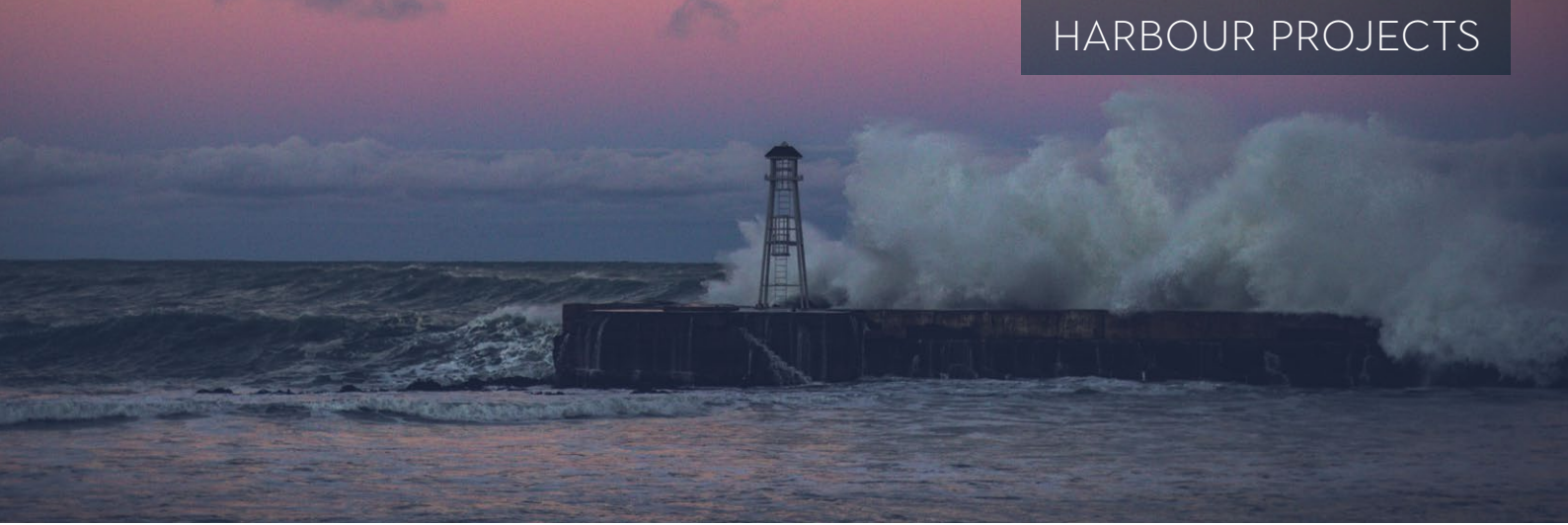
Expand the dredging programme to include access to both Normanby and Holmes wharves to allow for larger commercial/passenger vessels to access the harbour.

ARE WE DOING THIS?

This will only be triggered if larger commercial or passenger vessels frequent the Ōamaru Harbour.

ESTIMATED COST

One-off **\$600,000** followed by **\$190,000** every two years for maintenance.
Not currently budgeted for in the Long Term Plan.





BREAKWATER



The harbour breakwater is the most critical structure within the harbour. It protects the harbour from the prevailing seas and without it the rest of the harbour would face the full force of the ocean, resulting in rapid deterioration of the rest of the harbour structures and risking the waterfront itself, much of which is reclaimed land.

The Council's Property department has been monitoring the rock armouring over the past 18 months and the protected areas are holding up well. 3D mesh drone surveying is being used to monitor the breakwater's armouring. Please refer to Appendix 8 for more details.

COMPLETION OF ROCK ARMOURING

IMPORTANCE LEVEL	SHOVEL READINESS
	
A further 8,000 - 10,000 tonne is required to complete the rock armouring, at a cost of approximately \$400-\$500,000. This should protect the breakwater and will allow commencement of a maintenance schedule that will ensure the Ōamaru Harbour stays intact.	
ARE WE DOING THIS?	It will be completed over the next three to five years.
BUDGET	Currently \$208,000 is budgeted for harbour maintenance annually. The amount of annual funding will be considered as part of the next Long Term Plan.

BREAKWATER HEIGHT CONSTRUCTION

IMPORTANCE LEVEL	SHOVEL READINESS
	
To ensure the breakwater keeps performing its key function in the event of sea level rise – that of protecting the harbour – raising the height of the northern end of the breakwater to be the same as the rest of the breakwater will prevent the sea from frequently overtopping this section of the breakwater. This will also have a positive impact on the frequency of dredging of the harbour.	
ARE WE DOING THIS?	The current activity in the harbour does not justify this but should the harbour become more active this could be triggered.
ESTIMATED COST	\$3,000,000 Possible consideration and inclusion in the next Long Term Plan.

IMPROVED BREAKWATER MAINTENANCE

IMPORTANCE LEVEL



SHOVEL READINESS



An improved level of breakwater maintenance has been suggested that would include the full armouring of the remainder of the structure with harder, more durable material to withstand the threat of sea level rise and the increase in the frequency and severity of coastal storms expected as a result of climate change.

One option would be to use conglomerate rock (13,500 tonnes) estimated at \$675,000. If harder, more durable basalt rock were used, the cost would be \$1,012,500.

Another option suggested is the production and placement of 650 tetrapods, this would cost \$2.7m, plus \$1m for maintenance over a ten-year period, equating to an annual budget requirement of \$370,000.

ARE WE DOING THIS?

Requires a scope and thorough business case to justify the investment.

ESTIMATED COST

Total of **\$3,700,000** over 10 years.
Possible consideration and inclusion in the next Long Term Plan.

FEASIBILITY STUDY OF EXTENDING THE BREAKWATER

IMPORTANCE LEVEL



SHOVEL READINESS



To extend the breakwater to reduce silt entering the harbour. An in-depth study of the silt movement over time will have to be undertaken to ascertain the most effective design for the best reduction in silt build-up in the harbour. This will only be justified if the harbour attracts more commercial vessels and requires more frequent dredging. An extension of the breakwater will reduce the cost of dredging.

ARE WE DOING THIS?

The current activity in the harbour does not justify this study but should the harbour become more active; this study could be triggered.

ESTIMATED COST

\$150,000
Possible consideration and inclusion in a future Long Term Plan.

PUBLIC ACCESS TO THE BREAKWATER

IMPORTANCE LEVEL



SHOVEL READINESS



In November 2019, a health and safety risk assessment relating to public access of the breakwater, was conducted. The most significant risk to public safety on the breakwater is from the sea overtopping the breakwater either from heavy seas or high tides that could result in a member of the public being swept out to sea and the possibility of drowning. The purpose of the risk assessment was to assist the Council in making an informed decision as to whether a change to resource consent allowing the return of public access to the breakwater should be pursued. Furthermore, the report is to also provide options for the Council to consider minimising this risk if public access is re-instated.

It is recommended continue with the resource consent process to put the required measures in place to allow access to the breakwater. For more information on this, refer to Appendix 12 - Ōamaru Breakwater Public Access Health and Safety Risk Assessment.

