

NOTICE IS HEREBY GIVEN THAT THE ORDINARY MEETING OF THE GORE DISTRICT COUNCIL WILL BE HELD IN THE COUNCIL CHAMBERS, 29 CIVIC AVENUE, GORE, ON TUESDAY 24 FEBRUARY 2009, AT 7.30 pm

**Stephen Parry
CHIEF EXECUTIVE**

18 February 2009

A G E N D A

1. CONFIRMATION OF MINUTES

Confirmation of the Minutes of the Ordinary Monthly Meeting of the Gore District Council, held on Tuesday 16 December 2008.

Confirmation of the Minutes of the Extraordinary meeting of the Gore District Council, held on Tuesday 10 February 2009.

Confirmation of the Report of the Operations Committee meeting, held on Tuesday 10 February 2009.

Confirmation of the Report of the Regulatory and Planning Committee meeting, held on Tuesday 10 February 2009.

Confirmation of the Report of the Finance and Policy Committee meeting, held on Tuesday 10 February 2009.

2. URGENT LATE BUSINESS – as tabled at the meeting, pursuant to Section 46 (a)(7) of the Official Information and Meetings Act 1987.

3. REPORT ON EXO DAY

(Page 1)

4. MATAURA COMMUNITY BOARD REPORT

(Pages 2-7)

5. LOSS OF HERITAGE BUILDINGS – PROPOSED McDONALDS RESTAURANT, MAIN STREET, GORE

(Pages 8-21)

6. SHARED SERVICES FORUM

(Pages 22-32)

7. PROPOSED FUNDING ARRANGEMENTS – RUGBY WORLD CUP
2011

(Pages 33-39)

8. STRATEGY FOR SUSTAINABLE BUSINESS IN SOUTHLAND

(Pages 40-43)

9. EMERGENCY COMMITTEE

(Page 44)

10. COMMUNITY SERVICES BULLETIN

(Page 45)

11. REPORTS FROM COUNCILLORS

12. APPROVED URGENT LATE ITEMS

13. BUSINESS TO BE CONSIDERED PURSUANT TO THE LOCAL
GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT
1987:

(i) CONFIRMATION OF MINUTES

Confirmation of the Minutes of the Ordinary Monthly Meeting of the Gore District Council, held in Committee, on Tuesday 16 December 2008.

COUNCIL MEETING AGENDA

FEBRUARY 2009

3. REPORT ON EXO DAY

Mr Marty Redhead, Youth Director at the Calvin Church, will be in attendance at the meeting to report to the Council on the EXO day held prior to Christmas.

4. MATAURA COMMUNITY BOARD REPORT

(Memo from Chief Executive – 16.02.09)

A copy of the report of the ordinary meeting of the Maitaura Community Board held on 26 January 2009 is attached.

RECOMMENDATION

THAT the report of the meeting held on 26 January be received,

AND THAT the recommendations contained within the report be ratified.

5. LOSS OF HERITAGE BUILDINGS - PROPOSED McDONALDS RESTAURANT – MAIN STREET, GORE

(Memo from Planning Consultant – 11.02.09)

Resource consent approval has recently been given to establish a McDonalds restaurant and drive through at 140-142 Main Street, Gore. A copy of that approval is attached.

In summary:

- The use of the site is permitted.
- The building is not listed on the Council's register of heritage buildings, nor does the property file contain any information to suggest that it has any historic importance

Resource consent was required because the parking layout did not comply with all standards of the district plan. The Council's Roothing Manager reported on the proposal, indicating general acceptance of it subject to conditions being imposed with regard to:

- directional signage on the site being amended;
- restrictions on the height of landscaping near the site accesses, to ensure safety for traffic and pedestrians; and
- provision of a cycle stand.

The Council's Roothing Manager has some concern regarding the right turn of traffic from the site into Fairfield Street, because of the proximity of the entry and exits for the Council car park. This will be monitored, and if necessary reviewed.

A financial contribution of \$5,000 plus GST is to be paid. In the first instance this money will be used to provide a table and rubbish bins in the reserve area on Main Street to the south. It is anticipated that some customers from McDonalds will go to this area to consume their purchases. McDonalds has been asked to ensure that the immediate environs of the site are free from litter. This will be monitored.

Since the decision was issued a small number of enquiries have been made to Council from people concerned at the loss of the building. Several letters have also been published in the newspapers. Advice has been given to these people that the Council has no opportunity to require protection of the building, for the reason that it is not listed in the district plan as a heritage structure.

Concern has also been expressed from the enquiries that there is no overall scheme to protect the character of the Main Street,

either in the form of design guidelines or encouragements (and possibly controls) to retain non-listed buildings.

The question arises from this as to whether the Council wishes to review the “hands-off” approach currently set out in the district plan where key particular buildings or facades are listed as being of significance (for which consent is required to alter or demolish) , with landowners being able to determine the future of any other buildings.

The Council’s District Arts and Heritage Curator will make a presentation at the meeting, outlining the overall heritage values of Main Street, Gore. After hearing this presentation the Council may wish to:

1. take no action;
2. direct the preparation of non-regulatory guidelines for building owners to highlight particular design approaches that could be adopted;
3. request a review of the list of heritage buildings within Main Street, Gore, to determine whether any buildings or facades not on the Council register should be included;
4. request a report assessing the practicality of introducing controls for the Main Street of Gore to require consent to alter or demolish any buildings; or
5. take other actions not referred to above.

