

SECTION THREE

OBJECTIVES AND POLICIES

3.1 INTRODUCTION

3.1.1 Section 2 identified the Significant Resource Management Issues to be addressed in this Plan.

3.1.2 In this section, each issue is developed individually by stating the objective that Council seeks to achieve (i.e. a general statement of intent), the policies that Council has adopted as a means of achieving the objective, the methods to be used to implement the policies, together with an explanation of them and reasons for them.

3.2 MANAWHENUA

3.2.1 Objective

To recognise and provide for the inter-relationship of takata whenua, their culture and traditions, with the management of the District's natural and physical resources to promote integrated sustainable management

3.2.2 Policies

- (A) Recognition - To recognise *Te Whakatau Kaupapa o Murihiku* (published February 1997) as the relevant iwi resource management document.
- (B) Consultation - To consult with iwi on an ongoing basis.
- (C) Kaitiakitanga - To have particular regard to kaitiakitanga when managing the effects of the use, development or protection of land and associated natural and physical resources, and to consider kaitiakitanga when assessing resource consent applications that affect iwi values.
- (D) Holistic View - To recognise the importance takata whenua place on the land and water, and the recognition that these resources are viewed in a holistic manner by takata whenua.
- (E) Protection - To provide for the importance and protection of wahi tapu, wahi taoka, taiapure, tauraka waka and mahika kai sites by:
 - (1) Ensuring that consultation is undertaken with iwi to ascertain the location of any wahi tapu, wahi taoka, taiapure, tauraka waka and mahika kai sites, and how these will be affected by any proposal; and
 - (2) Facilitating access by takata whenua.
- (F) Urupa - To protect known urupa sites within the District, and to ensure notification when koiwi o nga Tupuna: skeletal remains, are discovered by:
 - (1) Protecting sites of known urupa;

- (2) Requiring the notification of appropriate persons upon the unearthing of skeletal remains; and
 - (3) Facilitating access to a site for iwi to carry out their wishes with respect to any skeletal remains.
- (G) Cross-boundary - To recognise that matters of concern to iwi transcend territorial boundaries and are therefore a cross-boundary issue.
- (H) Resource consents - To require resource consent applications to consider and address, where applicable, the following issues with respect to manawhenua:
- (1) Any effect in traditional mahika kai, tauraka waka, taiapure, wahi taoka, and wahi tapu sites;
 - (2) Facilitation and maintenance of access to traditional and contemporary mahika kai and taiapure resources;
 - (3) Kaitiakitanga; and
 - (4) The resource management issues identified in Te Whakatau Kaupapa o Murihiku.

3.2.3 Methods of Implementation

- (A) Take account of the resource management issues contained within *Te Whakatau Kaupapa o Murihiku* including kaitiakitanga when considering applications for resource consent.
- (B) Advise iwi representatives and where required, Te Runanga o Ngai Tahu of applications for resource consent or plan change on or adjacent to sites which are indicated on the District Planning Maps.
- (C) Promotion of the principle of kaitiakitanga through environmental advocacy and pamphlets and brochures.
- (D) Environmental advocacy, namely to encourage consultation with iwi.
- (E) Requiring the protection of known urupa sites.
- (F) Requiring appropriate action to be taken upon the discovery of koiwi o nga Tupuna: skeletal remains.
- (G) Consultation with landowners and iwi, and the Department of Conservation, the New Zealand Historic Places Trust, the New Zealand Archaeological Association Filekeeper, the Southland Regional Council and the Southland District Council as necessary.

3.2.4 Explanation

3.2.4.1 Kai Tahu is the takata whenua of the area in which the Invercargill District is located.

3.2.4.2 There are four Runaka:

- (A) Te Runaka O Awarua
- (B) Hokonui Runaka Incorporated Society
- (C) Oraka Aparima Runaka
- (D) Waihopai Runaka

3.2.4.3 The four Runaka have formed Te Ao Marama Inc. While this organisation is the authorised Kai Tahu resource management consultants for the Murihiku region, Te Runanga o Ngai Tahu will also need to be consulted on resource management matters, particularly in relation to Statutory Acknowledgment sites

3.2.4.4 The four Runaka have agreed upon and published *Te Whakatau Kaupapa o Murihiku*. This report was:

“... prepared in an effort to assist planners, resource managers, and politicians at regional and district levels. It is a document that can be used as a basis to fulfil the requirements of reasonable consultation and considerate behaviour between Treaty Partners acting towards each other in good faith. We expect this document ... will assist planners identify the resource values and objectives of the Tangata Whenua.” (Page 7)

3.2.4.5 During consultation iwi identified wahi tapu, wahi taoka, taiapure, tauraka waka and mahika kai sites and urupa, and access for iwi to them as being of special significance. Consultation needs to be ongoing to ensure that decision-making reflects the purpose and principles of the Resource Management Act 1991.

3.2.4.6 In the event that koiwi o nga Tupuna: skeletal remains are discovered, appropriate and respectful action is necessary.