The feedback from the community during the initial engagement on the harbour concluded that public access to the breakwater, protecting the wildlife and the heritage were important.

ARE WE DOING THIS?

This project is currently underway with the various authorities.

BUDGET

Up to **\$70,000**
This has been approved in the 2020-21 Annual Plan.



SUMPTER WHARF

Sumpter Wharf needs to be repaired or it will eventually collapse into the harbour. The question of what to do with Sumpter Wharf has become a complicated one since it is now an ecologically important site as the primary breeding habitat of the Otago shag. This has attracted bird enthusiasts and photographers to visit the site.

STRUCTURAL RENOVATION OF SUMPTER WHARF

IMPORTANCE LEVEL



SHOVEL READINESS



The structural renovation of Sumpter Wharf to such an extent that it does not fall into the harbour and remains intact for the exclusive use as a habitat for the Otago shag, is estimated to cost \$800,000. This would be the first stage that would be spent on urgent re-piling and removal of unnecessary material weighing the structure down.

Once this is done and the integrity of the wharf is of such a nature that further improvement is possible, the next stage can be carried out.

Should the wharf collapse, it is estimated that clean-up would also cost up to \$800,000.

ARE WE DOING THIS?

Preliminary investigation is underway regarding possible options.

ESTIMATED COST

Up to **\$1,800,000**

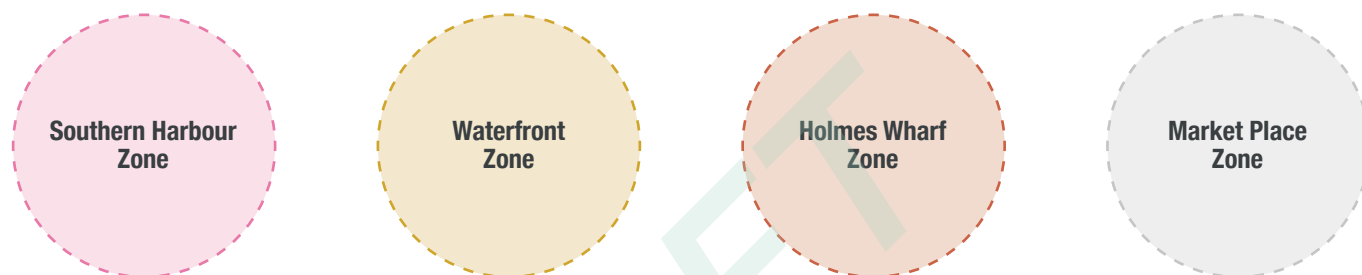
Possible consideration and inclusion in the next Long Term Plan.

8. ZONES*

The harbour area has been divided into several zones according to location and activities that are currently permitted and desired in the areas.

Various projects have been identified for each zone that will contribute to the overall improvement of the harbour as stipulated in the investment objectives.

These zones are:



***NOTE** For the sake of this plan, the term “zone” is being used and refers to the specific area as shown on the map here. It is not to be confused with the term “Zone” as used in the District Plan that refers to the permitted activities per zoned area such as “commercial zone, residential zone, light industrial zone” and so forth. In Planning terms, these are referred to as “precincts” or “sub-precincts” that is a specified area with defined permitted activities that is controlled.





SOUTHERN HARBOUR ZONE

The Southern Harbour Zone is where a lot of marine and recreational activity takes place.

It has a distinct flavour of activity, with the mix of recreational clubs, industrial and tourism areas and the main penguin colony all combining to attract people to this part of the harbour. The increased vibrancy of the area is attracting more and more visitors, but unfortunately the area is not very people-friendly in its current state.

The current layout is disjointed and not fit for the purpose of users or activities. The appeal of the southern area of the harbour has resulted in ad hoc developments, and it has now become critical to upgrade and realign the existing infrastructure to improve safety and enhance facilities to deal with increased numbers of users and visitors.

ROAD REALIGNMENT

IMPORTANCE LEVEL



SHOVEL READINESS



The North Otago Yacht and Power Boat Club and Scotts Own Sea Scouts, as well as the private and commercial users of the slipway, have no dedicated area directly adjacent to the water's edge to operate. NOYPBC members and other ramp users must cross a busy road to get to the water and must navigate the traffic constantly. With various heritage buildings in the area, numerous walkers, joggers and the Ōamaru Steam and Rail Society transporting passengers from town into this space regularly, foot traffic in the area is preferred. Realigning the access road to run behind the boat club will contribute to safety and the visual amenity significantly.

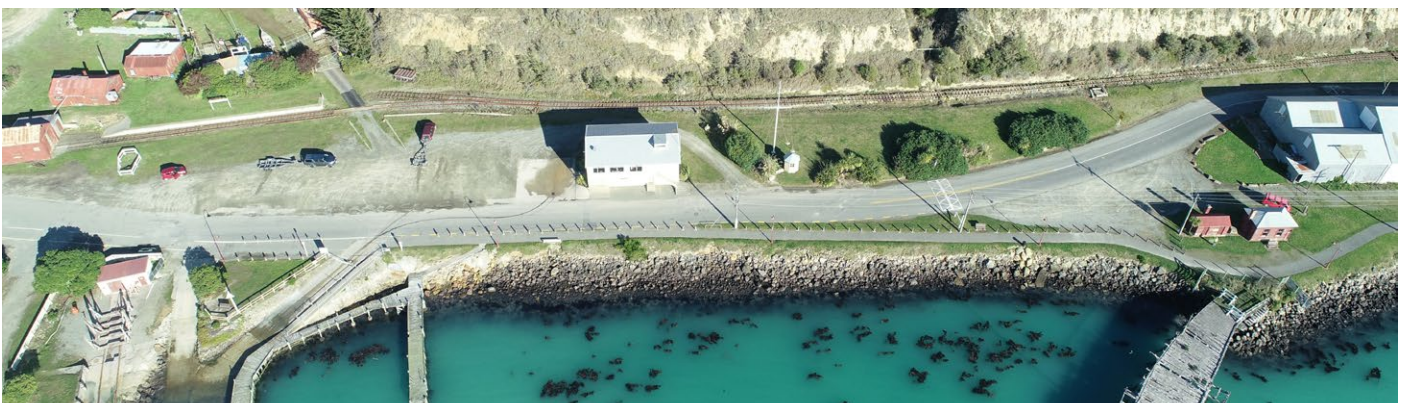
ARE WE DOING THIS?

This project is currently in the design stage in preparation for stakeholder consultation. It is intended to begin works by June 2021 or earlier.

BUDGET

\$300,000

This is included in the 2020-21 Annual Plan.



ŌAMARU BLUE PENGUIN COLONY: BUS PARK SEALING AND MARKING

IMPORTANCE LEVEL



SHOVEL READINESS



The larger car park, known as the bus park, at the Ōamaru Blue Penguin Colony (OBPC) is not sealed or marked, and this creates confusion and haphazard parking, which is not an efficient use of the space available. Being a shared car park for all the activities and visitors in the area, it becomes an issue for frequent users if they cannot find parking. Sealing and marking of the penguin colony's larger car park where the buses and campervans park will better accommodate the 80,000 visitors per year. The top car park by the penguin colony entrance also needs seal improvements and better road markings.

