

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 11 NOVEMBER 2008, AT THE CONCLUSION OF THE COMMUNITY SERVICES COMMITTEE MEETING

**Stephen Parry
CHIEF EXECUTIVE**

5 November 2008

A G E N D A

1. Operations Bulletin (Page 1)
2. Drainage Connections (Pages 2-6)
3. Southland Waste Management and Minimisation Plan (Pages 7-10)
4. West Gore School, Robertson Street – School Crossing (Pages 11-18)
5. BUSINESS TO BE CONSIDERED PURSUANT TO THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987:
 - (i) Regional Solid Waste Contract Procurement

OPERATIONS COMMITTEE AGENDA

NOVEMBER 2008

1. OPERATIONS BULLETIN

The Operations Bulletin containing reports from the Animal Control Contractor, Roading Manager, Assets Manager, Utilities and the Civil Defence Officer is enclosed with the agenda.

RECOMMENDATION

THAT the Bulletin be received.

2. DRAINAGE CONNECTIONS

(Memo from General Manager, District Assets 22.10.08)

Purpose of Report

A recent sewer lateral failure in Bangor Street, Maitaha has raised some deficiencies with the Council's current 23 July 1996 resolution on drainage connections. The resolution reads as follows:

At a Gore District Council Meeting held on 23 July 1996:

That the point of discharge be defined as set out in Clause 2.5.2 Option (b) of NZS 9201 (Point of Discharge – Single Ownership) for the Gore drainage district.

That the point of drainage discharge be defined as set out in Clause 2.5.2 Option (b) of NZS 9201 (Point of Discharge – Single Ownership) for the Maitaha drainage district.

That the Council be responsible in the event of a drain blockage by roots from street trees or heavy traffic and pay all costs involved.

That the Council be responsible if similar problems occur on private property due to a blockage in the trunk sewer and pay all costs involved.

And that all blockages occurring as a result of actions by an occupier be the responsibility of the property owner.

Background

The resolution deficiency arose when a sewer lateral failed and appeared to be blocked. After inspection by council staff it was determined that the sewer lateral was blocked. It was left to the home owner to initiate the repairs as per Councils Resolution. The home owners did not accept this responsibility at first resulting in a prolonged period of inaction. During this time there was more than one occasion where raw sewage ponded on the property. The home owner was unable to engage a plumber to do the work. The Asset Manager, Utilities was contacted and he arranged a contractor to do the work at the home owners request within hours of the home owner making him aware of the lack of availability of a plumber.

When the Street was excavated the fault was found to be a structural defect with the lateral pipe and not a blockage as was

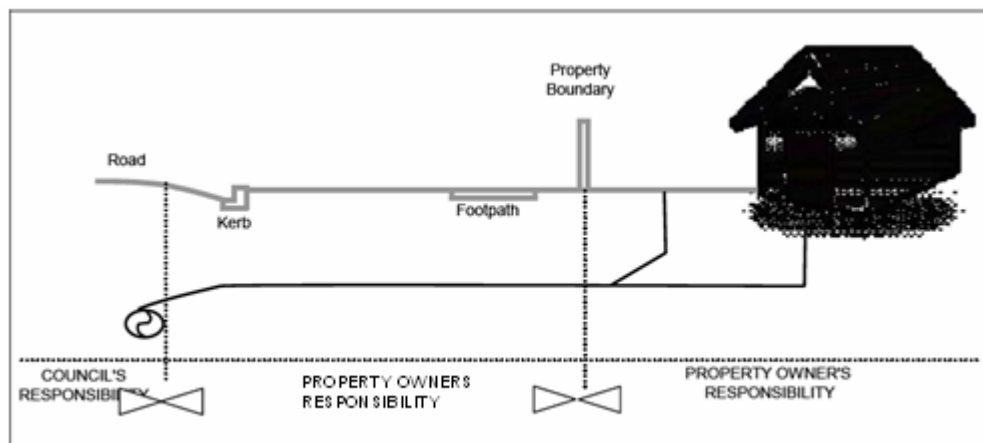
first thought. Councils Resolution still places the cost of repair on the home owner and in this instance it was not caused by any action/inaction of the home owner. It should also be noted that the failure had not occurred due to the age of the pipe.

The \$2,500 +GST repair bill is a substantial cost for any home owner especially when it is incurred through no fault of their own and is not on their property.

