



Gore South Outline Development Plan Context

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1. Introduction

The Gore South Outline Development Plan (ODP) provides an overarching urban structure and infrastructure plan for the identified industrial Development Area south of the existing Gore township. The plan provides guidelines for the future development within the area between Racecourse Road and Saleyard Road, including the existing Gore Racecourse area and west of State Highway 1 (SH1). The ODP, along with the Gore District Plan Development Area provisions seeks to ensure future urban development, including transport connections, landscaping and open space requirements to achieve high quality urban design outcomes.

The site layout incorporates indicative land uses reflective of context, growth projections and transport connectivity requirements.

The ODP includes:

- An indicative road network through the development area and identification of key access points to the surrounding network.
- Location of landscape buffer areas, trees and landscaping to be retained and areas of green open space.



Figure 1: Gore Racecourse- Racetrack buildings and surrounding fields.

2. Context

The proposed Development Area lies south of the existing Gore township. Located between Saleyard and Racecourse Roads to the north and south; Raceway Lane and the SH1 to the east and west. The Development Area links two existing general industrial areas located north and south of the Development Area boundary.

The majority of the 79 Ha site area comprises of the existing Gore Racecourse and extends south towards the existing Silver Fern Farm livestock processing plant north of Saleyard Road. This area includes several existing lifestyle blocks. The surrounding areas adjacent to the boundary of the Development Area are a mix of rural lifestyle areas to the west, general rural to the east, and general industrial to the north and south. On the opposite side of SH1 lies the rail line and land utilised for rural purposes.

The existing Gore Racecourse is currently still in use and home to the Gore Racing Club that has been long been established on this site. The racing club has two large grandstands facing the racetrack with a number of supporting outbuildings such as the tote building and stables to support its use for horse racing. All buildings are in varying condition. A catering company currently occupies the lower part of the grandstand area.

The main entrance to the racetrack is flanked by a significant amount of mature vegetation, including a grove of Rhododendrons which are scheduled notable trees under the District Plan. This entrance further reflects the importance of racing and the raceday as a recreation and leisure activity and destination in days gone by.



Figure 2: Outline Development Plan Area

— ODP Boundary
* Recent Industrial Development

3. Mana Whenua*

The following text is an excerpt from Āpiti Hono Tātai Hono Assessment Report prepared by Hokonui Rūnanga Kaupapa Taiao May 2022 as part of the Gore District Plan Review:

The South Gore area consists of primarily flat, rural land predominantly used for agricultural (including agricultural commerce), recreational, & residential land-uses. State Highway 1 runs to the east of the site, with the Mataura river running alongside. The Mānuka stream cuts through the site, which has a propensity to flood. Historically, this area consisted of various wetland systems that supported a range of mahinga kai species. The area extends towards the culturally significant Hokonui Hills which are listed as an Outstanding Natural Landscape in the draft Gore District Plan, as well as the proposed Charlton Road Māori Purpose Zone, which is currently the location of the Hokonui Rūnanga complex. This complex includes the Hokonui Rūnanga offices, wetland restoration project, social services, and education programmes. There are also plans to expand this site to include residential activities for whānau members, and the opportunity to relocate marae facilities here in the future.

This area and its surroundings are strongly connected to water, and the various ways water interacts with land through its proximity to the Mataura river, Mānuka stream, & the area's propensity to flood. The area is also part of the wider Takitimu waka narrative, as well as linking to a range of historical events, due to being located near or on ara tawhito connecting various mahinga kai sites. It also has strong connections with narratives focused on Matamata & Te Rakitaunkeke. Finally, it incorporates the proposed Charlton Road Māori Purpose Zone, which is culturally significant to Hokonui Rūnanga for the post-settlement opportunities and flourishing of mana whenua wellbeing that it represents & supports. The Ngāi Tahu whānui associations with this area are closely tied to the cultural narratives that extend throughout the surrounding. These pūrakau connect this area with the wider Otago/Southland region both geographically & via whakapapa links.