The OBPC have indicated that they want the area to the south of the bus park, nearest the quarry wall, to become a new breeding habitat for the penguins. This will require some additional fencing and nesting boxes, as well as soil and landscaping in the same theme as the rest of the penguin colony.

ARE WE DOING THIS?

This project is currently in the design stage, but does not have a budget approved.

ESTIMATED COST

\$190,000

To be considered for inclusion in the next Long Term Plan.

SLIPWAY IMPROVEMENT

IMPORTANCE LEVEL



SHOVEL READINESS



The size of the current slipway limits the size of the yachts and boats that can use it. The new dredging regime allows for larger vessels to visit the harbour. With a slightly improved slipway, it will be able to handle these larger vessels and make the port a more commercially viable option.

ARE WE DOING THIS?

This project is underway.

BUDGET

\$30,000

From existing budgets with private contributions.

NORMANBY WHARF UPGRADES

IMPORTANCE LEVEL



SHOVEL READINESS



Normanby Wharf is a modern wharf being used by harbour users for yacht and boat repairs. There is no reliable information available showing how the wharf was constructed, however it is understood to be an earth wharf with concrete-slab sides and piles. Some of the piles are currently missing and there is cracking evident in the concrete, but it is not yet known whether this is aesthetic or structural. The Council have engaged contractors to inspect the integrity and the extent of the visible damage to Normanby Wharf. Council officers will have to contract consultants to undertake a comprehensive survey and suggest suitable renovation and cost estimates for this prior to carry out any remediation work.

ARE WE DOING THIS?

Scoping and further investigation required before progressing this work, there is no budget approved.

ESTIMATED COST

Up to **\$350,000**

To be considered for inclusion in the next Long Term Plan.

TRACK DEVELOPMENT AROUND CAPE WANBROW

IMPORTANCE LEVEL



SHOVEL READINESS



Linking the harbour and Cape Wanbrow with an improved track network could include building a new track up the hill past the right-hand side of the quarry face. This would likely require some wooden structures to assist access.

It is uncertain what this may cost, but it is expected to be well over \$100,000 and could be up to \$500,000, depending on the preferred route and what engineering works are needed. An annual maintenance cost has not been assessed but would be required.

ARE WE DOING THIS?

Significant scoping and further investigation required before progressing this work, there has been no budget approved.

ESTIMATED COST

\$100,000 to \$500,000

Possible consideration and inclusion in the next Long Term Plan.

MOVE THE RAIL END PLATFORM

IMPORTANCE LEVEL



SHOVEL READINESS



The current rail end and platform is no longer fit for purpose being unable to accommodate the more modern trains that are now occasionally visiting the area. An improved rail ending and a sheltered platform with better signage directing passengers to the toilet facilities and activities in the area will encourage them to stay in the area for longer to enjoy the southern harbour to its full extent.

Potentially a new platform can be built using the natural embankment. This will allow the more modern trains to stop easily without any safety or obstruction concerns.

Currently, the rail track crosses the access road to the boatyard creating a potential safety hazard that should be addressed. The location of the rail end has been discussed at length, and one option to extend the rail end slightly has been identified as the best solution. The viability of this is still under investigation.

ARE WE DOING THIS?

Significant scoping and further investigation required before progressing this work, initial stages may be included in the road realignment project.

ESTIMATED COST

Up to \$75,000

Will try to include in road realignment and attract external funding.





VERANDA AND TICKET OFFICE

IMPORTANCE LEVEL



SHOVEL READINESS



To enhance the experience of the visitors who arrive on the Heritage steam train, a canopy or veranda and ticket office could be built in the new location (please see table above). This will provide shelter to visitors and operate as another attraction in the southern harbour zone. It could also be the location of the additional public toilet facility. See Toilet Facility Upgrade project on page 24.

ARE WE DOING THIS?

Further investigation will be triggered once the rail end platform has been constructed. No budget is allocated.

ESTIMATED COST

\$55,000 to \$95,000
Possible consideration and inclusion in the next Long Term Plan.

TOILET FACILITY UPGRADE

IMPORTANCE LEVEL



SHOVEL READINESS



Enhancements to the existing toilet facilities would better accommodate visitors to the area and keep them there longer to enjoy the destination. The current toilet facilities at the penguin colony are the only ones in the southern harbour area and are not adequate to handle the influx of tourists and day-to-day activity.

There are two options available to consider.

Option 1 - New toilet facility next to the new rail end platform and ticket office.

Option 2 - Upgrade existing toilet facility at the colony to serve the whole of the southern harbour.

ARE WE DOING THIS?

Further investigation will be triggered once the rail end platform has been moved to a more appropriate location. No budget allocated.

ESTIMATED COST

\$75,000 - \$150,000
Possible consideration and inclusion in the next Long Term Plan.

RELOCATION OF VIEWING TOWER

IMPORTANCE LEVEL



SHOVEL READINESS



Sumpter Wharf is an essential part of the harbour and has in recent years become one of the main breeding grounds for the endangered Otago shag. Tourists and locals alike flock to photograph this heritage structure with its abundant wildlife. Currently, there is a viewing tower in the penguin colony that is not being used to its full potential, and it has been suggested to move the structure to a site closer to the wharf, which will give bird-lovers a much better vantage point to observe these birds. With the realignment of the road and the space it will create, this addition will add significant value to the quality of the experience and attraction of the area.

ARE WE DOING THIS?

This project is not currently progressing.

ESTIMATED COST

\$30,000

Possible consideration and inclusion in the next Long Term Plan.

THE WOOLSTORES

IMPORTANCE LEVEL



SHOVEL READINESS



Both sheds, along with the heritage shed attached to the east shed, are privately owned, and the Council has little ability to influence how the buildings are used, except through the District Plan.

ARE WE DOING THIS?

This project is not currently progressing.

ESTIMATED COST

Unknown





WATERFRONT ZONE

The Waterfront Zone lies in the heart of the harbour area and occupies some of the most desirable land.

The land along the water's edge is an important connection zone ensuring people can move between the northern and southern aspects of the harbour. It is also currently home to two busy commercial businesses – McKeown Group and the Holiday Park. Both businesses lease the land from the Council long term.

When the Harbour Area Committee asked the community during the initial engagement what they would like to see changed in the harbour,

they wanted it to be a family-friendly place, with increased beautification and planting, and a number of respondents also questioned the location of the fuel depot.

We want to improve the parts of the waterfront zone we have control over, particularly the water's edge, however we are not proposing any changes to existing land use for private businesses.



PLEASE NOTE

Due to the new National Planning Standards for District Plans, which do not allow for Business H zones, the whole harbour area and area of influence will be looked at to ascertain the most relevant zone for the current and potential activities. Likely, the harbour area will be split into “precincts” and “sub-precincts” each with their own specific set of rules and permitted activities. This is not in the scope of the Harbour Plan but falls under the District Plan Review currently underway. There will be an opportunity to consult on the zoning and the rules per precinct when the District Plan review goes out to consultation in 2021.

