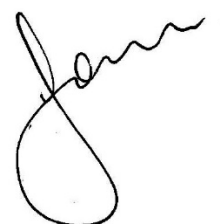


**Notice is hereby given that a meeting of the Mataura Community Board will be held in the Elderly Citizens Centre, McQueen Avenue, Mataura, on Monday 6 March 2023, at 5.30pm**



**Susan Jones**  
Governance Manager

**1 March 2023**

## **Agenda**

1. Confirmation of the minutes of the ordinary meeting of the Mataura Community Board, held on Monday 30 January 2023.

Pages 1-11
2. Challenges to Mataura Centennial Pool reopening

Pages 12-14
3. State Highway One welcome signs

Page 15
4. Keystore rest area development (Coster Park)

Page 16
5. Truck parking, Mataura

Pages 17-18
6. Date of next meeting – Monday 8 May 2023, at 5.30pm

# RURAL CITY LIVING



Minutes of the meeting of the Matura Community Board, held at the Matura Elderly Citizens Centre, McQueen Avenue, Matura, on Monday 30 January 2023, at 5.33pm.

**Present** His Worship the Mayor (Mr Ben Bell), Nicky Coats (Chairperson), Laurel Turnbull, Colleen Te Au, Darren Matahiki (via video call) and Cr Neville Phillips.

**In attendance** Cr Hovell, General Manager, Community Lifestyle Services (Mr Rex Capil), General Manager, Corporate Support (Ms Lornae Straith, General Manager, Critical Services (Mr Jason Domigan), Governance Manager (Susan Jones), Roading Asset Manager (Mr Murray Hasler), Parks and Recreation Manager (Mr Keith McRobie), Facilities Administration Officer (Mr Neil Mair) and Gail Poole, Community Development Officer.

**Apology** Steven Dixon apologised for absence.

## 1. CONFIRMATION OF MINUTES

C Te Au moved **THAT** the minutes of the ordinary meeting of the Matura Community Board, held on Monday 12 December 2022, as circulated, be signed by the Chairperson as a true and complete record.

The motion was seconded by N Coats.

### Clause 6 – Update on Tulloch Park redevelopment – Stage 2 (SC1570)

C Te Au referred to the proposed halfcourt and understood the original Tulloch Park plan provided for a full outdoor court.

C Te Au moved as an amendment, **THAT** in respect to the second part of the recommendation, the wording be clarified to read “that the establishment of a *full* outdoor court be progressed”.

The amendment was seconded by N Coats, was put and was **carried**.

Clause 7 – State Highway One Welcome Signs (SC2696)

His Worship thought there had been more discussion than had been recorded in the minutes. The Roading Manager could not recall. His Worship thought the entire discussion should have been minuted given the delays with the signs. The Manager thought there may have been commentary about the process for the signs to be manufactured and what they were to be constructed of. He would explain the process when the item was raised later in the meeting.

2. MEETING DATES FOR 2023 (SC3637)

A memo had been received from the Governance Manager together with a schedule of proposed meeting dates for 2023.

N Coats suggested extra meetings be scheduled on 29 May and 30 October. She suggested that with the 4 April and 22 August joint meetings to be held with the full Council, that one be held Mataura and one in Gore.

The General Manager Community Lifestyle Services referred to the proposed 24 April meeting date and questioned with ANZAC Day being the following day, whether there may be staff and Board members away taking advantage of a long weekend. The Board concurred and suggested the meeting date be changed to 17 April.

**RECOMMENDED on the motion of N Coats, seconded by C Te Au, THAT the following meeting schedule for 2023 be adopted:**

- Monday 6 March
- Tuesday 4 April - meeting with full Council (in Gore @ 4.00pm)
- Monday 8 May
- Monday 19 June
- Monday 31 July
- Monday 21 August - meeting with full Council (in Mataura @ 5.30pm)
- Monday 18 September
- Monday 30 October
- Monday 27 November

3. MATAURA RAILWAY STATION (SC2563)

A memo had been received from the Governance Manager following the Board's enquiry about the future of the Mataura railway station building. The Manager had approached KiwiRail's General Manager Facilities, Ms Simone Hadley who had responded that KiwiRail currently had no plans for the station at this stage as there was no operational requirement for the building. Its focus was on operational assets and unfortunately there was no discretionary funding for anything outside of that. KiwiRail was open to other organisations owning the building and had reached out to the heritage organisation that had previously had an agreement in place to remove the station before the offer had been extended to the Council. The windows had been

boarded up because of constant vandalism, given the building was vacant and the windows were continuously getting broken, the company had little other option to keeping the building safe.