It should be noted that where a building is greater than 100 years old, the site is deemed to be an “archaeological site” under the provisions of the Historic Places Act 1993. That Act requires the approval of the NZ Historic Places Trust to alter or demolish any such building.

RECOMMENDATION

THAT the Council give consideration to this matter following the presentation given by the District Arts and Heritage Curator.

Gore District Council
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GORE 9710
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Inquiries to: Keith Hovell
Our Ref: LU 2008/28

23 January 2009

Kylie Rusk
Barker and Associates
Urban and Environmental Planning
P O Box 37806
Parnell
AUCKLAND 1151

Dear Kylie

I refer to the resource consent you have lodged on behalf of McDonald's Restaurant (NZ) Ltd. seeking approval to establish a "McDonald's Restaurant and drive-thru" on land located at 140 – 142 Main Street, Gore. The legal description of the site is Lots 5 - 8 DP 160 and Lot 1 Deposited Plan 13880 as contained in Certificates of Title SL68/200 and SL11A/558.

This matter was considered under delegated authority by me, Keith Hovell, Hearing Commissioner.

The Application

The applicant seeks land use consent to establish a McDonald's restaurant on the subject site. The development is shown in detail on the following drawings attached to the application:

- SK-01 Amdt 1 – Locality Plan
- SK-03 Amdt 6 – Site Plan
- SK-4 Amdt 5 – Floor Plan
- SK-5 Amdt 2 – Signage Schedule
- SK-6 Amdt 2 – Signage Schedule
- SK-8 Amdt 1 – C.O.D. Canopy Detail
- SK-10 Amdt 4 – Elevations
- SK-11 Amdt 4 – Elevations

In summary, the proposal includes a main dining/seating area, a McCafe, a party area, play land, drive-thru, outdoor parking, landscaping and signage. The development is intended to trade on a 24 hour per day, seven days a week basis.

The activity is described in the application as follows:

The proposed restaurant building is proposed to be located within the northern portion of the site, between Main Street (SH1) and Fairfield Street with pedestrian entrance addressing both street frontages. The floor area of the restaurant and other building areas will be approximately 443m², which comprises of the following areas:

▪	Restaurant area	364m ²
▪	Play land	32m ²
▪	Party room area	20m ²
▪	Garbage enclosure	27m ²

Thirty car parks are proposed to be located on the site adjacent to the Main St and Fairfield St frontages as shown on attached plan SK-03. The total parking spaces include two accessible parking spaces (space 1 and space 2) located near the southern main building entrance. Five staff car parks located to the west of the site adjacent to Fairfield Street. 21 car parking spaces are proposed within the southern portion of the site for patron use. Further, two “grille order” car parks (space 29 and space 30) are also proposed adjacent to the eastern entrance of the building. The nature of these parks is explained below.

Three vehicle crossings to the site are proposed: two on Main St and one on Fairfield St. The southern Main St crossing will serve as an access/egress for McDonald’s customers. The northern Main St crossing will serve as the main site egress for the drive-thru customers. Access/egress will also be available to McDonald’s customers from Fairfield St.

Servicing of the site, in particular by semi-trailer vehicles, will occur via Main St or Fairfield St. Semi-trailer vehicles will load/unload across the parking spaces to the south of the building, whereas service vehicles will load/unload within the staff parking area. Food deliveries will occur early morning prior to the ‘breakfast rush’ so that loading activities do not affect customers visiting the restaurant or the roading network. Further, as such deliveries are always planned, removal of any cars within the staff parking spaces and “coning off” of customers car parks can be effectively managed to ensure appropriate truck loading areas are provided.

The proposed development also features a drive-thru facility whereby customers order and pick up food/beverages from their vehicles. In this case, the drive-thru incorporates a dedicated vehicle lane which commences at the western portion of the site and meanders around the northern side of the building within the site, before terminating near the Main Street. The design of this drive-thru lane has been carefully considered by the applicant and their traffic engineers to avoid on-site and off-site traffic conflicts. As outlined above, two “grill order” parking spaces are included as part of the drive-thru. The purpose of these is to provide parking spaces for customers to move clear of the drive-thru lane on occasions when there is a delay in filling a particular order.

McDonald’s branding and signage is also proposed, as indicated on the attached elevations (see plan SK-5). Signage for the site is related to direction signage for traffic, height restrictions and menu boards for the drive-thru. In addition, “on-building” signage is proposed on the elevations of the building.

Landscaping of the remaining portions of the site is also proposed (see plan SK-03).

Reason for Application

The subject site is located within the Commercial zone of the operative Gore District Plan. Rule 4.2.1(3) provides for commercial activities (including restaurants) as a permitted activity. The activity also complies with all standards and other requirements of section 4 of the district plan.

The building presently on the site is not listed in the district plan as being of significance. In addition, there is no information held by Council that suggests that the building has any heritage or historic value. It is therefore a permitted activity to demolish the existing building.

Section 5 of the district plan sets out rules in relation to transportation matters. In that regard, the proposal involves a loading area intended for car parking used by patrons and staff and stacked car parking for staff, with one customer car park located in front of staff parking.

Non-compliance with Rules 5.9.3 and 5.9.2(6) respectively both require resource consent approval as a **restricted discretionary activity** under Rule 5.9.4, with Council's discretion related to the matters of non-compliance.

