

VERBAL SUBMISSION BOOK

**Draft Oamaru Harbour Plan 2020 and
Beyond**

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From: Waitaki District Council <service@waitaki.govt.nz>
Sent: Sunday, 6 September 2020 12:56 PM
To: Consult
Subject: Waitaki Website - Oamaru Harbour Plan 2020 and Beyond ref: WAITAKI-QF-200906-7H887-106L

Waitaki Website - Oamaru Harbour Plan 2020 and Beyond

Reference: WAITAKI-QF-200906-7H887-106L

Attachment: not attached

Name: Chris Lalas

Phone number: 034780249

Email: ithaki@xtra.co.nz

Where do you permanently live?: Elsewhere in New Zealand

Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit?

I live in Dunedin and have monitored seabirds nesting in North Otago since 1978. WDC has a copy of my nesting records for seabirds at Oamaru Harbour. My submission here targets Otago Shags, the only bird species endemic to Otago (= breeds only in Otago). Sumpter Wharf now holds by far the largest breeding colony of Otago Shags and so its future will affect the species. In particular, Otago Shags cannot tolerate the close proximity of people and so shared use of the wharf is not a viable option. Conversely, the hundreds of shags on the wharf through most of the year display interesting and entertaining behaviours – this could become a new commercial ecotourism operation if properly implemented; and be more profitable than a viewing tower.

Would you like to speak to your submission?: Yes

From: Waitaki District Council <service@waitaki.govt.nz>
Sent: Thursday, 27 August 2020 8:21 PM
To: Consult
Subject: Waitaki Website - Oamaru Harbour Plan 2020 and Beyond ref: WAITAKI-QF-200827-C186E-13H0

Follow Up Flag: Follow up
Flag Status: Completed

Waitaki Website - Oamaru Harbour Plan 2020 and Beyond

Reference: WAITAKI-QF-200827-C186E-13H0

Attachment: not attached

Name: Catherine Harvey

Phone number: 021687637

Email: cathharvey@xtra.co.nz

Where do you permanently live?: Oamaru Town

Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit?

I have a couple of suggestions to make and a couple of comments.

It is good to see that the Council appreciates the townspeople's desire to preserve the ambience of the Harbour area.

To add to that, I would like to reiterate two suggestions I've already made.

1. A "beach" volley ball facility, preferably next to the cycle area. It would need to be fenced to stop cats using it as a toilet.
2. "Peddle" boats available for hire.

My other comment is a thumbs down to earmarking part of the very well used parking area in the "Market Place Zone" for Future development. No buildings should go on that area. It would detract from the ambience of the area and with the rise in sea levels expected, it may be needed as a recreational area.

Would you like to speak to your submission?: Yes

From: Waitaki District Council <service@waitaki.govt.nz>
Sent: Monday, 7 September 2020 12:05 PM
To: Consult
Subject: Waitaki Website - Oamaru Harbour Plan 2020 and Beyond ref: WAITAKI-QF-200907-764K7-OD0

Waitaki Website - Oamaru Harbour Plan 2020 and Beyond

Reference: WAITAKI-QF-200907-764K7-OD0

Attachment: not attached

Name: COLIN HARVEY

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Email: colin.harvey@xtra.co.nz

Where do you permanently live?: Oamaru Town

Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit?

Oamaru Harbour Plan,
Thames/Itchen/Tees intersection
Quotes from the plan.

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

"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."

"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."

Referring to Figure E.5 Proposed Lower Thames Street cross section – southern end only

Oamaru Town Centre to Harbour Connect Experience v2.0 Issue Date: 19 November 2019.

This proposal is to replace the carriage way on the east side of Thames Street with a "green space" and make the west side of Thames Street, two way for traffic.

I am part owner in the property at 18 Tees Street, for the past 12 years, where I restore vintage farm machinery and vehicles. Because of this passion, I am there most days and have been aware of traffic flows in this area, especially heavy traffic and tourist busses.

I object to this proposal, as I see no advantage in it, in endeavouring to address the Oamaru Harbour Development plan, as outlined above.

If a "green space" in this area is needed, then the George Jones Memorial Park, of approximately 3,500 square meters, is more than suitable, and in the past, it has been greatly underutilised.

Colin Harvey, 7 Bywell Street, Oamaru

Would you like to speak to your submission?: Yes

From: Waitaki District Council <service@waitaki.govt.nz>
Sent: Thursday, 20 August 2020 2:24 PM
To: Consult
Subject: Waitaki Website - Oamaru Harbour Plan 2020 and Beyond ref: WAITAKI-QF-200820-8H38F-1DMI

Follow Up Flag: Follow up
Flag Status: Completed

Waitaki Website - Oamaru Harbour Plan 2020 and Beyond

Reference: WAITAKI-QF-200820-8H38F-1DMI

Attachment: not attached

Name: bruce comfort

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Email: guyro42@gmail.com

Where do you permanently live?: Oamaru Town

Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit?

I am using this form to pose a question that may not get to the right people if I used a general e-mail to WDC.

1. The August 2020 Draft Harbour plan has a number of valuable appendices, but it does not have any supporting appendix nor information on why council agrees that the terminal of the OSRPS South Harbour rail line needs to be extended, nor any reasonable review of how often a large locomotive may need to park-up at the end of that line such that a new platform and waiting shed can be justified. Particularly as that will be in and around and disruptive of a cluster of quite passive and picturesque buildings associated with the Harbour Board and maritime activities.

Would you like to speak to your submission?: Yes

4 September 2020

39 Stour Street
Oamaru 9400
guyro42@gmail.com



Chair: Harbourspace area committee
OAMARU

OAMARU HARBOUR PLAN 2020 DRAFT – SUBMISSIONS/COMMENTS

I need to comment on most aspects of the published draft plan, however my overarching comment must be that the draft now looks like a recipe for business as usual and a shopping list of ho-hum projects, *rather than a visionary guide to what the Harbourspace will look like in 30 years – an objective that was widely touted as the most important consideration when the first rounds of consultation were taking place* - with the background, at that time, of angst occasioned by the prospects of the Floating Hotel and the Zip-line still swirling around, like an infection racing through the community.

What the hell happened to the desire to lay out a future look and feel for the place? What the hell happened to vision? Since when did a 30 years-out planning initiative and development strategy for an underutilised, uncoordinated and historic place need to pivot around a detailed list of *maintenance projects*?

This is mainly crazy guys, crazy!!

The CHALLENGES as set out on page 9 of the draft have not been faced in an holistic way and if the future of the harbourspace depends only on a regular brushing-up of a limited number of spatial and physical remediations, then there is no hope that this precious place will ever be more than it is now.

The issues as set out are as follows:

Challenges
Changing environment
Investment objectives

Because the Harbourspace Plan 2020 is presented as a number of projects, in the order in which they are presented in the draft plan, I comment on the “proposals” This does not however satisfy my interest in seeing a 30 year vision for the harbourspace being created, one day, by visionary people.

I do not thereby endorse the plan being comprised of projects, and I am disappointed that run-of-the-mill business-as-usual for a territorial local authority with coastal issues and an area of historic township-proximate land that is non-performing on many levels, is presented as the 30 year strategy we were waiting for, and that WDC has not been able to lift its sights beyond a catalogue of works.

As for this area becoming “The best little harbour in New Zealand” council is surely joking? I have located thirty four harbours and ports around New Zealand and I have posted aerial photographs of all of these on my Facebook page at: https://www.facebook.com/guyroinoamaru/?ref=br_rs It will be a hard job to convince me that it is the best, or has potential to be the best, on any except a very few counts.

Nevertheless it is a great place with historic relevance and connection to an equally historic and attractive town.

It is best not to oversell the place I feel, and the vision does do that – but is in no way backed up by the details, unfortunately!

In respect of Harbour maintenance projects I make the following comments:

Bicycle Tracks, footpaths etc. Council contractors generally do a good job, however, council needs to set higher standards for its **landscaping**. Placing/dumping old bridge beams and hunks of wood and rough quarried blocks of limestone to “define” the boundaries of spaces is simply not good enough and there are multiple instances where this “quick and dirty” practice is degrading our harbourspace.

Silt run-off from Cape Wanbrow onto Harbourside Road results in sedimentation of the harbour and the tracking of mud by vehicles creates dust when the mud dries. I am not convinced that much progress has been achieved with the water diversion work in Test Street as we have not had a big rain dump in recent times. If the work on the hillside itself isn't curing the silt runoff, then mud tanks must be installed in Harbourside road – at the time the road is

relocated to behind the boat club (approve this project) – tanks that trap the mud and which can be cleaned out without the hassle which goes on at present with trucks, a digger and road cones everywhere – very amateurish.

Railway Maintenance. The unilateral approach that OSRPS takes to its “works” needs reining-in and their occupation of council land needs formalising whilst at the same time providing for on-going rational development of the small railway facility.

Of concern is the layout of the rail line all the way along the back of the Harbour Street buildings. The use of hunks of wood and old railway irons to “define” Harry's rail corridor (which is a fictional entity) is unacceptably rough and ugly and unbecoming.

Of greater concern to council should be his occupation of legal road outside Steampunk HQ where unauthorised structures have been erected in the road corridor. Other heritage railway organisations in NZ, notably the Kawakawa Railway, operate on public roads in that town (Northland) without any such ugly items cluttering public space. Evidence can be supplied by way of photographs.

Harbour Water Quality Monitoring. Agreed necessary without going overboard. The presence of huge numbers of sea-birds will be a contributing factor to low quality most of the time. Petroleum Residues leaking into the harbour from the Esplanade area are a problem and likely to be unsolvable.

PROJECTS

Dredging – agree that this needs repetitive attention to maintain the status-quo. If the harbour is destined for more extensive use (which I doubt) then budgeting for deeper and more extensive dredging is inevitable.

Breakwater rock armouring. Agree that this must be done regularly.

Breakwater height increase. Glad to see this is not priority. Ocean rise isn't likely to impact on the severity of damage to the breakwater nor to over-topping waves creating more damage in the harbour or to the harbour fringes. Pleased to see WDC has rejected the doom and disaster scenario of ORC.

Further breakwater armouring. The use of tetrapods, beyond those already in place would be a visual disaster and I'm pleased it is recognised as an idea for thoughtful planning.

Extending the breakwater to reduce silt inflow. Who has provided information on this? Unlikely to be supported by hydraulic engineering.

Public access to the breakwater. Remains very historically, environmentally and attractive under risk management. Locking and unlocking gates is a nonsense, given that it is easy to jump down off Cross Wharf, onto the sand at Sandy Beach and then just walk to the breakwater. Any effort to make access possible and safe is to be applauded. In that respect the UGLY iron gate and fence between the breakwater and the penguin colony needs to be removed. The use of corrugated iron running horizontally at the harbour edge is unacceptable visual pollution in this Historic Area.

Sumpter Wharf. The big dilemma. It is common parlance that the wharf is likely to collapse. I dispute this. If the piles are amenable to repair by placing a concrete collar around them then ipso-facto they must have good “founding” in the seabed (although I have previously read that 40% of them are so narrowed that they can be considered to not be “attached” to the seabed.) If anything, the decking will continue to rot and will fall, piece-by-piece into the harbour. Unless I am too optimistic I cannot see how this will be “a serious risk to all harbour users”. Wooden wharves rot and fall into the sea – it's a fact of life and thousands, in various states of decay, are all around the world. Sumpter Wharf's heritage of being where frozen dead sheep left for Mother England and where the troopers and horses left for the Boer War are no longer “attractive” heritage aspects – the international trade in red meat is no longer something we need to get enthusiastic about (despite its technical interest) and in fact as a “tourist draw card” it now has negative value I would say! The Boer War too, can be forgotten as a big deal. The birds are an attraction, if we can cope with the smell and the pollution of the harbour.

Relocating the watchtower which is currently at OBPC **will be opposed by me on historic heritage grounds. Its form and materials are in stark contrast to the heritage attributes of the wharf and the red sheds and it should either stay where it is or be demolished. I would engage the support of Heritage NZ as the whole area is a Listed Historic Area.**

SOUTHERN HARBOUR ZONE PROJECTS.

Road realignment. A good idea – supported subject to details and good landscaping!

OBPC Bus Park sealing – A good idea.

Slipway. Agreed.

Normandy Wharf. Is not a modern wharf!! Who's idea is this?? Agree to investigate its long term security and integrity.

Cape Wanbrow Track. Should only ever proceed with a review of access through the OBPC.

Rail End platform – move. This is a bullshit idea, promoted by Harry Andrew and supported by the previous (insensitive and basically arrogant) GM of Tourism Waitaki as some sort of improvement in day-time access for visitors to the penguin colony. As I understand it (no plans are published) OSRPS proposes that the rail line is extended to pass right *through* and *between* the Red Sheds to terminate at the access road to the bus car park. This will impact adversely on the character, setting, tranquillity, pedestrian access and atmosphere around the Red Sheds and will be vigorously opposed by me personally and by recruiting Heritage NZ to oppose the idea.

OSRPS Southern Harbour platform can be modified, where it is currently, to allow modern large locomotives to go right to the end of the line.

It should be noted that OSRPS has already laid a set of points and an extended line pre-empting the approval of this project and as far as I know without approval of Heritage NZ or the WDC.

The falloff of visitor traffic to Oamaru is possibly permanent and WDC should re-examine what evidence ORPS has put forward for this aggressive and unnecessary work, and make the arguments for it public, which it has not, so far as I am aware.

Verandah and Ticket office. No comment

Toilet facility upgrade. Probably a good idea to just upgrade the Penguin Colony toilet. *This project must not be influenced by the unsupported project to extend the rail line.*

Relocation of viewing tower. This is obviously a response to the suggestion that we “need” a viewing platform to look at the shags on Holmes Wharf – a “bright idea to kill two birds with one stone”. This project to have a viewing tower is not opposed, but **re-use of the structurally and architecturally inappropriate tower at OBPC is and will be opposed as it has no heritage references in any location near Holmes Wharf. Heritage NZ will be recruited (by me) to hopefully add its opposition.**

The concrete Block woolstores. Council has the option of offering to purchase these buildings (despite them not being for sale as far as I know) and regaining control over the area.

Turning circle at the end of The Esplanade. Bad initial design and unlawful works (blocking the road and building a play-boat) must be legalised and if the incentive to move the turning circle back to allow skiffs to get out of the rowing club, then this is approved whilst asking “why the hell was it put in the forecourt of the rowing club at the time??”

Holmes Wharf works. Thoroughly approve both of the ongoing wharf deck replacement (a great job – well worth the expense) A floating pontoon is supported. The power line should be removed and power for lighting and for the sheds at the end should be undergrounded. Lamps that are durable!! on wooden poles are still required. It will be great to get the power poles down. A duct for a data fibre should be laid at the time the road and kerbs are formed and the whole job thoroughly professionally landscaped and finished. This wharf is a MAJOR walking place in the harbour and a huge asset. **The buildings** need serious work but they are an heritage and visual treasure to be nurtured for future citizens. Vigorously supported.

Market Zone works. Essential that this wilderness of gravel and weeds is turned into an asset. OWCT Chair is on record as saying the “railyard heritage needs to be enhanced and preserved” I disagree, there is a set of wagon scales that need to be salvaged and re-used out there – before the little building gets involved in a vehicle collision and the scales smashed. The electric gantry crane is an eyesore and needs to be removed.

There is enough rail heritage in Harry's set-up for any enthusiast!! I have no comment other than to urge Council to do a proper job of landscaping the finished works. No more rocks and power poles with PVC conduit still attached, PLEASE.

Scott's Carpark. Just do it professionally. Some trees would be great!!

Marketplace development. – tentatively supported. **Permanent pedestrianisation of Harbour Street** (legal stopping of this road is the only option council has as casual closing, despite the previous advice of the roading manager, is strictly unlawful.) **is unsupported.**

Further developments of the marketplace space. It is critical that council complies with statute as it works through this large and complex project. The nine (9) stages of the design and planning of this further work are set out and are well enunciated. **Strongly supported – can't over-emphasise how important this planning and analysis is. It is long past time that this wasteland of gravel and weeds was utilised.**

Design guidelines and visual themes. *Crucial and enthusiastically supported* (and partly why OSRPS [Harry] needs to be reined in – their takeover of the Humber Street railway crossing – without any regard to entitlement nor a Harbour Plan – plus council's weak response and virtual acquiescence is a very good example of where the place “will go” if rebels are permitted to dictate the terms)

Strongly support work in this area and a commitment to compliance by all parties.