His Worship thought he and a representative from the Board should follow up with KiwiRail. He did not think it was good enough to have an historic building wasting away.

Cr Phillips asked who the organisation was that had been approached previously. The Facilities Administration Officer understood it was the Waimea Plains Railway Trust. L Turnbull advised she had spoken with Colin Smith of the Trust on the previous weekend. She had said the Board had no interest in the building and that KiwiRail was unable to maintain it. The Trust may still be interested in relocating it to Mandeville.

C Te Au suggested the Mayor and L Turnbull speak with the Trust first. His Worship said he would prefer to signify to KiwiRail that the community was not happy about the station being left to deteriorate. He acknowledged that ultimately it was up to KiwiRail to decide its future.

Cr Phillips suggested going through the correct process and recommend that the Council put pressure on KiwiRail.

The Officer said KiwiRail had never done anything with the broken windows until the Council had determined it would not progress with it any further. There were also asbestos tiles on the roof which were breaking and falling off the building. There had been an asbestos audit undertaken but nothing appeared to have been done since.

The General Manager said the Council had to be cautious about constant vandalism of community buildings and referred to the Tulloch Park grandstand that had broken windows that had not been repaired. The Council had to be careful about asking KiwiRail what was reasonable. It could ask for the building to be brought up to a reasonable condition so it could be relocated.

The Council did not want to relitigate the past and the Board did not want to be involved with the building. N Coats said it was a historic building and it would be better having it going to Mandeville where it could be used.

**RECOMMENDED on the motion of N Coats, seconded by L Turnbull, THAT the information be received and noted,**

**THAT the Board request His Worship and a Board member communicate with KiwiRail about the state of the building and seek a commitment to improve its appearance in advance of it potentially being relocated,**

**AND THAT enquiries be made of the Waimea Plains Railway Trust about its intentions for the building, and in the event the Trust wanted to progress that it**

**work alongside KiwiRail to bring the building up to a reasonable standard for relocation.**

**4. STATE HIGHWAY ONE WELCOME SIGNS (SC2696)**

A memo had been received from the Roothing Asset Manager advising that the signs to be erected at the north and south entrances to Matura on State Highway 1 were currently being manufactured by Seddon's in Mosgiel. Seddon's had advised the updated completion of manufacture of the signs was now mid-March. Installation of the signs would undertaken immediately following their delivery.

The Manager provided background to the process to have the signs constructed. Initially there was a structural engineer and a designer involved, in conjunction with the Board. The engineer decided the foundation had to be tested as he was concerned it would not be sound enough to hold the signs. The steps that now needed to happen were fibreglass moulds to be constructed by Seddon's in Mosgiel. They were quite intricate designs and the moulds, once constructed, would be sent to Balcrom in Balclutha. Its role was to precast the concrete into the moulds provided by Seddon's, including installing the reinforcing steel and lifting eyes in the concrete. The structures would then go back to Seddon's for the placement of decorative pebbles etc as per the design. The project was being managed by Seddon's and once completed, they would be installed. The Manager had expected to have had the signs available after the Christmas break. Seddon's had not constructed the moulds prior to Christmas but he had been told that work was now underway. The Board was in Seddon's hands and as far as he was aware, they were the only company able to make the signs as designed.