Processing of the Application

Having regard to the status of the application, and the assessment affects prepared for the application, I am satisfied that:

- (i) the effects of the proposal, subject to appropriate conditions, will be less than minor.
- (ii) no person could reasonably claim to have an interest in the development, or be affected by it.

I am also satisfied that there are no special circumstance requiring notification of the application.

I have therefore determined that the application may be processed without notification and without the need of written approvals from any person.

Considerations

As noted above, this application is for a **restricted discretionary activity**. Regard has been given to sections 104, 104B and 104C, the relevant portions of which state:

104 Consideration of applications—

- (1) When considering an application for a resource consent and any submissions received, the consent authority must, subject to Part 2, have regard to—
 - (a) any actual and potential effects on the environment of allowing the activity; and
 - (b) any relevant provisions of—
 - (i) a national policy statement;
 - (ii) a New Zealand coastal policy statement;
 - (iii) a regional policy statement or proposed regional policy statement;
 - (iv) a plan or proposed plan; and
 - (c) any other matter the consent authority considers relevant and reasonably necessary to determine the application.

104B Determination of applications for discretionary or non-complying activities

After considering an application for a resource consent for a discretionary activity or non-complying activity, a consent authority—

- (a) may grant or refuse the application; and
- (b) if it grants the application, may impose conditions under section 108.

104C Particular restrictions for restricted discretionary activities

When considering an application for a resource consent for a restricted discretionary activity, a consent authority—

- (a) must consider only those matters specified in the plan or proposed plan to which it has restricted the exercise of its discretion; and

- (b) may grant or refuse the application; and
- (c) if it grants the application, may impose conditions under section 108 only for those matters specified in the plan or proposed plan over which it has restricted the exercise of its discretion.

Sections 104, 104B and 104C are subject to Part II of the RMA. There are no matters within Part II considered relevant in this case.

The District Plan provisions provide for the taking of financial contributions where commercial or industrial development exceeds a value of \$500,000. Rule 9.9(3)(b) provides for the maximum amount of 0.5% of the cost of the development, plus GST. The District Plan objectives and policies require that any contribution be fair and reasonable.

Staff Comments

Mr Murray Hasler, Roding Manager of the Gore District Council, in consultation with other senior Council staff, comments on the proposal as follows:

Current Situation

Main Street The section of Main Street (State Highway 1) adjacent to the proposed land use consent site is an urban arterial road with an asphalt surface. The street has concrete kerb and channel at both edges of the carriageway and has footpaths on both sides of the street. A concrete kerbed planted median separates the north and south bound lanes on the street. There is existing angle parking along the road frontage.

Fairfield Street The section of Fairfield Street adjacent to the proposed land use consent site is an urban collector road with a chip sealed surface. The street has concrete kerb and channel at both edges of the carriageway and has footpaths on the east (consent site) side of the street. Currently there is a mix of angle and parallel parking along the west side road frontage. On the east side there is a restricted loading zone recently installed to enable tractor deliveries to the adjoining property north of the site.

Across the road on the west side of Fairfield Street there is a Gore District Council car park servicing its office and the adjoining Senior Citizens club rooms. There is also a lawn which is part of the greenbelt.

A 50km/hr speed restriction applies to both sections of road.

Access Assessment

The sight distance available, in both directions, at each of the proposed accesses is acceptable.

Main Street Access standards contained in Table 5.1 within the Gore District Plan apply to the access onto Main Street.

Two vehicle accessways onto Main Street are shown on the Site Plan for the proposed restaurant.

The southern access is a double width entry/ exit. Amendments/ conditions required at this access are as follows;

1. The access shall be a heavy duty concrete crossing constructed at the applicant's expense in accordance with the Gore District Council standards.
2. Existing angle carpark markings encroaching over the access shall be removed by sandblasting or alternative method approved by the Council at the applicant's expense.
3. The "Give Way" shown extending out onto the footpath shall be changed to a "Stop" and the limit lines shall be placed on the

property such that stopped vehicles do not encroach over the footpath.

4. A “No Right Turn” sign shall be installed at the access.
5. Signs around the access shall be positioned to ensure that approaching traffic and pedestrians are not obscured.
6. Plantings around the access shall be positioned and kept to below an appropriate maximum height to ensure that approaching traffic and pedestrians are not obscured.

The northern access is a single width exit from the drive through area. Amendments/ conditions required at this access are as follows;

7. The access shall be a heavy duty concrete crossing constructed at the applicant’s expense in accordance with the Gore District Council standards.
8. Existing angle carpark markings encroaching over the access shall be removed by sandblasting or other method approved by the Council at the applicant’s expense.
9. The “Give Way” shall be changed to a “Stop” and the limit lines shall be placed on the property such that stopped vehicles do not encroach over the footpath.
10. A “No Right Turn” sign shall be installed at the access.
11. Signs around the access shall be positioned to ensure that approaching traffic and pedestrians are not obscured.
12. Plantings around the access shall be positioned and kept to below an appropriate maximum height to ensure that approaching traffic and pedestrians are not obscured.

Fairfield Street

Access standards contained in Table 5.2 within the Gore District Plan apply to the access onto Fairfield Street.

A single vehicle access onto Fairfield Street is proposed.