This site is appropriate for development that can be undertaken in a way that responds to the way water flows through the site. It is also appropriate for development that does not further disconnect this location from the wider landscape, or create negative impacts on the proposed Charlton Road Māori Purpose Zone. Activities that are loud, produce offensive odour, or more than minor increases to heavy traffic would not be appropriate in areas with close proximity to the proposed Māori Purpose Zone. Any development or activities would be encouraged to be undertaken in ways that increase the amount of indigenous planting within the area, ensure run-off or dust discharges do not enter streams or the air, are responsive to

the flood risk in this area, preserve viewshafts to and between landforms of significance, and protect Mānuka stream.

If development was to occur, it would be strongly advised that urban design interventions and naming conventions be used to recognise and celebrate the wider cultural landscape that this area sits within. It would also be strongly recommended that any extension of Council-owned infrastructure to new developments in this area be planned in ways that allow the proposed Charlton Road Māori Purpose Zone to be connected at the same time, so as to rectify historic oversights.

A more detailed list of recommended management considerations are included as Appendix 1.



Figure 3: South Gore area, with star showing site-visit location & arrows indicating directions discussed as part of mana whenua wānanga.

4. Landscape and Topography

The Development Area is predominantly flat and used for a mix of grazing and horse racing. There is a mix of mature trees and vegetation associated with both shelter belts and established 'garden like' amenity planting from the traditional racecourse use.

The grove of Rhododendrons located at the current entrance of the Gore Racing Club is protected under the District Plan. Other mature vegetation includes a mix of flowering cherries and azalea.

The adjoining SH1 is lined with significant mature plane trees which frame the entry to the township and contribute to the character of this part of Gore.

A geotechnical review identified the site is predominantly comprising of Late Pleistocene river deposits. There are no active or inactive faults noted by Geological and Nuclear Sciences (GNS).

The Development Area includes two registered HAIL site that will require further assessment from a suitably qualified and experienced contaminated land specialist before planning and consent.

The majority of the site has been identified as Land Use Capability (LUC) 3 Soils.



Figure 4: Established vegetation at the entrance of the Gore Racecourse and protected under the Gore District Plan.

Legend

-  Contaminated Land
-  Notable Tree/s
-  Vegetation/Existing Tree/s
-  Plane Trees (SH1)
-
- Highly Productive Soils:**
-  LUC Class 1
-  LUC Class 2
-  LUC Class 3