3.2.5 Reasons

3.2.5.1 The relationship of Kai Tahu with their ancestral lands, waters, sites, wahi tapu and other taoka is of national importance, and Council is also required to have particular regard to kaitiakitanga.

3.2.5.2 Council and iwi have consulted throughout the preparation of this Plan. As a result Council has developed an understanding and appreciation of the values important to Kai Tahu. The implications of these values for land use activities have been identified, discussed and agreed during the preparation of this Plan. Ongoing consultation is needed to ensure regard is had to iwi concerns.

3.3 COASTAL ENVIRONMENT

3.3.1 Objective

To preserve the natural character of the coastal environment, and to protect it from inappropriate subdivision, use, and development

3.3.2 Policies

(A) Identification - To identify the coastal environment and to delineate it on the District Planning Maps.

(B) Natural Character - To recognise the natural character of the coastal environment as being derived from a number of components including the following:

- (1) Visual values including light
- (2) Scenic values with views of the sea and seascape
- (3) A distinctive smell and taste characteristic of southern coastal areas

- (4) Qualities of expansiveness and remoteness
 - (5) A predominance of natural noise
 - (6) Individual sounds of the sea
 - (7) Dynamics of air, water and sediment
 - (8) Areas of significant indigenous vegetation
 - (9) Significant habitats of indigenous fauna
 - (10) Natural landscapes, seascapes, and landforms
 - (11) Geology and elevation
 - (12) Aesthetic coherence
 - (13) Natural physical processes
 - (14) Change with the diurnal rhythm of the tides and the rhythm of the weather
 - (15) Intrinsic value of ecosystems
- (C) Protection - To protect the natural character of the coastal environment from inappropriate subdivision, use and development.
- (D) Cross-boundary - To ensure that the management of the adverse effects of subdivision, use and development on the natural character of the coastal environment that cross the territorial boundaries is undertaken in conjunction with the Southland District Council and the Southland Regional Council.
- (E) Modification - To recognise that some areas of the coastal environment have been modified to the extent that they no longer have a predominantly natural character.
- (F) Effects - To avoid, remedy and mitigate adverse effects of subdivision, use and development activities on the coastal environment by considering, in relation to applications for resource consent, impacts on the natural character of the coastal environment.
- (G) Access - To maintain and enhance public access to the coast in consultation with the landowners and to use economic instruments as a means of encouraging this.

3.3.3 Methods of Implementation

- (A) Delineation of the coastal environment on the District Planning Maps.
- (B) Facilitation of information dissemination and co-operation with other organisations and landowners through environmental advocacy.
- (C) Identification of the natural character of the coastal environment as a cross-boundary issue.
- (D) Assessing the requirement for the preservation of the natural character of the coastal environment when assessing resource consents.
- (E) Requiring consideration of access to the coast at time of application for resource consent.
- (F) Facilitation of the provision of access to the coast through non-regulatory means.

- (G) Use of economic instruments where access is provided.
- (H) Provision and dissemination of brochures on provision of public access.
- (I) Consultation with the landowners/occupiers.

3.3.4 Explanation

3.3.4.1 The District Planning Maps delineate the coastal environment to enable easy identification. The criteria used to identify areas within the coastal environment are:

- (A) Topography;
- (B) Height above mean sea level (used to identify areas which may be susceptible to sea level rise/storm surge);
- (C) Geology;
- (D) Amenity values;
- (E) Botany; and
- (F) Landscape values.

3.3.4.2 Where the coastal environment abuts territorial boundaries, it is important that management is co-ordinated.

3.3.4.3 If the effects of a land use activity require resource consent, then its impact on the natural character of the coastal environment can be considered.

3.3.4.4 Access strips establish and safeguard public rights of access to the coast, and can be encouraged by the use of economic instruments.

3.3.5 Reasons

3.3.5.1 The coastal environment comprises seacoast, estuaries, harbours and bays. In the Invercargill District parts of the coastal environment retain significant elements of natural character. However, parts of the coastal environment have been extensively modified, such as the seaport at Bluff, reclamation of the New River Estuary, Ocean Beach industrial site and the Aluminium Smelter at Tiwai Point. The coastal environment contains significant mineral deposits, and parts have been highly modified by mineral extraction activity. Many of the district's sporting and recreational activities requiring large areas of land are located within the coastal environment.

3.3.5.2 Consultation clearly identified the preservation of the natural character of the coastal environment as a significant resource management issue. A large area of the District is contained within the identified coastal environment. Preservation of the natural character of the coastal environment is most under threat when land use changes are being contemplated. Council concluded that the best approach was to consider and address these effects at time of application for resource consent.

3.3.5.3 The public value access to coastal areas, often for recreational activities. Access rights currently taken for granted can be denied by property owners. The Resource Management Act 1991 provides a vehicle for formalising rights of access. However the provision of public access must not compromise public safety and security.

3.3.5.4 Management of these areas overlaps with the responsibilities and interests of other organisations and a co-ordinated approach will best achieve the preservation of the natural character of the coastal environment.