Roading projects. Generally support work in this area BUT professional standards of design are so far not encouraging (cast iron bollards and a plastic roundabout – ughhh) As noted, the Humber Street Itchen Street intersection is already compromised by OSRPS rail crossing and ONLY the re-location of the little railway station to the other side of Humber Street will solve this – by compulsion!! This is definitely business as usual for a pro-active council and in my opinion has nothing whatsoever to do with HarbourSpace consultation.!

I support a try at changing the Lower Thames Street Itchen Street intersection by tactical urbanisation – it cannot be too hard to try nor too hard to reverse.

Itchen Street could be made into a Plaza without kerb and channel – storm-water drainage is a doddle with the creek so close – gratings in the centre of the road with a camber to the centre of the road will make bus parking and walking a much better experience.

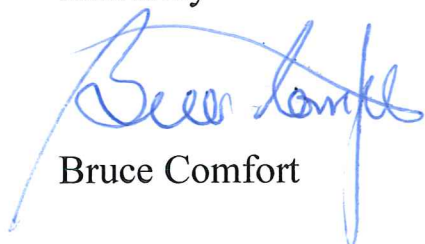
Probably expensive but worth a look at. I do not support the proposals for Tyne Street – the huge area of this underutilised street particularly footpath area for pedestrians (which will never change whilst Harbour Street exists and has attractive ambience) needs addressing with imagination.

Finally I note that it appears that this Plan is now a formal part of the District Plan review – if it is I think it needs to be made clearer.

Thank you for the opportunity to comment on this work. My overarching comment is that the thing still looks like a shopping list and not a strategy.

I wish to present verbally, in person, at any formal public hearings on the above matters and I reserve the right to address any relevant issues that arise in respect of the Harbourspace Plan before hearings are scheduled.

Sincerely



Bruce Comfort

ŌAMARU HARBOUR PLAN 2020 AND BEYOND

Have YOUR say!

FEEDBACK FORM

- 1 Name: Peter Garvan
- 2 Phone Number: (021) 447781
- 3 Email: pgarvan.oam@gmail.com
- 4 Where do you permanently live?
- ☒ Oamaru Town ☐ Elsewhere in New Zealand
- ☐ Elsewhere in the Waitaki District ☐ Overseas



The draft Oamaru Harbour Plan 2020 and Beyond has now been released for a final review by the community before Council adopts it, after considering any further feedback.

The plan has been put together and refined by the Harbour Area Committee following community feedback over the last two years which started with the first Oamaru HarbOUR Space survey being undertaken back in 2018.

The information collected has been considered by Council's Harbour Area Committee and the draft Oamaru Harbour Plan 2020 and Beyond document has been developed to align with the feedback received from the community.

Before Council adopts the final version of the Plan, it would like to offer you another opportunity to provide any final comments on the content of the Plan. Council would be pleased to hear any verbal submissions should you wish to. All submissions will be considered by the Harbour Area Committee before a final Plan is presented to Council for adoption. Following this, the plan will be the guiding document to prioritise work in the Oamaru Harbour Area.

Copies of the Plan can be viewed at Council offices, Waitaki District Libraries and on the 'Public Consultation' page of our website.

- 5 Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit? Attach more pages if needed.

I oppose any trial in relation to changes proposed for Lower Thames Street in the Harbour Plan. I endorse the comments of Cr Wollstein which appeared in the Oamaru Mail dated 4th September as attached. I enclose two photos of Jones Park. It is a beautiful under-utilised area. With extra seating it could be enhanced easily at little cost.

- 6 Would you like to speak to your submission? ☒ Yes ☐ No

If yes, please remember to include your name and email contact above and we will be in touch via email to arrange a time for you to speak to your submission.

Please return this submission to Waitaki District Council offices, by email to consult@waitaki.govt.nz, by post or in person before 5pm, 7 September 2020. Contact details below.

Lower Thames St: if it ain't broke . . .

The Waitaki District Council has released the Oamaru Harbour Plan 2020 and Beyond document for public information and submissions.

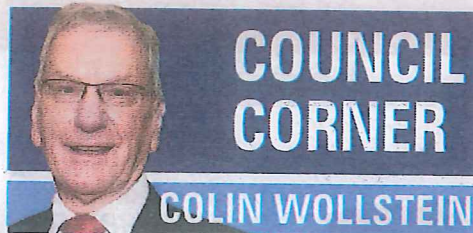
Included in the plan are changes to the roading connections to the harbour area, and page five of the plan advises "Goal 3" is to "keep adding to the harbour area's vitality in a planned way that complements and benefits the town centre where possible".

Advice about what is euphemistically called "tactical urbanisation" is available in Appendix 4.

On page 37, chapter 10 advises about roading projects, including connections between the town centre and the harbour. It states that "with a small amount of adjustment", "connection could be improved" at the southern end of Thames St.

Page 39, under the heading of tactical urbanisation, details incorporating a plaza at the southern end of Thames St and enabling the trial of a new layout for the Thames/Itchen/Tees intersection.

The following page states Lower Thames St could be "reduced to one lane in each direction on the western side, to create a new public space on the southern corner of Itchen and Thames Sts as a place for people, creating a focal point for



Lower Thames St.

PHOTO: DANIEL BIRCHFIELD

community activities, gatherings and celebrations".

Further changes under consideration for Itchen, Tyne and Humber Sts are explained on page 41.

Under "Roading Projects", on page 42, there is an aerial photo of the intersection as it is now, but no plan showing the proposed changes.

The concern expressed to me, and which I share, is that the closure of the eastern side of Lower Thames St will cause more problems than it solves, and the space will not be utilised as intended.

The trial could last as long as 12 months, but the responses I have received, plus the mainly negative comments on social media, indicate that no trial is needed as many people are opposed to "fixing something that isn't broken".

The money and energy being spent on this project could be better directed to other roading projects in the district.

The three-week Oamaru Harbour Plan 2020 and Beyond consultation period ends on Monday.

Submission forms are included in the Oamaru Harbour Plan 2020 and Beyond booklet available from the council offices, the Oamaru Library and branches, and on the council website.

If you have an opinion regarding the proposal to close two lanes in Lower Thames St, either in favour or opposed, then let the council know by making a submission, and delivering this to the council by Monday, September 7.

The submissions received will assist councillors to decide whether the trial closure should proceed or not.





From: Waitaki District Council <service@waitaki.govt.nz>
Sent: Monday, 7 September 2020 3:49 PM
To: Consult
Subject: Waitaki Website - Oamaru Harbour Plan 2020 and Beyond ref: WAITAKI-QF-200907-982DU-9PC

Waitaki Website - Oamaru Harbour Plan 2020 and Beyond

Reference: WAITAKI-QF-200907-982DU-9PC

Attachment: not attached

Name: Bruce Albiston

Phone number: 0226876365

Email: admin@burnsidehomestead.com

Where do you permanently live?: Oamaru Town

Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit?

1. Oamaru Harbour has overall been well served by taking time for the evolution, redevelopment and enhancing that has made it a place that now provides for all ages recreation, environmental protection and historic preservation.
2. I support the proposed harbour plan in its intention to ensure that the translation into practice will produce best outcomes for all elements in balance. I believe that there must be safeguards to make sure capture by one concept is not at the expense of another. My support is dependent on good process that does not compromise the harmony of well adapted contemporary use without respect to its history.
3. Overriding all else Oamaru Harbour has international significance beyond the well intentioned ambition of "the best little harbour in N Z." P M Rob Muldoon reputedly declared that Oamaru Harbour had similar significance to Waitangi in marking the beginning of NZ's economic destiny. Kenneth Cumberland's "Landmarks" identifies Oamaru as the archetypal "Kiwitown" which gave Gavin McLean the title for his book "Kiwitown Port" the history of Oamaru Harbour. No other Harbour in NZ has twice been the feature story on the front page of the London Times for its significant place in the enduring stories of 19-20th century enterprise. Apt as it may be for 21st century marketing, the best little harbour is so much more and our Plan for its future should intentionally think big to ensure all of its potential is realised.

Would you like to speak to your submission?: Yes

From: Waitaki District Council <service@waitaki.govt.nz>
Sent: Saturday, 5 September 2020 12:38 PM
To: Consult
Subject: Waitaki Website - Oamaru Harbour Plan 2020 and Beyond ref: WAITAKI-QF-200905-7D7TP-1B6G

Waitaki Website - Oamaru Harbour Plan 2020 and Beyond

Reference: WAITAKI-QF-200905-7D7TP-1B6G

Attachment: not attached

Name: Tracy Pile

Phone number: 034340334

Email: infusedoamaru@gmail.com

Where do you permanently live?: Oamaru Town

Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit?

I am very much against the LOWER THAMES ST green area plan.

I own Infused Vape Shop - 25 Thames St.

I attended a meeting of the Oamaru Business Collective 12 months ago. This is where I voiced my opposition to this plan. I am dissappointed there has been no other consultation with Business effected by this proposal..My main objections are..

1. the lose of Carparks...Oamaru struggles for carparks as it is. I am a destination shop, and need carparks close to my store. This was one of the reasons I leased this property because of the easy access/Carparks for my customers.
2. Re direction of road...I believe this is a stupid Idea and will only cause conversion and accidents...Oamaru does not take change to roads well. We are known for our beautiful wide roads...I do not want that to change,
3. I believe this area would be under used. If its green space we are wanting there are many other options to use without changing roads or shop access...
4. I have spoken to 4 x businesses south of myself and they are all against the redevelopment of lower Thames st...where is and was the consultation... For myself if I lose easy access to my business by way of carparks close to my store.. I will move.. I currently dont have a long time lease and will not renew until I know what is the future of this Plan

Regards

Tracy Pile

Infused Vape Shop

Would you like to speak to your submission?: Yes

ŌAMARU HARBOUR PLAN 2020 AND BEYOND

Have YOUR say!

FEEDBACK FORM

1 Name: Jan Wheeler

2 Phone Number: 0274 989 362

3 Email: janwheeler@xtra.co.nz

4 Where do you permanently live?

☐ Oamaru Town

☒ Elsewhere in the Waitaki District

☐ Elsewhere in New Zealand

☐ Overseas

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Before Council adopts the final version of the Plan, it would like to offer you another opportunity to provide any final comments on the content of the Plan. Council would be pleased to hear any verbal submissions should you wish to. All submissions will be considered by the Harbour Area Committee before a final Plan is presented to Council for adoption. Following this, the plan will be the guiding document to prioritise work in the Oamaru Harbour Area.

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5 Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit? Attach more pages if needed.

I submit that the Waitaki District Council must spend Ratepayers \$ concentrating on Basic Strengthening of Oamaru H

6 Would you like to speak to your submission? ☒ Yes ☐ No

If yes, please remember to include your name and email contact above and we will be in touch via email to arrange a time for you to speak to your submission.

Please return this submission to Waitaki District Council offices, by email to consult@waitaki.govt.nz, by post or in person before 5pm, 7 September 2020. Contact details below.

Phone 03 433 0300
Email consult@waitaki.govt.nz
Office 20 Thames Street,
Private Bag 50058, Oamaru 9444



www.waitaki.govt.nz



Waitaki
DISTRICT COUNCIL
TE KAUNIHERA Ā ROHE O WAITAKI

Oamaru Harbour Plan 2020 and Beyond
Summary Feedback Form -Mon 7 Sept 2020

1. Name Jan Wheeler
2. Ph number 0274 989 362
3. Email janwheeler@xtra.co.nz
4. Where do you live ? Elsewhere in Waitaki District
5. Final Comments you would like to Submit ? Yes
6. Would you like to speak to your submission? Yes

5.My Submission Final Comments and more listed details following

I submit that the Waitaki District Council must Prioritise spending Ratepayers \$ money concentrating on Basic Strengthening of Oamaru Harbour Infrastructure of the Breakwater, Wharves ,Boat slipway, Rock Harbour Walls ,Harbour Access to Protect Oamaru Town and Historic Victorian Precinct for the future .

We in NZ are now in a ' Financial Covid Government Crisis' and will be for the foreseeable future with local businesses and jobs disappearing and Waitaki District Council must focus on the local Community use and needs for our Oamaru Harbour assets and for local NZ tourism .

Strengthening and raising the height of the Oamaru Harbour Breakwater, will help secure the Town of Oamaru and the Historic Victorian Precinct as Sea level is rising and Storms and King tides are becoming more frequent.

Strengthening Wharves and dredging the Harbour and upgrading the Boat Slipway will allow future use of the Harbour by Fishing boats and pleasure boats and the general local community in the future.

The 2011 Oamaru Harbour Development Strategy – The Vision, Values, Principles, History, Heritage, Landmarks ,Connectivity, sight -lines and Community uses listed must be adhered to into the future.

To simplify my (Jan Wheeler's submission): janwheeler@xtra.co.nz Ph 0274 989 362
I will go through Alan Dick's -Precised- WDC - 30 items on offer for comment in Oamaru Harbour Plan 2020.

1. Yes

Maintenance of parks and playgrounds in the harbour area. Already being done at about \$90,000 per annum.

2. Yes

Attending to the silting problem from the clay cliff face. Already being done at about \$25,000 per annum.

3. Yes

Getting council involved with "Harry's Railway" over track maintenance etc. To be discussed but could cost \$35,000 per annum. (Benefits the Community)

4. Yes

Checking on water quality in the harbour. Already being done at a cost of \$1,000 per annum.

5. Yes

Dredging the harbour. Already being done at a cost of \$150,00 each two years.

5. Unsure?

Increased dredging should it be needed. To be discussed but an initial cost of \$600,000 then \$190,000 each two years.

6. Yes –(Important)

Maintenance of breakwater. Already occurring at a cost of \$280,000 per annum.

7. Yes – (Very Important for Future)

Increasing the height of the breakwater. To be discussed. Cost, about \$3 million.

9. Yes

Significantly improved maintenance of the breakwater – to be discussed — cost of about \$3.7 million over 10 years.

10. Yes –(Money saved if a successful solution found)

Feasibility study into extending the breakwater — to be considered at a cost of \$150,000. That is just for the study. There is some belief that extending the breakwater would ease coastal erosion between Oamaru and Pukeuri.

11.

Giving public access to the breakwater (again) cost of about \$70,000.

12.

Restoring Sumpter Wharf (Shag Central). To be discussed. Cost \$1.8million. If it was to collapse, the cost of cleaning up would be \$800,000.

13. Yes (Gives the Yacht Club -a Sea-Front focus)

Realigning the road to the Penguin Colony to run behind the yacht club. Happening next year at a cost of \$300,000.

14. Yes

Sealing the big gravel carpark at the Penguin Colony — to be considered. Cost \$190,000.

15. Yes (Encourages more Boaties visits to Oamaru)

Improving the slipway. Happening now, cost \$30,000.

16.

Upgrading Normanby Wharf. To be considered in the future — maybe \$350,000. (Normanby Wharf is actually part of the breakwater.

17.No –(Dangerous and likely to wash out)

A foot track around Cape Wanbrow that would go above the quarry — to be considered at a cost of \$100,000 to 150,000 depending on route.

18. Yes-(A community asset)

Improving the end of Harry's Railway at the Penguin Colony. This might be done with the road realignment next year. Cost \$75,000.

19.

Ticket box and mini station at that end of the railway line. To be considered cost of \$55,000 to \$95,000.

20.

Public toilet facilities in the area of the Penguin Colony. To be considered. Cost \$75,000 to \$150,000.

21. Yes (A community Asset)

Moving a little used viewing tower in the Penguin Colony to the end of Sumpter Wharf to allow better viewing of the shags. To be considered. Cost \$30,000.

22.

The Woolstores. Privately owned and no information.

23. Yes – (Support local sports Club in Community)

The Rowing Club have asked for the Esplanade to be shortened to allow them to carry boats to the water without crossing a road. The road could be shortened to the entrance to the holiday park and a turning circle created. To be considered. Cost \$25,000.