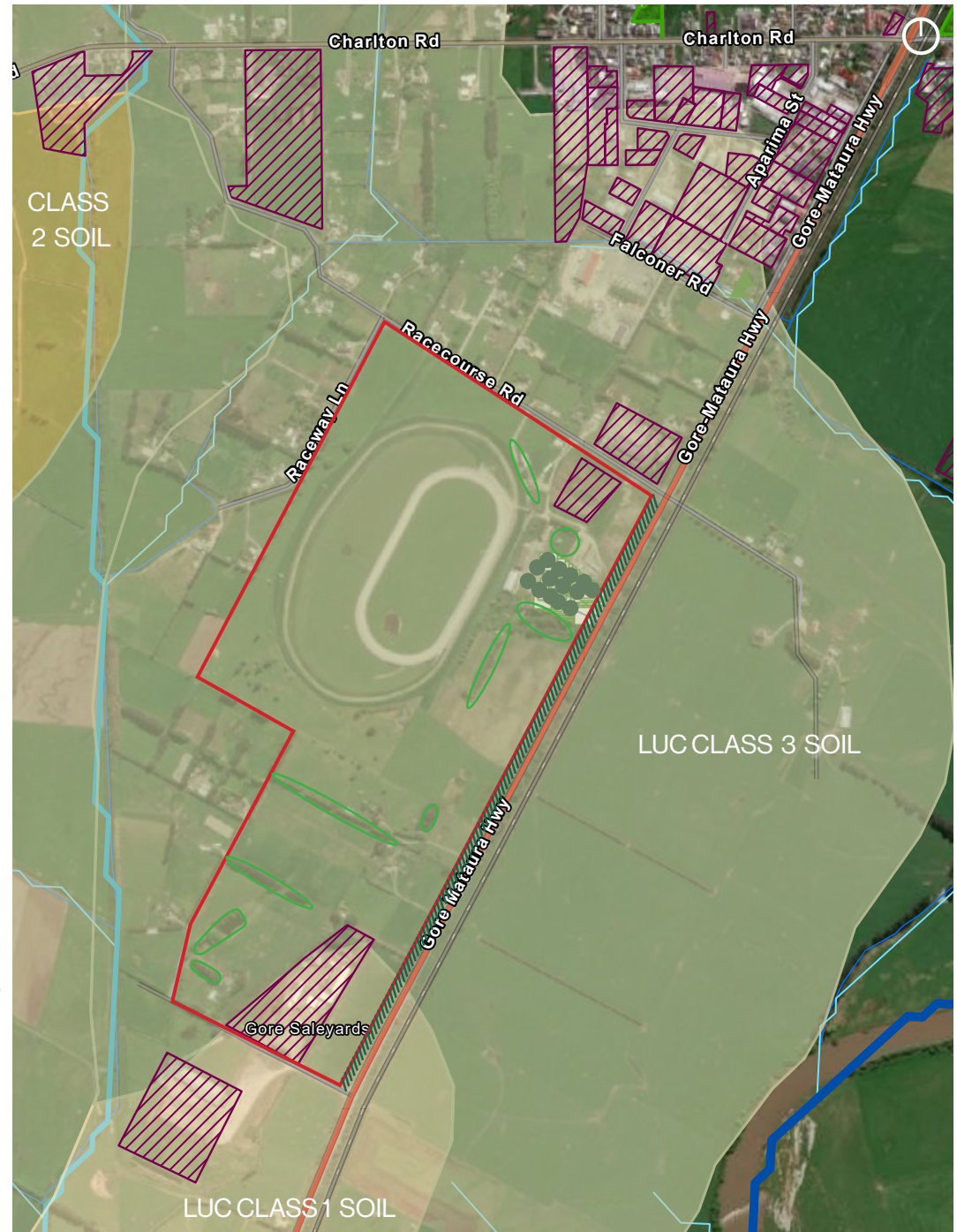


Figure 5: Landscape Context.

5. Hydrology

The entire South Gore Development Area is located within the Actual or Potential Inundation Overlay under the Gore District Plan and the Environment Southland significant flood plain for the Mataura River.

As noted in the Gore District Plan Geotech Review undertaken in December 2022-

“The potential flood risk is high, flood and hydrology assessments should be completed ahead of any potential development to ascertain the likely flood levels, frequency, and extent”.

There are also a number of bore locations identified within the site.