The access is a double width entry/ exit. Amendments/ conditions required at this access are as follows;

13. The access shall be a heavy duty concrete crossing constructed at the applicant’s expense in accordance with the Gore District Council standards.
14. Existing redundant carpark markings encroaching over the access shall be removed by sandblasting or alternative method approved by the Council at the applicant’s expense.
15. The “Give Way” shall be changed to a “Stop” and the limit lines shall be placed on the property such that stopped vehicles do not encroach over the footpath.
16. Signs around the access shall be positioned to ensure that approaching traffic and pedestrians are not obscured.
17. Plantings around the access shall be positioned and kept to below an appropriate maximum height to ensure that approaching traffic and pedestrians are not obscured.

It would be desirable for traffic exiting onto Fairfield Street to be subject to “No Right Turn” because of the proximity of the entry and exit for the Council car park on the opposite side of Fairfield Street and the additional turning manoeuvres this will create. If the applicant wishes to retain both right and left turns onto Fairfield Street then this is a matter that that should be monitored over an extended time period to ensure than no hazard arises.

In all cases current dropped vehicle crossings which become redundant as part of the proposal shall be replaced with full height kerb and the footpath shall be restored at the applicant’s cost to match the replaced kerb.

Speed through the carpark and out the exits may become a problem. The applicant shall construct, at his cost, suitable speed control devices, such as speed humps, on site either

during initial construction or post construction if after opening the Council deems that the exit speed of vehicles is unacceptable.

Adjacent footpaths and kerbs shall be kept clear, of litter and garden material from the site, by the applicant.

Off Street Parking

Rules 5.9.2 and 5.9.3 contained in the Gore District Plan apply.

A 97 seat restaurant is required to provide 25 off street car park spaces for customers. This requirement is met by the proposal which allows for two of these spaces to be for disabled parking.

Five staff car park spaces are proposed which will cater for the 10 staff working in the premises at any one time.

The only significant deficiencies in accordance with the requirements is that the staff parks are stacked and do not comply with Diagram 5.13 and there is a shared use of the car park with delivery/service trucks.

Both of these deficiencies have been adequately covered in the application and will require the applicant to manage the non customer parking to avoid conflicts. In particular delivery and service trucks will be required to time their visits to the site to coincide with quiet periods in the restaurants operation. The Council will reserve the right to direct that these visits occur during a specific period if this requirement is not adequately met voluntarily by the applicant. Entry and exit movements, in a forward direction, from the site will not be compromised by these deficiencies.

In my opinion the car parking deficiencies will be sufficiently mitigated by these measures to allow the consent to be approved.

Although not shown on the plans the applicant will be required to ensure that stormwater from the site is collected in suitable sumps and on the site and disposed of through an approved stormwater connection.

Provision for Pedestrians / Cyclists

There is an existing footpath adjacent to the property. A cycle stand should be provided on site by the applicant.

Rubbish Issues

Based on experience at other fast food outlets in Gore and elsewhere an increase in rubbish can be anticipated on roads and footpaths in the vicinity. On sunny days, walk-in customers and people using the drive-through can also be expected to consume their purchases on Council open space and reserve land in the vicinity. As a consequence conditions should be imposed requiring:

18. The installation of additional rubbish bins on Main Street and Fairfield Street near to the site

Consideration should also be given to using money received from the financial contribution required from the development for the erection of tables in the Council reserve south of the site on Main Street, together with other improvements on the open space areas in the vicinity. Discussion on this issue will be required with Council's Parks and Reserves Manager.

It is recommended from a transportation perspective that the consent be approved subject to the conditions described above.

These comments were forwarded to the applicant for consideration. The applicant advises that they endorse the conditions as set out in the Decision below.

Decision

Condition 1 The activity shall be undertaken in conformity with the plans and details contained in the application dated 10 December 2008, except as modified by the conditions

below, all of which shall be implemented at the consent holder's cost.

Condition 2

The southern entry/exit on Main Street shall be constructed to the satisfaction of the Roading Manager of the Gore District Council in conformity with the following:

- (a) The access shall be a heavy duty concrete crossing constructed in accordance with the Gore District Council standards, as shown on the diagram attached to this decision entitled "Gore District Roading Network, Standard Drop Crossing Details, Plan 22".
- (b) Existing car park markings on Main Street, encroaching over the access, shall be removed by sandblasting or an alternative method approved by the Roading Manager of the Gore District Council.
- (c) The "Give Way" painted on the exit lane, shown on Drawing No. SK-03 Amdt 6 shall be changed to "Stop" and the limit lines shall be placed on the property such that stopped vehicles do not encroach over the footpath.
- (d) A "No Right Turn" sign for exiting traffic shall be installed at the access.
- (e) Directional signage around the access shall be positioned to ensure that approaching traffic and pedestrians are not obscured.
- (f) Plantings on the site around the access shall be positioned, and kept to below a maximum height of 1 metre, to ensure that approaching traffic and pedestrians are not obscured.

Condition 3

The northern exit onto Main Street shall be constructed to the satisfaction of the Roading Manager of the Gore District Council in conformity with the following:

- (a) The exit shall be a heavy duty concrete crossing constructed in accordance with the Gore District Council standards as shown on the diagram attached to this decision entitled "Gore District Roading Network, Standard Drop Crossing Details, Plan 22".
- (b) Existing car park markings on Main Street, encroaching over the exit, shall be removed by sandblasting or an alternative method approved by the Roading Manager of the Gore District Council.
- (c) The "Give Way" painted on the exit lane, shown on Drawing No. SK-03 Amdt 6 shall be changed to "Stop" and the limit lines shall be placed on the property such that stopped vehicles do not encroach over the footpath.
- (d) A "No Right Turn" sign shall be installed at the exit.