24. Yes –(A Community Asset)

Major make over of Holmes Wharf. Redecking , repiling , getting the sheds ready for lease and installing a floating pontoon to encourage greater public use of the wharf. Already underway at a cost of \$2.1 million.

25.No - serves no purpose- fanciful!)

Installation of some sort of sculpture at the harbour entrance end of Homes Wharf to encourage people to walk there and for it to become a destination. To be considered \$250,000.

26. No – (Adequate now)

Upgrade the road from the end of Wansbeck Street to Holmes Wharf — sealing etc. To be considered \$200,000.

27. No –(too expensive it is Adequate Now)

Formalising the car parks area on the eastern side of Scotts Brewery. To be done at a cost of \$200,000.

28.No –(local Businesses need customers in their shops and cafes)

The Farmer's Market area on the Western side of Scotts to be made over and given a facelift with the installation of Sail shades and power points for the market along with moveable furniture. — formalising car parks on the Tyne Street edge. To happen at a cost of \$150,000.

29. No –(Expensive and serves no real advantage to anyone)

Area in front of Loan and Merc' to be given a make over and face lift. To be considered at a cost of \$500,00.

30. Yes -(Agree – All Roads must be signposted to Historic Precinct and Harbour)

In conclusion there is also much discussion on connecting the commercial and town centre of Oamaru with the Precinct/Harbour area. This involved lower Thames and Itchen Streets and ranges from simple improved signage and changing roading layout, narrowing Itchen Street to traffic and encouraging pedestrians by including street furniture. All of the latter assumes all people coming through Oamaru and who should be encouraged to visit the town centre, the Precinct and the harbour come in from the north. There is no attempt made to direct north bound traffic from the south down Wansbeck Street at the Junction.

31 .No- for Lower Thames St - Roading realignment as it (Serves no constructive purpose - Interfering with present traffic flow, café parking, street parking ,there is room for cyclists now. Spend the money on improving local safety of Waitaki District Roads)

Lower Thames St Roading - realignment at the Southern End near Steam Café and WDC from two lanes into one lane each side of the green area.

Thank you .

Jan Wheeler

janwheeler@xtra.co.nz

Mon 7 Sept 2020

From: Ray Henderson <laketown666@gmail.com>
Sent: Monday, 7 September 2020 11:49 AM
To: Consult
Subject: Oamaru HarbOUR Plan 2020 submission

Follow Up Flag: Follow up
Flag Status: Flagged

12 pictures 67.3Mb included

Ray Henderson
0272111210
Laketown666@gmail.com

I live in the Oamaru township
I DO wish to speak to my Submission

Here are my opinions/concerns re the Harbour area's future .. in no particular order

Breakwater access

I know that a legislation change is required to reinstate Public access to our Breakwater but I am annoyed that the 'Portside gates' remain locked, thus preventing easy access to the nearby beach area. Please rectify this.

Holmes Wharf

There used to be a 10km speed limit sign an the entrance area to Holmes Wharf. The current situation has created a short 'speedway track', and I have been walking on the Wharf when a vehicle has 'raced' through. Please reinstate the 10km speed limit.

The OBPC carpark

I understand that this is leased by WDC to OBPC. When we progressed out of our original Lockdown and were encouraged to exercise further afield this carpark was locked off to Public access as the Colony was closed. (Were they still paying the Lease at this time?) Consequently, the many parked cars were scattered willy-nilly in the area. Please ensure that this carpark remains unlocked and available to the Public. Apparently part of this area may be taken in the future for Colony expansion. I have no problem with that, but any parking area must still remain open.

Area between OBPC viewing stands

A concrete sea wall along the edge of land facing sea (maybe 1.2m height) needs erected to separate Seals from Penguins. Hopefully, this would contain the Seals to sun-basking on the rocks. I have seen video of a Seal climbing over the wooden railing into the Nesting area. There is higher metal railing installed, but this appears to be on the wrong fence. The better-placed seawall would also be a safety feature for pedestrians entering Graves' Track (which should be reopened). The entrance-way has been narrowed considerably by the placement of fencing around the Eastern viewing stand. The seawall may require gaps to allow Penguins to access the shore from the seaside.

Steam Crane in Friendly Bay playground

This is disappointingly located at present. There are NO storyboards describing what it is, what its maritime history is pertaining to the Harbour. It should be relocated to the Southern Harbour area and appropriately documented, probably to the right/West of the 'OBPC' carpark entrance. This might preclude the OS&R extension plans.

Sumpter Wharf – viewing grandstand

Short answer NO – as it says Keep Out.

Wharf and the red sheds, with the Commemorative plaque on the rock between, create a little History vignette. Any nearby construction would destroy the ambience, and would be extremely intrusive. If people need an aerial view of the Wharf then do some exercise! and walk up to Test Street.

LED lighting levels

Council needs to seriously investigate the current literature on LED lights, and the effect on ALL living animals. Current installation appears to be contrary to earlier Council guidelines & decisions.

Farmers' Market vs car parking/development

In previous Submissions I have stated that the far end of this area (by the new road) should become dedicated Bus parking but times have changed. That area should still be used for parking of vehicles. The Market space should extend from Scott's Brewery through to Tyne Street at the Wansbeck Street end. Proper 'future development' should only be considered for the car-parking area on the Eastern side of Scott's.

Income sources ??

Does Money In really need to be ring-fenced to offset Money Out?

It is my opinion that it is absurd to do development of Harbour spaces that 'requires' ?? selling off the family silver, ie leasing out other Harbour areas to business interests. The status quo, do nothing, would appear to be a preferable option. Currently (historically)

the OBPC draws in a large amount for Tourism Waitaki that can be dispersed across various projects, ie it is NOT ring-fenced for Harbour-specific projects. Putting this into reverse here's an

idea: some time ago I objected to having a Zipline straddling our Harbour, but said it could be elsewhere. If a project like that were to go ahead why shouldn't any residual profit (once development & operational costs are covered) be pumped back into the Harbour development. You know, all that 'for the greater good' mantra.

Thank you, see you at the Hearings.

Cheers, Ray Henderson

























Sent from [Mail](#) for Windows 10

ŌAMARU HARBOUR PLAN 2020 AND BEYOND

Have YOUR say!

FEEDBACK FORM

1 Name: Department Of Conservation, Coastal Otago

2 Phone Number: 027 408 3351

3 Email: cgwilson@doc.govt.nz

4 Where do you permanently live?

☐ Oamaru Town

☐ Elsewhere in the Waitaki District

☒ Elsewhere in New Zealand

☐ Overseas

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5 Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit? Attach more pages if needed.

Please find attached The Department's submission on the Ōamaru Harbour Plan 2020 and Beyond.

6 Would you like to speak to your submission? ☒ Yes ☐ No

If yes, please remember to include your name and email contact above and we will be in touch via email to arrange a time for you to speak to your submission.

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DOC-6424074

7 September 2020

Ōamaru Harbour Plan 2020 and Beyond
Waitaki District Council

Via email: consult@waitaki.govt.nz

Dear Sir/Madam

Department of Conservation Submission on Ōamaru Harbour Plan 2020 and Beyond

Thank you for the opportunity to submit on the Ōamaru Harbour Plan 2020 and Beyond. I endorse the intent of having a well-informed and holistic plan for the area and the benefit of involving the wider community in developing it.

Given the coastal environment under consideration, I submit that the Policies and Objectives of the New Zealand Coastal Policy Statement 2010 should be given effect to in any developments and am pleased to see the Plan giving consideration to future sea-level rise.

I support Objective 4 'Protect wildlife and improve environmental outcomes, helping people enjoy and understand both' and note the financial and reputational benefits that Ōamaru receives from its accessible and abundant wildlife.

I note the range of development and building projects proposed in the Plan and that some of these, for example the Breakwater and Sumpter Wharf, relate to areas or infrastructure used by wildlife. I submit that these projects should be planned and delivered in a way that minimises disturbance to wildlife and the potential for harmful interactions between people and wildlife. This applies to the construction and also the ongoing use of the infrastructure.

One example of this should be creating suitable haul-out spots for marine mammals, and ensuring these are physically or spatially separated from areas of public access. Another should be to minimise public access to areas of particular importance for wildlife such as breeding areas. Appropriate design should minimise the potential for ongoing conflict between people and wildlife while still allowing for viewing and appreciation of wildlife by the public. Such an outcome would support Ōamaru's standing as a place for nature-lovers and Tourism Waitaki's promotional material, as well as protecting native species.

Sumpter Wharf in particular has become important as breeding habitat for spotted and Otago shags and has ecological significance for the assemblage of marine species which forage and scavenge on the wharf (including Otago, pied and little pied shags, red billed gulls, black backed gulls, and white fronted terns). The wharf also provide important roosting habitat for three species of shags which, because of the lack of natural oils, need places such as Sumpter

Department of Conservation Te Papa Atawhai

Ōtepoti / Dunedin Office

PO Box 5244, Dunedin 9054,

www.doc.govt.nz

wharf to dry their wings between foraging trips. I note that structural renovations to Sumpter Wharf are proposed as a category 'A' action in the Plan, and that funding for this could be considered in the Long Term Plan. I wish to flag the Department's desire to work with the Council constructively on this and other projects that may have impacts on wildlife.

If you have any questions relating to this submission please contact Craig Wilson, cgwilson@doc.govt.nz or 027 408 3351, in the first instance.

Yours sincerely,



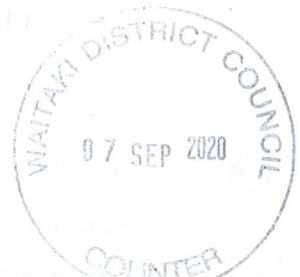
Elizabeth Anne (Annie) Wallace
Operations Manager *Pou Matarautaki*

ŌAMARU HARBOUR PLAN 2020 AND BEYOND

Have YOUR say!

FEEDBACK FORM

- 1 Name: P Plunket 2 Phone Number: 0274346283
- 3 Email: plunket.peter@gmail.com
- 4 Where do you permanently live?
- ☒ Oamaru Town ☐ Elsewhere in New Zealand
- ☐ Elsewhere in the Waitaki District ☐ Overseas



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- 5 Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit? Attach more pages if needed.

- ① I AM NOT PARTICULARLY HAPPY ABOUT THE PUBLIC CONSULTATION ON THIS DRAFT. I HAVEN'T HAD ENOUGH TIME TO FULLY READ THE DRAFT AND APPENDICES.
- ② I DO AGREE WITH MONEY BEING SPENT ON BREAKWATER MAINTENANCE, PARTICULARLY ROCK ARMOURING AND WITH GENUINE HARD ROCK ONLY REGARDLESS OF EXPENSE
- ③ I AGREE WITH SOME EXPENDITURE ON HOLAS WAREHOUSE BUT ONLY IN AN ESSENTIAL MAINTENANCE CAPACITY
- ④ I DON'T WANT RATEPAYERS MONEY SPENT ON THE THAMES ST / IRCHEN / TREES INTERSECTION.

P.T.O.

- 6 Would you like to speak to your submission? ☒ Yes ☐ No

If yes, please remember to include your name and email contact above and we will be in touch via email to arrange a time for you to speak to your submission.

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Email consult@waitaki.govt.nz
Office 20 Thames Street,
Private Bag 50058, Oamaru 9444



www.waitaki.govt.nz



Waitaki
DISTRICT COUNCIL
TE KAUNIHERA A ROHE O WAITAKI

- ⑤ I THINK THAT THERE NEEDS TO BE AN ACCEPTANCE THAT THE HARBOUR AND THAMES ST ARE TWO ESSENTIALLY SEPARATE AREAS AND THAT REGARDLESS OF THE VERBIAGE THAT IS USED THEY ARE NEVER GOING TO COMPLEMENT EACH OTHER
- ⑥ BECAUSE OF COVID 19 I THINK MOST OF THIS DRAFT SHOULD BE PUT ON HOLD FOR SEVERAL YEARS UNTIL IT BECOMES CLEARER WHAT THE FUTURE OF TOURISM MAY BE.
- ⑦ BECAUSE MOST OF THE HARBOUR AND TOWN AREA IN THIS DRAFT IS IN THE CIVIL DEFENCE TSUNAMI ZONE ORANGE IT WOULD BE WISE TO CONSIDER VERY SERIOUSLY ANY DEVELOPMENT IN THIS AREA.
- ⑧ I THINK, APART FROM THE ESSENTIAL MAINTENANCE REQUIRED ON THE MAJOR ASSES AT THE HARBOUR, MOST OF THE OTHER ITEMS IN THIS DRAFT SHOULD BE ~~PUT ON~~ DELAYED FOR A COUNCIL IN THE FUTURE TO PERHAPS PURSUE ONCE ANY LIKELY EFFECTS FROM CLIMATE CHANGE / SEA LEVEL RISE HAVE BEEN OBSERVED. I THINK PERHAPS A 20 YEAR TIME PERIOD WOULD BE SUITABLE.
- ⑨ I WOULD LIKE PUBLIC ACCESS TO THE BREAKWATER AND THE BENCH AT THE SOUTH EAST CORNER OF THE HARBOUR.

From: Waitaki District Council <service@waitaki.govt.nz>
Sent: Thursday, 3 September 2020 2:21 PM
To: Consult
Subject: Waitaki Website - Oamaru Harbour Plan 2020 and Beyond ref: WAITAKI-QF-200903-8GKX9-3P5

Waitaki Website - Oamaru Harbour Plan 2020 and Beyond

Reference: WAITAKI-QF-200903-8GKX9-3P5

Attachment: not attached

Name: Adrianna Dowling

Phone number: not supplied

Email: dowlingadrianna@gmail.com

Where do you permanently live?: Oamaru Town

Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit?

Your existing plan is to have small maintenance to the steampunk playground but I believe that the playground should be more appealing to a larger variety of people. Oamaru is a kind and welcoming community but a lot of our public places are not usable for young children and people with disabilities.

I have personally seen a lot of people in wheelchairs or crutches watching other children have fun at the playground while not being able to play them selves. Adding a wheelchair swing for those people would enable them to play on the playground too. There are also some kids that need support to walk or stand and struggle to sit still. If we add a swing that buckles kids in then it means that they can swing safely without falling off.

A lot of younger children can't go to the playground as it is not very safe for them or they can't get onto the playground equipment on their own. Adding an enclosed area with smaller equipment (keeping the victorian and steampunk theme) would keep the younger children safe.

Would you like to speak to your submission?: Yes

From: Waitaki District Council <service@waitaki.govt.nz>
Sent: Monday, 7 September 2020 2:51 PM
To: Consult
Subject: Waitaki Website - Oamaru Harbour Plan 2020 and Beyond ref: WAITAKI-QF-200907-8MVGQ-1BG9

Waitaki Website - Oamaru Harbour Plan 2020 and Beyond

Reference: WAITAKI-QF-200907-8MVGQ-1BG9

Attachment: not attached

Name: Lily Batchelor & India Biggs

Phone number: not supplied

Email: batchelorl@oamaruint.school.nz biggsi@oamaruint.school.nz goobslab@gmail.com
hufflepuff.indi07@gmail.com

Where do you permanently live?: Oamaru Town

Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit?

Why I feel Sumpter Wharf should not be demolished but, in fact, redone.

Firstly, Sumpter Wharf is part of the Ōamaru's heritage, but it isn't yet accessible to the public, for it could collapse any time soon therefore reducing the tourist attraction. The longer that we wait for the wharf to be rebuilt the more the cost will increase, due to decay and damage. If the wharf is not redone it will keep accumulating shag faeces and within a number of years Sumpter Wharf will be beyond the point of repair.

Secondly, Sumpter Wharf is a historical figure. Sumpter Wharf was built in 1884 for the food industry, it is named in favor of a past mayor of Ōamaru, George Sumpter. Although we have a bigger wharf for the larger ships Sumpter Wharf would still be usable for recreational use and ships and boats under the recommended weight.

In the event of reopen the council will be able to dredge from the wharf and bring in more valuable business through tourism and cargo boats. After the Covid-19 pandemic many have lost their jobs, the repair of Sumpter Wharf will deliver more job opportunities to those in the Waitaki district facing joblessness.