Options

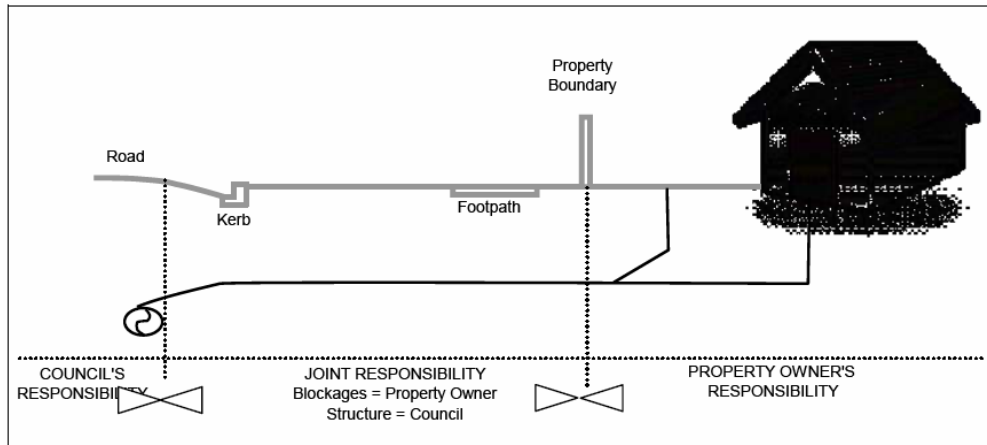
Upon investigating surrounding Council policies the following was found at the Invercargill City, Queenstown Lakes District and Clutha District Councils:

- Property owners have ownership of the lateral to the connection point with sewer main as is the Gore District Council's resolution.



Southland District Council Drainage Bylaw and Central Otago District Council

- Property owners have responsibility of the lateral to the connection point with sewer main if there is a blockage. If there is a structural problem between the sewer main and the boundary it is the council's responsibility.



If the Council was to agree to take responsibility for structural failures of sewer laterals beyond the property boundary, repairs can be expedited and impacts to property owners and communities can be minimised.

Social Wellbeing Impact

By expediting repairs the impact to surrounding neighbours is reduced thus reducing potential conflicts occurring between neighbours.

Economic Wellbeing Impact

It is estimated that there would be no more than 4 repairs required in any year at an estimated cost of \$3500 plus GST per repair. This would be budgeted for in the next annual plan and there after. This would result in an estimated 0.14% increase in rate take.

Environmental Wellbeing Impact

By expediting repairs the risk of contaminates polluting surrounding areas is minimised as is the duration of which offensive odours could be present. This will then prevent/reduce the risk of disease being caught or spread through the community.

Cultural Wellbeing Impact

There is no perceived impact on cultural wellbeing

Impact on Promotion of Community Outcomes

The recommendation made in this report is aligned to the Council's Community Outcomes. By reducing the communities exposure to sewage from a failed sewer lateral the Council promotes

- Lifestyle and Culture –
Southland is a great place to live
- Health and Wellbeing –
We are healthy people
- Environment –
A treasured environment which we care for and which supports us now and into the future

Impact on LTCCP

The budgeting adjustment is the only perceived impact on the LTCCP which can be addressed in the scheduled review currently being under taken.

Community Views

Many in the community are unaware of where their responsibility starts and finishes when it comes to sewer laterals. Property owners often resent the fact that they have to pay to excavate a road in order for their sewer to be repaired. The costs have been increased by procedural requirements of Traffic Management Plan and the Road Opening Permit being required. If the property owner has had a sewer fail through no fault of their own (ie they did not cause a blockage, nor has the pipe failed through age) the fairness of the Council's resolution on the 23 July 1996 is questioned.

RECOMMENDATION

THAT the report be received

THAT the Council in response to drainage connections and the parameters of responsibility between the Council and property owners dated 23 July 1996, be rescinded,

THAT the Council approve the following policy on responsibility for repairs and maintenance of drainage connections in the Gore District,

THAT the point of discharge be defined as set out in Clause 2.5.2 Option (b) of NZS 9201 (Point of Discharge – Single