- (e) Directional signage around the exit shall be positioned to ensure that approaching traffic and pedestrians are not obscured.
- (f) Plantings on the site around the exit shall be positioned, and kept to below a maximum height of 1 metre, to ensure that approaching traffic and pedestrians are not obscured.

Condition 4

The entry/exit onto Fairfield Street shall be constructed to the satisfaction of the Roding Manager of the Gore District Council in conformity with the following:

- (a) The access shall be a heavy duty concrete crossing constructed in accordance with the Gore District Council standards as shown on the diagram attached to this decision entitled “Gore District Roding Network, Standard Drop Crossing Details, Plan 22”.
- (b) Existing car park markings on Fairfield Street, encroaching over the access, shall be removed by sandblasting or an alternative method approved by the Roding Manager of the Gore District Council.
- (c) The “Give Way” painted on the exit lane, shown on Drawing No. SK-03 Amdt 6 shall be changed to “Stop” and the limit lines shall be placed on the property such that stopped vehicles do not encroach over the footpath.
- (d) Directional signage around the access shall be positioned to ensure that approaching traffic and pedestrians are not obscured.
- (e) Plantings on the site around the access shall be positioned, and kept to below a maximum height of 1 metre, to ensure that approaching traffic and pedestrians are not obscured.

Condition 5

Any existing dropped vehicle crossing which become redundant as a consequence of the development of the site shall be replaced to the satisfaction of the Roding Manager of the Gore District Council with full height kerb and the footpath shall be restored to match the replaced kerb.

Condition 6

A cycle stand shall be erected on the site, in a location and of a size approved by the Roding Manager of the Gore District Council.

Condition 7

Storm water from the parking area shall, to the satisfaction of the Roding Manager of the Gore District Council, be:

- (a) channelled in such a manner as to avoid runoff onto adjoining land, footpaths or public roads.
- (b) collected into sumps on the site and disposed of through an approved stormwater connection.

- Condition 8** Prior to undertaking the works required by Conditions 2 – 7 the consent holder shall consult with and provide details of the works to the Roading Manager of the Gore District Council.
- Condition 9** The applicant shall pay a monitoring fee of \$450.00 plus GST for the purpose of the Roading Manager of the Gore District Council, within three months of the restaurant opening, assessing the adequacy and safety of vehicle and pedestrian movements on and adjoining the site.
- Condition 10** If the monitoring undertaken in conformity with Condition 9 gives rise to concerns from the Roading Manager of the Gore District Council as to the speed of vehicles entering, leaving or on the site then the consent holder, to the satisfaction of the Roading Manager of the Gore District Council, shall install speed control devices to remedy those concerns.
- Condition 11** At the time of seeking building consent for the new building to be erected on the site, the consent holder shall pay a financial contribution (Commercial and Industrial Development Contribution) to the Gore District Council of \$5,000.00 plus GST.
- Condition 12** Pursuant to section 128 of the Resource Management Act 1991, Council may, within three months of the restaurant opening (arising from Condition 9), or within one month following each anniversary date of this consent, serve notice on the consent holder of its intention to:
- (i) review conditions (1) – (10) as a consequence of any adverse effects of the restaurant activity; and/or
 - (ii) impose additional conditions to manage any adverse effects associated with the movement of vehicles to, from and on the site.

Advice Notes:

- (1) In addition to the conditions of a resource consent, the Resource Management Act 1991 establishes through Sections 16 and 17, a duty for all persons to avoid unreasonable noise and to avoid, remedy or mitigate adverse effects created from an activity they undertake. A similar responsibility exists under the Health Act 1956
- (2) Pursuant to section 127 of the Resource Management Act 1991, the resource consent holder may seek a change to the conditions of this consent at any time.
- (3) The consent holder, as a good corporate citizen, is expected to take appropriate action to ensure that the site and its immediate environs are kept free of litter associated with the “take-away” activity on the site. The consent holder should advise the Manager Parks and Reserves of the Gore District Council of actions it intends to take. This will facilitate co-ordination with Council’s rubbish collections and cleaning of streets and reserves.

Right of Objection

Pursuant to Section 357A of the Resource Management Act 1991 the applicant or consent holder has a right of objection in respect of the conditions imposed by way of this decision.

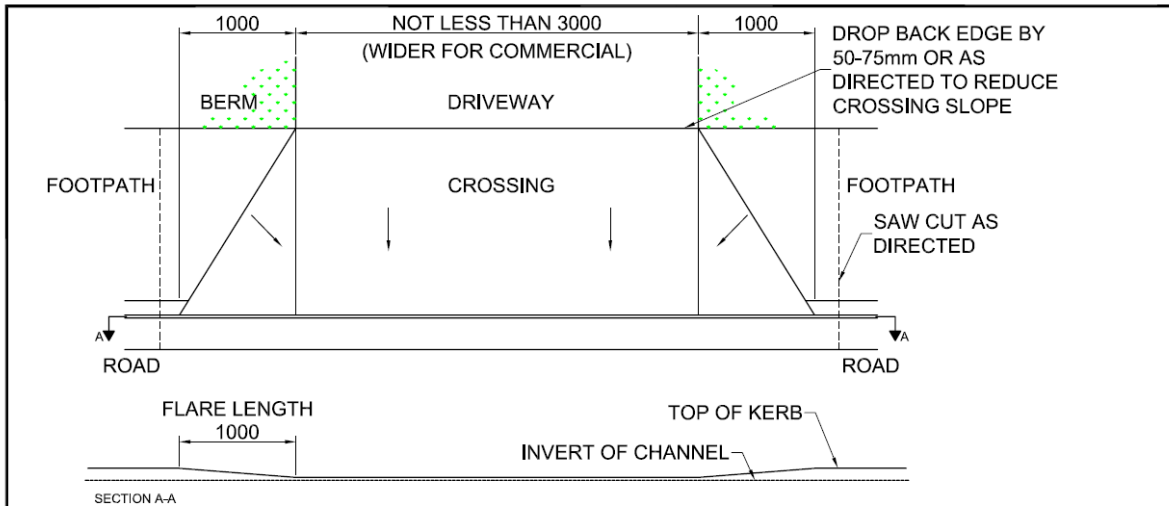
Any such objection shall be made in writing to the Gore District Council, setting out the reasons for the objection, within 15 working days after the decision being notified to you.