3.4 WETLANDS, AND RIVERS AND THEIR MARGINS

3.4.1 Objective

To preserve the natural character of wetlands, and rivers and their margins, and to protect them from inappropriate subdivision, use and development activities

3.4.1.1 In relation to wetlands, see also Objective 3.6.1.

3.4.2 Policies

- (A) Identification - To identify wetlands, and rivers and their margins on the District Planning Maps.
- (B) Protection and Preservation - To preserve the natural character of wetlands, and rivers and their margins and protection of them from inappropriate subdivision, use, and development.
- (C) Cross-boundary - To ensure that the management of the adverse effects of land use activities on the natural character of wetlands, and rivers and their margins that cross the territorial boundaries is undertaken in conjunction with the Southland District Council and the Southland Regional Council.
- (D) Holistic View - To promote the integrated management of the interface between wetlands, and rivers and their margins and the land, and the coastal environment.
- (E) Economic Instruments - To use economic instruments encourage the protection of wetlands and rivers and their margins.
- (F) Recreation - To allow for recreational activities on the waterbodies of the district.
- (G) Access - To maintain and enhance public access to rivers.

3.4.2.1 In relation to wetlands see also Policies 3.6.2(A) to (L).

3.4.3 Methods of Implementation

- (A) Delineation of wetlands, and rivers.
- (B) Consultation with landowners, Southland District Council, Southland Regional Council, iwi, Southland Fish and Game Council and Department of Conservation to promote integrated management.
- (C) Assess the requirements for the preservation of the natural character of wetlands, and rivers and their margins at the time of resource consent.
- (D) Environmental advocacy.

- (E) Use of economic instruments where protection is undertaken and access is provided.
- (F) Assess the requirement for esplanade strips and access to them at the time of application for resource consent.
- (G) Facilitation of the provision of esplanade strips and access to them.
- (H) Production and dissemination of brochures on provision of public access.

3.4.4 Explanation

- 3.4.4.1** The District Planning Maps delineate wetlands and rivers to enable easy identification.
- 3.4.4.2** The margins are important to the preservation of the natural character of rivers.
- 3.4.4.3** Where these areas abut territorial boundaries it is important that management is co-ordinated.
- 3.4.4.4** Increased public awareness of the values of these areas will assist their protection.
- 3.4.4.5** Consultation will promote the integrated management of these areas and the adjacent land.
- 3.4.4.6** Economic instruments encourage protection of these areas.
- 3.4.4.7** Esplanade strips and access strips establish and safeguard public rights of access to these areas.
- 3.4.4.8** The Methods of Implementation in Section 3.6.3 are also relevant to wetlands.

3.4.5 Reasons

- 3.4.5.1** The preservation and protection of wetlands, and rivers and their margins emerged as an important environmental issue from the consultation and investigations undertaken in the course of preparing this Plan. Council believes that the responsibilities of the Southland Regional Council with respect to the management of water is a key factor in ensuring preservation and protection of these areas. Notwithstanding this, control of land use activities is a district council (Invercargill City Council and Southland District Council) responsibility and is critically important in ensuring the preservation and protection of these areas. The Southland Regional Council has the lead role in the management of the region's water resources. Therefore regulation at a territorial level is considered to be an unnecessary duplication of the Southland Regional Council's functions.
- 3.4.5.2** The sections of the Plan relating to areas of significant indigenous vegetation and significant habitats of indigenous fauna are also relevant to wetlands.
- 3.4.5.3** The public values access to these areas, often for recreational activities. Access rights currently taken for granted can be denied by property owners. The Resource Management Act 1991 provides a vehicle for formalising rights of access.

- 3.4.5.4 For technical reasons “esplanade reserves” are frozen in time and can be left behind by the normal dynamics of water bodies. “Esplanade strips” do not have this problem as they move with the water body.

3.5 OUTSTANDING NATURAL FEATURES AND LANDSCAPES

3.5.1 Objective

To identify and to protect the District’s outstanding natural features and landscapes, from inappropriate subdivision, use and development

3.5.2 Policies

- (A) Effects - To control the following adverse effects of subdivision, use and development within these areas:
- (1) Significant changes to the topography; and
 - (2) Significant intrusion of structures
- by having regard to:
- (a) The general shape, character and form of the outstanding natural feature or landscape
 - (b) The effect of the proposal on the aesthetic character and coherence of the outstanding natural feature or landscape
 - (c) The values derived from the outstanding natural feature or landscape
 - (d) Any methods proposed to avoid, remedy or mitigate any adverse effects of the development on the outstanding natural feature or landscape
 - (e) The extent to which the natural feature or landscape have already been modified
- (B) Cross-boundary - To promote the management of the effects subdivision, use and development on outstanding natural features and landscapes that about the territorial boundaries with the Southland District Council and the Southland Regional Council.

3.5.3 Methods of Implementation

- (A) Delineation of outstanding natural features and landscapes on the District Planning Maps.
- (B) Preparation and dissemination of material on the values of natural features and landscapes.
- (C) Requiring that the protection of the aesthetic character and coherence of outstanding natural features and landscapes be considered when assessing resource consents.
- (D) Identification of outstanding natural features and landscapes as a cross boundary issue.
- (E) Use of economic instruments where protection is undertaken.