C Te Au asked if the order could be cancelled. The project had been ongoing for a long time. Cr Phillips said it had been three years since design. The Manager said nothing had been paid to Seddon's for the signs themselves as yet, but the structural engineer and designer had been paid. In response to N Coats, the Manager thought about 5k had been expended. The signs requested by the Board were quite different to anything else used by the Council around the district. Cr Phillips said McDonough Contracting had the contract to install the signs. He asked if the Council's Roothing Officer would continue to email Seddon's or would he personally meet with them. He did not want the Board to say it would cancel the order, but pressure had to be put on the company to get the moulds made. In response to Cr Phillips, the Manager said no-one had visited the company. His Worship thought the recommendation should be that the Board including Cr Phillips visit Seddon's and view work to date. If nothing had been done, then the Board should make a decision about whether to continue. The Manager said the company had a niche market with signs and by going to another manufacturer the Board may well have to consider a different design. He was happy to meet with the company but until today, Seddon's Manager had been on leave and was unable to be contacted by the Council.

The General Manager Critical Services asked if the Council had any way of holding Seddon's to account for the proposed mid-March delivery. The Manager felt visiting

in the next few days to sight the moulds under fabrication would enable the whole process to continue without too much interruption. Getting started was the issue. L Turnbull thought it was vital a Board member accompany the Manager. N Coats said apart from Steve Dixon, the Board's point of view was that the signs were a joke. There was a large amount of funding allocated and there were other projects that money could be spent on. There could have been a local artist involved. If it didn't happen by mid-March then she suggested the Board stop and approach a local artist. The Manager suggested visiting Seddon's towards the end of the week and if the signs were not under construction then cancel the order.

Cr Phillips thought Seddon's needed to be given until mid-March to deliver. He was extremely disappointed that there had not been any personal approach made. He asked how hard it was to make the moulds.

In response to Cr Phillips, the Manager said there had been no indication of a price increase given the pricing was two and a half years old. He understood Seddon's were a fibrous plaster company that did a lot of intricate work. He suspected the quote was a single quote and did not think there was anyone else that did that type of work in the South Island. In response to His Worship, the Manager was unaware of any approach made to Balcrom who would be undertaking the second phase. It was up to Seddon's to coordinate.

In response to N Coats, the Manager would visit later in the week to view progress to give the Board assurance. Cr Phillips suggested leaving it to the Manager and if there was no progress, then follow up with Seddon's by email and a firm deadline.

**RECOMMENDED on the motion of L Turnbull, seconded by C Te Au, THAT the information be received,**

**AND THAT the Roding Asset Manager be requested to visit Seddon's in Mosgiel on Friday 3 February to view the commencement of manufacture of the moulds, noting that he would follow up with an email to the company confirming completion and delivery was expected by mid-March or the order would be cancelled.**

**5. INTERSECTION UPGRADE – MAIN STREET (SH1)/BRIDGE STREET (SH94) (SC2401)**

A memo had been received from the Roding Asset Manager advising that an upgrade to the intersection of Main Street/Bridge Street, Maitua had been programmed to occur in the current financial year. Highways South, on behalf of Waka Kotahi NZTA had provided an update advising that the resurfacing of the intersection had been delayed until the 2023/2024 financial year. The delay was to allow KiwiRail to carry out significant railway line works in mid-2023. NZTA would carry out pavement repairs in conjunction with KiwiRail's work. The repairs were required prior to the resurfacing which would be undertaken between October 2023 and March 2024.

The Manager said the Board was at the mercy of external parties. The key party was KiwiRail with the rail upgrade having to be completed before NZTA undertook its

upgrade work. There was a small window of opportunity for KiwiRail to do the work during the winter and it had to align with Fonterra and its rail shipments to Port Otago.

L Turnbull asked if the other side of the railway crossing could be repaired. People's cars were being damaged. The Manager said the repair work already done was temporary. The Council could request further work to be completed. He expected there were not enough complaints being received. He would contact NZTA by email to remind it of its obligation to ensure the road crossing was safe. He suggested having a representative of NZTA to attend a future Board meeting and discuss the intersection and the work that would be undertaken. It was not a Council project.

His Worship said the South Island representative for Waka Kotahi would be visiting Gore and coming from Invercargill through Mataura to get there. He would call in with the representative and discuss the intersection.

The Manager said NZTA was doing the bare minimum at this stage. N Coats asked if there were any plans for a heavy traffic bypass to avoid trucks driving past the new preschool. The Manager said as far as he was aware there was no substantial plan to have a bypass. His Worship thought it was worth exploring. He understood the South Island representative visited the region on a regular basis so it could be raised with him. Cr Hovell said in about 2019 there had been discussions about realigning the State Highway for different reasons and facilitating a parking area behind the shops. The Board had also considered holding a workshop to consider what it wanted to happen in the town. The layout of the town was a legitimate topic for a workshop discussion. The Manager said there needed to be careful thought given to the consequences of doing some work and the impact of that on other areas.