Ownership) for the Gore District drainage as represented in Figure 1 below,

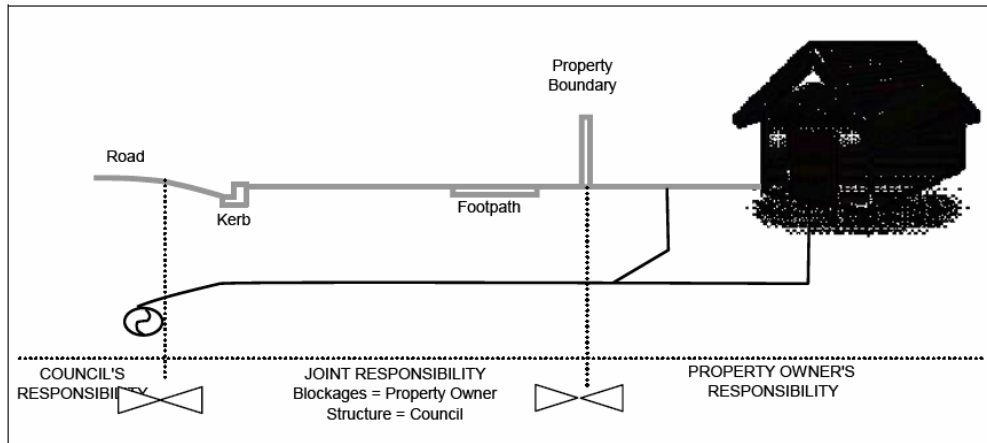


Figure 1

THAT the Council be responsible in the event of a drain blockage by roots from street trees or structural failure other than age related failures and pay all costs involved,

THAT the Council be responsible if similar problems occur on private property due to a blockage in the trunk sewer and pay all costs involved,

AND THAT all blockages occurring as a result of actions by an occupier be the responsibility of the property owner.

3. SOUTHLAND WASTE MANAGEMENT AND MINIMISATION PLAN

(Memo from General Manager, District Assets - 02.11.08)

The Waste Minimisation Act 2008 requires Territorial Authorities to have Waste Management and Minimisation Plans. WasteNet Southland is proposing to develop a new Southland Waste Management and Minimisation Plan within the next three years to align with the 2010/2011 LTCCP process.

The Waste Advisory Group has approved the process to develop the Southland Waste Management and Minimisation Plan. The process involves three phases – (1) Regional Waste Strategy (2) Waste Assessment (3) Plan development.

Background

The Waste Minimisation Act 2008 (the Act) was passed into law on 25 September 2008. Its purpose is to encourage a reduction in the amount of waste we generate and dispose of in New Zealand and lessen the environmental harm of waste.

The Act introduces a levy of \$10 per tonne of refuse discharged into land fill from 1 July 2009.

Under the Act, all territorial authorities must have waste management and minimisation plans, including methods and activities for reducing waste before they are eligible to receive levy funding.

WasteNet Southland is developing a new Southland Waste Management and Minimisation Plan in accordance with the new Act within the next three years, and thereby align the required public consultation with the 2010/2011 Long Term Council Community Plan (LTCCP) process.

The development of the waste plan will involve three phases as shown in the table below:

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Projects		Timeline
Phase 1	<p>Regional Waste Strategy</p> <ul style="list-style-type: none">• Issues & Options Discussion Paper• Stakeholder Consultation• Draft Regional Waste Strategy Provision• Public Consultation• Regional Waste Strategy	<p>2008/2009</p> <p>June 2009</p>
Phase 2	<p>Regional Waste Assessment</p> <p>As per section 51 of the Waste Minimisation Act 2008 the waste assessment will include:</p> <ul style="list-style-type: none">• Description of waste services• Forecast future demands for waste services• Statement of Options• Statement of Council role and how it will met future demands• Statement to ensure public health is protected• Statement to promote effective and efficient waste management and minimisation	<p>2009/2010</p>
Phase 3	<p>Regional Waste Management and Minimisation Plan</p> <p>As per sections 43 and 44 of the Waste Minimisation Act 2008</p> <ul style="list-style-type: none">• Objectives and policies• Methods• Activity Management Plan (Implementation/Funding)• Grants	<p>2010/2011</p>