3.5.4 Explanation

- 3.5.4.1 The District Planning Maps will show the areas to enable easy identification.
- 3.5.4.2 Increased public awareness of the values of these areas will assist their protection.
- 3.5.4.3 Controls are necessary so that the effects of land use activities do not denigrate these areas.
- 3.5.4.4 Where these areas abut territorial boundaries it is important that management is co-ordinated.
- 3.5.4.5 Economic instruments encourage protection of these areas.

3.5.5 Reasons

The outstanding natural features and landscapes and the need and means for their protection were identified during the consultation processes. Council believes that the best results are achieved through education and incentives and has kept rules to a minimum.

3.6 AREAS OF SIGNIFICANT INDIGENOUS VEGETATION AND SIGNIFICANT HABITATS OF INDIGENOUS FAUNA

3.6.1 Objective

To protect areas of significant indigenous vegetation and significant habitats of indigenous fauna for the purpose of preserving their ecological, intrinsic and amenity values

- 3.6.1.1 If an area of significant indigenous vegetation and significant habitats of indigenous fauna is a wetland, Objective 3.4.1 is also relevant.

3.6.2 Policies

- (A) Delineation – To delineate on the District Planning Maps areas of significant indigenous vegetation and significant habitats of indigenous fauna.
- (B) Protection – To protect areas of significant indigenous vegetation and significant habitats of indigenous fauna from those activities and practices that could adversely affect their ecological integrity, biological diversity and intrinsic value.
- (C) Otatara – To protect and enhance areas of significant indigenous vegetation and significant habitats of indigenous fauna within the Otatara Sub-Area recognising the national significant ecological and intrinsic values and the high amenity values of that area.
- (D) Subdivision – To have regard to impacts on areas of significant indigenous vegetation and significant habitats of indigenous fauna in considering subdivision consents, taking into account the purpose of the subdivision or the activities that are permitted or proposed on any new allotment created.

- (E) Resource Consents – In assessing any resource consent relating to areas of significant indigenous vegetation and significant habitats of indigenous fauna, to take into account, but not be limited to:
- (1) The nature and extent of the areas of significant indigenous vegetation and significant habitats of indigenous fauna
 - (2) The effect on the overall ecological integrity and functioning of the areas of significant indigenous vegetation and significant habitats of indigenous fauna
 - (3) The significance of the areas of significant indigenous vegetation and significant habitats of indigenous fauna compared to other areas
 - (4) The extent to which adverse effects on areas of significant indigenous vegetation and significant habitats of indigenous fauna can be avoided, remedied or mitigated, including actions that have been taken, can be taken or are proposed to restore such areas in order to remedy or mitigate any such adverse effect
- (F) Monitoring – To monitor changes to identified areas of significant indigenous vegetation and significant habitats of indigenous fauna in order to assess the effectiveness of the objectives, policies and methods of this section of the Plan.
- (G) Non-Regulatory Methods – To adopt non-regulatory methods in order to promote the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna, and encourage public access to such areas while recognising that the rights of the land owner to determine whether such access should be provided.
- (H) Understanding – To promote public understanding of the importance of protecting areas of significant indigenous vegetation and significant habitats of indigenous fauna because of their intrinsic, ecological, biological diversity, conservation, social, economic, scientific and education worth, and for their contribution to natural character.
- (I) Cross-boundary - To promote the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna where such areas abut areas with similar ecological values in the jurisdictions of the Southland District Council and through integrated management with the Southland Regional Council.
- (J) Indigenous Vegetation of Local Genetic Stock – To promote the use of indigenous vegetation of local genetic stock as part of any restorative planting, enhancement planting and landscaping within areas of significant indigenous vegetation and significant habitats of indigenous fauna.
- (K) Exotic Trees – To discourage the planting of exotic tree species within areas of significant indigenous vegetation and significant habitats of indigenous fauna, and promote the removal of such trees, including macrocarpa, sycamore and pines.
- (L) Other Legislation – To use, and promote the use of, other legislation, including the Reserves Act 1997, the Conservation Act 1987 and the Biosecurity Act 1994 where this will result in the long term protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna.

3.6.2.1 If an area of significant indigenous vegetation and significant habitats of indigenous fauna is a wetland, Policies 3.4.2(A) to (F) are also relevant.