For more information, please refer to Appendix 13: WDC District Plan Review – harbour related details. More about this in the “Related Projects” chapter.

TURNING CIRCLE UPGRADE

IMPORTANCE LEVEL



SHOVEL READINESS



The Ōamaru Rowing Club has indicated that they would like to have unobstructed access to the water's edge. Now, they must cross a road that is used by visitors to turn around only. This would result in the loss of six parking spaces. The idea is to create a small "square" for shared use that maintenance vehicles can still use, should it be required, but mainly that it is an open space for users to enjoy the harbour.

The turning circle at the end of the esplanade road can be moved to the entrance of the Holiday Park. There will still be sufficient space for cars and campervans to turn and it will be clearly signposted.

ARE WE DOING THIS?

Preliminary investigation is underway and further discussions with stakeholders will be arranged. This not currently budgeted for.

ESTIMATED COST

\$25,000
Possible consideration and inclusion in the next Long Term Plan.





HOLMES WHARF ZONE

Holmes Wharf began life as the northern mole of the harbour, with construction beginning in 1880-1881.

The mole was completed in 1882 at a length of 493 metres. Several extensions and improvements have been made to Holmes Wharf since that time, the last significant change coming in 1965, when the wharf was widened for vehicle transport. The new sign on Holmes Wharf has been well received by the community, and it is intended to maintain the momentum of this improvement.

Holmes Wharf is the centrepiece structure of the harbour. It is a destination that draws people into the harbour, both from land and sea.

Urgent re-decking and re-piling of the wharf has been approved and is currently underway. Holmes Wharf is not only being repaired but enhanced to a level that sees it remain the harbour's northern destination.



RENOVATION OF HOLMES WHARF

IMPORTANCE LEVEL



SHOVEL READINESS



An additional \$2.1m have been allocated to the renovation of Holmes Wharf in the 2020-21 Annual Plan on top of the \$900,000 in the previous financial year. The Holmes Wharf project consists of three sub-projects:

Structural repairs

- Re-piling of Holmes Wharf concluded early in 2020. Re-decking is currently underway.

Renovation of the sheds

- Renovate the sheds up to a point where the buildings can be commercially leased. This includes:
 - Water-connection upgrade
 - Sewer connection
 - Power and lighting – the power poles and power lines are at “end-of-life” and are scheduled for an upgrade
 - Structural analysis and renovation
 - Car parking

Floating Pontoon

- A floating pontoon located on the side of the wharf nearer the mainland will encourage more recreational users to use the wharf. Smaller vessels can berth easily, and this opens the wharf to more users, creating more value and improving the experience of the harbour. A new water's edge destination will add vibrancy and attract more activity.

ARE WE DOING THIS?

This project is underway.

BUDGET

\$2,100,000

Included in 2020-21 Annual Plan budgets.

WHARF-END INSTALLATION

IMPORTANCE LEVEL



SHOVEL READINESS



The most eastern end of Holmes Wharf is a great place to visit and offers a beautiful view of the whole town, and we want to encourage more people to walk out there to check it out. A statue, a sculpture, or an installation of some sort that pays homage to our pioneering spirit would be right at home and could make it an iconic and defining destination to visit. An iconic and identifying feature is a very valuable marketing asset that can be used in promotional campaigns on social media to make Ōamaru a destination for tourists and travellers all over the world.

At a harbour plan workshop in July 2019, a sculpture suggestion for the end of Holmes Wharf was put forward. The rationale behind the sculpture concept is to create a place that represents Victorian times and the sailing ships that once sailed in the Ōamaru harbour, meanwhile act as a memorial to the numerous shipwrecks and those who lost their lives. This could be a great community-driven project involving local artisans and recreational groups, where everyone can reap the benefits.

ARE WE DOING THIS?

Further investigation and public engagement is required to progress this project.

ESTIMATED COST

Up to **\$250,000**

Possible consideration and inclusion in a future Long Term Plan.

ROAD-SURFACE UPGRADE	
IMPORTANCE LEVEL	SHOVEL READINESS
<div><div>B</div><div>Extending Wansbeck Street onto Holmes Wharf would initiate resurfacing, sealing, and beautification of this new section of road. This is an opportunity to create a feature that will last a lifetime and add immeasurable value to the harbour area and experience. Current road-surface technology allows for construction of an environmentally friendly, extremely durable, and aesthetically pleasing pavement. The road needs to be fit for pickup trucks and other utility vehicles to drive on, but mainly it is a pedestrian area where people can stroll and enjoy the tranquillity of the harbour. Lighting and street furniture will further enhance the experience.</div><div>Some of the improvements planned for the Marketplace Zone could be duplicated to make Holmes Wharf a standout feature in Ōamaru Harbour. The look of the renovated sheds along with the new road surface will transform the look and the experience to make it an unforgettable one. It is intended to continue to keep and protect the rail feature that runs through the Steampunk Playground and onto Holmes Wharf.</div></div>	
ARE WE DOING THIS?	This is currently on hold until the structural renovation of Holmes Wharf and the sheds is completed.
ESTIMATED COST	\$200,000 Possible consideration and inclusion in the next Long Term Plan.



MARKETPLACE ZONE

The Marketplace Zone is an entry point to the harbour. It is a hub of activity and the location of several community events which take place throughout the year. It is a vibrant yet relaxed area, with a mixture of family-friendly spaces, hospitality, recreation and commercial.

This area lends itself to becoming a more people-friendly space and a logical 'gateway' between the harbour and the town centre. Formalising the space will create a sense of arrival, making it the obvious congregation point for visitors and locals.

The Marketplace Zone can be the gateway to the harbour area and the Victorian precinct, but also by extension the connection to the town centre for harbour visitors. Infrastructure upgrades and any type of development in this area needs to be done right to ensure that this area becomes the gel that connects the town together and tells the story of Ōamaru that visitors and locals alike will enjoy and frequently visit.

Several projects that have been identified are formalising the parking areas around Scotts Brewery, upgrading the road and footpaths to create a better shared space between Scotts Brewery and the Victorian precinct, and rezoning of the area to the west and south of Scotts Brewery to allow for future

development whilst keeping it available for events for the time being. The desire is to create a square, or plaza, where the road surfaces along with flexible and innovative street furniture which will be installed and can be moved around to accommodate all kinds of events or shows.

A concern raised during discussions with harbour occupants was the uncertainty of how parking was going to be managed in a new configuration and how it would affect the flow of traffic. A traffic management report addresses these issues directly – please see Appendix 4 for the complete report.

In this report, the connections between the town centre and the harbour area were investigated, and a staggered approach has been suggested where various configurations will be tested over time before permanent infrastructure is installed. See tactical urbanism explained in Appendix 4 for further information regarding this.