**RECOMMENDED on the motion of L Turnbull, seconded by C Te Au, THAT the information be received,**

**THAT the Roding Asset Manager request Waka Kotahi NZTA to urgently repair the south side of the railway tracks at the Bridge Street-Main Street intersection to improve safety and minimise damage to vehicles,**

**AND THAT the Roding Asset Manager invite a representative of NZTA Waka Kotahi to attend a future Board meeting to outline its work programme for Mataura.**

**6. OVERFLOWING PUBLIC LITTER BINS – FOUR SQUARE STORE, MAIN STREET, MATAURA  
(SC3199)**

A memo had been received from the Roding Asset Manager following concerns being raised regarding overflowing Council litter bins on the footpath outside the Four Square store on Main Street, Mataura.

The owner of the store had suggested either more frequent emptying of the two existing bins, or removal of the bins completely. Other options included increasing the capacity and/or the number of bins at the location. The shop owner believed more

of the litter being deposited came from the occupants of vehicles passing through Matura with little being generated from the shop. A comprehensive report, including costs, would be prepared for the next Board meeting on each of the options noted.

The Manager had heard some comments since writing the report that the store had trialled removing the rubbish bins. His understanding was there had been mixed results. N Coats said she had received messages and photos of rubbish from the store owners before the election. There was household rubbish being deposited. The main problem was the costs being incurred by the owners tipping the bins into their skip. It was in their interest to keep the front of the shop clean and tidy. The bins may have to be emptied more regularly. The owner was happy to empty the bins if there was another skip provided and emptied at the Council's cost. The Parks Manager said amenity bins came within his portfolio and he had had discussions with the owners last year. He was still awaiting information from them. Paddy's visited Matura twice a week to empty skip bins. They also emptied wheelie bins on Wednesdays. He had spoken with Paddy's the previous week about having an extra bin. There were similar issues in Broughton Street outside the Discounter store. He could go back to Four Square and discuss sharing the cost of a skip.

The General Manager Community Lifestyle Services said this was a level of service issue and increasing the service resulted in increased cost. Was the Board requesting the level of service to be increased which would result in increased cost? The Parks Manager said an audit of all amenity bins in the District needed to be undertaken. The General Manager said while the Council could provide an extra bin, who paid for it? N Coats said the rubbish bins needed to be emptied more often. People paid rates that covered emptying the bins. The General Manager said if the services were not amended to have increased empties, then staff needed to go to the Council saying the level of service was not sufficient for the Matura community. It was also unbudgeted. The Parks Manager said there may be some availability. The General Manager said if that was the case, then the process should not have to go through the Board. If changes were able to be done within the existing level of service, then they should be, but if not, it needed to go back to the Council. D Matariki said if it was going to go through the Council, and the costs would not be shared, then the owner would not continue emptying the bins and the rubbish would end up on the road and river. The purpose of having bins emptied regularly was to improve the appearance of the town.

**RECOMMENDED on the motion of L Turnbull, seconded by C Te Au, THAT the information be received,**

**AND THAT a report on levels of service relating to amenity rubbish bins be compiled and considered at the appropriate Committee or a full Council meeting.**

**7. COSTER PARK CAMPERVAN WASTE STATION (SC0613)**

The Roding Asset Manager had advised that as had been requested by the Board, an estimate of the cost to relocate the nearly completed campervan waste station had been prepared.



The estimated cost of shifting the waste station 10m north of its current location was \$4,607 plus GST. The estimate covered excavation, plumbing and concrete works.

An alternative for the Board to consider was relocating the time capsule from its current location. It had appeared from discussion at the Board's December meeting that the proximity of the time capsule had been the main impediment to the waste station remaining where it had been constructed. Shifting the time capsule to another location within the same area may provide an appropriate and much less costly solution. The estimated cost to shift the time capsule was \$753 plus GST.