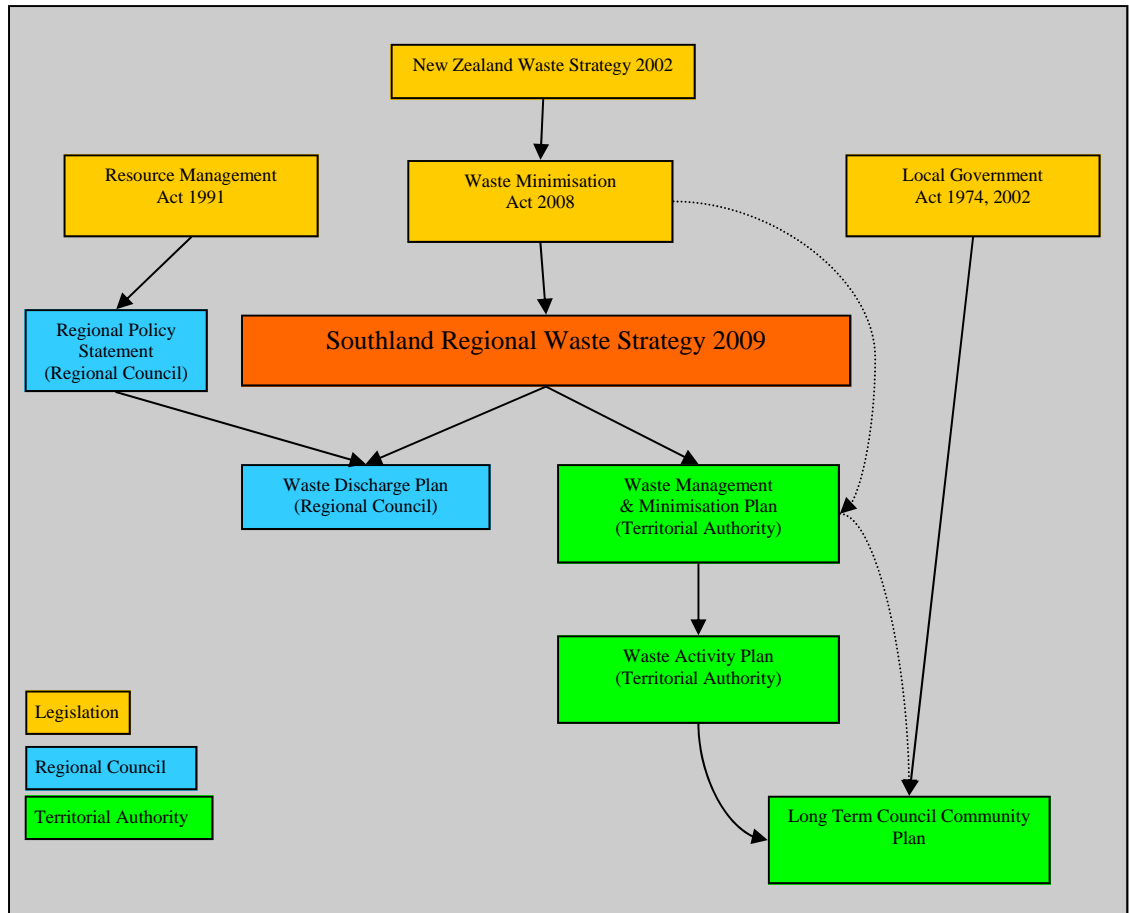
Phase One - Regional Waste Strategy

Under the banner of WasteNet Southland, Invercargill City Council, Southland District Council and Gore District Council work together on regional waste issues, with support from Environment Southland.

To strengthen a regional approach to waste management in Southland, it is proposed to develop an overarching Regional Waste Strategy document in partnership Environment Southland. The direction and initiatives formed within this Strategy will provide guidance to the region for the future of waste management and enable co-ordinated projects on waste data collection and public information.

The Regional Waste Strategy will be a localised version of the New Zealand Waste Strategy, with practical goals and realistic indicators to measure our performance as a region.

Figure 1: Linkages with Planning Framework



Policy and Plan Considerations

This proposal is consistent with the Southland Waste Management Plan, section 6.2 Management Structures and Council Plans.

Consideration of Community Views

Specific community consultation will be undertaken as part of this process, especially during the first and final phases.

Financial Considerations

Provision of \$7,000 has been set aside for the development of Activity Management Plan, these funds can be reallocated to the development of the Regional Waste Strategy, as the Activity Management Plan project is to be included in phase 3 of the development of the new Southland Waste Management and Minimisation Plan.

Legal Considerations

The Waste Minimisation Act 2008 requires that Council review its Waste Management and Minimisation Plans by 1 July 2012.

It is noted that the resulting Regional Waste Strategy is a guidance document only and will not be legally binding for parties involved.

CONCLUSION/SUMMARY

The Waste Minimisation Act 2008 required Local Authorities to have Waste Management and Minimisation Plans. These plans are to be reviewed by no later than 1 July 2012.

WasteNet Southland is developing a new Southland Waste Management and Minimisation Plan in accordance with the Act within the next three years to align with the 2010/2011 LTCCP process.

The plans development will be undertaken in three phases (1) Regional Waste Strategy (2) Waste Assessment (3) plan development.

The first phase – Regional Waste Strategy – is being undertaken jointly with Environment Southland, which is in the process of developing a Waste Discharge Plan and reviewing their Regional Policy Statement.

The Waste Advisory Group approved the process to develop the Southland Waste Management and Minimisation Plan at its meeting on 28 October 2008.

RECOMMENDATION

THAT the information be received.

4. WEST GORE SCHOOL, ROBERTSON STREET - SCHOOL CROSSING

(Memo from Roding Manager – 3.11.08)

Purpose

This report provides a recommendation to the Council regarding providing a safer school crossing on Robertson Street, Gore at the West Gore School.