In conclusion this rebuilding would be a change to the younger generation perspective of heritage and could interest a stronger group of people to learn about more of Ōamaru and Sumpter Wharfs past history.

Would you like to speak to your submission?: Yes

ŌAMARU HARBOUR PLAN 2020 AND BEYOND

WAITAKI DISTRICT
COUNCIL

04 SEP 2020
Have YOUR say!

FEEDBACK FORM

- 1 Name: *Harry Andrew for
Oamaru Steam & Rail*
- 2 Phone Number: *027 2774678*
- 3 Email: *clean_cut@xtra.co.nz*
- 4 Where do you permanently live?
- ☒ Oamaru Town ☐ Elsewhere in New Zealand
- ☐ Elsewhere in the Waitaki District ☐ Overseas

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*I have attached our comments regarding to this draft
Oamaru Harbour Plan 2020.
Yes I would like to speak to our submission
You can contact me at the above email and phone number*



- 6 Would you like to speak to your submission? ☒ Yes ☐ No

If yes, please remember to include your name and email contact above and we will be in touch via email to arrange a time for you to speak to your submission.

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Rail Maintenance

The wording is not right where it says (currently takes responsibility for the maintenance and upkeep of the rail track), the wording needs to be fixed up. OSR are the owners of all of the railway tracks that we are running on also the Holmes Wharf line, so it needs to be reading that (OSR is responsibility for all maintenance on all of its own rail tracks).

The importance of maintenance level is just so far out as owners we are need to get at least 25% of our track maintains each year and as we have a main line is 2 km long so most weeks we need to keep working on some part of the track so at the end of the day when we are audited by NZTA they are able to look at the paper work being done and the track is up to stand.

The wording saying we struggles for volunteers and adequate funding which affects the ability to maintain rail and amenities sufficiently. All volunteer groups have good days and bad days; we have currently over 100 members, 30 full time working members that on maintenance and running day team. On a working day that we do have two of them you may fine from 4 to 15 workers here each working day. We are a very financially sound group with assets. We have got to where we are today we have very well managed team that looks after our affairs. Where did the estimated budget \$35.000.00 annually come from? We do ask for a grants on some project, but for you to put a annually budget on us, we see that is a way of WDC trying to take ownership of us and we would end up being taking over just the same way as Dunedin Railways have gone by taking monetary hand outs.

So at the end of this page 15 needs to be reprinted with the collected wording and with a level (A) not a B as maintenance is ongoing all of the time.

Silt Control from the Cliff

The control of the silt is starting to look like someone in WDC is starting to hear me as I have been asking to put a water tube in a place where there has been tons of silt being washed down. Well it is working about 90% of silt has stop coming down on us in this spot and now there is just a little silt in our drain and there is no silt out on the road or in the harbour, so we will need to work on the rest of the problems and there may not be a need to have a large annually budget spent here, just will need to keep up annually maintenance of the equipment that is used to control the water that is bring down the silt.

Now on my research there were two wooden water flumes on the cliff where most of the water is comes down, now down at the boat club there is a more of a different approach to control the silt but in years gone by the Borough Council and the Harbour Board stopped doing the annually maintenance at this spot and some of the pit is still there. If this work gets started again it to would stop a lot silt coming down on us and a stop of haven silt out on the road.

If you were to spend a bit of time to catch the water at the top of the cliff there would be a major drop in the silt coming down at this point, now days there are a number of tracks that lead into the land above this spot, now that would put a stop to a lot of the under mining that is going on there.

Zones

I see all of OSR rail corridor has not been put in as we are the legal owners of the rail and corridor.

1/Where it crosses over the Waterfront zone and out to the Holmes wharf zone and out to the Holmes wharf up to the buildings.

2/ Now up by our workshop the rails out to the east of our workshop that is our rails and corridor, this corridor is right up to the bridge 160 and over it to link to Kiwirail and we still pay Kiwirail for the right for this link.

Could all of this be add to this page?

Move Rail End Platform

Thank you as you have got most of that right as all of our problems are being answered.

One good thing by moving the platform to where we have been asking for a good number of years would give you so much room for WDC to build a bigger car park for the Penguin Colony.

Also this will bring back some major history for where the platform is as it is not that far away from where Oamaru had its very first railway platform, as the rail link to the rest of North Otago and be on. The rail link started at the back of the MacAndrew Wharf and the date of this is 26/1/1876 to the station that is being built where Wansbeck Street is today a distant of 63 chains 07 links. The first passenger were from Union Steam Ship Coy's SS Maori from Dunedin, now this line was to go on being called the MacAndrew to Moeraki line and it was to stay with that name right up to 1935 and after that it become part of the south shunt yard for NZR for about the harbour.

Veranda and Ticket Office

When Oamaru Steam & Rail move the platform that is on page 23 we would be putting up a small rail veranda of the 1900s vintage as we do all ready own one, it come from the Temuka railway station when Kiwirail removed it in the 1980s. It only consist of just the main frames, we will not be building a ticket office as the part of picking visitors from there that can be controlled from the train. The other part that we do need so much is the toilet facility, a lot of this can be done when we move the platform and working in with WDC, OBPC car park with the veranda as the car park can come right up to the back of the veranda that is on the platform. The veranda would not be used just by the railway as OBPC are next door well be able to use it when they have over flows of visitors on some nights as well I see just visitor well be able to just set on the seat and be able look out over the harbour and the breakwater. I see doing it this way it will cut so much of the cost down for all of us and if there is money left over it can be put in to other jobs about the harbour.

Road Surface Upgrade

Before the road is upgraded the rail crossing will needed to be replaced as all sleepers under and the edging beside the rail have started to decay Kiwirail have been keeping an eye on it for us.

I have been told by Kiwirail there will be a full replacement by them as they sold and put the wrong wooden sleepers in, I am hoping to put in a crossing like I have got in at Arun Street crossing. The three of us will need to work on this lot so you do not waste time around upgrading surface around the crossing and it is dug up.

Parking / Further Developments.

Just some ideas from Harry Andrew:

1/ The old Kurow / Hakatamea road rail bridge would like to see this job finished off to work in with Oamaru Steam & Rail, by setting the bridge up WDC would be able to move the car parking so much closer to the railway as there is a lot of wasted land there at this time with the way the old helicopter pad fence was left there.

The way I would like to see with the bridge is to reproduction so it looks like the train is going over the bridge, it would need to put down some concrete pads to bolt the bridge beams down to, only the sides would be needed by making two sides out of the four them as some parts of the are in a poor state.

The cost for the job as I see it, to get an engineer to design the concrete pads, paying to have a machine to lift the wood in place because of the weight of the timber and get a voluntary group with some help from Oamaru Steam & Rail volunteers. So the cost of the job would not be running into the thousands.

2/ The old railway scales that are out the back of Scott's Brewery could they be moved up to be next to Oamaru Steam & Rail workshop so that it can be seen working, by doing this it will save them as it will date back to the 1940s. With the scale removed from where they are it will free up more land for WDC.

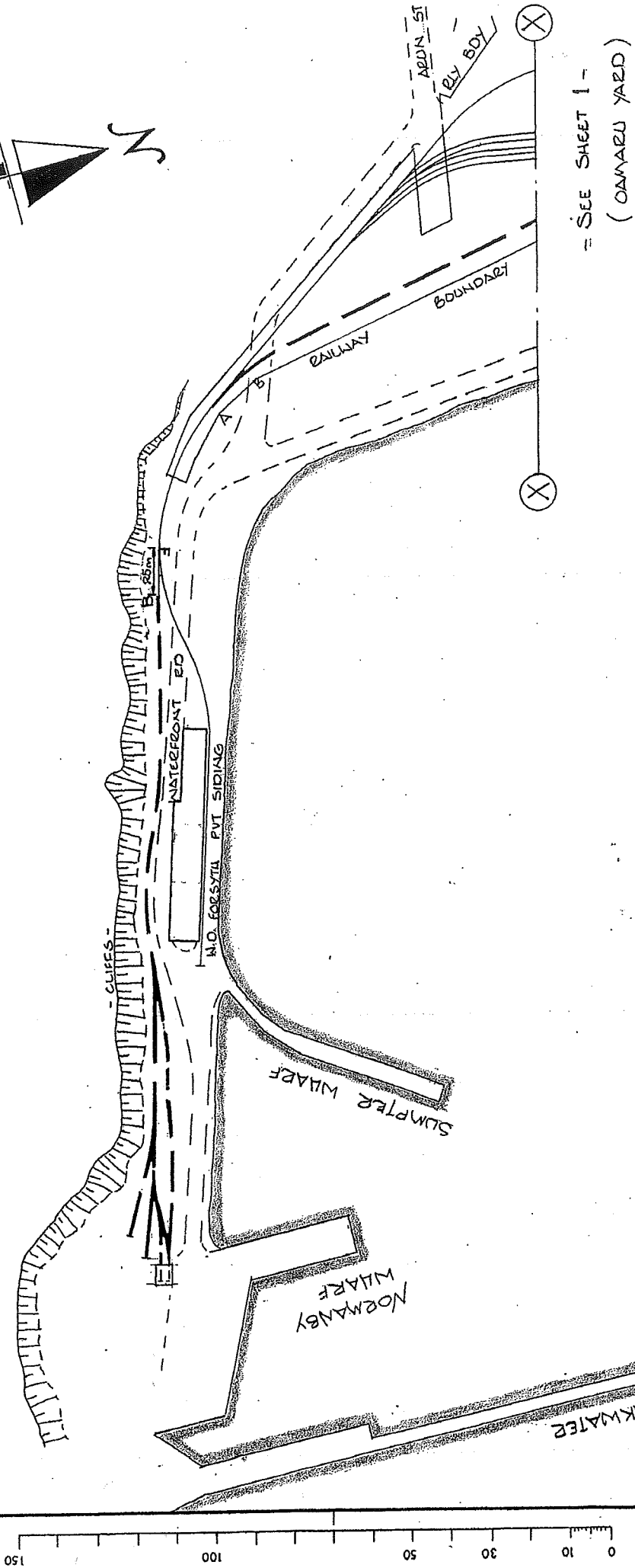
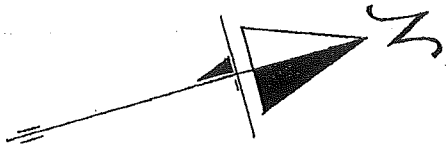
Where I would like to see them set up is on the rail that is used for the loading bank, there would be a need to move the loading bank south about 40 to 60 meters, this will give a piece of flat land to set the scales on and have them working to a state were the public can view them. The loading bank rail is to the east of our main running line so the scales would not interfere with the running of the train in any way, in have the setup and working as well in a place where there is a working railway it would not look out of place on the historical side of the railway. There is land there where I am thinking of putting it and it's in the old historical yard.

The cost would be in digging out the new footing, buying concrete for the footing, concrete blocks and timber to do repairs to the building with rest of the work try also to do with volunteers, I can get the NZR plans to do this job.

3/ The container crane late 1980s vintage Oamaru Steam & Rail give it to them so it may be used as steel for engineering jobs around the railway.

Cost is an normal cost paid to WDC and OSR would remove it at no cost to WDC.

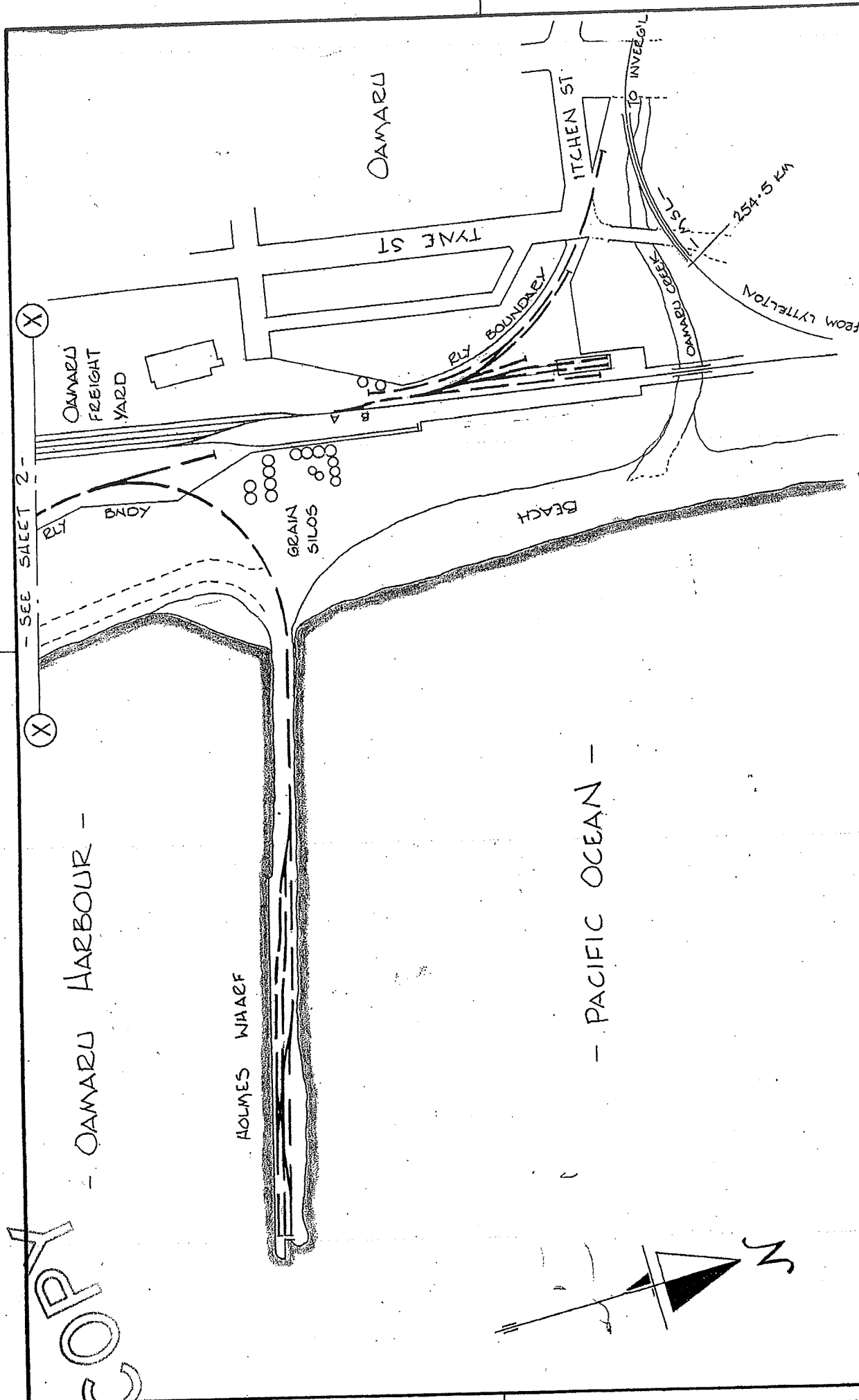
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- OMARU HARBOUR -

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| SECTION MGR CIVIL | Railways DUNEDIN | PREP'D DWN TRCD CHK'D | APP'D DE. FILE CCE. FILE | ORIGINAL SCALES 1:2500 | D/E No | SHEET 2 OF 2 SHEETS | AMEND A |
| | | | | | | | |
| OMARU: PRIVATE SIDINGS FOR OMARU STEAM AND RAIL PRESERVATION SOCIETY | | | | | | | |
| CCE. No 190008 | | | | | | | |

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ŌAMARU HARBOUR PLAN 2020 AND BEYOND

WAITAKI DISTRICT
COUNCIL

04 SEP 2020

Have YOUR say!

FEEDBACK FORM

- 1 Name: Harry Andrew
- 2 Phone Number: 021 2714678
- 3 Email: Clean-cut@xtra.co.nz
- 4 Where do you permanently live?
- ☒ Oamaru Town ☐ Elsewhere in New Zealand
- ☐ Elsewhere in the Waitaki District ☐ Overseas

The draft Oamaru Harbour Plan 2020 and Beyond has now been released for a final review by the community before Council adopts it, after considering any further feedback.

The plan has been put together and refined by the Harbour Area Committee following community feedback over the last two years which started with the first Oamaru Harbour Space survey being undertaken back in 2018.

