

NOTICE IS HEREBY GIVEN THAT THE MONTHLY MEETING OF THE OPERATIONS COMMITTEE, WILL BE HELD IN THE COUNCIL CHAMBERS, 29 CIVIC AVENUE, GORE, ON TUESDAY 14 NOVEMBER 2006, AT 4:00 pm

**Steve Parry
CHIEF EXECUTIVE**

8 November 2006

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OPERATIONS COMMITTEE AGENDA

NOVEMBER 2006

1. OPERATIONS BULLETIN

The Operations Bulletin, containing reports from the District Promotions Manager, District Arts and Heritage Curator, Deputy Librarian, Aquatic Services Manager, Parks and Recreation Manager, Roading Manager, Asset Manager, Utilities and the Animal Control Contractor.

RECOMMENDATION

THAT the Operations Bulletin be received.

2. FUEL SUPPLY DURING AN EMERGENCY EVENT IN MATAURA

(Memo from Civil Defence Officer – 16.10.06)

At a Council meeting earlier this year, Cr Turnbull asked what contingency Mataura had for continuity of fuel supplies during a prolonged power outage.

I have investigated the likely difficulty that could be experienced in Mataura should an emergency event disrupt the electricity supply to liquid fuel outlets. The short answer is no power no fuel! Fuel dispensers are extremely sensitive pieces of equipment and are usually computer controlled. The Caltex Service Station would not be able to supply any fuel or services and Tulloch Transport is in a similar situation, more so in that all vehicles source their fuel by use of fuel cards. However, Tulloch Transport may be able to supply some diesel if service mobile tanks should happen to be in its yard. Fuel is able to be pumped out by the use of manual rotary pumps. Tulloch Transport trucks are usually refuelled at the end of each working day and would therefore be able to cover approximately 500 kms if required.

Allied Petroleum in Gore is a major distributor of liquid fuels and have a limited underground supply which could be sourced by the use of manual rotary pumps. The supply of electricity to both Gore and Mataura is reasonably secure as the power distribution lines are ringed around the Southland Region. Power outages are not expected to be lengthy in duration subject to the generating stations being able to produce electricity.

Any potential problem with fuel supply would only occur with a prolonged disruption to the generating stations.

There are a number of other mobile fuel tanks available, and the Council has its own tank which is powered by a motor vehicle. Council also maintains an above ground supply of diesel at its depot in Gore. A number of contractors throughout the district own mobile fuel tanks that may be able to be called upon in the event that power is disrupted for a prolonged period. Another helpful factor is that the petroleum industry does have an agreement with the Ministry of Civil Defence which commits it to continue to supply fuel to critical services throughout an emergency.

In summary, if Mataura and indeed Gore experienced a prolonged period of power failure then fuel supply could be an issue. However, as during any emergency the community does

rally together and it is anticipated that fuel would still be able to be delivered to where it was needed most.

RECOMMENDATION

THAT the information be received.

3. ZERO WASTE NEW ZEALAND LTD - BLUEPRINT

(Memo from General Manager, District Assets – 30.10.06)

Zero Waste New Zealand Ltd has written to all Zero Waste member councils encouraging them to record their waste minimisation milestones towards zero waste to landfill so they can be benchmarked against other councils.

Zero Waste has created a milestone chart and score card so each council is able to quantify where they are at and where they need to head to achieve a zero waste outcome. To join the scheme and to be eligible for awards and recognition, Zero Waste has put together a blueprint to be followed. However, Zero Waste is requesting an annual payment of \$2,500 per annum to belong to the programme.

There has not been an allocation in the budget for this sum, however it could be funded from this year's budget and accounted for in next year's budget, should the Council wish to join the scheme.

The letter from Zero Waste New Zealand is attached for your information along with a copy of the Zero Waste score card.

RECOMMENDATION

THAT the Council approve \$2,500 to join the 'Journey to Zero Waste' awards scheme.