Background

The children, parents and staff of the West Gore School have been concerned for some time about the potential hazard the children from the school face when crossing Robertson Street on their way to and from school. Approximately 50 children cross Robertson Street at West Gore School each morning. It is likely that more may be encouraged to walk to school if the crossing hazard is reduced.

Significant contributors to the crossing hazard are the road width, close proximity to several intersections and the St Peters College car park access, a sharp curve in the road which reduces visibility and excessive vehicle speeds. Although the Gore Police carry out speed checks and are effective when present they have limited resources and can only be at this site infrequently.

Children from the accelerated learning class at the school approached the Roding Department of the Council during 2007 with their concerns and made finding a solution to the issue a class project. The children undertook research including obtaining advice from the Roding Manager and others then produced several options as possible solutions.

Options

Option 1 – Do nothing.

This option retains the status quo and is not considered acceptable by the school community. The potential risk to children crossing the street is unchanged.

Option 2 – Install a Pedestrian Crossing.

This option was favoured by the children and the rest of the school community. The potential risk to children crossing the street while a school patrol is operating will be significantly reduced.

Unfortunately there is insufficient vehicle and pedestrian traffic to warrant the installation of a pedestrian crossing at this site. Currently approximately 50 pedestrians cross the road at the site during the hour at each end of the school day. The traffic volume during the same period is approximately 175 vehicles per hour. The product of these two figures is 8,750 well short of the 45,000 required. The average traffic flow should also be at least 300 vehicles per hour where the peak at the site is 175 again well short of that required. If installed the lack of pedestrians on the crossing at most times may actually increase the hazard to crossing users outside normal school crossing hours.

Option 3 – Kea Crossing

- ✦ Second favourite option was a kea crossing. A Land Transport NZ publication describing kea crossings is attached to this report.

The most suitable location for a kea crossing to be installed is at the curve in the street (at the boundary between 55 and 56 Robertson Street). The optimum visibility is available at this point. A layout plan is also attached. The product of vehicle movements and pedestrian traffic described above at 8750 is within the 3000 to 20,000 range recommended for a kea crossing site.

A kea crossing provides several advantages for this situation. These are as follows:

- Significant reduction in distance to cross, from 14.4m to 10m.
- Reduced vehicle approach speeds due to “gate” effect of protruding kerbs.
- Pedestrians crossing outside normal school crossing times are not given the false sense of security of a marked crossing.
- School patrol can be more easily seen.
- Provides more formal, recognizable and less confusing situation for motorists.
- Children waiting to cross not hidden by parked vehicles.

Discussions were held earlier this year with the property owner of the property outside which the kea crossing is proposed to be installed. Unfortunately installation of a kea crossing at the

proposed location is not supported by the property owner. Concern was expressed about the loss of on street parking which will result from the crossing. The owner also pointed out that there was no accident history and questioned whether there is actually a problem that needed to be solved. Some amendments to the design (within the allowable parameters) is proposed to minimise the impact on the adjacent property owner. However a significant reduction in the on street parking in front of this property cannot be avoided if this option is chosen. A trial set out of the proposed protruding kerbs should be undertaken to ensure that the proposed kea crossing will work and that it will not create other significant problems.

Social Wellbeing Impact

The Council's decision on this issue may have some impact on the social wellbeing of the Gore District. Apart from a reduced risk of serious injury, children will receive health benefits from the additional physical exercise undertaken walking to school.

Economic Wellbeing Impact

The Council's decision on this issue will have no significant impact on the economic wellbeing of the Gore District.

Environmental Wellbeing Impact

The Council's decision on this issue may have some impact on the environmental wellbeing of the Gore District as it is likely to reduce some motor vehicle travel if more children are encouraged to walk to school.

Cultural Wellbeing Impact

The Council's decision on this issue will have no significant impact on the cultural wellbeing of this community.

Impact on promotion of community outcomes

The Council's decision is likely to have a positive impact on the promotion of a number of community outcomes.

Impact on LTCCP

The comments under the previous heading apply to this heading as well.

Community views

The Council's decision on this issue may have some impact on the views of the community. This could be positive or negative

depending on the current view of the particular sector of the community.

Significance Statement

The Council's decision on this issue does not have a high degree of significance in terms of the Council Significance Policy.

RECOMMENDATION

THAT the Council approve a sandbag trial set out of the proposed kea crossing on Robertson Street Gore,

AND THAT subject to the satisfactory outcome of the sand bag trial a permanent kea crossing be constructed in its place.