The information collected has been considered by Council's Harbour Area Committee and the draft Oamaru Harbour Plan 2020 and Beyond document has been developed to align with the feedback received from the community.

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Copies of the Plan can be viewed at Council offices, Waitaki District Libraries and on the 'Public Consultation' page of our website.

- 5 Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit? Attach more pages if needed.

I have attached my comments regarding to this draft
Oamaru Harbour Plan 2020

Yes I would like to speak to my submission

You can contact me at my email above

- 6 Would you like to speak to your submission? ☒ Yes ☐ No

If yes, please remember to include your name and email contact above and we will be in touch via email to arrange a time for you to speak to your submission.

Please return this submission to Waitaki District Council offices, by email to consult@waitaki.govt.nz, by post or in person before 5pm, 7 September 2020. Contact details below.

Phone 03 433 0300
Email consult@waitaki.govt.nz
Office 20 Thames Street,
Private Bag 50058, Oamaru 9444



www.waitaki.govt.nz



Waitaki
DISTRICT COUNCIL
TE KAUNIHERA Ā ROHE O WAITAKI

Public Access to Breakwater

The Oamaru has two breakwaters one of them is called the North Mole that has Holmes Wharf that has been built on the end of the mole, you just cannot deny history so if you are trying set rules for one you do need get it right. I do know you will need to set up something in the way of safety for any one that is out on any one of them. There will be some way to work on this without being a big brother, have a look at places around New Zealand to see how they work with the access around breakwaters; one place I can think of is Greymouth there are heavy seas at times there on their breakwater. If you over try to stop people it will never work as they are not doing any damages to the break water but it is the conditions that make it dangerous at times, it is still public and the public money dose go into the harbour up keep.

Sumpter Wharf

I do not think we can what for the next long term plan I do think we need to get in and save the wharf as it is very much part of the Frozen Meat, War Time Traffic, General Goods, like wool and grain exports that have gone out North Otago so it has played a very big part of the historical part of the Oamaru Harbour.

The way for a start would be to start at the land end and work out say about 50 or so just replace the piles where need and bolt on as much as the old timber beams as can be. Just repair so that it is only for foot traffic only, new decking could be the same as it is now going on Holmes wharf, with the life that is out on the wharf just now I would encourage them to go back to the land life were they have come from.

The work on the on Sumpter Wharf dose not to rushed into as it could be worked on in stages.

Parking / Further Developments.

Just some ideas from Harry Andrew:

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The cost for the job as I see it, to get an engineer to design the concrete pads, paying to have a machine to lift the wood in place because of the weight of the timber and get a voluntary group with some help from Oamaru Steam & Rail volunteers. So the cost of the job would not be running into the thousands.

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Town Centre Harbour Connection

Just some ideas from Harry Andrew

Ever since the main street got the first round about then when the lights went in the traffic flow just keep on building up.

I would like to offer one way that may help by opening up this intersection and give a lot more room for the cars to move around. I would move the railway Samson post back in by 15 to 20 meters as there is room in the back, as well move the foot track over as well by moving some of the growth between Kiwirail and Oamaru Steam and Rail. By maven the railway it will change the rail footage as was the main line to Dunedin in its time.

To get Humber Street to where it is today an applied to cross the rail line by the way of bridge in 1901 by the Oamaru Harbour Board for traffic, so there is so much history on this part of town and I do think if all parties can work together we can make this intersection work so much better.

I would disagree about people say it unfamiliar it's a stand intersection most of the locals that just do not slow down and think have always the right way at all times and even the stop sign is a joke, there is a camera there but the police just will do much about what is going on at this intersection.

From: Friends of Oamaru Harbour <friends.oamaru.harbour@gmail.com>
Sent: Thursday, 20 August 2020 8:57 AM
To: Consult
Cc: Councillors; luciannebrown@hotmail.com
Subject: draft oamaru harbour plan

Follow Up Flag: Follow up
Flag Status: Flagged

Friends of Oamaru Harbour

P.O. Box 261, Oamaru 9444

8 August 2020

To: Waitaki District Council

RE: Draft Oamaru Harbour Plan

The underlying issue for the harbour is whether Council-owned public land will be sold or leased for private developments that may harm the harbour environment. The draft Oamaru Harbour Plan mostly "kicks this ball down the road" by deferring land use decisions to the District Plan. But there are a couple of places where land is marked for "Possible Future Development Space." One of them is very troubling. This appears in the illustration on p. 33, where about 1/2 of the space now used by the Farmers Market (and other fairs) is marked for development. This intention is described on p. 32, where it states:

"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."

This issue was raised in public remarks to the Council on 11 August, whereupon the Mayor suggested that the reduction in space for the Market had the approval of the Market itself. We attempted to find out more from Lucianne White, who we have been told is chairman of the "Farmers Market Committee," and who is also an employee of the Council. Ms. White hasn't shared with us what position, if any, the Farmers Market Committee took regarding the Market's space.

The facts of the matter are obvious to anyone who visits the Farmers Market on a busy summer Sunday. The entire area to the west of Scott's Brewery is filled with vendor stalls or customer parking. This was especially true last summer when both the Farmers Market and the crafts fair were underway at the same time in the same area. All the space was used. There is no excess space available for "visitor accommodation, light commercial or mixed use."

If the Market's space was reduced as shown on p. 33, it might be possible to accommodate the usual number of stalls by creating more lanes. But there would be no parking for customers! Neither would there be room for future expansion of the Market or other fairs, which are important activities to promote the Council's goal of increasing public use of the harbour precinct.

We request that the draft plan be revised to eliminate any diversion of space to the west of Scott's Brewery away from use by the Farmers Market and similar public fair events.

Respectfully submitted,

FRIENDS OF OAMARU HARBOUR

Vicki Jayne
Co-coordinator

Katrina Hazelhurst
Co-coordinator

--

Friends of Oamaru Harbour <https://www.facebook.com/friendsofoamaruharbour/>

From: Waitaki District Council <service@waitaki.govt.nz>
Sent: Monday, 7 September 2020 3:21 PM
To: Consult
Subject: Waitaki Website - Oamaru Harbour Plan 2020 and Beyond ref: WAITAKI-QF-200907-91W04-TU3

Waitaki Website - Oamaru Harbour Plan 2020 and Beyond

Reference: WAITAKI-QF-200907-91W04-TU3

Attachment: not attached

Name: Margaret Steer

Phone number: 0210735649

Email: zuni20@actrix.co.nz

Where do you permanently live?: Elsewhere in New Zealand

Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit?

Yes I would like to support the protection of our native species, namely all the seabirds, including the Otago Shag, Little Blue and Yellow-eyed Penguins. Our native biodiversity is important and we should be doing all we can to protect it. This also includes looking after the native habitat restoration areas on Cape Wanbrow, as well as restoring structural support at Sumpter Wharf for the exclusive use of seabirds.

I would like to see the raised viewing platform with interpretation boards go ahead sooner rather than later. This would especially please our New Zealand visitors, while we recover from COVID 19.

The harbour area should also keep restricted access for dogs on leads only to prevent any harassment on wildlife. I would also like to see restricted access by vehicle at dawn and dusk when penguins are coming ashore.

Please keep the lighting low in the harbour area too, as strong lighting affects wildlife adversely.

Please ban all firework displays here too.

I am also concerned about the "redevelopment" of the current car park by the Saturday Market. I hope we are developing green space here not more buildings.

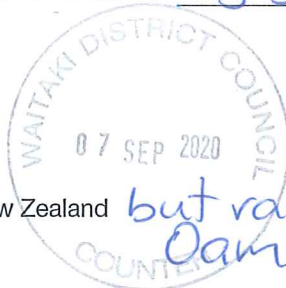
Would you like to speak to your submission?: Yes

ŌAMARU HARBOUR PLAN 2020 AND BEYOND

Have YOUR say!

FEEDBACK FORM

- 1 Name: Hilary Plunket 2 Phone Number: 03 3328325
- 3 Email: heliotropenz@yahoo.com
- 4 Where do you permanently live?
- ☐ Oamaru Town ☒ Elsewhere in New Zealand *but ratepayer in Oamaru*
- ☐ Elsewhere in the Waitaki District ☐ Overseas



The draft *Oamaru Harbour Plan 2020 and Beyond* has now been released for a final review by the community before Council adopts it, after considering any further feedback.

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- 5 Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit? Attach more pages if needed.

Having had only the briefest opportunity to consider the draft harbour plan, the most obvious comment is that maintenance of the harbour is the most important consideration and the completion of the "rock armouring" should continue using the best materials available rather than "short term fixes". Public access to the breakwater and to Sandy Beach should be maintained. However, as the harbour zone is in the "Orange Zone" no development in the guise of 'improvements' should be undertaken.

I do not consider that there is any connection between the harbour and the south end of Thames St. and object to having it included in the harbour plan. As to "wayfinding systems", the examples provided look like street clutter. Surely visitors will simply use their phones to get around. Actually, having tourists pto

- 6 Would you like to speak to your submission? ☒ Yes ☐ No

If yes, please remember to include your name and email contact above and we will be in touch via email to arrange a time for you to speak to your submission.

Please return this submission to Waitaki District Council offices, by email to consult@waitaki.govt.nz, by post or in person before 5pm, 7 September 2020. Contact details below.

Phone 03 433 0300
Email consult@waitaki.govt.nz
Office 20 Thames Street,
Private Bag 50058, Oamaru 9444

  
www.waitaki.govt.nz



Waitaki
DISTRICT COUNCIL
TE KAUNIHERA A ROHE O WAITAKI

getting lost and asking locals for directions would make for a more interesting experience for visitors.

From: Waitaki District Council <service@waitaki.govt.nz>
Sent: Thursday, 3 September 2020 5:15 PM
To: Consult
Subject: Waitaki Website - Oamaru Harbour Plan 2020 and Beyond ref: WAITAKI-QF-200903-A7MWJ-723

Waitaki Website - Oamaru Harbour Plan 2020 and Beyond

Reference: WAITAKI-QF-200903-A7MWJ-723

Attachment: not attached

Name: Tracie Meechan

Phone number: 03 427 0166

Email: littleqwerty-2@outlook.com

Where do you permanently live?: Oamaru Town

Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit?

I am the current owner of Steam café. I can see great potential in the plans the council has for urbanizing the Thames Street Itchen street area, but see that the plans are very fluid and definitely not formalized at this stage.

I have a very simple plan that could benefit the wayfinding aspect of the district plan that offers benefits to all of the business along the Thames street track and that could be utilized similarly for Itchen street.

It adds to the existing spaces we already have, providing sheltered and safe public spaces which can be used by retailers, entertainment and public. Loses only a total of 4 or 5 carparks along the lower Thames street stretch but adds value to the business's effected by that loss. it beautifies the area, and gives visual ques to help draw the tourists eye line down from Tees street and up into the retail zone. Providing enjoyable outdoor spaces unique to Oamaru, with potential for expansion in time and is built to suit our demographic size more than a town square which at this stage I fear might become a place for undesirables to congregate at night.

I have some mock up photo's and will happily share them as I believe they are a sound solution to peoples desired views and are simple, beneficial, and at little interruption to business.

Hoping to help bring solutions.

Tracie

Would you like to speak to your submission?: Yes

Submission on Oamaru Harbour Plan – Whitestone Community Arts Council Submission

The Whitestone Community Arts Council has been supporting cultural & heritage in Oamaru & North Otago for over 40 years – initiating; organizing & running many successful events such as Waitaki Music Camp; Tutus on Tour; Stone Carving; Matariki & Scott 100.

Oamaru is increasingly known as the Cultural Capital of Aotearoa. Writer Janet Frame called Oamaru 'Kingdom by the Sea' while historian Gavin McLean saw the Harbour as 'Kiwitown's Port'.

The Oamaru Harbour is a vital & integral part of the town & district, best described in the well-known quote by Premier, Sir George Grey in 1878 when he visited Oamaru, saying that 'Oamaru was like a fair maiden by the sea, with a horn of plenty in her hand & buildings rising in stone of the utmost brilliance'.

I/We recommend

1. Look after what we Love! Promote & Proudly Use 'shared vision' of the significance of our town, district & nation's history. Identify & set up regular ongoing maintenance of the existing infrastructure as well as ensure the ongoing care for the environment; provide People Friendly safe spaces enjoyed by locals & visitors. Retain the authenticity of the Oamaru Harbour/Historic Port.
2. Link with Existing OC Heritage NZ classification covering Lwr Thames, Itchen, Harbour, Tyne, Tees & Lwr Wansbeck St. John Turnbull Thomson's historical wide street layout takes account of 'bullock trains needing wide streets for turning around with wool laden wagons within sufficient space' not only speaks of real circumstances in history but provides stunning streetscapes for 'buildings rising in stone of the utmost brilliance'. The moving of the War monument at the intersection of Severn & Lwr Thames Street is a good example of respecting heritage at the same time taking account of SH 1 traffic needing open route north & south.

Strongly oppose narrowing streets or adding planters that become pavement 'clutter'.

I/We also Oppose 'Sculpture' idea anywhere in Harbour THE OAMARU HARBOUR ITSELF IS THE BEST SCULPTURE! And there are the 'Sculptured Trees' as well as the Scott Mural on the walls of the Oamaru Rowing Club that Scott 100 arranged.

3. Promote & Connect with whole of Otago Heritage – Totara Estate; Clark's Mill; Matanaka Farm; Hayes Engineering Works. Through Heritage New Zealand these national links throughout NZ could be expanded in the future. Oamaru's 'Victorian' character, is matched by Napier's 'Art Deco' character. Excellent use of Harbour Area by Alps to Ocean, both on a regular basis because the ride finishes at the Harbour, but also for their Endurance Rides. Such events are international now.

The Three-day event with Scott 100's re-enactment of the Terra Nova/Antarctic 'connection' saw 'Spirit of New Zealand' sailing ship & the frigate 'Otago' visit

Oamaru. It was exciting to see both ships & crew here. Descendants of Scott & other families here from overseas & from throughout New Zealand made the event emotional & memorable. Making these links is very much an endorsement of how important Oamaru is to the rest of the world!

4. My historic walking tours have been running for over 40 years. Promotion of heritage is strong in print, but not co-ordinated within Council or public perception. Education opportunities abound within this field. I have run local & regional education tours & events, but Oamaru remains one of the largest towns without any regular tertiary opportunities. The links through Polytechnic & Universities needs to be made more strongly. I used my/our Oamaru experience as Guest Lecturer at Massey University in 1994 for Business Studies Department. Written information about how Oamaru 'Reuses, Recycles, Restors' its built environment is needed. The Link with Antarctica has with the Port of Oamaru is also significant. Research into Heritage linked to a Residency for Writing or Performance would be most appropriate for a Benefactor to consider.
5. Sumpter Wharf is significant link with NZ's Frozen Meat Industry. What happened to Hakataramea Bridge Piles & Decking promised at time new bridge built? It is important to keep the structure with some work done on a regular basis. Budget needed.
6. Existing or new uses for buildings on Holmes Wharf; the Red Sheds; Sheds on South Side of Harbour need to be in public use. Regularly maintained & judiciously managed they would provide regular income stream. Questions about whether land leased or sold should/could be brought back into public ownership abound. The Queen's chain & Reserves must remain as Reserves. I/We support retaining The Framers Market, allowing for suitable space.
7. People Friendly on land & water; Moorings: Pontoon; Fishing; Water Sports
NB (WCAC & Bronwyn) that on 1 September 2022 it will be 50 years since the NZ Rowing Eight won their Gold medal at Munich Olympics.
We're bloody good and they [the opposition] had better know they [the New Zealand eight] are bloody good, because it's too late for them to do anything about it.
Rusty Robertson, Reflections of Gold¹²
8. Wildlife Protected – Walking/Cycling Tracks – Planting on Cape
9. Events Authentic Original – Heritage Celebs; Alps to Ocean; Steam Punk; Steam & RailSupport Steam & Rail. Passenger Transport on Main Trunk Line Link needed.
10. As the WCAC had / has an interest in promoting and organising cultural events often in, or around the harbour, over many years in the past, and in the future, we would like to see certain sites specifically designated as venues suitable for Arts and Performance Events. The first area is between the steampunk cafe and the sculpted trees incorporating the playground railway station and pedestrian overbridge. We

have held Matariki celebrations, stone symposiums and workshops here as well as Waitangi Day celebrations and Scott 100 commemorations, promenades etc.,

It is important for the events to have 3 phase power supply for lighting and sound as well as a tranquil and quiet setting with unobstructed views.