FORMALISING THE PARKING AT SCOTTS BREWERY

IMPORTANCE LEVEL



SHOVEL READINESS



Formalising the parking and the road around Scotts Brewery – specifically to the south-eastern area of the brewery to make better use of the area.

ARE WE DOING THIS?

This project has been approved and is intended to be underway by June 2021.

BUDGET

\$200,000
Approved in the 2020-21 Annual Plan.

WEST OF SCOTTS BREWERY – STRUCTURE, POWER AND WATER, SHADE SAILS, POWER POLES AND STORAGE CONTAINER

IMPORTANCE LEVEL



SHOVEL READINESS



In what is known as the Farmers' Market area, a dedicated area will be created with shade sails and power points supplying electricity for vendors. When this is not being used as a market area, it will provide another recreation space. Moveable furniture will be stored in a semi-permanent storage building. This can function as a Farmers' Market office each Sunday morning.

On the far side of the car park, running parallel to Tyne Street, a more formalised parking area will be designated. Meanwhile, the area to the south towards the corner of Tyne Street and Waterfront Road will remain informal parking for the time being.

This area will be investigated for future developments that could be leased out for visitor accommodation, light commercial, or mixed use. The zoning of this area will be dealt with in the District Plan review, where the public will have the opportunity to input into the consultation process.

ARE WE DOING THIS?

This project has been approved and is intended to be underway by June 2021.

BUDGET

\$150,000
Approved in the 2020-21 Annual Plan.

FURTHER DEVELOPMENTS OF THE MARKETPLACE

IMPORTANCE LEVEL



SHOVEL READINESS



Wansbeck Street and the area in front of the Loan and Merc building will become the “here” of the Marketplace Zone. Beautified with a new road surface along with more street furniture and plantings, it will enhance the experience and attract people to stay longer. A permanently pedestrianised Harbour Street and the removal of the footpaths in Harbour Street could form part of this phase.

Installing a rail carriage to function as a multipurpose stage on the existing rail is one option which would be a great addition to the area, contributing to the flexibility and nature of the Marketplace Zone.

ARE WE DOING THIS?

This project is not currently progressing.

ESTIMATED COST

\$500,000

Possible consideration and inclusion in a future Long Term Plan.





9. RELATED PROJECTS

The following projects are Council projects that are taking place and have indirect impact on the harbour.

These are not harbour-specific projects or projects that have been identified through the harbour engagements, but rather projects that will benefit the harbour area and are required to enable proposed harbour projects and developments in this area to be executed.

Furthermore, some of the harbour projects suggested will require some additional work and specific engagement with stakeholders and the community to allow for scoping in due course. These projects are outside the scope of the harbour plan, but are worth mentioning, as these impact on the sequence of the

WAITAKI DISTRICT PLAN REVIEW - ŌAMARU HARBOUR ZONING*

In 2007, the partially operative Waitaki District Plan had a proposed plan change and included a variation that related to the rezoning of the Ōamaru Harbour from Business 7, Business H, and Residential Zones to a new Ōamaru Harbourside Zone. This plan identified various areas and suggested rules and policies to be developed for each identified area that would take into account all the considerations and objectives to regulate activities and developments in the Ōamaru Harbour. For more detail please refer to Appendix 10, Proposed Plan Change 4 – Variation 9 – Ōamaru Harbourside (2007).

This “plan-change and variation” was withdrawn by the Council before any of the evidence to support the suggested plan rules and policies were researched or compiled. Please refer to Appendix 11 for the original press release citing the reasons.

Since then, Ōamaru Harbour has significantly changed and developed. The current District Plan is under review, and with new National Planning Standards for District Plans being published, officers are using this opportunity to review the zoning of the harbour area.

**Please note, various “zones” have been identified and named in this Harbour Plan, these are not to be confused with the underlying zoning that pertains to permitted activities that is discussed in the District Plan.*

WAITAKI DISTRICT PLAN REVIEW 2020 - ŌAMARU HARBOUR PLAN

The Ōamaru Harbour Plan has carried out consultation that is relevant to the District Plan review, and the Harbour Area Committee is advising the Planning team and provides the evidence to support what is suggested in the Harbour Plan.

The District Plan Review will provide the framework for future development and land use within the Ōamaru Harbour Area. The District Plan will set out the objectives and policies for the area and provide the rule framework for any new buildings and land-use activities within the harbour.

For the District Plan Review to support the objectives of the harbour area, the following key information is required and will be gathered by the District Plan review team.

FURTHER DEVELOPMENTS OF THE MARKETPLACE

IMPORTANCE LEVEL



SHOVEL READINESS



For the District Plan Review to support the objectives of the harbour area, the following key information is required and will be gathered by the District Plan review team.

1. Definition of the geographical boundaries (shown on a map) of the extent of the harbour area.
2. Identification of the overall short, medium, and long-term objectives for the harbour area. An explanation of how these objectives have been defined will be needed for the section 32 report of the District Plan Review.
3. A map/plan to show the location of all currently planned works and projects proposed over the short, medium, and long-term in the harbour area. This should include all development, roading, streetscape, engineering, landscape and beautification projects and the anticipated timescale for implementation.
4. Identification of the desired future land uses and activities within the defined harbour area. It is recommended that the overall harbour area be further defined into sub-areas. The boundaries of each sub-area are to be defined on a map.
5. Each sub-area to identify what land uses and activities are to be encouraged and discouraged within each area. The key objectives for each sub-area should be clearly defined. Evidence and justification of the key objectives and proposed land uses will need to be provided for the section 32 analysis of the District Plan Review. The section 32 analysis will need to provide clear evidence of the reasons land uses are to be encouraged or discouraged. Evidence to substantiate the likely future demand for land uses will also be required, particularly to justify the inclusion of any additional maritime, commercial, or residential activities. Existing land uses that are to remain should also be identified.
6. A design vision/statement for the overall 'look and feel' in terms of character, built form and urban and landscape design. The set of design guidelines should be prepared by a suitably qualified person specifically for the harbour area to ensure that all new building design, layout and landscaping keeps with the overall design vision for the area and maintains and enhances the distinctiveness of the harbour area. The design guidelines should also provide an indication of the maximum height, density and site-coverage requirements for each of the sub-areas.
7. Identification of key view-shafts, pedestrian routes, and public open spaces. This work should be supported with a report by a suitably qualified landscape architect.
8. Identification of risk areas within the harbour area and whether this will restrict future land use within these areas and of any remediation work that will be needed to allow future development. Risk areas include contaminated land, coastal erosion, and flooding. The identification of risk areas should also include any biodiversity risk areas such as penguin-nesting sites and the Otago shag colony. Technical reports to evidence these areas will be required for the section 32 analysis.
9. Consideration of whether any financial contributions will be required for new development in the harbour area to provide for the development of public open space and/or for enhancing public pedestrian facilities, and/or for enabling public access to and enjoyment of the coastal environment.

ARE WE DOING THIS?

The District Plan Review project team is working with Council on the Harbour Chapter preparing for the public consultation in 2021.

BUDGET

Funded out of the District Plan Review budget.

