

2. Context

2.1 The National Setting

The Land Transport Management Act 2003 and the Land Transport Act 1998 set out the framework for transport planning. While the requirements of this legislation do not relate directly to the development of streetscape strategies, their aims and objectives are relevant. It should be noted that the Government has signalled its intention to amend the Land Transport Management Act, however those amendments are unlikely to significantly affect this strategy.

The development of a Streetscape Strategy is consistent with the aim of the Land Transport Management Act to achieve “*an integrated, safe, responsive, and sustainable land transport system*”. It is also consistent with the objectives of the New Zealand Transport Strategy, which are:

- Improving access and mobility.
- Protecting and promoting public health.
- Ensuring environmental sustainability;
- Assisting economic development; and
- Assisting safety and personal security.

The Land Transport Management Act requires that consideration be given to the National Energy Efficiency and Conservation Strategy. An objective of that Strategy is to “*improve the provision and uptake of low energy transport options*”. This Streetscape Strategy puts in place a framework that seeks to encourage the use of cycling and walking as energy efficient transport modes. Walking and cycling are a way of reducing fuel consumption and environmental pollution caused by fuel emissions.

The Government Policy Statement on Land Transport Funding is issued by the Minister of Transport every three years. It sets the outcomes and priorities the government expects from the investment of the National Land Transport Fund and describes:

- What the government wishes to achieve from its annual investment of around \$3 billion in land transport through the National Land Transport Fund.
- How it will achieve this through certain areas of investment known as activity classes (e.g. road safety, state highways).
- How much funding will be provided.
- How the funding will be raised.

The Government Policy Statement guides the New Zealand Transport Agency and local government on the type of activities that should be included in regional land transport programmes and the National Land Transport Programme. This means the direction and aims of the Government Policy Statement have a direct effect on the money that will go to councils and activities.

In 2005 the Ministry of Transport released its walking and cycling strategy, *Getting*

there – on foot, by cycle, confirming its commitment to walking and cycling at a national level. The vision of *Getting there – on foot, by cycle* is to develop New Zealand as a place “where people from all sectors of the community walk and cycle for transport and enjoyment”.

2.2 The Regional Setting

The Southland Regional Land Transport Strategy 2007 lists the transport outcomes sought for the Southland region as follows:

- a. A level of transport safety equivalent to that of the safest in the world.
- b. A transport network that enables the movement of people, stock and goods to desired destinations as efficiently as practicable.
- c. Appropriate design standards and operation of the strategic links of the network, having regard to their purpose.
- d. The efficiency of the existing network is protected or improved.
- e. A transport network that enables people to access their desired destinations by the means that best meets their needs and wishes.
- f. People are provided with the information and options that enable them to reduce their need to travel by private motor vehicle.
- g. A transport network that meets the social, economic and cultural needs of the people of Southland and visitors to the region.
- h. A transport network that has minimal adverse effects on the environment.
- i. A transport network that is protected from the adverse effects of adjacent land use activities.

Each of these desired outcomes of the Southland Regional Land Transport Strategy has relevance to the Gore District Streetscape Strategy and has therefore been given due consideration in the formulation of this Strategy. The Streetscape Strategy will contribute, in a positive way, to the achievement of these desired outcomes.

The draft Southland Active Transport Strategy compiled in 2008, but yet to be ratified, has also been given due consideration to ensure that the Streetscape Strategy is consistent with it and contributes to the achievement of its two key objectives which are:

1. To promote walking and cycling, and other active transport modes in Southland; and
2. To identify current and possible future walkways and cycleways as part of an integrated region-wide network, which connects Southland’s natural environment and provides linkages with other walking, cycling and roading centres, as well as population centres.

In 2010 Environment Southland, Invercargill City Council, Southland District Council and the Gore District Council combined their respective Civil Defence resources into a new organisation: ‘Emergency Management Southland’. That group is responsible for identifying and coordinating the engineering lifelines that sustain our community and provide a response to any vulnerabilities in our infrastructure

(such as water, wastewater, power, gas, telecommunications and transportation) to different natural hazards. The Gore District Council will take an active role in that project to plan for and minimise the impact of any disruptions to the transportation infrastructure that may occur following any natural hazard event.

2.3 The District Setting

In undertaking any activities with its district, the Gore District Council is required to have regard to its Long Term Plan. The following vision in the Long Term Plan provides an overarching framework for the preparation of this Streetscape Strategy.

To provide an environment that allows people to enjoy the lifestyle and culture of their choice.

The community aspirations set out in the Long Term Plan also provide guidance to this Streetscape Strategy. Those aspirations are:

1. Southland is a great place to live.
2. A diverse economy built from our strengths for growth and prosperity.
3. Safe places in a caring society that is free from crime.
4. We are healthy people.
5. Strong effective leadership taking us into the future.
6. A treasured environment which we care for and which supports us now and into the future.
7. A well-educated and skilled community continually seeking further opportunities to learn.