OR

THAT the Council takes note of the Zero Waste Journey but does not join the scheme at this time.

4. HOKONUI PIONEER PARK DEVELOPMENT

(Memo from District Arts & Heritage Curator- 31.10.06)

The Committee of Hokonui Pioneer Park has been working with the Department of Arts and Heritage to come up with a suitable development plan to address the current shortage of display and storage space at the Park. This planning process has not only considered the Committee's short-term needs, in light of the proposed relocation of Shafts and Wheels collection items from the A & P Showgrounds, but has also taken into account the long-term sustainable future of the Park as a visitor attraction.

In recent weeks we have collectively settled upon a proposal that will accommodate the pending Shafts and Wheels collections and allow an improved interpretive basis for re-displaying the transport, technology, agricultural and steam items currently based at the Park. This proposal does not actually change the current layout of the site; rather it augments the main display building.

There is still a good deal of strategic work to be undertaken in terms of realising a long-term vision for the Park, but this current interim step is viewed by all parties as a very positive and constructive one.

The Hokonui Pioneer Park Committee at this point requires permission to investigate the construction of a further display building on Council owned land adjacent to the main display building - part of which borders the existing Golf Driving Range.

The existing main display building is situated on land owned by the Gore Vintage Car Club – acquired originally for the purpose of establishing Hokonui Pioneer Park. The neighbouring property was acquired by the Council for ultimate use by Hokonui Pioneer Park. A Golf Driving Range has since been established, although its successful operation is not dependent upon it utilising the entire property.

The proposed site for this addition encompasses a triangular section of ground bordered by the western safety nets of the Golf Driving Range and the eastern wall of the main building. Neither facility is currently utilising this site. A prerequisite for any planned structure will be sensitivity to the immediate environment and it is proposed at this early stage that the committee will work towards an inconspicuous structure – but one with attractive and stimulating internal displays.

An aerial plan of the complex highlighting the indicative area of land required for the new development is attached.

It will be necessary for the Committee to eventually request formal permission from Council for use of the land, have the site adequately surveyed, and apply for the appropriate consents. However, in the meantime for the benefit of obtaining appropriate costings and suitable concept plans, it is necessary for the Committee to seek approval in principle to investigate the feasibility of such a development.

If given approval to proceed, it is envisaged that the committee and the Department of Arts & Heritage would prepare and table, a building concept plan and relevant site information for further Council consideration.

RECOMMENDATION

THAT the Council endorse the preparation of concept plans for an addition to the main display building at Hokonui Pioneer Park, on land owned by the Gore District Council.

5. LAND TRANSPORT NZ – 2005/06 ROAD QUALITY BENCHMARKING

(Memo from Roothing Manager – 06.11.06)

Attached is a copy of the Road Quality Benchmark Report recently received from Land Transport NZ.

The report is provided to every road controlling authority in the country. A number of performance indicators are measured in a standard way on every sealed road network to monitor significant attributes of the networks and allow them to be compared against other individual networks or with the national average.

The information enables trends in the performance of the sealed network to be tracked and if necessary for changes to be made to roading programmes where problems are identified.

Perusal of the graphs for each of the performance indicators measured shows that, contrary to recent statements by members of the public in the media, the Gore District sealed roading network is in very good condition both from an individual perspective and also when compared to the rest of the country. The trends shown on the graphs are all either static or improving. This allows Council to have a reasonable degree of confidence that the programme for future works, which is similar to that undertaken during recent years, will keep the Gore District sealed roading network in good order.

A point to note when looking at the VKT Trend (amount of traffic on the network) graph is that there is an anomaly shown in 2003/2004. The complete removal of the Old Coach Road from the Council's database occurred at that time resulting in a significant drop in vehicles travelled per kilometre of road (VKT). However an extensive traffic counting programme commenced about the same time and the new traffic counts in the database have caused the VKT to rise to near its previous level.

RECOMMENDATION

THAT the information be received.