DESIGN GUIDELINES AND VISUAL THEME FOR WAYFINDING AND AMENITY IMPROVEMENTS

IMPORTANCE LEVEL



SHOVEL READINESS



A recurring message throughout all the engagements and consultations has been in support of improved amenity value and beautification of the harbour structures and area. In each of the zones, it has been suggested that the area needs beautification, improved visual amenities, better signage, storytelling boards on heritage and wildlife, more street furniture, featured lighting, gateways to areas/zones to create a sense of “here”, destination development, improvements of green spaces, more shade, improved pathways, better connections and so forth.

The 12 guiding design principles that came out of the initial consultation do not direct this plan to a specific theme for the whole of the harbour.

To ensure a consistent theme throughout the whole harbour is adhered to in any future activities and developments, a design guide for the look of the harbour should be developed. This will incorporate all the characteristics identified in the design principles. The harbour area is not an independent area, and the brand of the harbour needs to tie in with the wider town and district. In any theme/look and feel/branding discussion, consistency is key in establishing a brand that is recognisable.

Other ongoing projects, such as the Waitaki Whitestone Geopark, need to be considered to ensure that the themes integrate and complement each other. For reference, see Appendix 5, which is a guide to strategic design for wayfinding and connections of Ōamaru Harbour and the town centre.

This guide is the outcome of the research done in the harbour area with best-practice principles for wayfinding and urban design applied. It showcases the elements that need to be considered when creating the story of the harbour to form a cohesive experience. It uses various examples to illustrate what the harbour could look like when these elements are used together.

This design guide will give direction and set the rules for the enhancements to the zones: paving, lighting, street furniture, plants and trees, and improvements to walking and cycling connections. It will also include the look of the signage and wayfinding. Environmental screening, including strategic planting, visual enhancements and interpretation signage, will ensure people using this area have a more memorable and enjoyable experience.

ARE WE DOING THIS?

The District Plan Review project team is working with Council on the Harbour Chapter preparing for the public consultation in 2021.

BUDGET

\$50,000



10. ROADING PROJECTS

The following are projects the Council's Roading team is responsible for and is not directly related to the Harbour area, but will have an impact on traffic, parking, functionality and general accessibility of the Harbour area and the town centre.

CONNECTIONS, TRAFFIC MANAGEMENT AND PARKING

A key objective for the Harbour Plan is to continue to improve the harbour area in a planned way that complements and benefits the town centre. This has been kept at front of mind as the Harbour Area Committee has worked to build a plan for the harbour. The development of the town centre recognises that connectivity between the two areas is critical in ensuring both can benefit from the success of one another, encouraging locals and visitors to stay longer and travel between the two areas. The southern end of Thames Street where it meets Itchen Street through to the intersection at Humber and Tyne Streets is central to how the areas connect. With a small amount of adjustment, this connection could be improved, reducing conflict among vehicles, trains, bikes and pedestrians, resulting in a better link between the harbour and the town centre which would benefit not just the local community but also visitors who are exploring the area.

At the same time, improving the trail connections to the east of Thames Street, using Humber Street and the swing bridge across Ōamaru Creek, would create another strong link to connect these two areas.

Increased signage and clear indications of pathways would improve wayfinding abilities, making these connections more obvious and easier to navigate.

Abley Consultants updated a technical report on the traffic management and wayfinding of the town centre and the harbour, with special attention to parking and traffic flow.

This report considers the following elements:

- Connections from the State Highway to the Harbour Area
- Town centre to harbour connections
- Interim infrastructure/tactical urbanism opportunities
- Wayfinding
- Parking

See Appendix 4 (Abley Technical Report) for further details.

Urban design company LandLab was engaged to provide options for design strategies that would enhance the improvements based on the findings of the Abley Technical Report (see Appendix 5).

CONNECTIONS FROM THE STATE HIGHWAY TO THE HARBOUR AREA

IMPORTANCE LEVEL

B

SHOVEL READINESS



Clear and efficient direction signs and cues are an essential part of the transport network. Road users depend on these signs for information and guidance. Within the study area, directional signage and cues are limited to a gateway treatment at the Lower Thames-State Highway 1 intersection, aged brown tourist signs on State Highway 1, and occasional yellow fingerboards or private signs. No signage currently refers to the location of the town centre or the harbour area generally. This lack of clear wayfinding/directions has the potential to reduce the visitor experience for less frequent visitors and means opportunities are missed to attract people passing through Ōamaru on their way elsewhere. It is recommended that Lower Thames Street and Itchen Street remain the key signposted routes for visitors to the harbour. These routes both pass through the town centre and therefore provide an opportunity to attract additional customers and disperse the benefits of the success of the harbour. It is recommended that the wording for tourist signs is also reconsidered in the context of the recent and proposed development of the harbour area.

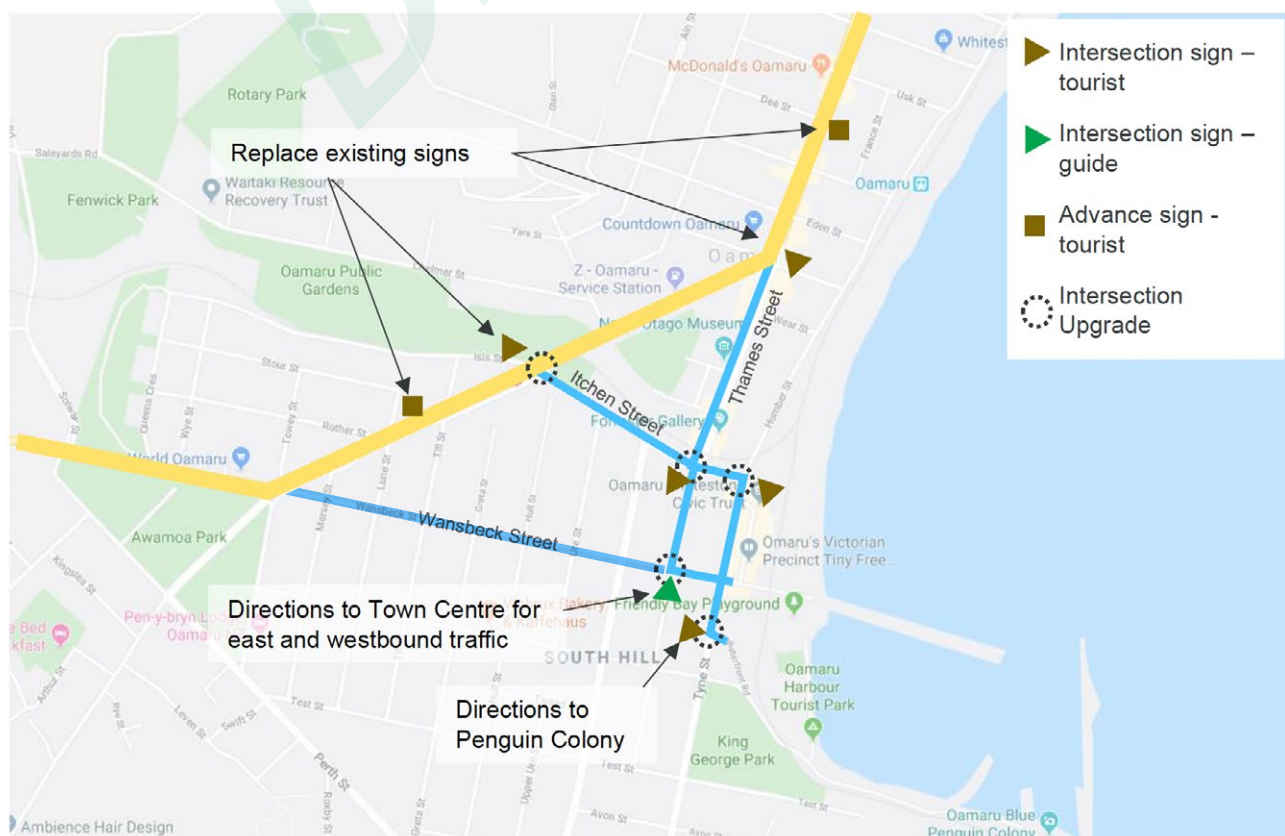
ARE WE DOING THIS?