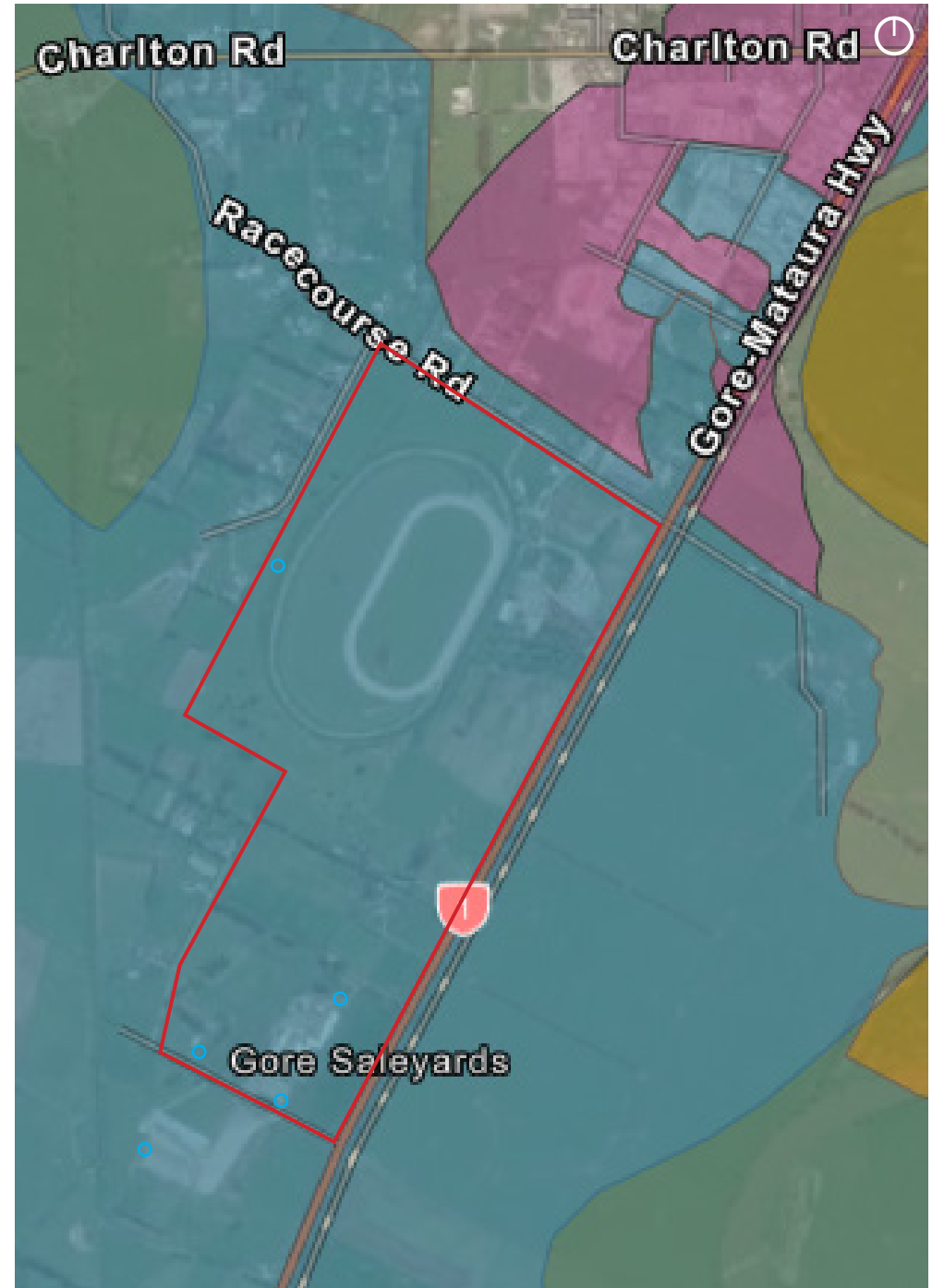
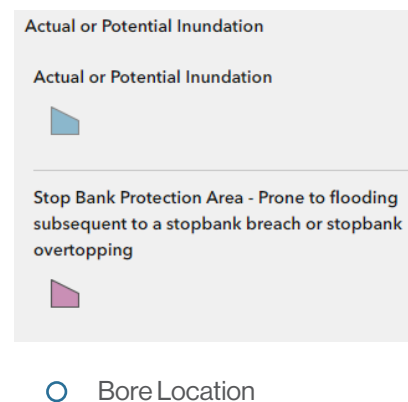


Figure 5: Hydrology Context.