N Coats asked for the matter to be held over and said it would be considered at the Board's workshop to be held on 16 February.

**RECOMMENDED on the motion of L Turnbull, seconded by C Te Au, THAT the information be received.**

**8. MATAURA RIVER BRIDGE CLEANING, BRIDGE STREET (SH93), MATAURA (SC2783)**

During December 2022, the Board had expressed concern that the highly visible concrete superstructure on the State Highway 93 bridge over the Maitara River had become very grubby and unsightly. The Roading Asset Manager had made a request to Waka Kotahi NZTA to clean the bridge as it had done in the past.

Highways South had responded on behalf of NZTA advising that it was unlikely to be a priority as funding needed to prioritise structural maintenance first and foremost. If the community had some funding to undertake the cleaning, NZTA would not be opposed to supporting it.

A further approach would be made to NZTA to remind it that had previously recognised the cleaning work to be an appropriate investment.

N Coats said Steve Dixon had told her the bridge had not been fully cleaned since 1988. It had had a half clean – to waist height – some time ago. It was important to the Board that it be done. S Dixon had suggested the Board request costs for a full bridge clean, including traffic management costs. The Manager said he could request quotes, however, it would ultimately need the approval of Waka Kotahi for the work to be undertaken as it owned the bridge. The previous cleaning that had been undertaken and funded by Waka Kotahi was to about two metres above the hand rail. This time, it had not agreed to undertaking anything. It would be quite a cost to clean the bridge as there was a resource consent needed as debris had the potential to fall into the river. The measures required to contain the material added quite a lot of expense to the project. It was another issue that would be useful to discuss with a representative from Waka Kotahi. His Worship suggested a funding split may be able to be agreed to. The Manager would be very surprised if there was any funding available in the immediate future, but it would be worth trying.

N Coats thought there should be quotes obtained for a half and full clean. The Manager said Waka Kotahi considered it was an aesthetic issue as opposed to a maintenance one.

G Poole asked if the bridge over the Waimumu stream at the southern end of the town could be included for a clean. The Manager said that bridge may get more traction particularly with the guard rails which would be seen as a structural issue.

The General Manager Community Lifestyle Services said the intent of asking for a quote to get a half vs full clean but what happened next? As the Roading Manager had said, it was a Waka Kotahi asset. A staff member was being asked to undertake work for something that was not a Council asset. C Te Au said the Board may determine to fund the work itself. N Coats had no idea how much the work would cost. The General Manager said there would then be a Council staff member working with Waka Kotahi about its asset. If the Board chose to fund the work itself, then it would need to make a request through the appropriate channels, ie the Chief Executive, for the staff member to work with Waka Kotahi and for the Board to fund his time. His Worship asked if that was correct. The General Manager said the Chief Executive employed staff and was the only person able to issue directions to staff. The Community Board had to comply with the Local Government Act.

Cr Phillips said the Council should back the Community Board to ensure the bridge was cleaned and put pressure on Waka Kotahi to undertake the work. C Te Au said having the bridge cleaned was about lifting the appearance of the town. N Coats added it was an iconic feature of the town. His Worship did not think the Council would stand in the Board's way of getting a quote or spending its discretionary fund.

**RECOMMENDED on the motion of L Turnbull, seconded by C Te Au, THAT the Board request the Council to obtain estimates of cost for a full and partial (ie to 2 metres above the bridge deck or handrail) clean of the bridge over the Mataura River,**

**AND THAT Waka Kotahi be requested to paint the approach sight rails which are covered in graffiti.**

## 9. REPORT FROM COMMUNITY DEVELOPMENT OFFICER

Gail Poole advised the food distribution service from the Community Networking Trust, as part of the Covid-19 response, had now ended. Going forward, food support for isolating people would be done by the Hokonui Runanga for the Gore and Mataura area. Funding for her position was due to end in June 2023. It would be good for the Board to lend its support to help secure funding to enable more continuous support to help people in the community with transport, assistance with forms, medical intervention etc. The former library building had been used for that purpose and was leased by the Community Networking Trust. The Mataura Community Centre could also be used and a community worker could be based there as a drop in site for residents and for activities. She currently spent 14 hours per week in Mataura plus home visits. She was also involved with the Mataura Messenger. Feedback from

recent Ready for Living focus groups indicated that older people in particular relied on it for important events. It was currently available monthly but only 100 copies were printed which were available from the library and another shop. The cost of those copies was met by the Council. It would be ideal to have 600 copies available and delivered. Older people did not always have access to social media to read the Messenger.