3.6.3 Methods of Implementation

- (A) Delineation on the District Planning Maps of areas of significant indigenous vegetation and significant habitats of indigenous fauna.
- (B) Advice to landowners and occupiers on:
 - (1) Information held by Council about the natural values of their property;
 - (2) Any rules that may apply to their land; and
 - (3) Contact points for community groups and interest groups in the area.
- (C) The adoption of an ongoing information dissemination programme by Council and in co-operation with other organisations, preparing brochures and leaflets, assisting the funding of community publications, including information on Council's internet page, preparing guidelines, partaking in field days, undertaking environmental advocacy and making environmental awards to:
 - (1) Increase knowledge about the existence and importance of areas of significant indigenous vegetation and significant habitats of indigenous fauna;
 - (2) Develop a pride in the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna;
 - (3) Recognise the ecological and intrinsic value of areas of significant indigenous vegetation and significant habitats of indigenous fauna and their contribution to the indigenous biodiversity of the district;
 - (4) Recognise the factors which can damage areas of significant indigenous vegetation and significant habitats of indigenous fauna;
 - (5) Encourage composting of vegetative waste; and
 - (6) Encourage the removal of exotic vegetation within the Otatara area and the planting of indigenous vegetation of local genetic stock.
- (D) Liaison with Southland Regional Council, Southland District Council and the Department of Conservation to ensure that cross-boundary issues are considered in statutory and informal processes adopted by these bodies.
- (E) Consultation with landowners and occupiers, iwi, the Department of Conservation, the Queen Elizabeth II National Trust, the Royal Forest and Bird Protection Society, Landcare groups, the Southland Fish and Game Council and resource user groups, including Federated Farmers.
- (F) Use of economic instruments (including, but not restricted to, rate remission, waiving or reducing Council fees, and assisting with fencing costs) where protection is undertaken, and facilitating the use of financial incentives, such as the Forest Heritage Fund, to assist with costs associated with the voluntary and permanent protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna on private land.
- (G) Establishment of reserves and public ownership of land where the values within areas of significant indigenous vegetation and significant habitats of

indigenous fauna require such a degree of protection as to limit the reasonable use of the property, and using reserve management plans under the Reserves Act 1977 to manage the use of reserve land with areas of significant indigenous vegetation and significant habitats of indigenous fauna.

- (H) Promoting the voluntary adoption of covenants with the Department of Conservation, Queen Elizabeth II National Trust or Council to provide long term protection for areas of significant indigenous vegetation and significant habitats of indigenous fauna.
- (I) Preparing guidelines with utility providers, including power, sewage, roading and airfield operators, to provide for the adopting of appropriate practices for the trimming of indigenous vegetation and root disturbance in order to protect utilities or public safety, and managing vegetation on adjacent land while having regard to the wishes of any adjoining private land owners.
- (J) Preparing and promoting the preparation of guidelines for the use and sustainable management of areas of significant indigenous vegetation and significant habitats of indigenous fauna.
- (K) Undertaking environmental advocacy through both statutory processes and other means.
- (L) Setting aside funds in Council's Annual Plan, for:
 - (1) Assisting with the fencing of areas of significant indigenous vegetation and significant habitats of indigenous fauna
 - (2) Assisting the establishment of covenants
 - (3) Undertaking pest management on Council land
 - (4) Co-ordination of pest management on private land
 - (5) Assisting those voluntary groups, clubs and organisations who have demonstrated an ongoing commitment to the protection and enhancement of areas of significant indigenous vegetation and significant habitats of indigenous fauna
 - (6) Assisting with the planting of areas with indigenous vegetation of local genetic stock
- (M) Adopting regulatory methods, including rules in the District Plan and conditions on resource consents.

3.6.4 Explanation

3.6.4.1 A range of non-regulatory methods provides Council opportunities to promote the protection and enhancement of areas of significant indigenous vegetation and significant habitats of indigenous fauna. Other legislation also enables protection of the values of these areas, in a manner that is more effective and more efficient than the methods available under the Resource Management Act 1991. However, in some instances rules in the District Plan will need to be used to manage particular activities and their effects within areas of significant indigenous vegetation and significant habitats of indigenous fauna. This is particularly the case in the Otatara Sub-Area.

3.6.4.2 The areas of significant indigenous vegetation and significant habitats of indigenous fauna are shown on the District Planning Maps, to indicate their location, identify the

precise areas where some District Plan rules apply, and provide a baseline of information of the extent of such areas in 1999.

- 3.6.4.3** Increased awareness of the values of these areas and proper management techniques will assist their protection. Consultation with land owners and occupiers, iwi and other appropriate organisations will improve Council's understanding of these areas, their values, and appropriate management techniques.
- 3.6.4.4** Where these areas abut areas with similar ecological values in the jurisdictions of the Southland District Council and the Southland Regional Council it is important that management is co-ordinated.
- 3.6.4.5** If an area of significant indigenous vegetation and significant habitats of indigenous fauna is a wetland, the Methods of Implementation in section 3.4.3 (A) to (E), and (H), are also relevant.