This project is currently on hold.

ESTIMATED COST

\$250,000

Possible consideration and inclusion in the next Long Term Plan.



Recommended key routes between SH1 and harbour and directional signage locations

Some examples of wayfinding systems



INTERIM INFRASTRUCTURE/TACTICAL URBANISM OPPORTUNITIES

To trial more significant infrastructure changes or make iterative improvements, a category of interventions termed ‘tactical urbanism’ is becoming more popular within New Zealand and globally. These temporary interventions can deliver change to an area quickly and at low cost. They are also a good way to test improvements, gather feedback from users, and adjust before taking a decision on whether to make the changes permanent or not.

Two locations have been identified as prime sites for testing the recommended infrastructure changes in Ōamaru:

- Lower Thames Street**, incorporating a plaza at the southern end and enabling the trial of a new layout for Thames/Itchen/Tees intersection.
- Itchen Street**, testing a slow street/shared space design and Itchen/ Humber/ Tyne intersection layout.

Trialling the proposed changes to road space in this way will allow the Council to gather feedback from the community and visitors on the functioning of the spaces and feed this into permanent designs for these areas.

EXAMPLES OF TACTICAL URBANISM



On the left is oversized street furniture implemented in central Christchurch following the earthquakes to create interest and attract people back to the city centre. On the right is an example of a semi-permanent footpath widening on High Street in Auckland

CURRENT STATE

Existing connections by road, open spaces and pathways between the town centre and harbour area are compromised by poor amenity, a lack of legibility and safety, along with CPTED issues (Crime Prevention Through Environmental Design). There are opportunities within the road area to improve functionality for all modes, address the current issues, and attract visitors to the harbour area to also spend time in the town centre. The southern end of the town centre is roughly a five-minute walk from the proposed Marketplace Zone at the end of

Harbour Street. It is realistic to expect visitors to the harbour to walk to the town centre and vice versa, particularly tourists.

Wayfinding is how people find their way around an area. It is generally targeted at people who are unfamiliar with a place or specific location. A wayfinding system is proposed to identify and connect places in and around the town centre and harbour area.

LOWER THAMES STREET REALIGNMENT - INTERIM TACTICAL URBANISM

IMPORTANCE LEVEL

A

SHOVEL READINESS



The advice given in the technical report provided by Abley has been considered. It suggests the reconfiguration and development of the roading infrastructure and pavements. During the road construction scope stage, temporary tactical interventions will be put in place to test new configurations and get feedback from the community on the new flow of traffic and parking arrangements.

Lower Thames Street at the southern end could be reduced to one lane in each direction on the western side. This could assist with better alignment of the Thames-Itchen-Tyne intersection and create an opportunity to develop a new public space on the southern corner of Itchen and Thames street. The intention of this space is to improve the amenity and function of the town centre as a place for people, creating a focal point for community activities, gatherings, and celebrations. Cycle lanes are proposed on Lower Thames Street to improve safety and comfort for cyclists and improve legibility of the Alps 2 Ocean cycle trail.

Proposed cross-section changes on Lower Thames Street provide an opportunity for simplification of the intersection with Tees and Itchen Streets and better connectivity between Tees Street and Thames Street.

ARE WE DOING THIS?

Council has secured \$100,000 funding to test this realignment by installing temporary measures (tactical urbanism) in this location. This is currently being designed. NZTA has funded \$90,000.

BUDGET

\$100,000
Included in existing budgets.

TOWN CENTRE HARBOUR CONNECTION

IMPORTANCE LEVEL



SHOVEL READINESS



A) Itchen Street

Itchen Street is a key link between the town centre and the harbour and is currently very wide and difficult to cross. It is proposed to reallocate space on Itchen Street to pedestrians and retain existing parking and traffic lanes in each direction, although a one-way option could be viable. The intent of this cross-section is to maintain access for vehicles, however the speed at which vehicles can travel will be balanced against the needs of pedestrians crossing the street and generally enjoying the space. The slower speeds will allow cyclists to share the narrowed traffic lanes. It is anticipated that some vehicles will choose to re-route along Tees and Wansbeck Streets.

B) Tyne Street Crossing

Tyne Street, between Itchen Street and Harbour Street, is currently a key pedestrian connection and will remain as such. Further south along Tyne Street the presence of the harbour and retail businesses is not reflected in the street design. The proposed cross section for Tyne Street maintains the carriage-way width currently provided at the northern end of Tyne Street, but reallocates footpath space to enable a wider footpath on the eastern side of Tyne Street, adjacent to the harbour. Street trees and lighting are proposed to increase the amenity of the space and provide visual narrowing, reducing the speed environment. Overall, the movement function of the road is slightly reduced to increase the place function as part of the wider harbour area, however this link will still function as a key local route.

C) Itchen-Humber-Tyne Intersection Overhaul

The preferred option for the Itchen-Humber-Tyne intersection is a raised intersection. This would reduce vehicle speeds and improve pedestrian crossing facilities at the intersection. Kerb extensions are proposed on Itchen Street to reduce crossing distances. Ultimately, kerbs will need to tie into the proposed cross-sections on Itchen and Tyne Streets.

D) Wayfinding

Wayfinding is how people find their way around an area. It is generally targeted at people who are unfamiliar with a place or specific location. A wayfinding system is proposed to identify and connect places in and around the town centre and harbour area.

ARE WE DOING THIS?

As soon as the results of the tactical urbanism project have been analysed a more permanent solution will be scoped.

BUDGET

\$200,000

Initial funding has been approved in the 2020-21 Annual Plan, more funding may be required, possible inclusion in the next Long Term Plan.



Thames/Itchen/Tees intersection



Itchen/Humber/Tyne intersection

PARKING

Appropriate parking supply and parking restrictions have a key role to play in ensuring the town centre and harbour are connected and accessible.