The other two places we specifically would like retained as tranquil open space for events is in front of the flagpole, near our stone memorial for Scott 100, and encompassing the area between Sumpter and Normanby Wharf. Historically this is a rich site sheltered from the SW and has the advantage of buildings for costume changes and off stage waiting areas. For Scott 100 Dawn Ceremony we were able to incorporate the sea itself and small wharves on edge of the harbour wall. There is no need for viewing platforms as plenty of room for people to spread out and back onto the natural raised area to stand.

It would be wonderful to have the option of an indoor venue open to the sea such as one of the two warehouses on the south side of the harbour. The "largest grand piano in the world" was played here with the doors open to the water. Quiet and magical.

The ability of an audience to promenade around all four sides of the harbour lends itself to imaginative use of the whole harbour as a performance space. I would also like to remind the council of mid winter swim events, the historic navy and ORC cutter race across the harbour and round the moored boats and the Salter relay quad boat race again around the moored boats. Recognition has to be made of the quite tight space of the harbour that makes races exciting viewing for an audience as unlike the American cup they are close to the action but also there is need to remember there is no room for additional structures in the harbour as they can become obstructions very easily.

Empty historic edifices like the watchmans house and Woolstore are wonderful spaces to set cameo pieces that bring these buildings to life.

11. I/We do wish to speak to this submission.

Prepared by Helen Stead, Bronwyn Judge, Fraser Mac Kenzie for WCAC2 September, 2020

From: Bronwyn Judge <bajudge@xtra.co.nz>
Sent: Thursday, 3 September 2020 11:36 AM
To: Consult
Subject: submission

Follow Up Flag: Follow up
Flag Status: Flagged

I should like to comment on the harbour plans intentions for Sumpters Wharf.
I think we are extremely lucky to have a rare species of southern shag take up residence on Sumpters wharf.
This colony needs to be left alone to thrive.
The idea of shifting them where it might be more convenient is unrealistic.
They will disappear, as too will the penguins should the environment become noisy or infiltrated by pedestrians or domestic animals eg dogs .
Birds will not appreciate being overlooked by a viewing platform.
I could speak to this submission
Kind regards,
Bronwyn Judge

Submission on Oamaru Harbour Plan – From Helen Stead

The Oamaru Harbour is an integral part of the history & cultural heritage of the town, district & Aotearoa as a country. Individually, professionally, in business & within various organisations I have been advocating, organizing, promoting & running programmes, events & tours in & around Oamaru for over 40 years.

This submission focusses on the Big Picture – Policy, Strategies & Management – rather than specific sites within the Harbour. Integrated & linked with Oamaru as a rural servicing town on the Pacific coast half-way between the Equator & the South Pole, we can Think Big!

Review of the District Plan must reinforce ‘All that is Held Dear’ within this Harbour Plan.

The description given by Premier, Sir George Grey visiting Oamaru in 1878 says it all....

‘Oamaru was like a fair maiden by the sea, with a horn of plenty in her hand & buildings rising in stone of the utmost brilliance’.

Writer Janet Frame called Oamaru ‘Kingdom by the Sea’. Historian Gavin McLean saw the Harbour as ‘Kiwitown’s Port’.

I recommend we

1. **Maintain what we Have! Promote & Proudly Use ‘shared vision’ of the significance of our town, district & nation’s history.** Identify & set up regular ongoing maintenance of the existing infrastructure as well as ensure ongoing care for the environment; provide People Friendly safe spaces enjoyed by locals & visitors. Retain the authenticity of the Oamaru Harbour/Historic Port.

2. **Link with Existing OC Heritage NZ classification covering Lwr Thames, Itchen, Harbour, Tyne, Tees & Lwr Wansbeck St.**

The original wide main street pattern for Thames St should be retained as should Tyne - Itchen Street traffic.

John Turnbull Thomson’s historical wide street layout takes account of ‘bullock teams needing wide streets for turning around wool laden wagons within sufficient space’ not only speaks of real circumstances in history, continue to provide stunning streetscapes for ‘buildings rising in stone of the utmost brilliance’.

The moving of the War monument at the intersection of Severn & Lwr Thames Street is a good example of respecting heritage at the same time taking account of SH 1 traffic needing open route north & south.

Are there alternative roading changes for ‘destination Harbour’ traffic down Wansbeck St & SH 1 traffic down Severn St at the Junction.

I oppose narrowing streets or adding planters that become pavement ‘clutter’.

THE OAMARU HARBOUR CARVED OUT OF THE LAND & SEA IS ITSELF A SCULPTURE!

Sculptured Trees’; the Friendly Bay SteamPunk Playground; Tiled Walkway & Scott Mural on Oamaru Rowing Club walls are existing art forms.

3. **Promote & Connect with whole of Otago Heritage – Totara Estate; Clark’s Mill; Matanaka Farm; Hayes Engineering Works.** Through Heritage New Zealand these national links throughout NZ could be expanded in the future. Oamaru’s ‘Victorian’ character matched by Napier’s ‘Art Deco’ character.

Excellent use of the existing Harbour Area is made by **Alps to Ocean**, both on a regular basis when riders finishes at the Harbour, but also for their Endurance Events.

The three-day event of **Scott 100's re-enactment of the Terra Nova/Antarctic 'connection'** saw 'Spirit of New Zealand' sailing ship & the frigate 'Otago' visit Oamaru. Opportunities to visit these ships was exciting & obviously a wonderful marketing exercise with visitors & crews here. Descendants of Scott & other families here from overseas & from throughout New Zealand made the event emotional & memorable.

4. **Information Centre in Oamaru needed. Or i-Site @ 1 Thames Street to re-open.**

Information about 'What's On'; 'Where' is vital. Essential that marketing include Local.

As an elected Oamaru Borough Councillor in the 1980s I fought for public viewing of penguins & the Colony is a 'Must Visit' for visitors, adding considerably to the local economy. I organised & ran the first Heritage Festival in 1987 which continues.

5. **Education opportunities abound within Conservation/Heritage.** I have run local & regional education tours & events, but Oamaru remains one of the largest towns without any regular tertiary training opportunities. The links through Polytechnic & Universities needs to be made more strongly. I used my/our Oamaru experience as Guest Lecturer in Heritage Management at Massey University in 1994. Written information about how Oamaru 'Reuses, Recycles, Restores' our built environment is much admired both locally as well as internationally.

The Antarctic Link with the Port of Oamaru is also significant.

Research into Heritage linked to a Residency for Writing or Performance would be most appropriate for a Benefactor to consider.

6. **Sumpter Wharf is a significant link with NZ's Frozen Meat Industry & for Port activity over a century. Use the \$800k for strengthening/renewing piles/decking to a level where public & wildlife co-exist.** Information about the longevity of the structure must be made public allowing for informed discussion about options & repair costs. What happened to Hakataramea Bridge Piles & Decking? These were promised for Sumpter Wharf at time new bridge built?

7. **Existing or new uses for buildings on Holmes Wharf; the Red Sheds; Sheds on South Side of Harbour need to be in public use.** Zoned within the harbour, regularly maintained & judiciously managed they would bring income.

Original Crown & Harbour Board land should be returned to public ownership & use. Decisions about selling or leasing land must be made with full public input. This may see Endowment land returned to Reserve status. The Queen's chain & Reserves must remain as Reserves.

The Farmers Market is excellent. Certainty over space for expansion essential.

8. **People Friendly & Safe on land & water; Moorings: Pontoon; Fishing; Water Sports**
Respect for existing uses & users is essential. Linking land & water as well as well as managing groups within the Harbour area. Linking the Harbour with the Thames St as well as the wider world on Social Media. It is worthwhile remembering Oamaru Rowing success.....

In September 2022 it will be 50 years since the NZ Rowing Eight won the Gold medal at the Munich Olympics.

*'We're bloody good and they [the opposition] had better know they [the New Zealand eight] are bloody good, because it's too late for them to do anything about it'.
Rusty Robertson, Reflections of Gold¹²*

(Rusty also coached the Oamaru's Rowing Club 'Fours' when they won Gold Medals @ Perth Commonwealth Games in 1962.)

9. **Wildlife Protected – Walking/Cycling Tracks – Planting on Cape.**
Talking GeoPark & UNESCO Heritage Status for the Waitaki District & Oamaru requires evidence & stories about the People & the Land. Local History; Pre-history; Geology; Architecture et al. Previous efforts for UNESCO status have noted this lack. Who are the people doing research this time? I indicate my willingness to contribute.
10. **Events Authentic & Original** – Heritage Celebs; Alps to Ocean; Steam Punk; Steam & Rail valued & well supported. Passenger Transport on Main Trunk Line Link needed.
11. I wish to speak to this submission. Prepared by Helen Stead, 2 September 2018.

CURRICULUM VITAE

for

HELEN AINSLIE STEAD

18 Wansbeck Street, 18 Wansbeck St, South Hill, OAMARU

LL 03 434 1173

Mob 027 434 1173

E helenstead18@gmail.com

February, 2020

PUBLIC OFFICE, BUSINESS & COMMUNITY INVOLVEMENT

Current

| | | |
|-----------|---|--------------|
| President | North Otago Early Settlers Assn Inc NOESA | 2015 to date |
| President | Whitestone Community Arts Council Inc | 2007 to date |

Previous National

| | | |
|-------------------------|---------------------------------------|--------------|
| Ministerial Appointment | Otago Region Benefit Review Committee | 2002 to 2004 |
| Board Member | New Zealand Historic Places Trust | 1987 to 1993 |

Sth Island Vice President Massey University Extra-mural Students' Soc 1989 - 1991

Curator NZ Historic Places Trust - Totara Estate 1981 to 1992
(NZHPT Liaison for 1982 NZ Frozen Meat Centennial Committee restoring
buildings & setting up displays)

Ministerial Appointment Oamaru Housing Allocation Committee 1980 to 1989
* * *

Previous Local Government

Elected Councillor Waitaki District Council Oct 2004 to 2013

Elected Councillor Oamaru Borough Council 1977 to 1989
Chairperson Forrester Gallery Advisory Committee 1980 to 1989
(Chaired committee setting up Gallery - opened 1983)
Chairperson North Otago Museum Committee. 1980 to 1989
(Chaired committee setting up Archive - opened 1987)

Previous Community

President North Otago Property Investors Assn 2007 to 2018

45 South TV Crew Member: Interviews, Camera, Editing 2005 to 2015

Company Director Network Waitaki Ltd, Oamaru July 2003 to June 2005

President Friends of the Forrester Gallery Inc 1997 to 2003

President Grey Power (North Otago) Inc 2001 to 2003

President North Otago Adult Education Committee 1979 to 1985

Organiser Massey Extra-mural Students Assn, Oamaru 1979 to 1985

* * *

AWARDS

| | | |
|------------------------------------|-----------------------------------|------|
| Community Arts Award | Whitestone Community Arts Council | 1994 |
| Certificate of Meritorious Service | NZ Historic Places Trust | 1995 |
| Lifetime Endowment Member | Oamaru Whitestone Civic Trust | 2019 |

EMPLOYMENT

Current

| | | |
|--------------|--|------------------|
| Establishing | Oamaru Heritage Walking Tour & Training 5 Guides Contract with Tourism Wataki | Jul 2019 to date |
|--------------|--|------------------|

| | | |
|-----------------------|---|--------------|
| Historic Oamaru Tours | Developing & conducting own 3 x 2 Hour Walking Tours Architecture, Maritime, Cemetery | 1987 to date |
|-----------------------|---|--------------|

Previous

| | | |
|------------------------|----------------------------------|--------------|
| Conservation Historian | 10 Oamaru & 2 Waimate Properties | 1992 to 2018 |
|------------------------|----------------------------------|--------------|

| | | |
|---------------------|-------------------------------|--------------|
| Property Management | Own three historic properties | 1994 to 2017 |
|---------------------|-------------------------------|--------------|

| | | |
|--------------------|--------------------------------------|--------------|
| Archive Researcher | North Otago Museum Archive (Sundays) | 1994 to 2004 |
|--------------------|--------------------------------------|--------------|

| | | |
|--------------------|---------------------------|--------------|
| Working Proprietor | Empire Cyber Cafe, Oamaru | 2001 to 2003 |
|--------------------|---------------------------|--------------|

| | | |
|----------------------|---------------------------------------|--------------|
| Freelance Journalist | Contracted with Radio Waitaki, Oamaru | 2000 to 2001 |
|----------------------|---------------------------------------|--------------|

| | | |
|----------------|--|------|
| Guest Lecturer | Massey University, Palmerston Nth For 300 Level paper on Heritage Management, Tourism Degree. Management Systems Dept, Business Studies Faculty | 1994 |
|----------------|--|------|

| | | |
|---------------------|--|-------------|
| District Supervisor | Oamaru Census District – Statistics Dept x 2 | 1978 & 1989 |
|---------------------|--|-------------|

| | | |
|-------|--|------|
| Tutor | Otago Polytechnic (Oamaru Campus) (Developed & Tutored first heritage Studios Course) | 1988 |
|-------|--|------|

| | | |
|--------|--|--------------|
| Parent | Bringing up our three children: Erica, Chrisopher & Hilary | 1969 onwards |
|--------|--|--------------|

| | | |
|--|--|--------------|
| Chief Accountant's Dept, Mersey Docks & Harbour Board, Liverpool, UK | | 1965 to 1966 |
|--|--|--------------|

| | | |
|-------------------|--|--------------|
| Personnel Officer | Ministry of Works, Benmore Power Project | 1962 to 1964 |
|-------------------|--|--------------|

| | | |
|-----------------|---------------------------|--------------|
| Clerk in Charge | Ministry of Works, Oamaru | 1958 to 1962 |
|-----------------|---------------------------|--------------|

PUBLICATIONS, MEDIA, EVENTS & EXHIBITIONS

- President/Convenor Nth Otago Early Settlers Assn (NOESA) 80th Jubilee, February 2019
- Co-Convenor Oamaru Scott 100 Commemorative Events February 2013
(Trustpower Regional Community Award winner)
- Workshop Paper on Migration at 16th Intl Metropolis Conference – Azores Sept 2011
- Preparation of Conservation Histories for Conservation Plans for: 1996 to 2018
10 Oamaru bldgs (incl) BNSW; Criterion Hotel; OHB, Opera House & NZLMA
2 Waimate bldgs Courthouse & St Patricks's Basillica
- Participated in Europa Nostra Conference – The Hague, Netherlands, August 2004
- Producer / Organiser Oamaru Mask Festival June / July 2000 & 2001
- Researcher/Author Oamaru article for Otago Southland 150th Cyclopedia 1998
- Developed concept, arranged funding & assisted with curating 1990
'The Drought Exhibition' for Forrester Gallery
- Advocating & fund-raising twds establishment of Oamaru Blue Penguin Colony 1988
- Liaison with Film Companies doing Food & Heritage films, incl 'Starlight Hotel' 1980s
- Developed Concept & Organised Oamaru's First Heritage Celebrations 1987
Street Parade, Shop Window Displays, Historic Buildings open
Walking Tours & Car boot sale
- Developed Programme & Organised Waitaki River Seminar 1981
Discussing community views on future use of
Waitaki River Soil & Water Resources
Working with various academic, govt & local govt organisations
- Developed District Planning Survey Oamaru TownTalk 1978
Working sith Sec.School WBHS & WGHS Staff
Developing Random & Self-selected Surveys of
Oamaru Community for Oamaru Borough Council
Ten Year Plan as part of drawing up District Scheme
- Co-author 'The Honour of her Name': Waitaki GHS 100 years Published 1987
Author 'Ardgowan' District History & School 75th Jubilee Published 1980
- Casual Broadcaster & Contributor to Radio New Zealand from 1976 to 1986
(Window on Otago & 'Community Comment')
- Participant - Otago University Extension Foreign Policy School, Dunedin 1975 & 1977

From: Waitaki District Council <service@waitaki.govt.nz>
Sent: Monday, 7 September 2020 3:12 PM
To: Consult
Subject: Waitaki Website - Oamaru Harbour Plan 2020 and Beyond ref: WAITAKI-QF-200907-8ZZHM-1B37

Waitaki Website - Oamaru Harbour Plan 2020 and Beyond

Reference: WAITAKI-QF-200907-8ZZHM-1B37

Attachment: not attached

Name: Eric Bretscher

Phone number: 0272454780

Email: eric.bretscher@gmail.com

Where do you permanently live?: Oamaru Town

Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit?