The Gore District Council has a legal responsibility under the Local Government Act 2002 to take community outcomes into account when setting programmes and activities in order to realise the community's aspirations.

2.4 Historic Perspective

Looking at Gore and Mataura today it's hard to believe that both towns started out as rugged rural land and then became small service towns. What we have today is much more developed, the Hokonui Hills lying to the west of the townships where the hills are farmed with a mix of sheep, beef cattle and dairying. The native bush that is left provides recreational benefits for the residents of the area. The Mataura River meanders through the townships providing a source of water and a recreational resource. At times, the river is also at risk of flooding.

The first bridge across the Mataura River was erected in 1859 at Mataura. With construction of the bridge, Mataura became the key town on the middle reaches of the river. The Paper Mill on Kana Street, was established in 1889. These buildings still remain, although the mill itself closed some years ago. The Southland Frozen Meat Company was established in 1882 and is now the Alliance Group freezing works. These two factories generated hydro electricity from races built near the Mataura Falls. There was surplus electricity being generated which was supplied to Gore.

Prior to the Southland Frozen Meat Company being established, the McGibbons Ferry Hotel was situated at this site. The Main Street of Mataura at this time did not go much past the hotel as there was no development beyond. There was no passable trail to go anywhere from Mataura except north towards Arrowtown. Kana Street, Bridge Street and Main Street were all established before 1889 and they are still there today. Bridge Street had many shops which sold goods to passing travellers, and to the workers who lived in the area. The expansion of the railway north in 1875 drew people towards what is now known as Gore.

In the early years when Gore was first being settled, access across the river was by way of a “long ford” and this is reflected in the early name of the town. It is still recognised in the name of a local school. As river flows were sometimes high it was believed that a ferry was established in 1862. The through traffic was the mainstay for the community. Small hotels opened up to support the travellers. Completion of the road link between Gore and Dunedin in 1864 and discovery of gold in the Arrow aided in its expansion.

Gore’s Main Street started off as a sheep trail through the tussock land. G F Richardson was the surveyor sent in 1874 to prepare a survey plan which would structure the streets of Gore. They are mapped on a grid of angles north to south and east to west. That pattern still remains. The Main Street of Gore was designed to a width that enabled bullock wagons to turn around.

The first street light was established in Gore in 1894 near the Flour Mill. This was powered by electricity generated from the Mataura Paper Mill and the Southland Frozen Meat Company. The street lights grew from there and were established in different areas around the town.

The Gore area was rated under the Oritea Road Board centred on an area over 100 km away to the south. Consequently not much was achieved in the way of roading upgrades by that Board. In frustration, the residents formed a petition which allowed Gore to claim its own township which helped development slowly move forward. Small service stores were built on the land fronting the Main Street which was owned by the government.



Main Street northwest, showing Waimea railway line

The Waimea train tracks which were built to improve the connection between Dunedin and Lake Wakatipu, ran directly behind these buildings which did not leave much room for development and it also limited access to the buildings. The Waimea railway line eventually closed in 1978 due to the decline in use by passengers and freight. There is now a car parking area located behind the Main Street shops where the rail line previously ran.

Broughton Street was the original boundary to the town and from there outwards was rural land, until in 1909 when a subdivision was put forward for the area of West Gore. The allotments were sold off with the advantage of “metalled and well drained streets and footpaths.” (Muir, 1997) Only small changes have been made to the streets over the years. For example, William Street did not used to connect to Ardwick Street, but rather stopped half way along its length.

In 1877 W J Hall surveyed East Gore laying out sections for development and roads. Since then the streets of East Gore have not changed in location. One or two streets were mapped with dotted lines on Council street maps but were later regarded as unused streets and disappeared. As East Gore has expanded, new streets and linkages have been created. The area did not have metalled footpaths until 1906.

Many of the residents in Gore including Mayor Brewer and travellers passing by did not know the names of streets which made it difficult to find them. The idea was put forward to erect signs with the street names on them and have them placed at the corner of the street. In 1912 the Council put some money aside to fund this.

With residential growth and demand for services, new roads were formed outside of the central area from the 1900s onwards. Residents in the area wanted to beautify their street so they planted shrubs and trees along the roadsides. These trees, particularly along streets such as Hokonui Drive, add considerably to the amenity of the area today.



Hokonui Drive 1920

The roading patterns within the central areas of Gore, Mataura, Waikaka, Mandeville and Pukerau have stayed the same over the years. The residential, industrial and commercial areas are in the same places with the same roads connecting them now as in 1900. As a consequence, the towns of the Gore District retain much of their historic heritage and this affords them with a special character that is to be recognised. This character is at times a positive feature, while at other times a constraint to redevelopment.



Main Street, Gore 1896