Factors such as the types of users and their specific needs, the optimal use of public land at different times of the day and year and ensuring the right parking types in the right locations are key to getting parking right for Ōamaru. The harbour is only a five-minute walk from the southern end of the town centre. This presents an opportunity to share parking facilities across the two areas and support the four key objectives, particularly the distribution of benefits across the two areas.

In determining parking needs for the study area, it is important to consider the breadth of user types and the differences in their needs. An overview of broad parking-user categories and prioritisation for proximity to their destination based on parking duration is shown in the diagram below.

Parking management principles to inform the quantity, location, restrictions and pricing of parking for Ōamaru:

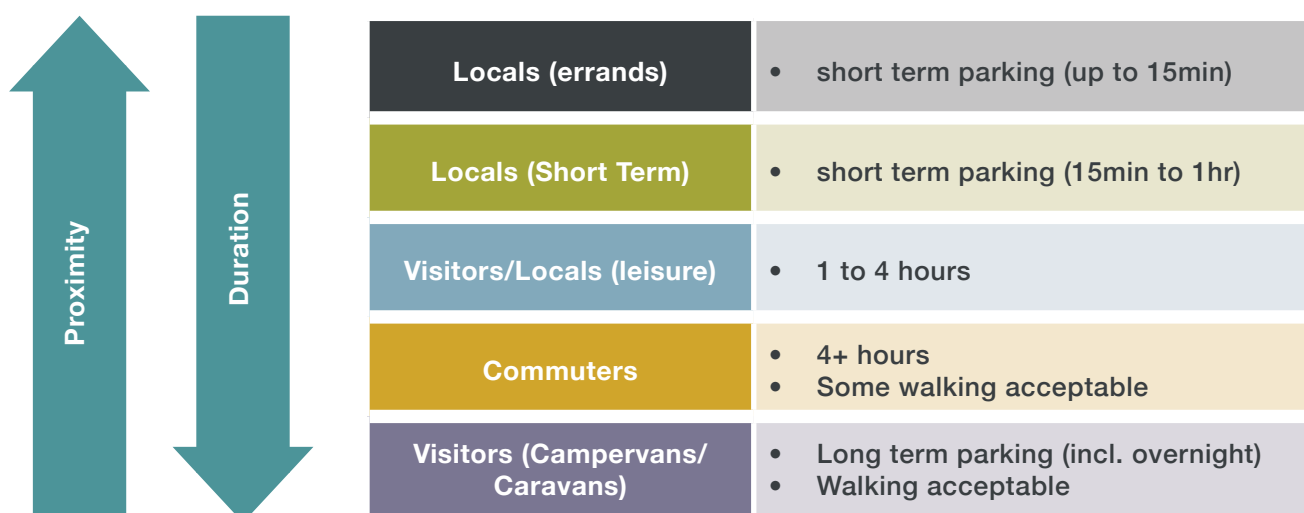
- Adequate accessible parking
- Parking facilities should be shared across multiple destinations
- Parking spaces close to key destinations should be prioritised for shorter stay user types
- A combination of time restrictions and parking pricing is appropriate
- On a normal day parking spaces should be 80-85% occupied during the peak
- Identify temporary overflow sites for events rather than permanently converting valuable space to underutilised car parks

The balance between parking supply and demand was measured in 2011 through a parking occupancy survey. Against the optimum of 85% occupancy level, the 2011 parking-occupancy results showed that parking provision in the study area was sufficient on a normal day. During events and the peak of the tourist season, it is understood that parking in the town centre and historic area can be over stretched. To accommodate these peaks, it is recommended that temporary overflow sites are identified and utilised.

Temporary overflow sites are likely to be existing grassed areas that can be used for parking, particularly during the summer period. Overall, it is recommended that parking occupancy is monitored as the harbour develops. Additional car parks should only be developed if surveys demonstrate they are required.

Underutilised car parks are an inefficient use of valuable land in central Ōamaru.

Parking restrictions and pricing are useful mechanisms to manage demand, turnover and parking location. Restrictions provide an opportunity to prioritise. For example, short-term users running short errands who need to park outside their destination, over commuters or long-stay tourists who can walk a short distance to their destination. Currently, the town centre has a lot of time limited or pay and display parking while harbour area parking is free and predominantly unrestricted. This imbalance in parking restrictions between the harbour and town centre areas means visitors may be incentivised to park away from the town centre and only visit the harbour area.



It is recommended that parking restrictions be rebalanced to encourage desired parking and visiting behaviour. Proposed parking restrictions and changes are shown below.



Proposed changes to parking restrictions and supply

SUMMARY OF HIGH IMPORTANCE, SHOVEL READY PROJECTS

These are the projects that are:



considered a high level of importance as they best meet the investment objective

AND



are underway, most likely to proceed, or have been prioritised.

Please note: the following are listed in no particular order

HARBOUR MAINTENANCE

Playgrounds, Bicycle Tracks, Parks, Roads, Footpaths and Ongoing Amenity Improvements

Silt Control/Clay Cliff Erosion Management Project

Harbour Dredging

Completion of Rock Armouring

Public Access to The Breakwater

SOUTHERN HARBOUR ZONE

Road Realignment

Slipway Improvement

Move the Rail End Platform

HOLMES WHARF ZONE

Renovation of Holmes Wharf

MARKETPLACE ZONE

Formalising the Parking at Scotts Brewery

West of Scotts Brewery – Structure, Power and Water, Shade Sails, Power Poles and Storage Container

RELATED PROJECTS

Further Developments of the Marketplace

Design Guidelines and Visual Theme for Wayfinding and Amenity Improvements

Lower Thames Street Realignment - Interim Tactical Urbanism

ROADING PROJECTS

Lower Thames Street Realignment - Interim Tactical Urbanism

FINANCE

In an ideal world, the harbour would be self-funding, in that revenue raised within the harbour area would pay for its maintenance and improvement. Unfortunately, this is still quite a way off and the Council needs to come up with alternative sustainable funding sources.

There are already funds budgeted for certain structures and assets in the harbour. This plan aims to set a schedule for a staged development rollout that should keep costs to ratepayers to a minimum. Ultimately, it is the Council's mandate to keep rates at a responsible level, and we have already started to explore alternative ways to fund the work.

COUNCIL ACTIVITIES WHICH IMPACT THE HARBOUR PLAN AND PROJECTS

Annual Plan and Long Term Plan

- Waitaki District Council's Long-Term Plan outlines the Council's strategic direction and 10-year work programme.
- Reviewed every three years, the current Waitaki District Long-Term Plan 2018-2028 is due for review late 2020 and early 2021, with adoption of the new plan required prior to 30 June 2021. Waitaki District Council's Annual Plan is the Council's work programme for the year (1 July 2020 to 30 June 2021) and how it will be paid for. The Annual Plan is produced in the second and third years of the Long-Term Plan cycle.
- The Council has approved and allocated funding various projects in the 2020-2021 Annual Plan. Any other harbour projects would be considered as part of the 2021-2031 Long-Term Plan.





Waitaki

DISTRICT COUNCIL
TE KAUNIHERA Ā ROHE O WAITAKI