LOWER THAMES STREET REALIGNMENT & TACTICAL URBANISM OPPORTUNITIES

While the Abley report identifies the main traffic pathway from the South Hill, it does little to take it into account afterwards, instead proposing all-encompassing capacity restrictions.

If access to Thames Street was constricted, it would likely have the effect of diverting more traffic towards the free-flowing Humber Street and load up the Itchen/Tyne/Humber streets intersection. Humber Street is already the preferred pathway from the South Hill to Coquet Street and further.

The bottom line is that either Thames or Humber Street must remain able to carry the north-south traffic flow if restrictions are created. Access and capacity to reach them must remain adequate.

The southern Thames Street intersection itself, which also includes the KiwiRail railway line, is never going to be an attractive place in itself for development as the bulk of the traffic either needs to get through Thames St or Humber St via the lower Itchen Street and the area will remain busy. The intersection is central neither to the town or the harbour areas and would probably be best remaining treated as an intersection only.

The section of Thames Street from the northern Thames/Severn/Coquet streets intersection to its southern end is largely a two-ended conduit because there are no connecting side streets to the West and Wear Street to the seaside contribute near-zero traffic load. In terms of capacity, restricting the southern end of Thames Street to single lanes is no different than reducing the entire lower Thames Street to single lanes. Furthermore, southbound traffic on Thames Street north of the northern intersection is already being reduced from two to one lane at the northern intersection, the inner lane being connected to Severn and Coquet streets only.

Widening the pedestrian zone in what is truly the centre of town by reclaiming two road lanes along the whole section of Thames Street from the northern intersection could represent a much more sensible and interesting prospect from a town planning point of view. Some cities have excluded traffic from entire downtown streets and this could probably also be done here, using Humber Street as a bypass.

If the focus was instead on the Itchen/lower Tyne and Humber streets area, then it would suggest that capacity should be maintained through Thames street and the southern intersection would benefit from remaining as it is, or even fully realigned to better connect with the upper Itchen Street and Tees Street and contribute to a traffic bypass of the Itchen/Tyne/Humber intersection. Tees Street would be unlikely to begin carrying the traffic load of Wansbeck Street unless access to Humber Street via the lower Tyne Street was made overly unattractive.

A key issue here is that the consequences of changes in this area go beyond the boundaries of the harbour zone and this suggests that it should probably be considered as part of city planning instead.

HARBOUR DREDGING

On the basis that the harbour entrance has shown to remain stable for periods of many years at a time in the past and considering the unprecedented amount of material removed during the recent dredging effort, we should gather data about shoaling rates before even budgeting significant amounts for any renewed dredging.

On one hand the result achieved goes very far beyond the actual needs of harbour users; on the other it is far from sufficient to allow commercial exploitation. This means that the recent expenditure should be seen as a rare, but necessary, maintenance event to keep the harbour with little to no return attached to it. Regular dredging should not even be a consideration at present.

WHARF ACCESS

The fact is that conditions on the breakwater become impracticable for any sensible person, i.e. anyone who is not prepared to be totally drenched and soaked in salt spray in the first place, long before any risk of getting carried away by solid water arises. At this point, it has already become obvious that access to the breakwater is not safe and this can be backed up by appropriate (and impossible to miss) signage.

There are no physical controls preventing people from driving on the wrong side of the road and someone is yet to mount an argument to blame NZTA in such an accident, because it is a matter of personal, not public, responsibility. It should suggest that same reasoning should be able to apply here.

The risk assessment presented in the WSP report in Appendix 12 assumes that an incident causing a fall off the breakwater has happened before focusing on the probability and consequences of the outcome. This fails to take into account that the probability of such an incident first taking place is very low, as evidenced by decades of public access to the structure. The correct probability for risk assessment is the product of that of an incident taking place multiplied by that of a bad outcome for that incident and this is orders of magnitude lower than what the report is suggesting.

The statement that having a handrail on the harbour side of the breakwater is not a feasible control is plainly wrong from an engineering point of view. This is partly evidenced by the fact that the light structure at the end of the breakwater stands up to the conditions in spite of being in the worst possible location. The sea is too shallow on the seaside approach to the breakwater to support high approaching wave velocities and the water then needs to wash up and over the outer embankment before reaching the top of the breakwater. The flow velocity across the top is in fact modest and load calculations show that tubular hand railing would not have sufficient drag to be bent by the sea if it was installed at all. Such a handrail would arguably be of some value to protect against accidental falls from the edge of the first raised section of the breakwater, but the risk is very low by virtue of being so plainly obvious.

I also wish to attract attention on Figure 8 in the same WSP report in Appendix 12. It is very difficult to consider this structure as actually representing "access control to the breakwater" as this would take the shape of the barriers successfully closing Normandy and Sumpter Wharves.

We all know that the origin and intent of this obstruction has always been to prevent the public from looking towards the penguin landing area from the breakwater, which has remained fully accessible from the beach in all cases. It would be both helpful and refreshing if the politics and interests of one local business were once and for all decoupled from Council and policy, and both actors began to behave in a mature, honest and professional manner.

The penguin operation should consider adding value for people who pay to come in and show them what people can't otherwise see to justify the price paid. Those who wish to see some penguins for free should be entitled to do so as the birds are not a private resource and much better close-up viewing opportunities exist all around the harbour anyway. Many of the visitors coming to Oamaru are already being made aware of this in advance through social networks used by travellers.

As far as I know, the public is entitled to having access along the foreshore by law and this access is currently being frustrated by a commercial operation and a spectacular lack of action from the Council that amounts to collusion.

TRACK DEVELOPMENT AROUND CAPE WANBROW

A track around the cape already exists and, despite having been arbitrarily closed, it is in a perfectly serviceable state albeit inaccessible due to the penguins operation blocking access along the foreshore and therefore access to it. A secondary lower track, leading to a small stony beach, has been undercut by erosion some years ago and is now no longer safe to use as it sits at the very edge of a cliff in one location. I note that the NIWA report (Appendix 2) doesn't highlight erosion concerns around Cape Wanbrow (and most of the headlands in general).

The pathway along the shore to the track through the penguin operation is the same as that is used by tourists to access the viewing stands, in numbers that far outweigh the modest traffic that would use this passage in daytime, rather than precisely when the birds are returning ashore. Public access should exist through this passage and access to the walking track around the cape should be restored rather than planning for completely artificial and pointless expenditure here.

WHARF-END INSTALLATION

We should be considering expenditure leading to a rates reduction long before any frivolous and pointless spending, especially to the tune of a quarter of a million dollars. I note that we are currently servicing a loan for water treatment that is adding \$92/year to rates and it makes such concepts completely unacceptable.

Would you like to speak to your submission?: Yes

From: Waitaki District Council <service@waitaki.govt.nz>
Sent: Wednesday, 26 August 2020 9:31 AM
To: Consult
Subject: Waitaki Website - Oamaru Harbour Plan 2020 and Beyond ref: WAITAKI-QF-200826-5JEW4-Z3S

Follow Up Flag: Follow up
Flag Status: Completed

Waitaki Website - Oamaru Harbour Plan 2020 and Beyond

Reference: WAITAKI-QF-200826-5JEW4-Z3S

Attachment: not attached

Name: Murray Linwood

Phone number: 0275413631

Email: mbjel42@gmail.com

Where do you permanently live?: Oamaru Town

Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit?

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.

To the Oamaru Multisport Club this is very important. The use of the triangular open space south of Wansbeck St and east of the railway line is integral to our continuing to provide a recreational opportunity for local and out of town participants.

The much improved environment never fails to bring positive comments from visitors to the event and gives us good access to swim, run and bike courses. e appreciate the development of this area and look forward to working with the council to make the area even more user friendly

Would you like to speak to your submission?: Yes

ŌAMARU HARBOUR PLAN 2020 AND BEYOND

Have YOUR say!

FEEDBACK FORM

1 Name: PAULINE THWATTES 2 Phone Number: 4348342

3 Email:

4 Where do you permanently live?

☒ Oamaru Town

☐ Elsewhere in the Waitaki District

☐ Elsewhere in New Zealand

☐ Overseas



The draft Oamaru Harbour Plan 2020 and Beyond has now been released for a final review by the community before Council adopts it, after considering any further feedback.

The plan has been put together and refined by the Harbour Area Committee following community feedback over the last two years which started with the first Oamaru HarBOUR Space survey being undertaken back in 2018.

The information collected has been considered by Council's Harbour Area Committee and the draft Oamaru Harbour Plan 2020 and Beyond document has been developed to align with the feedback received from the community.

Before Council adopts the final version of the Plan, it would like to offer you another opportunity to provide any final comments on the content of the Plan. Council would be pleased to hear any verbal submissions should you wish to. All submissions will be considered by the Harbour Area Committee before a final Plan is presented to Council for adoption. Following this, the plan will be the guiding document to prioritise work in the Oamaru Harbour Area.

Copies of the Plan can be viewed at Council offices, Waitaki District Libraries and on the 'Public Consultation' page of our website.

5 Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit? Attach more pages if needed.

"The Breakwater"

Looking very seriously ^{indeed} At The Breakwater By extending it And taking it, Right out to Waitaki Boys High School area, it will have to Be considered with Being

6 Would you like to speak to your submission? ☒ Yes ☐ No ^{Sorry for Oamaru PTO}
If yes, please remember to include your name and email contact above and we will be in touch via email to arrange a time for you to speak to your submission.

Please return this submission to Waitaki District Council offices, by email to consult@waitaki.govt.nz, by post or in person before 5pm, 7 September 2020. Contact details below.

Phone 03 433 0300
Email consult@waitaki.govt.nz
Office 20 Thames Street,
Private Bag 50058, Oamaru 9444

  
www.waitaki.govt.nz



Waitaki
DISTRICT COUNCIL
TE KAUNIHERA A ROHE O WAITAKI

town By the ways of
Reinforcement eg Rock Concrete
and Steel Iron etc it will be a cost
But it has to be now considered
And would have to be heightened
"The Breakwater ~~wall~~" as well
or Oamaru will have
drastic Coastal erosion indeed!

P. M. R. Thwaites

Oamaru.

From: Waitaki District Council <service@waitaki.govt.nz>
Sent: Wednesday, 2 September 2020 6:23 PM
To: Consult
Subject: Waitaki Website - Oamaru Harbour Plan 2020 and Beyond ref: WAITAKI-QF-200902-AULDZ-CP7

Waitaki Website - Oamaru Harbour Plan 2020 and Beyond

Reference: WAITAKI-QF-200902-AULDZ-CP7

Attachment: not attached

Name: Damien McNamara

Phone number: 0224786765

Email: solaur.science@gmail.com

Where do you permanently live?: Oamaru Town

Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit?

We must take a stand and begin to led change, the street lights down around the Harbour area were not suppose to be 4000K.

They were suppose to be between 2700K and 3000K, even the Dunedin City Council have made the decision to install 2200K in their sensitive coastal areas, as they do not emit harmful blue light.

We need to protect ourselves as well as our endangered wildlife species, and have 2200K or less street lighting installed around the Harbour and coastal areas.

The facts that Council were given from the NZTA around the lack of harm from blue light were false, and they way in which the facts were presented by the NZTA were wrong, and I have had Public Health England confirm this (whose facts the NZTA used.)

It's time to light our district right, and do it in a safe amd controlled manner to still be safe for road users, but also be safe for every living thing underneath them.

Would you like to speak to your submission?: Yes

From: Waitaki District Council <service@waitaki.govt.nz>
Sent: Tuesday, 1 September 2020 4:13 PM
To: Consult
Subject: Waitaki Website - Oamaru Harbour Plan 2020 and Beyond ref: WAITAKI-QF-200901-9LQ3D-V0U

Follow Up Flag: Follow up
Flag Status: Completed

Waitaki Website - Oamaru Harbour Plan 2020 and Beyond

Reference: WAITAKI-QF-200901-9LQ3D-V0U

Attachment: not attached

Name: Dr Linton Winder

Phone number: 0220453108

Email: lintonwinder@yahoo.co.uk

Where do you permanently live?: Oamaru Town

Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit?

SENT AS EMAIL ALSO - THIS SUBMISSION IS SO I CAN DECLARE AN INTEREST IN PRESENTING MY VIEWS.

Hi,

We are Oamaru residents and own a busy and successful small business within the historic area. We want to see the harbour developed sympathetically to ensure that the town's unique ambience is retained.

The draft harbour plan to a large extent focuses on business as usual projects, although some additional projects are included.

However, what is extremely concerning is what is absent. The "Zones" included in the report are obviously partial and exclude three key areas which are clearly connected to the harbour, namely Forester Heights/Cape Wanbrow, and the areas south of Scott's brewery and north of the Waterfront Zone.

Therefore the draft should be amended so that:

1. Forester Heights/Cape Wanbrow is included as a zone in the plan. Development of this area would destroy the look and feel of the harbour. It is inconceivable that this area isn't included in the plan as a zone.
2. The area south of Scotts and north of the Waterfront zone should also be included. Whilst development of this area would not have such a big impact visually on the harbour, it is imperative that it is included as a zone so that full consultation with the community can take place if it is developed.

The current plan would allow 'development by stealth' where areas owned by the council could be developed or sold without appropriate public consultation and input in relation to impacts on the harbour area. This is deeply troubling and undemocratic.

I am also concerned that the market area seems to shrink under the proposal. Efforts should be made to expand the market in order to support local businesses and serve the local community.

I also believe, given the biodiversity extinction crisis that the world is facing, that any development of the harbour should prioritise the full protection of the otago shag, little penguin, and yellow eyed penguin colonies. This would also protect Oamaru's most important tourism assets.

From: Waitaki District Council <service@waitaki.govt.nz>
Sent: Friday, 4 September 2020 3:21 PM
To: Consult
Subject: Waitaki Website - Oamaru Harbour Plan 2020 and Beyond ref: WAITAKI-QF-200904-921ES-1BPJ

Waitaki Website - Oamaru Harbour Plan 2020 and Beyond

Reference: WAITAKI-QF-200904-921ES-1BPJ

Attachment: not attached

Name: The Oamaru Whitestone Civic Trust

Phone number: 0277788095

Email: mark@victorianoamaru.co.nz

Where do you permanently live?: Oamaru Town

Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit?

Phil Hope would like to speak to this on behalf of the OWCT after 5pm.

Would you like to speak to your submission?: Yes

From: Waitaki District Council <service@waitaki.govt.nz>
Sent: Wednesday, 2 September 2020 10:21 AM
To: Consult
Subject: Waitaki Website - Oamaru Harbour Plan 2020 and Beyond ref: WAITAKI-QF-200902-62UIR-WFL

Follow Up Flag: Follow up
Flag Status: Completed

Waitaki Website - Oamaru Harbour Plan 2020 and Beyond

Reference: WAITAKI-QF-200902-62UIR-WFL

Attachment: not attached

Name: Dugal Armour

Phone number: 4348876

Email: dugalarmour@hotmail.com

Where do you permanently live?: Oamaru Town

Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit?

Roading layout
harbour elements
Esplanade
Connectivity
Veiwing tower

Would you like to speak to your submission?: Yes

From: Waitaki District Council <service@waitaki.govt.nz>
Sent: Friday, 28 August 2020 11:41 AM
To: Consult
Subject: Waitaki Website - Oamaru Harbour Plan 2020 and Beyond ref: WAITAKI-QF-200828-6SGGJ-1DD

Follow Up Flag: Follow up
Flag Status: Completed

Waitaki Website - Oamaru Harbour Plan 2020 and Beyond

Reference: WAITAKI-QF-200828-6SGGJ-1DD

Attachment: not attached

Name: Maree Cadogan

Phone number: 0212438071

Email: djtrinitymaree@live.com

Where do you permanently live?: Oamaru Town

Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit?