Reasons for Decision

1. No person could reasonably claim to be adversely affected by the proposal.
2. Subject to appropriate conditions, the environmental effect of this activity is no more than minor. In that regard the Council accepts the overall content of, and opinions expressed in, the various assessments undertaken by the applicant in the documentation submitted.
3. The proposal is not contrary to the objectives or policies of the District Plan, and is not contrary to any of the provisions of Part II of the RMA.
4. The applicant advises that restaurant deliveries and servicing will occur when the restaurant is not busy (Assessment of Effects page 6). Council relies on that commitment from the applicant. Should any issues of concern arise then Council will consult with the consent holder in the first instance. Section 128 of the Act enables Council to assess this matter further through formal procedures if required.
5. The scale of the restaurant and anticipated intensity of use requires careful consideration of safety issues associated with the movement of pedestrians and vehicles to, from and on the site. Conditions have been imposed to achieve that. Monitoring is required following the opening of the restaurant to verify that the design adopted by the applicant, as amended by the conditions of consent, meets appropriate safety levels. Section 128 enables Council to review the conditions of consent or impose additional conditions relating to the movement of vehicles and pedestrians should the need arise. Council in particular will continue to monitor any interference that traffic exiting the restaurant into Fairfield Street will have on the entry and exit of vehicles from the Council's own staff car park situated on the opposite side of Fairfield Street.
6. Rule 9.9 provides for the payment of a financial contribution (Commercial and Industrial Development Contribution) to the Gore District Council equal to 0.5% of the value of the work carried out on the site. The applicant advises that development of the site will be in the order of \$1 million dollars, and the financial contribution is calculated on that basis. The money received will be directed in the

first instance to the provision of a table and rubbish bins in the nearby Council reserve.

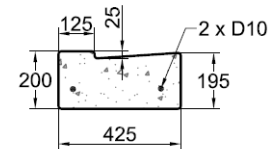
Keith James Hovell
Hearing Commissioner
Under delegation of Council



SECTION A-A
STANDARD DROP CROSSING PLAN AND ELEVATION

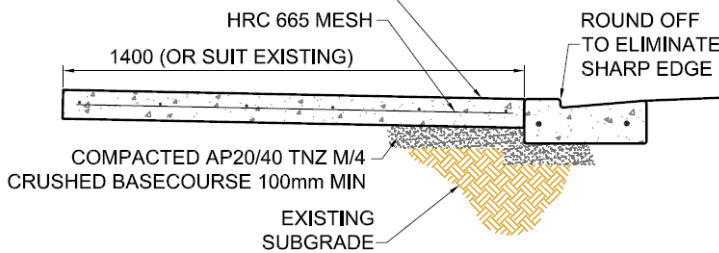
1:50

CROSSING LOCATION	ASPHALT THICKNESS	CONCRETE THICKNESS	MINIMUM BASECOURSE COMPACTION REQUIRED	
DOMESTIC	50	100	UNDER CONCRETE	20 CIV
COMMERCIAL	60	150	ROAD REINSTATEMENT	40 CIV



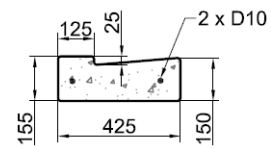
HEAVY DUTY DROP CROSSING

1:20



STANDARD DROP CROSSING SECTION

1:20



STANDARD DROP CROSSING

1:20

REQUIREMENTS:

- All proposed repairs, alterations or new footpaths, vehicle crossings or kerbing within the road reserve shall be submitted to the Engineer, for his approval, at least 5 working days prior to the proposed commencement of work.
- Approval from the GDC Reserves Manager must be obtained prior to excavating within the drip line of any street tree. His approval must be requested a minimum of 5 working days prior to the proposed commencement of work.
- Only appropriately experienced tradesmen shall carry out the works.
- An appropriate traffic management plan complying with the TNZ COPTTM or its Local Road Supplement shall be submitted to the Engineer, for his approval, at least 5 working days prior to the proposed commencement of work. The approved TMP shall be fully complied with.
- Basecourse shall not be placed in the excavation until the Engineer has been given the opportunity to inspect the suitability of the excavated base. A minimum of 24 hours notice to the Engineer prior to the inspection is required.
- Inspection and approval, by the Engineer, of the completed basecourse, is required prior to the placing of concrete. The Contractor shall advise the Engineer a minimum of 24 hours prior to the inspection being required.
- Concrete shall be a minimum of 17.5 MPa Ordinary Grade concrete from a certified concrete plant or a plant providing equivalent evidence of quality control.
- All dimensions shown on the plan are in millimetres.
- The existing concrete footpath parallel to a new crossing shall be replaced with HRC 665 mesh reinforced new footpath. The mesh shall be centrally positioned and supported on plastic or concrete chairs.
- Generally a wooden float non-slip finish is required on footpaths. However a broomed finish may be required on steep footpaths. A smooth blemish free steel float finish is required on the exposed faces of kerb and channel.
- All adjacent surfaces disturbed during construction shall be reinstated to a similar or better standard within 5 working days after the completion of the concrete works.