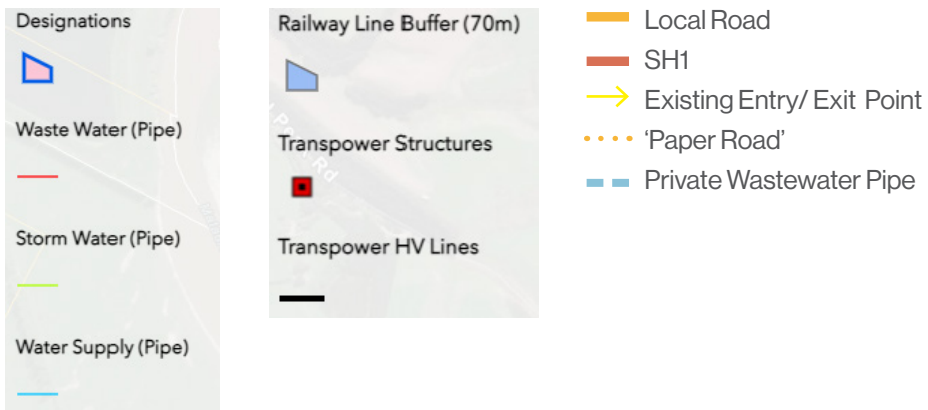
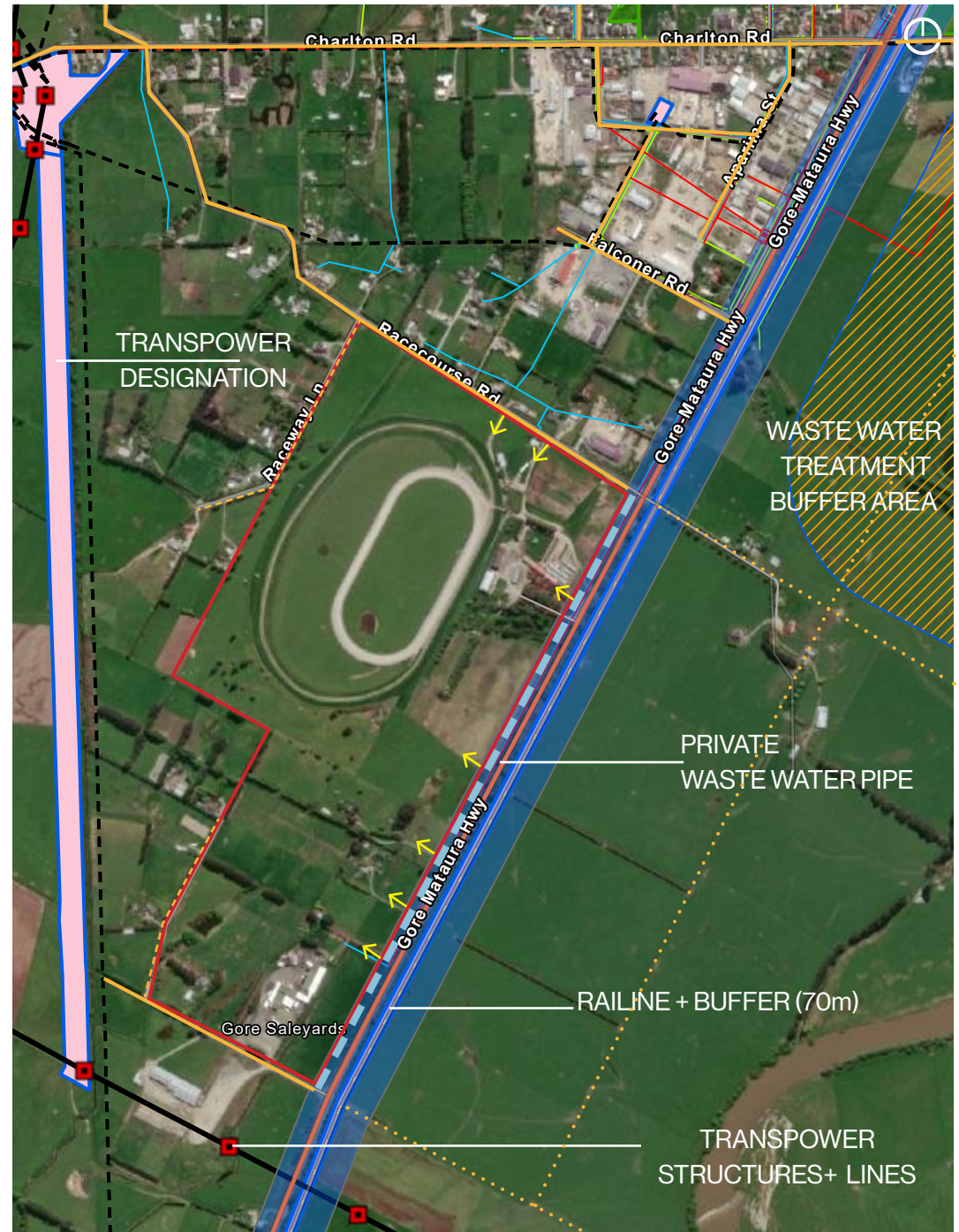
6. Infrastructure

The South Gore development area has frontages to, and is accessed from, the Gore-Mataura Highway (SH1), Racecourse Road, and Saleyard Road. Raceway Lane is the western boundary of the site but does not provide access to the site. The ODP proposes that the existing access points onto SH1 would be closed and a new access established to serve development within the central and southern portion of the Development Area.

There is currently a private wastewater pipe along the SH that serves the privately owned Silver Ferns/ Alliance. Use of this pipe would require an easement and agreement from Alliance or a new pipe would be required.

WSP were commissioned to provide an assessment of the wastewater and stormwater network and identified that upgrades to other parts of the wastewater network may be required to ensure capacity for future development, particularly if high waste generating activities are proposed. The Gore wastewater oxidation ponds are located to the north east of the Development Area.