3.6.5 Reasons

- 3.6.5.1** Since first human settlement in the district, large areas of indigenous forests, wetlands and tussock have been lost or modified directly or indirectly by human activities. As habitats are reduced in size and number it becomes increasingly difficult to maintain viable areas for plant, animal and bird species to ensure regeneration, migration and breeding.
- 3.6.5.2** The protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna is listed as a matter of national importance in the Act. As a consequence, "do-nothing" is not an appropriate option. Issues associated with areas of significant indigenous vegetation and significant habitats of indigenous fauna must be recognised and provided for in the District Plan.
- 3.6.5.3** The policies recognise the importance and significance of this resource in the District and encourage a range of tools, including non-regulatory methods to protect areas of significant indigenous vegetation and significant habitats of indigenous fauna.
- 3.6.5.4** Concerns about areas of significant indigenous vegetation and significant habitats of indigenous fauna were also identified during the consultation process in preparing the District Plan. Research was then undertaken to identify those areas worthy of protection. Exact definition of the areas was done on a case-by-case basis.
- 3.6.5.5** Regulatory methods, by themselves, are not necessarily the most effective and efficient means of protecting areas of significant indigenous vegetation and significant habitats of indigenous fauna. Within rural areas of the district the threats to such areas are not high from the day-to-day activities undertaken and as a consequence a non-regulatory approach is appropriate. However, within Otatara the built-up nature and multiple land ownership gives rise to circumstances that could more readily result in further fragmentation of land and actions by land occupiers that could result in the loss of indigenous biodiversity, ecological, intrinsic and amenity values. This therefore requires the adoption of a more regulatory approach and management regime within Otatara.
- 3.6.5.6** In determining the provisions that should be included in the Plan, particular regard has been given to the functions of Council under section 31 of the Resource Management Act 1991 and, in the case of wetlands and other water bodies, the role of the Southland Regional Council to control the use of land for the purpose of

managing the quantity and quality of water. This could involve a co-operative approach between the landowners and the local authorities for the integrated management of the region's wetlands that are situated on public and private land.

- 3.6.5.7** If an area of significant indigenous vegetation and significant habitats of indigenous fauna is a wetland section 3.4 of the Plan is also relevant.

3.7 SOIL RESOURCE

3.7.1 Objective

To safeguard the life-supporting capacity of the District's soil resource to meet the reasonably foreseeable needs of future generations

3.7.2 Policies

- (A) Sustainability - To encourage sustainable land management practices that safeguard the life-supporting capacity of the soil resource, including avoidance, mitigation or remedying the adverse effects of land use activities.
- (B) Versatile Soils - To identify the versatile soils of the District and to delineate these on the District Planning Maps.
- (C) Ground Level Alteration - To control land use activities and development which propose to fill or re-contour land, or move or remove significant quantities of soil. The areas of filled land are to be identified on the District Planning Maps.

3.7.3 Methods of Implementation

- (A) Promotion of sectorial responses intended to promote sustainable land management practices.
- (B) Facilitation of information dissemination in co-operation with other organisations through environmental advocacy, field days, seminars and workshops, and care groups.
- (C) Require sustainable management of soil to be considered when resource consent is required by other provisions of the Plan.
- (D) Identification of versatile soils by delineating them on the District Planning Maps.
- (E) Requiring resource consent for land use activities that propose to fill or re-contour land, or move or remove significant quantities of soil.

3.7.4 Explanation

3.7.4.1 The soil resource is the basis of much of the region's economic activity and wealth and, historically, for day-to-day production of food. Promotion of sustainable land management practices for all soils will assist in their retention for future generations.

3.7.4.2 The versatile soils are particularly important because they comprise such a small proportion of the soil resource of the District.

3.7.4.3 Council sees no need for controls on land management practices such as drainage, tilling, harrowing, ploughing, farm tracks, silage making, repairing storm or flood damage and tree planting. The effects of land fill operations and significant alterations to the soil profile need to be addressed through controls.

3.7.5 Reasons

3.7.5.1 The soil resource and the need for its sustainable management were identified during the consultation processes. Part II of the Resource Management Act 1991 requires Council to take measures to safeguard the life-supporting capacity of soils. Council believes that this can be best achieved through education and information dissemination. The most appropriate trigger for considering effects on the soil resource of proposed changes in land uses is at the time of application for resource consent or requests for plan change.

3.7.5.2 Council's experience is that significant alterations to the soil profile through landfill, re-contouring or movement or removal of significant quantities of soil can affect its life-supporting capacity, and when significant amounts are involved in this requires a regulatory approach to ensure that significant adverse effects are avoided, remedied or mitigated.

3.8 MINERAL EXTRACTION

3.8.1 Objective

To ensure that the adverse effects of any mineral extraction are avoided, remedied or mitigated

3.8.2 Policies

- (A) Effects - To avoid, remedy or mitigate the adverse effects of the extraction of mineral resources. These effects include but are not limited to the following:
- (1) The life-supporting capacity of the District's soil resource
 - (2) Areas of significant indigenous vegetation and significant habitats of indigenous fauna
 - (3) Outstanding natural features and landscapes
 - (4) Natural character of the coastal environment, wetlands and rivers and their margins
 - (5) Character and coherence of the landscape
 - (6) Changes to natural water flows and levels
 - (7) Natural hazards
 - (8) Noise and vibration
 - (9) Stability of land
 - (10) Visibility from adjoining properties, roads, the coast and residential areas
 - (11) Heritage values of sites, structures, places and areas, wahi tapu and wahi taoka
 - (12) Use of and storage of any hazardous substance
 - (13) The transportation network
 - (14) Public access to and along any waterways and the coast
 - (15) Access to mahika kai sites and taiapure resources

- (B) Rehabilitation - To require rehabilitation of mineral extraction sites by ensuring that:
 - (1) Rehabilitation of land is undertaken in a manner staged with the extraction operation;
 - (2) A rehabilitation programme is a condition of resource consent; and
 - (3) Bonds be entered into by the consent holder to ensure that rehabilitation occurs;and to promote the rehabilitation of existing mineral extraction sites.
- (C) Cross-Boundary - To promote the management of the effects of mineral extraction on the District by consultation with the Southland Regional Council and, where appropriate, the Southland District Council.