*Gail Poole departed meeting at 7.10pm.*

## 10. OTHER ISSUES

- Culling Terrace walkway – the Parks and Recreation Manager advised the contractor would be laying a bed of AP30 rock over the lower and upper tracks which would make future felling and chipping work easier.

N Coats asked about when the work would be finished and said a recent Council response via Facebook had been “now the trees had been felled, it would be working with the Community Board to upgrade the track”. The Manager said there was still quite a lot felling work to occur. The stumps would be painted to avoid any re-growth. There had also been an issue with some of the boundaries. The entrance off Doctor’s Road was not on the boundary and it had been surveyed. Part of the resident’s driveway was on reserve. The Manager would be checking his access and the agreement for the land.

Cr Phillips asked if the signage was still in place for the track. The Manager said the track was completely usable.

- Painting of planters - the Manager referred to the previous Board’s request to re-paint the planters a neutral colour and tabled colour samples. C Te Au suggested considering a colour at a workshop.
- Flying fox at Queen’s Park – in response to N Coats, the Manager said an approach had been made to a person in the North Island who was now not responding. A new cable and brake system was to be installed on the flying fox. He had also been waiting for a Gore company to make an attachment to get the apparatus operational.
- Elderly Citizens Centre verandah – the Facilities Administration Officer advised the Council was still waiting on engineers. It was believed the verandah should be able to be repaired without having to remove the structure. Options and designs were to be received. It was still a work in progress.
- Waimumu stream walkway – the Parks and Recreation Manager advised the land was owned by Environment Southland and the Council maintained the walkway. It had been sprayed between Christmas and New Year and mowed the previous week. N Coats said there were a lot of thistles. The Facilities Administration Officer added the land in question was leased by Environment

Southland to an individual. C Te Au asked after the trees had been taken out, was there a plan? The Officer said Environment Southland did not have a plan. The Manager said he had had some discussion with the Runanga about planting in the area and it was receptive to being involved. It was about doing the job properly and ensuring the area did not become overgrown. C Te Au said it was also about having the area presentable and tidy. The Manager would follow up and come back to the Board.

- N Coats said she had emailed the Roding Asset Manager about having a sign installed directing people to the RSA and the Youth Centre. The Manager said he had had a response from NZTA. He recalled the signs could be provided but the Council would need to pay for them which did not correlate with his understanding about Council streets and State Highways. The yellow and black destination signs had traditionally been funded by NZTA who now seemed to be wanting to abdicate its responsibilities. He would proceed and order the signs. His understanding was there were to be signs erected at Bridge Street only. N Coats thought there was another location at the Albion Street intersection. The Manager would be surprised if NZTA allowed signs at two intersections with a State Highway. L Turnbull said people coming from the north would not see the signs until they had passed the Albion Street intersection.

Cr Phillips was aware that NZTA was now forcing a lot of local authorities to fund their own directional signs. He thought they were about \$96 each. N Coats suggested they could be funded from the Board's discretionary fund. The Manager said the Council had a limited traffic services account and \$96 did not include installation. He would obtain costs.

Cr Phillips said Councils now having to fund signage that NZTA used to fund was a question the Mayor could ask of the South Island Manager. His Worship thought it was at a higher level than what was needed. Cr Phillips disagreed. It was a question that should be posed to the representative and asking why NZTA was forcing more cost onto ratepayers.

- In response to N Coats, the Roding Asset Manager said he had been battling with NZTA over the repair of a damaged section of white safety rail between the Bridge Street and Carlyle Street intersections with Main Street, Maitua. The rail had been installed by NZTA to ensure pedestrian safety, especially school children who used the pedestrian crossing provided rather than a random crossing at the Bridge Street intersection. N Coats asked if something temporary could be installed particularly with children soon returning back to school.