There is no stormwater network within the Development Area and as such any stormwater would need to be managed and discharged onsite subject to the requirements of the Regional Plan provisions. Alternatively, the WSP report recommends discharging stormwater directly to the Mataura River, however, easements over third party land would be required and any discharge directly to the River would also be subject to the requirements of the Regional Plan provisions.



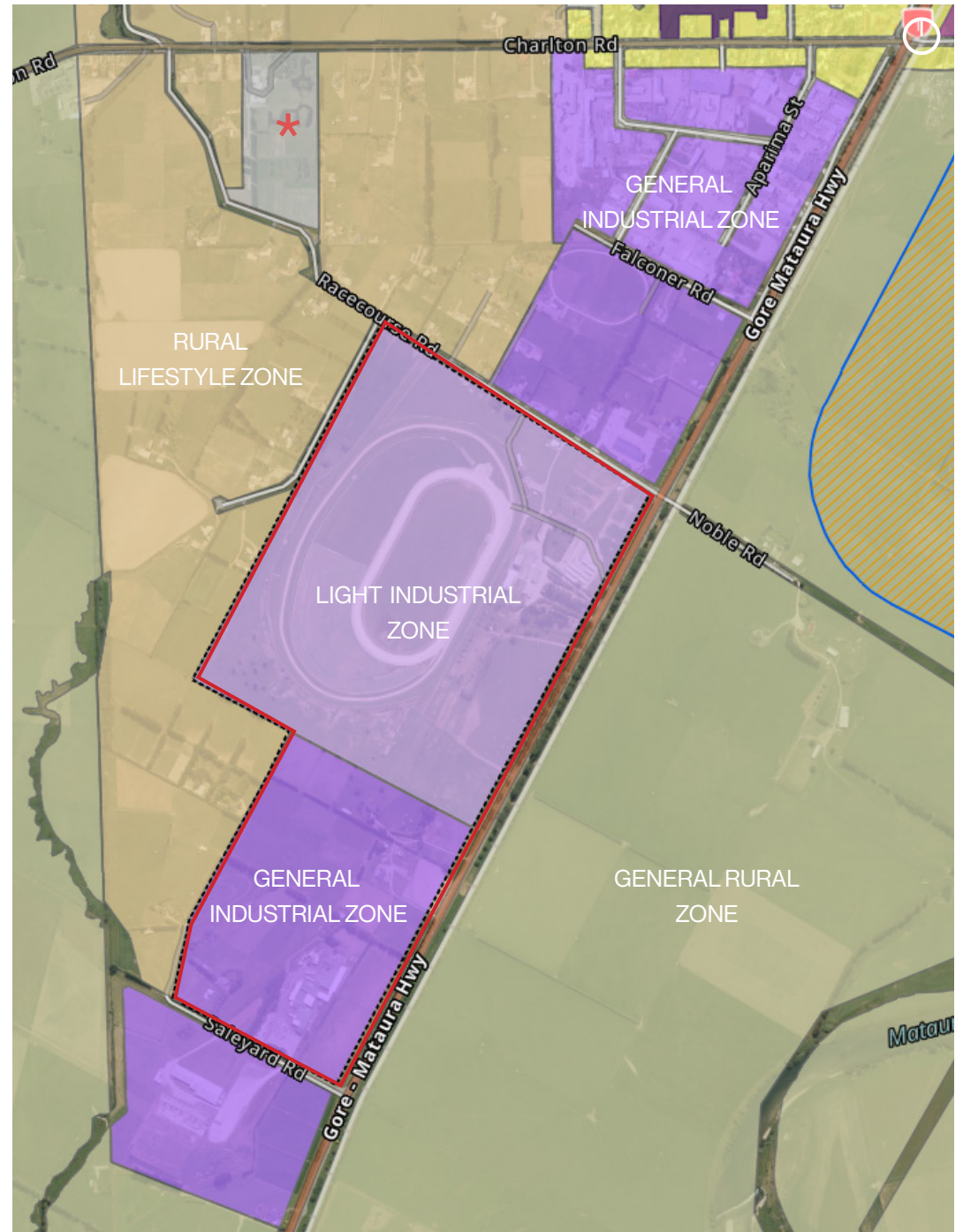
7. Activity and Uses

The Development Area zoning will provide for a range of industrial activities. Within the Light Industrial Zone smaller scale light industrial activities which have a lower level of noxious and offensive discharges will be enabled through the District Plan provisions. It is likely that future development will be staged to reflect ongoing use of the Racecourse for a period of time. Although the ODP does not contain staging for development it is anticipated that the north east corner may be the first area developed due to the ease of access, proximity to reticulated services and current vacant nature of the land.