3.8.3 Methods of Implementation

- (A) Requiring a resource consent for mineral extraction.
- (B) Requiring rehabilitation of mineral extraction sites.
- (C) Promotion of environmental advocacy.
- (D) Consultation with the Southland Regional Council and the Southland District Council.

3.8.4 Explanation

3.8.4.1 Controls are necessary to ensure that the adverse effects of mineral extraction are avoided, remedied or mitigated.

3.8.4.2 There are a number of mineral extraction sites, some of which are disused. Rehabilitation of these sites was not addressed when operations commenced and they rely on existing use rights.

3.8.4.3 Consultation with the Southland Regional Council enables proposals to be considered comprehensively. Consultation with the Southland District Council is needed when proposals outside the Invercargill District could affect it, and vice versa.

3.8.5 Reasons

3.8.5.1 Experience has shown that the effects of mineral extraction can be of widespread community concern, and the concerns are of a wide ranging nature. The process of resource consent allows structured opportunity for these concerns to be voiced and addressed, and adverse effects to be avoided, remedied or mitigated.

3.8.5.2 Rehabilitation of extraction sites is necessary to minimise the long-term adverse effects on the environment and landscape.

3.8.5.3 Non-statutory encouragement of rehabilitation is seen as the only way of effecting an improvement with respect to mineral extraction sites existing as at 1 December 1997 where no rehabilitation plan has been approved by Council.

3.8.5.4 Consultation on cross-boundary issues enables proposals to be considered comprehensively.

3.9 HERITAGE

3.9.1 Objective

To recognise and protect the heritage values of sites, structures, places and areas within the District

3.9.2 Policies

- (A) Promotion - To promote the sustainable management of the District's heritage resources.
- (B) Identification - To identify the sites, structures, places and areas of heritage value and wahi taoka as identified by iwi; and to identify sites, structures, places and areas that have heritage value for non-Maori.
- (C) City Centre Heritage Precinct - To have particular regard to the heritage values of the City Centre Heritage Precinct and to promote their protection, maintenance and enhancement, at the same time as enabling a modern functioning city centre.
- (D) Education - To promote the protection of heritage values by education – guidelines, awards, brochures and leaflets, consultation, and facilitation.
- (E) Non-Regulatory - To encourage development that maintains and enhances the heritage values of sites, buildings, places and areas within the District.
- (F) Encouragement - To encourage and support protection initiatives by heritage owners and managers, including private owners.
- (G) Cross-Boundary - To promote the integrated and co-ordinated management of heritage resources across boundaries and between affected statutory agencies and interested parties.
- (H) Economic Instruments - To use economic instruments as a method to encourage the protection of heritage values.
- (I) Effects - To manage any significant effects of land use activities on sites, structures, places and areas that have heritage value by controlling:
 - (1) Any destabilisation through tunnelling, digging, vibration or excavation activities on the site or adjacent site;
 - (2) Any modification that will detract from the visual qualities for which the site, building, place or area is valued; and
 - (3) The degree to which any extension, modification, alteration, demolition or removal of any building will depreciate the heritage values.

In addition, to identify and facilitate the protection of those sites, structures, places, areas and wahi taoka that are of heritage value to iwi, by consulting with iwi where a proposed land use activity could affect heritage values.

- (J) Unrecorded Sites - To protect unrecorded archaeological sites within the District when they are discovered, by:
 - (1) Requiring that Council and the New Zealand Historic Places Trust be informed of the discovery. Council will then ensure that landowners and if the site pertains to mana whenua, iwi are consulted promptly and endeavour to facilitate access for iwi; and
 - (2) Informing holders of consents for land use activities on how to recognise cultural deposits that indicate the presence of archaeological sites through use of an information pamphlet, and informing such consent holders of the procedure to adopt on discovery of such deposits.

3.9.3 Methods of Implementation

- (A) Identification of sites, structures, places and areas that have heritage value on the District Planning Maps.
- (B) Identification of a City Centre Heritage Precinct on the District Planning Maps.
- (C) Identification of archaeological sites on the District Planning Maps to within about 100 metres.
- (D) Appending to this Plan a register of sites, structures, places and areas with heritage value.
- (E) Consultation with:
 - (1) Iwi in instances where proposed activities are at or adjacent to sites of importance to iwi;
 - (2) New Zealand Historic Places Trust where places are or, could be recorded with the New Zealand Archaeological Association (NZAA) or could be registered by the Trust;
 - (3) NZAA file-keeper where sites are recorded on the NZAA files; and
 - (4) Landowners and developers.
- (F) Development of guidelines to promote and enhance the conservation of heritage values in the City Centre Heritage Precinct.
- (G) Facilitation between heritage conservation groups, developers and property owners.
- (H) Education of the public about heritage values and preservation.
- (I) Support, encourage and where appropriate implement research and monitoring programmes to provide information on the rate of retention, modification and loss of heritage resources, and on best practice to maintain and enhance heritage resources.
- (J) Use of economic instruments where protection is undertaken.
- (K) Require a resource consent for land use activities on sites with heritage values to ensure that any adverse effects on the heritage values are avoided, remedied or mitigated.