The meeting concluded at 7.34pm

## MATAURA COMMUNITY BOARD AGENDA

MONDAY 6 MARCH 2023

2. CHALLENGES TO MATAURA CENTENNIAL POOL REOPENING

(Report from Aquatic Services Manager, Martin Mackereth – 24.02.23)

**Purpose**

This report has been compiled to outline background information of the Mataura Centennial Pool and the challenges that the Council would face to get it back up to a public and operational condition.

**Background**

The Mataura Centennial Pool was closed in 2017. This decision was not made lightly and came after consultation with the community and looking into the operational costs, condition and issues with the facility.

At the time, the pool usage was extremely low. Outside of school lessons and Aqua classes, a busy public session was around five–six users. The team at the pool had been working hard by putting on pool parties and other water-based activities to try and encourage and grow the use of the pool. The lifeguard team would even head down to the river and try to encourage swimmers at the swimming hole to come to the pool but that did not increase usage.

The Mataura Centennial Pool was at a point where issues were starting to cause operational challenges, such as:

- The smell that was caused through the slinkies being cleaned out and even the wash down at Alliance would permeate through the entire complex. The drains were checked and we can still see the evidence of this with the concrete strips around poolside today of where the 3 Waters team tried to refine and repair piping issues.
- The filtration system was ageing and in need of a decision around upgrading. That included the need to increase the size of the filter and to separate the toddlers pool from the main pool system as they were both linked. This was an issue because it meant if there was an issue with water quality or a faecal incident, both pools would be affected due to them being linked.
- The roof structure itself was degrading and at a point of needing repair and that impacted on structural integrity.
- The heating system had many issues with the boiler. Most were linked to issues with the auger part of the system, and this also meant it was time to look at a better system such as heat pumps that were more environmentally

friendly. This was also a challenge as the system would have to heat not only the pool water but also the air temperature in the pool hall as well.

- The chlorination system needed upgrading to a newer system such as a chlorine generator, due to its age and handler requirements for bottle change overs.
- We were struggling to find pipe issues in the pool circulation system. This was highlighted when we had pipe issue in the floods and the pool started to fill with water even though all valves were closed and there was no reason for water to enter the pool tank. We now have the valves open so that water can flow out if any water should get into the pool tank.
- All usable pumps have been removed from the facility and used in other water schemes, which leaves only one small dosing pump in the facility. With that sitting over the years, it will have a reduced life.

In the last year, a structural report on the building structure itself had been undertaken to ascertain building safety so that a plan could be established if the building was to be used for public use. The rating came out at 12% of New Building Standard (NBS) which was well below the minimum standard for a public building requirement of 67%, NBS.

There were also requirements that must be met to be a Pool Safe pool which is the National standard to operate a public swimming pool in New Zealand. This covers staffing of the pool, water quality and operational procedures etc.

### **Discussion**

If the Council or the Maitaha Community Board was to look at re-opening the Maitaha Centennial Pool, some very imposing financial barriers would have to be overcome due to the range of issues mentioned above.

The reality is that the pool needed to be re-built from the ground including all its infrastructure and the building itself to be compliant and safe for the community to use. This would come with a significant cost. There may be other alternative options and development to be considered for the community.

A big picture and future development view of not only the pool but the development of Tulloch Park to benefit the community and create a point of difference is needed for people to come and play and stay in Maitaha. Tulloch Park is a central hub where many gather from the sports clubrooms of rugby and hockey to holding events such as the Firefighters games and the Scout motor show. The question is to consider how to develop and enhance a key community meeting and social place for the Maitaha community.

**Proposed opportunities**

The Parks and Recreation Manager has been looking into options for development of this community space, with one option being the creation of a zero-depth water feature, similar to one at Queen's Park in Invercargill.

This not only is a point of difference within the Gore District community, but it is also a great tool in starting the development of water familiarisation by having children play in a way in which they get comfortable with water going on and over their head and face in a fun environment.

**Consideration**

There is consideration for the changing dynamics of the community and its needs. The Council currently provides transport and GAP lessons to the Mataura school to ensure that there is no disadvantage to it in comparison to all local schools in the district. This partnership needs to remain in place.

There may be other local groups who could help or may want to be involved in helping develop a community reserve hub, such as Lions, Scout groups etc.