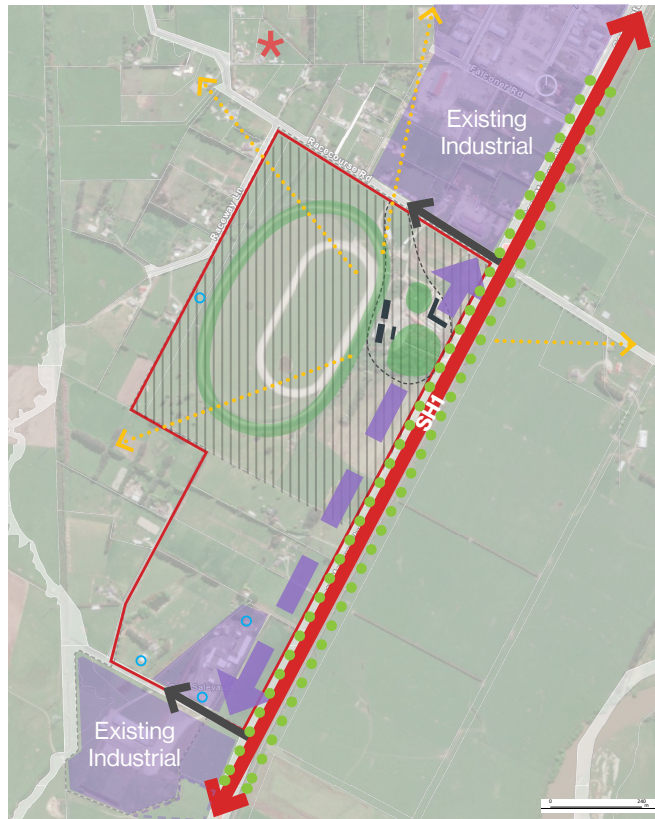
Land to the south of the Racecourse is zoned General Industrial and it is anticipated that a range of industries may establish in this area, these activities may be compatible with the existing Alliance meatworks. This portion of the Development Area is currently occupied by several lifestyle blocks in private ownership. As these sites may be developed independently future development will need to align with the ODP to ensure road connectivity through the wider Development Area. The timing for development in this area will depend on landowners' aspirations and future plans.