GORE DISTRICT COUNCIL RNM CONTRACT 2005-01

**GORE DISTRICT ROADING NETWORK
 STANDARD DROP CROSSING DETAILS**

PRODUCED BY GDC's
 IT/SIS DEPT

APPENDIX 8

SCALE: DWG. REF:
 SHOWN PLAN **22**

6. SHARED SERVICES FORUM

(Memo from Chief Executive – 16.02.09)

- ↳ Attached are the minutes of the most recent meeting of the Southland Shared Services Forum held on 30 October last year.

The Council's particular attention is drawn to item 8 which was a late item tabled at the meeting concerning the employment of a consultant to further advance shared services amongst the four Councils in Southland. I was unaware that this particular item would be raised at the meeting and consequently only gave the proposal cautious approval due to the costs involved. I still have misgivings about the employment of a consultant to work with the four Councils in Southland and pool together ideas about how further services may be shared. My preferred course of action would be for the Councils in Southland to identify possible areas for service collaboration and then if necessary, employ an independent person to investigate the feasibility and identify any potential pitfalls in sharing the particular service identified.

It needs to be emphasised that there is quite a lot of shared services already occurring within Southland amongst some or all of the authorities. Given the current tight economic climate the employment of a consultant at a cost of \$50,000 could be seen as somewhat of a luxury rather than a necessity.

If the Council is of a mind to participate in the project as proposed, an additional \$12,500 will need to be added to the 2009/10 Council budget.

RECOMMENDATION

THAT the minutes of the Shared Services Forum held on 30 October 2008 be received,

AND THAT the Council resolve to not support the engagement of a consultant to progress shared services in Southland.

7. PROPOSED FUNDING ARRANGEMENTS – RUGBY WORLD CUP 2011

(Memo from Chief Executive – 16.02.09)

- ↳ Attached is a letter and accompanying proposal forwarded by the Invercargill City Council, which seeks to secure a regional funding arrangement to enable a local bid to host a home union rugby team (ie England, Wales, Scotland or Ireland) and have two rugby games involving a home union at Rugby Park, Invercargill, as part of the Rugby World Cup 2011. A meeting to discuss the potential contribution of each regional funding partner was held last month, in which Councillor Davis represented the Council.

Chasing a fair share of the Rugby World Cup 2011 economic pie, has been the subject of considerable efforts by a number of regions in New Zealand over the past couple of years. Councillors will no doubt recall that in 2006/07 the Council made a financial commitment of \$4,000 as part of a Local Government Zone 6 approach to investigate the possibility of having one of the five competition pools domiciled in the deep south.

On that basis, a further contribution to secure live Rugby World Cup action in Southland can be considered a continuation of the path that the Council took in 2006/07.

The draft 2009/10 Council estimates do not make provision for the proposed grant of \$13,687. If the Council is of a mind to make this investment it would need to be added to the estimates and incorporated in the draft LTCCP. Such an amendment at this phase of the budget and consultation process is a rather straight forward matter. The bigger issue of course is whether an additional \$13,687 to the budget can be justified.

It is suggested that the money being sought needs to be considered in light of an investment rather than a grant for no tangible return. The Rugby World Cup 2011 is likely to be the biggest event ever held in New Zealand and it may be many years before the tournament returns to New Zealand. Indeed, some pundits are predicting that given the growth of the tournament, it may never return to these shores.

Given the huge number of visitors that will descend upon New Zealand to witness the 2011 tournament, the economic returns to any area fortunate enough to be hosting games, will be considerable.

It is therefore suggested that the Council include a sum of \$13,687 in its 2009/10 Council budget and consult with the community as part of its LTCCP consultation process to ascertain the acceptability or otherwise of making such an investment.

RECOMMENDATION

THAT the Council make provision for an investment of \$13,687 towards a Southland Rugby World Cup 2011 game hosting bid,

THAT the proposed investment be incorporated in the draft LTCCP,

AND THAT the Council note that the investment will not be confirmed until such time as the consultation process with the draft LTCCP has been completed and community views to the proposal have been ascertained.

8. STRATEGY FOR SUSTAINABLE BUSINESS IN SOUTHLAND

(Memo from Chief Executive – 17.2.09)

- ✦ Enclosed is a copy of a strategy for sustainable business in Southland developed by Venture Southland with funding from the Ministry for the Environment. Development of the strategy was overseen by a steering group made up of a wide range of stakeholders. Gore District was invited to have a representative on the Steering Committee, but unfortunately the Eastern Southland Chamber of Commerce, when approached, was unable to secure sufficient interest from within its membership.