The Board is encouraged to keep an open mind to other opportunities and partnerships that could be developed for other water space opportunities, such as the Mataura school.

**Financial**

The financial impact to reopen the Mataura Centennial Pool has not formally been investigated, however a rough guide from other projects would suggest getting the building and pools up to a safe level for community use to be in excess of \$5 million dollars due to having to start from scratch.

**Risk**

Current funding that has been allocated to the development of Tulloch Park needs to be used in this area. It is suggested the community would not want to lose this development opportunity.

**RECOMMENDATION**

**THAT the report be received,**

**THAT the Board request the Council to arrange for the demolition and removal of the current Mataura Centennial Pool and associated infrastructure,**

**AND THAT the establishment of a zero-depth water feature be progressed as part of the Tulloch Park redevelopment with design and costings being provided to a future meeting of the Board.**

### 3. STATE HIGHWAY ONE WELCOME SIGNS

(Report from Roading Asset Manager – 27.02.23)

The purpose of this memo is to update the Board on the status of this project.

Seddon's completed fabrication of the molds for the Welcome signs. These have been provided to Balcrom in Balclutha who are currently constructing the internal reinforcing steel and the concrete signs. The concrete will take approximately four weeks to cure after pouring.

Seddon's has advised that its staff will visit Balclutha to implant the decorative stones rather than transporting the signs back to its factory in Mosgiel. This will speed up the process and reduce the risk of damage during two sets of handling. Once that is completed, the signs will be transported to Mataura to be erected on site.

#### **RECOMMENDATION**

**THAT the report be received.**



4. KEYSTORE REST AREA DEVELOPMENT (COSTER PARK)

(Memo from Roading Asset Manager – 27.02.23)

An informal discussion with the Board was held at its recent workshop regarding the Matura Concept Plan which McCulloch Architects had provided a previous Board with in 2014. No further action has been taken pending direction from the Board.

**RECOMMENDATION**

**THAT the information be received.**

## 5. TRUCK PARKING, MATAURA

(Report from Roding Asset Manager – 27.02.23)

### **Purpose**

The purpose of this report is to provide an update to the Board regarding its request to investigate an alternative area for trucks to park rather than Keystores rest area (Coster Park).

### **Background**

The issue of trucks parking on Coster Park, the large gravel area, on the north side of Bridge Street, Matura, has been a concern to the Board since the shops east of the Matura Medical Centre were demolished several years ago.

In June 2020, the then Roding Manager provided a memo to the Board regarding a potential alternative truck parking area on vacant private land on the corner of Lodge Street and River Street, Matura. At the time, the Roding Manager reported that the owner of the property was amenable to his property being used for this purpose.

More recent information regarding trucks parking on Coster Park indicates that the issue is a consequence of the Daikin MDF plant no longer allowing the logging trucks, which supply the plant, to park on the access road into the plant as they had previously. This does need to be confirmed. The trucks that park overnight at Coster Park are predominantly logging trucks whose drivers are domiciled in Matura or close by. The visiting drivers generally park at The Falls Hotel where they are accommodated.

### **Discussion**

The need for the Board and the public it represents to provide overnight parking for these trucks at the public's expense may need to be reconsidered. This is particularly the case if they were previously accommodated by their private customer at no expense to the public.

In the event that the Board and the Council do believe that it is its responsibility to provide parking for truck and trailers, other options may need to be explored rather than the site at 2 Lodge Street, Matura, which appears to be the only one considered to date.

Other options could include the vacant yards at the south end of the Paper Mill site on Kana Street (SH93). These yards are fenced, have good direct access onto the State Highway and are sealed. The Board may wish to encourage the trucking companies that currently park at Coster Park to come to a private arrangement with owner of the Paper Mill site.

### **RECOMMENDATION**

**THAT the report be received,**

**THAT the Board confirm whether it should or should not be responsible for providing truck parking,**

**THAT in the event the Board affirms that it is responsible for truck parking, all truck parking alternatives be explored before committing to a preferred site,**

**AND THAT the Board request the Council include a provision in the Roading Bylaw, currently being reviewed, prohibiting the overnight parking of trucks in Coster Park.**