✱ Māori Special Purpose Zone

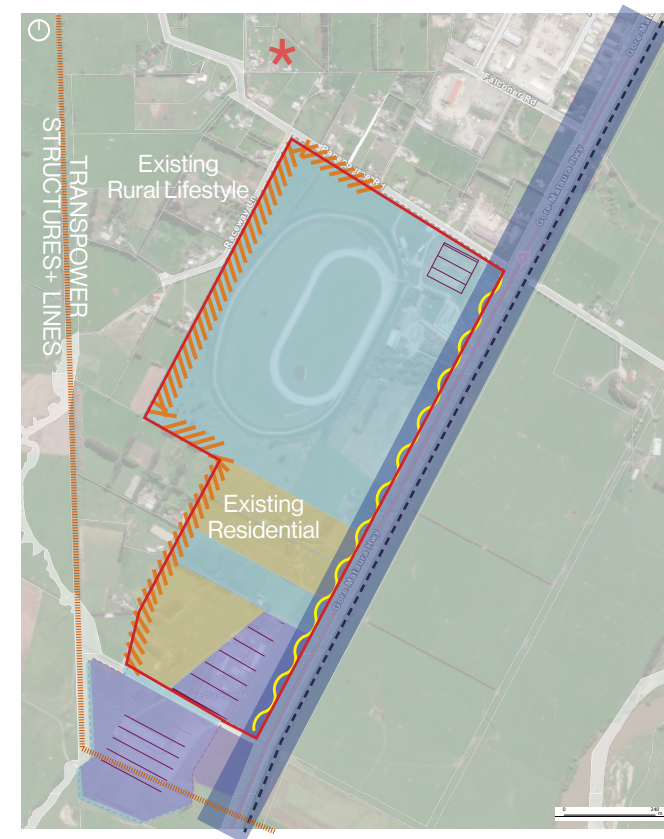


Opportunities



- Large 53 Hectare Racecourse site can potentially provide for staged development with buffer areas between the Rural Lifestyle Zone to the west and new industrial activities within the Development Area.
- Existing street frontage to SH1 and additional access options from Racecourse Road to the north and Saleyard Road to the south.
- Proximity of site to existing industrial activities directly to the north and south, and the existing industrial zone between Falconer Road and Charlton Road create a logical extension of any new industrial area along the SH1 street frontage.
- Existing trees within Racecourse site and mature trees along SH1 support amenity and character along street frontage and within Development Area.
- Bores located within site.
- Proximity to Charlton Road Māori Purpose Zone and opportunities for development infrastructure to support mana whenua outcomes.

Constraints



- Limited access to SH1
- Mix of land uses and land ownership within the Development Area with some owners not supportive of the industrial zoning.
- Proximity to the Rural Lifestyle and Māori Special Purpose zones.
- Infrastructure constraints- lack of capacity in three waters network; Transpower structure crosses southern part of site.
- The Development Area lies within an area subject to inundation.
- Contaminated sites located within the Development Area may require remediation.

CORE SOUTH: OUTLINE DEVELOPMENT PLAN

- Mix of Light Industrial Zone to north and General Industrial Zone to south
- Single Primary Access Road from SH1 and Racecourse Road (Green Street)
- Secondary Access Road through the Development Area to provide connectivity between future development and Saleyard Road
- 5m landscape buffer along western boundary and between Industrial Zones
- Existing Notable Trees and Vegetation Retained
- Future Developers will need to provide three waters servicing using onsite management or through upgrades to the reticulated network.



APPENDIX 1

Appendix 1: South Gore Mana Whenua Management Considerations

- Activities that increased the amount of indigenous vegetation – particularly planting that creates green corridors that support native fauna – would be supported
- The proximity to waterways would require any development to include strong interventions to ensure heavy metals and the pollutants do not enter the Waimumu stream or any other tributary to the Maitara river
- Connections to Tane & Papatūānuku could be strengthened through developments of any kind that incorporate meaningful indigenous planting & water management (i.e., the agricultural land uses are not vital to these connections)
- Viewshafts must be retained between geographical features that are part of cultural narratives, such as Tūtarau and the Hokonui Hills
- Urban design interventions and naming conventions should be used to recognise & celebrate pūrakau that relate to this area
- Opportunities to reintroduce traditional place names should be taken if these areas are developed
- Any activities that further degrade, or negatively impact the restoration of mahinga kai values in this area – particularly in the Waimumu- would be inappropriate
- Where possible, ara tawhito should be retained or recognised through urban design interventions
- Significance of Waimumu stream should be recognised & protected from further degradation. This may include significant setbacks and planting in areas adjacent to Waimumu, or the moving of incompatible zoning from areas surrounding it
- Mana whenua values, aspirations, & expectations (including mātauranga Māori) should be incorporated in any decision-making for this site to combat the historic active exclusion of mana whenua voices in previous land-use planning decisions
- Revegetation & other activities that reintroduce indigenous flora & fauna should be encouraged to reverse negative deforestation action of the past
- Low Impact Urban Design should be used at all times, with a focus on incorporating indigenous vegetation, careful stormwater management, and development of green corridors
- Infrastructure that encourages green economies to locate in Maitara should be encouraged
- The mauri of Henderson Park should be protected. This may require activities that could cause increases in noise or loss of natural character to be located away from the boundaries of this park, as well as other mitigation measures (e.g., screening)
- Any activities that may negatively impact the amenity within the Māori Purpose Zone should be avoided
- Activities that provide more opportunities for future residents of the Māori Purpose Zone should be encouraged
- Development that results in more beneficial facilities or relevant infrastructure being built in close proximity to the MPZ should be encouraged
- Low Impact Urban Design should be used at all times

* Excerpt sourced from Āpiti Hono Tātai Hono Assessment Report prepared by Hokonui Rūnanga Kaupapa Taiao May 2022 as part of the Gore District Plan Review.