Overall, the Strategy is about enhancing the ability for individual businesses in Southland to operate in a sustainable manner, environmentally, socially, culturally, and economically. The specific objectives of the Strategy are:

- Identify gaps between the needs of Southland businesses and existing assistance.
- Identify a strategic and co-ordinated approach to the delivery of regional programmes to businesses.
- Provide direction for Venture Southland and programme partners on the next steps for assisting businesses.
- Identify opportunities for enhancing and strengthening existing regional programmes.
- Identify how best to generate long term commitment by businesses to implement sustainable business practices.

The Strategy recognises that business sustainability is an evolving process. Many businesses start with one or two initiatives eg recycling, staff health day, sponsorship of community event; and build from there until all business decisions incorporate sustainability considerations.

The Strategy proposes nine strategic actions. These are:

- Establish a regional liaison group of programme providers.
- Develop a business communication strategy.
- Provide those advising businesses with up to date and relevant information (including industry representative groups).
- Expand delivery (as planned) of current regional programmes.
- Assist businesses to move beyond initial steps towards having a more integrated approach.
- Develop a range of interactive tools.

- Develop case studies of businesses implementing sustainable practices.
- Identify larger businesses in the region who are able to influence others (lead by example and/or supplier contracts).
- Develop indicators for monitoring the effectiveness of regional programmes.

Venture Southland is now seeking endorsement of the Strategy by all Southland Councils.

As the Strategy looks to address sustainability broadly, i.e. economic, social, cultural as well as environmental, it aligns well with the four well-beings now and into the future. It also has the potential to contribute to Community Outcomes; in particular the following three outcomes are supported.

A diverse economy built from our strengths for growth and prosperity

- The strategy will support *innovation* and sharing learning about sustainable practices, supporting businesses. Ultimately this will reduce input costs for businesses, as well as providing additional marketing tools through sustainable products and services.
- Regulation (national and local) is likely to become more focussed on sustainable practice, particularly environmental sustainability. By supporting businesses now, the Strategy will help businesses transition, i.e. this is a non-regulatory tool for creating a *business friendly environment*.
- By promoting sustainable business using practical tools, the Strategy will also assist in *keeping the things about living in Southland that we value*, both the characteristics of our communities, and the environment that we live in.

We are a healthy people

The strategy incorporates social well-being, as well as environmental. As such it assists businesses to recognise the benefits of contributing to healthy people.

- Staff well-being programmes (already run at some level by many businesses) contribute to *healthy lifestyles*.
- Business engaging with the community, through consultation, sponsorship, and/or in-kind support, contributes to a compassionate, caring community.

A treasured environment which we care for and which supports us now and into the future

- A key component of the strategy is communication. That is keeping businesses and business groups *informed* about the support that is already available and sharing success stories.
- Improving businesses' sustainability will *protect the environment from the negative effects of human activities*.

Given the strong alignment with well-being and community outcomes, this report recommends that the Strategy be endorsed.

Policy and Plan Considerations

There are no implications for policy or plans at this stage. Documents such as the LTCCP and District Plan are likely to be used as resources in developing material during implementation.

Consideration of Community Views

The project steering group was made up of a range of stakeholders including representatives from local authorities, Department of Conservation, Te Ao Mārama Incorporated, and a range of private businesses. Development of the Strategy included primary research (phone interviews and workshops with local business). Key findings included:

- Southland businesses have a relatively high awareness of sustainability issues;
- many businesses are already undertaking actions to improve sustainability in specific areas, including staff well-being, minimising resource use, recycling and participation in community programmes;
- barriers to implementing sustainable business practices are time, cost, and not knowing what to do; and
- the majority of businesses believe there is more they could or should be doing, with 64% keen to learn of further assistance available to them.

These findings have been taken into consideration in developing the Strategic Actions.

Financial Considerations

The strategic actions listed above will be addressed over the next two years using the remaining funding from the Ministry for the Environment, and existing resources of regional

programme providers. The implementation phase will also establish the level and sources for ongoing funding required. Funding may be sought from a range of central government, local government, community funders, and/or private sources eg user pays where there are clear economic benefits to participating businesses.

RECOMMENDATION

THAT the report on the Strategy for Sustainable Business in Southland be received,

THAT the Strategy for Sustainable Business in Southland, Resources and Opportunities be endorsed,

AND THAT as the costs associated with implementing the Strategy have yet to be established, any funding implications of the Strategy be considered as they arise.

9. EMERGENCY COMMITTEE

(Memo from Chief Executive – 17.02.09)

The Emergency Committee set up by the Council at its December 2008 meeting did not need to meet over the Christmas holiday period. There is therefore no business to report in terms of decisions made.

RECOMMENDATION

THAT the Emergency Committee comprising of His Worship, Cr Bolger and Cr Sharp be disbanded.

10. COMMUNITY SERVICES BULLETIN

The Community Services bulletin containing reports from the District Arts and Heritage Curator, Library Manager, Parks and Recreation Manager and the Aquatic Services manager is enclosed with the agenda.

RECOMMENDATION

THAT the bulletin be received.

EXCLUSION OF THE PUBLIC

His Worship to move

I move that the public be excluded from the following parts of the proceedings of this meeting, namely the items as listed below.

The general subject of each matter to be considered while the public is excluded, the reason for passing the resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987, for the passing of this resolution are as follows:

<u>General Subject Matter</u>	<u>Reason for passing this resolution in relation to each matter</u>	<u>Grounds under Section 48(1) for the passing of this Resolution</u>
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Confirmation of Minutes

Confirmation of Minutes
of the Ordinary Meeting
of the Gore District
Council, held in
Committee, on Tuesday
16 December 2008.