I work for the Oamaru Farmers Market.

And during the Level 2 workings, I have been situated along the Wansbeck Street Entrance.

During this time and times before, I have noticed how many cars speed along this road.

Cars are leaving the roundabout and entering the Wansbeck Street entrance East and 90% are speeding right up until they slow at the pedestrian crossing.

During summer, when the Harbour Street isn't closed off, the intersection is a nightmare and people cross this area (Harbour, Wansbeck, Tyne) regularly and I am so scared that some one is going to be bowled over.

Is it possible to suggest Judder Bars or raised area in this area?

I have opted for yes below, if you need me to speak.

There is no need to contact me if not necessary.

Thanks

Would you like to speak to your submission?: Yes

ŌAMARU HARBOUR PLAN 2020 AND BEYOND

Have YOUR say!

FEEDBACK FORM

1 Name: Dr Ron Sim

2 Phone Number: 03 43487834

3 Email: ron@ronsim.co.nz

or 03 43487843

4 Where do you permanently live?

☒ Oamaru Town WESTON
☐ Elsewhere in the Waitaki District

☐ Elsewhere in New Zealand
☐ Overseas

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5 Do you have any final comments regarding the draft Oamaru Harbour Plan 2020 and Beyond which you would like to submit? Attach more pages if needed.

yes as attached.

6 Would you like to speak to your submission? ☒ Yes ☐ No

If yes, please remember to include your name and email contact above and we will be in touch via email to arrange a time for you to speak to your submission.

Please return this submission to Waitaki District Council offices, by email to consult@waitaki.govt.nz, by post or in person before 5pm, 7 September 2020. Contact details below.

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Email consult@waitaki.govt.nz
Office 20 Thames Street,
Private Bag 50058, Oamaru 9444

  
www.waitaki.govt.nz



Waitaki
DISTRICT COUNCIL
TE KAUNIHERA Ā ROHE O WAITAKI

Monday, 31 August 2020

From Dr Ron Sim
Chiropractor 31 Essex Street
Weston
OAMARU 8901

His Worship the Mayor Gary Kircher
The Councillors of the
Waitaki District Council
Thames Street
OAMARU

Submission to the OAMARU HARBOUR PLAN 2020 AND BEYOND

Dear Sirs/Madams

Early Comment on the plan

Some of the comments that are made in the draft plan are nonsense. Page 9 E.g. User Experience Incomplete projects. Really? Lack of obvious connection to the town centre. And further down in the same paragraphs these kind of comments are nonsense. My response to these. We have better connections to the harbour area now than we ever have had. Who are you using to make such statements? Do they live here? Do they know the history? **We actually do know that changes have and are taking place.** In most cases they are good and are in response to the changes that continually take place in ours and other societies. I refer to some of these in this submission.

Covid 19

The basic role of Council is looking after the basic needs of people and not building a bureaucracy of dreamers and rules that stifle what people can do. There is a real danger in stopping people from doing or going into areas or preventing people from being able to follow their dreams as seems to be happening with central government and spilling over into local government as well. **As a local example the Breakwater access.** Yes it can be dangerous but that is no more than being out on the roads which bring more fatalities than most human activities and yet we have not stopped people from driving their cars. There should be warning signs relating to the breakwater so that any who may choose to go out on it during rough wave conditions know or have been warned of any risks. Should surfers be stopped from surfing? Yes they take risks and most know that only too well. Should we stop them too?

The Oamaru harbour's role then has changed then from being a point of entry and commerce to now being more of a recreational area. It has become more popular although earlier events such as carnivals took place over the years. Swimming did take place and I can vouch for that taking place. Fishing has always been a popular pastime in the area and still is. The Galley tearooms are popular and children's play area is very good and used a lot. This is quite similar to many years ago. Grassed areas for visiting shows or gypsies who come in from time to time.

Holmes Wharf and environs

The Holmes Wharf decking and preservation with piling has been a good improvement and made the structure much safer and stronger. The McKeowan Group improvements by way of access

from the west is good. This Firm is making a good contribution to the area and are a good support to the commerce of our town and district. The current alterations makes the area less congested and more passive which is good for the other activities including the rowers who could benefit from some changes to carrying their skulls to and from the water. Parking especially for the frail elderly is important. They often have more time in this area than the younger folks.

Dredging

The dredging has meant for safer egress and ingress and This means that visiting craft can come and go with minimal risk, they can refurbish and in some cases they have and do spend a good amount of time in the area. That needs to be encouraged and the need for easier wharfing access points should be addressed. **There is a surge issue that has made it dangerous for dinghies to go up and down the small slips. I can vouch as to how risky this now is on account of no maintenance having been done to the small slips by Council. I have done some repairs myself to try and lessen the risk. There is some urgency that this be done. We need a wider and more protected area for this to take place in safety.**

Sumpter Wharf

Yes it does attract a lot of interest. It has become a settling area and shag roost area only on account of being closed off from public access. It was never a very good berthing area due to the seas that will from time to time come into this part of the harbour. The actual structure has failed mainly due to the effects of weather, sea and rot. It could be shortened and some of the timbers then used for the piling and some strengthening of some of the piling which is not good. The piling in a small way could be strengthened but would be a challenge with the “so called” permanency of shags there. **Council should be made aware that there is a strong stench now coming from this wharf due to the shags who have only come into the area in recent times due to the closure. A shortened and repaired structure could be used as an additional loading and access point for visiting boats and local boats.** This would be a better use of the wharf than its present landing and nesting area for cormorants rather than having left it as allow them to live, roost and pollute. The stench is even now being noticed from as far away as Brinkburn Street. In the long run people are more important than shags that have traditionally roosted along the cliffs of Cape Wanbrow. They really do not need a manmade structure that stinks and rots with their excrement. Common sense should prevail and people’s needs be paramount. Incidentally if people want to watch or see seals and other larger sea animals there is a very large area at Shag P:oint that can be visited and used for those who place greater value on them than we may do. This leads me on to the following comment that gives some good reason to make good positive changes and improvements to the area.

Southern Harbour Zone

The sheds here should be bought and removed to provide a good additional area for parking and more people oriented use as suggested. There is a need for repair facilities for boats and some of this could be taken over from the quarry area adjacent to the storage area for yachts and boats. The sheds then are a relic of commerce and do not grace the area at all. You are talking about access improvements to the area. This would be a good start along with the road being along the rear of the Yacht and Power boat building. Boats and trailers along with the Sea Scouts all need good areas and this needs to be encouraged. This along with the rowers access on the esplanade to use with requested changes would be good. This would make for more easier parking and cater for the many people who enjoy the harbour area. It is a shared human resource and that is what it should always be treated as.

Breakwater

This will always need some repairs due to the pounding of the seas and storm damage. Armouring has always been needed and history shows that. The use of tetrapods has proven to be a good way of reducing the impact of high sea swells and the storms that pound the whole coast with subsequent erosion that takes place. Tetrapods are a very good way of dissipating the water/wave forces and last well with their abilities to last almost indefinitely. Yes they are more expensive to make but in my opinion worth the cost over a longer period of time. These then in the longer term are well worth the extra expense and proven protection that they provide.

Thames Street southern end

I do not support the closing off this area. Why change something that works well and does not create problems. We do not want Oamaru to become a Dunedin problem or experiment do we? For outside planners to come and go with some hair brained ideas does not really make for a good long term change. We should not rely on the whims of so called planning experts who try to justify that existence by making changes that the ordinary ratepayer does not want. User friendly should be at least one goal of Council to have rather than creating obstacles to users. The access issue to the area and good wide streets such as Thames Street are the envy of many.

Summary

People then are more important than some of the greenie ideals that also happen to follow ideologies that are restrictive, negative and following socialist ideals that will ultimately result in loss of jobs, a declining economy and annoyance to the majority of good living people. We should value a free society and not be bent on making rules that are unnecessary and annoying to the majority of people. There are some things that we will have to learn to live with and that includes viral intrusions that have and are likely to affect the lives of many and this may well include some loss of income for many and perhaps more concerning the lessening of commercial activity that is already taking place especially in the area of tourism



ŌAMARU HARBOUR PLAN 2020 AND BEYOND

Have YOUR say!

FEEDBACK FORM



- 1 Name: Ivan Docherty
- 2 Phone Number: 027 431 7515
- 3 Email: idocherty@alliance.co.nz
- 4 Where do you permanently live?

☒ Oamaru Town

☐ Elsewhere in the Waitaki District

☐ Elsewhere in New Zealand

☐ Overseas

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Waterfront - Floating Dock off Esplanade.

Imagine you are driving down Wansbeck Street, it's a bluebird day, the sea is glittering and you are keen to get your kayak off your roof and paddle away to explore Sumpter Wharf with your children. You park your car and your family has unloaded the gear when you realise that the tide is in. Well, you think, at least the water is perfect, we will manage somehow. The surge is huge though, it goes from knee high to shoulder high. There is no way you will be able to launch the kayak in those conditions. Another day... This is what kayakers, paddle boarders, recreational boaties and rowers experience on a regular basis. The conditions have changed over the years, the tides are higher, you could call them more "aggressive", says Owen Gould, Head Coach of the Oamaru Rowing Club. He has to cancel up to 30 sessions during the season. Despite of perfect conditions on the harbour. But safety comes first, for the rowers and the boats. Is there no solution for this, you wonder? There is. Docking systems have become increasingly innovative over the years. All over Australasia floating docks have been implemented to guarantee maximum use of the water surrounding us. A dock would also free up space on the beach in Friendly Bay, for swimmers and sun bathers to enjoy. Let's work together to create a sustainable solution for our beautiful Oamaru Harbour, for the benefit of all Oamaruvians. Attachments: Endorsement letter Oamaru Rowing Club, Modular Docking Solutions, Pictures of Otago Yacht Club dock, Sketches of potential Esplanade Dock

- 6 Would you like to speak to your submission? ☒ Yes ☐ No

If yes, please remember to include your name and email contact above and we will be in touch via email to arrange a time for you to speak to your submission.

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Waitaki
DISTRICT COUNCIL
TE KĀUNIHĒRA A ROHE O WAITAKI

OAMARU ROWING CLUB Inc
P.O. Box 118
OAMARU



September 6, 2020

Ōamaru Harbour Plan 2020 and Beyond

Submission regarding Waterfront: Floating Brick Dock off Esplanade

To the Ōamaru District Council:

The Ōamaru Rowing Club can trace its history back to 1886. The club has produced athletes who later claimed national and international titles, with four Empire Gold medallists at the 1962 Perth Games, and representatives competing at four Olympic Games. Ōamaru Rowing Club has had many achievements over the years, winning many golds at the Rocket Foods New Zealand Rowing Championships and Aon Maadi Cups. And many of our rowers have been selected over the years to represent New Zealand. Current members with New Zealand honours include Mark Taylor and Logan Docherty. Year by year dozens of rowers represent our High Schools, the club and of course themselves. The new season is actually starting today, and despite of the challenges of Covid-19 we do expect strong support for 2020/21.

The Ōamaru Harbour is a significant part of all these success stories, it has been and is the starting point for any Ōamaru rower. Aaron Maxwell, who will represent us in this year's Otago Interprovincial Team, just recently expressed the importance of the Harbour in an interview with the Oamaru Mail: "I enjoy getting out on the water, away from school and everything going on." Any day our rowers can't get out on this water, which means so much to them, is a missed opportunity to strengthen the club and to strengthen Ōamaru as a community committed to its young people and their ambitions.

A floating dock off the Esplanade would increase the recreational use of our beautiful harbour immensely. Beneficiaries would not only be rowers, but also kayakers, paddle boarders, boaties and swimmers. It would be a freely available structure to anybody who wants to enjoy our waterfront. We believe that the gain would by far outweigh the effort and cost to establish it. All our enquiries so far have shown nothing but support for our submission.

We do thank you for your kind consideration of this matter.

Athol Smith
President

Owen Gould
Head Coach

Attachment 2/4: FloatBricks, Dock Solutions by DOCKPRO (measurement of grey bricks 500mm x 500mm x 400mm)



Submission to Ōamaru Harbour Plan 2020 AND BEYOND - Ōamaru Rowing Club

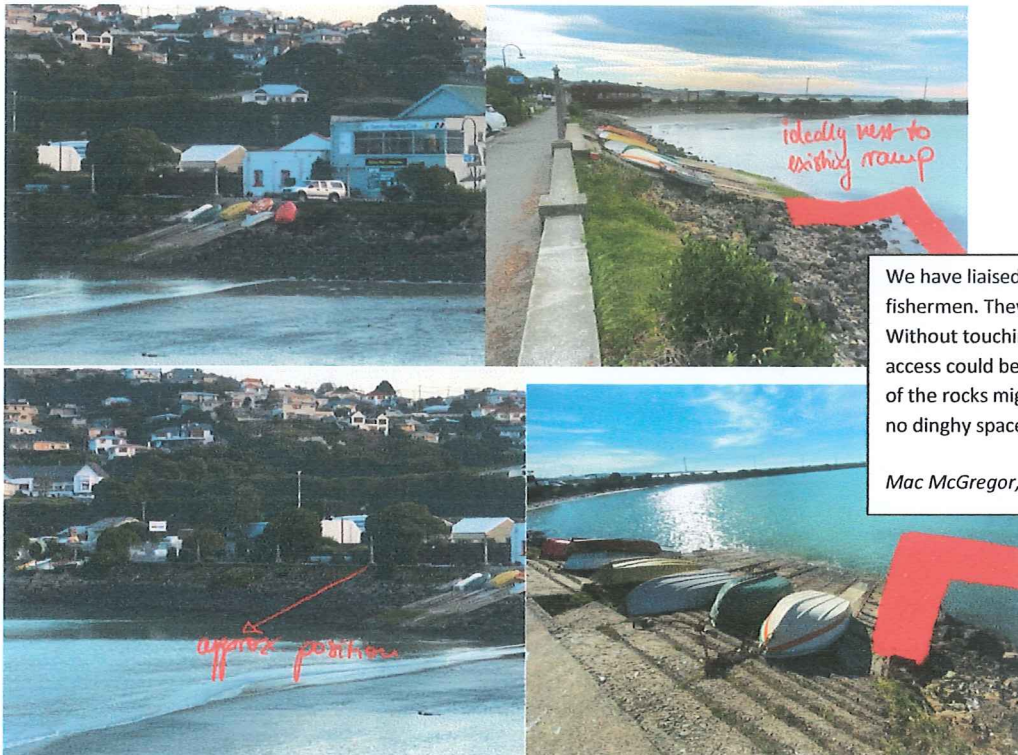
Attachment 3/4: Otago Yacht Club, new dock August 2020

Steve Rushbrook, the Harbourmaster, mentioned this recently finished project to us.



Submission to Ōamaru Harbour Plan 2020 AND BEYOND - Ōamaru Rowing Club

Attachment 4/4: FloatBricks – sketches of potential dock off Esplanade



We have liaised with a couple of the fishermen. They are supportive of the project. Without touching the historic features, access could be via the existing ramp. Some of the rocks might have to be shifted. Ideally no dinghy space should be lost.

Mac McGregor, Danny Winchester



We discussed the project with Kevin Murdoch. He could see the floating bricks as a possible solution for the tidal situation and the surge.

Steve Rushbrook, the Harbourmaster, referred to the new dock at the Otago Yacht Club. He offered to advise and assist.

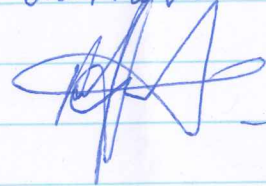
Flat 11/9 Arthur st
Damaru

6/9/2020.

To Council

This is a written Submission supporting the vision of a marina being built in the Damaru harbour, something I strongly support and am passionate about. I am ready to speak at the harbour plan meeting on Monday September 14th and address that meeting to air my views as to why now is the time to build a marina in our harbour.

Yours Sincerely
Red Farrington



WAITAKI DISTRICT
COUNCIL

08 SEP 2020