- (L) Educate the public on procedures to be followed when archaeological sites are discovered.

3.9.4 Explanation

3.9.4.1 The Resource Management Act 1991 directs that particular regard should be had to the recognition and protection of the heritage values of sites, buildings, places and areas when promoting the sustainable management of natural and physical resources. It is a matter of national importance to recognise and provide for the relationship of takata whenua, their culture and traditions, with their ancestral sites and wahi tapu. The maintenance and enhancement of heritage resources is important to the social and cultural wellbeing of communities, through providing a sense of belonging and continuity. Heritage resources are also becoming an important part of the economic development strategy of communities such as Invercargill because of their importance in enhancing the visual image and identity of the town, and for attracting visitors.

3.9.4.2 Archaeological sites are important for the scientific, social and technological information that they convey about New Zealand's past and are also often of considerable interest to both local and overseas visitors. It is important that the potential of these resources and their values be sustained for future generations.

3.9.4.3 The District Planning Maps and Appendix II identify the location of sites, structures, places and areas of known heritage value within Invercargill. Archaeological sites are not identified precisely in order to discourage wilful damage. Many of these sites have been derived from the New Zealand Historic Places Trust Register of Historic Places which lists heritage of both national and local significance, in accordance with criteria that are based in national statute. It is important that the District Plan has regard to the National Register.

3.9.4.4 In addition, the heritage and streetscape values of buildings, and groups of buildings, within Inner City Invercargill were identified in a report by J B Gray titled, *Invercargill City: Central City Area Heritage Building Review* [1997]. This report forms the basis of the City Centre Heritage Precinct, which is given particular recognition by the Plan because of the significance of the heritage values that it contains. Council is to promote the conservation and enhancement of this precinct through a range of mechanisms, including the publication of guidelines to promote its conservation and enhancement. Council believes that the protection of heritage values is best promoted through a range of regulatory and non-regulatory methods including:

- (A) Increased public knowledge and appreciation of heritage values
- (B) Active encouragement of heritage friendly development
- (C) Economic instruments

3.9.4.5 Controls are necessary to ensure that heritage values are protected. Council will provide information as to the appropriate procedure to follow under the Historic Places Trust Act 1993 when an unrecorded archaeological site is discovered.

3.9.4.6 Consultation with affected agencies, landowners, iwi and community groups is important to ensure the integrated management of heritage values.

3.9.5 Reasons

3.9.5.1 The District contains a large number of sites, structures, places and areas, including wahi tapu and wahi taonga, that are of heritage value and contribute to the social, cultural and economic wellbeing of the Invercargill community. Council has a statutory obligation to protect heritage values and believes that the community supports the retention and protection of its heritage resources.

3.9.5.2 Council believes that the best results for heritage will be achieved through a mix of methods including education, guidelines, incentives, facilitation and rules. None of these mechanisms on their own will be completely successful and non - regulatory mechanisms such as incentives, education and guidelines are seen as particularly important. Some rules are required however, to ensure that identified heritage values are retained and protected.

3.10 TRANSPORTATION

3.10.1 Objective

To provide for the development and sustainable management of transportation networks
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3.10.2 Policies

- (A) Effects on Transportation Networks - To provide for the safe and efficient operation of transportation networks by controlling the effects of other land uses on the transportation networks, including glare and electrical interference.
- (B) Airport Operations - To control noise associated with airport operations; to avoid reverse sensitivity effects on the Airport, for example by: requiring sound attenuation of noise sensitive activities from aircraft noise within the Single Event Sound Exposure Boundary; imposing restrictions on subdivision and noise sensitive activities within the Airport Protection Sub-Area; and imposing a maximum density for subdivision and noise sensitive activities within the Single Event Sound Exposure Boundary in the Domicile Sub-Area and within the Outer Control Boundary for the Otatara Sub-Area. For noise sensitive activities, the nature, size and scale of the development including location in relation to the Airport, likely exposure of the site to aircraft noise, noise attenuation and ventilation measures proposed, and the number of people to be accommodated will be considered.
- (C) Seaport Operations - To control noise associated with seaport operations.
- (D) Roading Hierarchy - To adopt a hierarchy for the roading network based on frequency of vehicle movements.
- (E) Vehicles on Site - To require land use activities to make provision for safe, well designed and located access and egress, parking, loading and unloading, manoeuvring areas and screening on site.

- (F) Effects on Roading - To manage the adverse effects of land use activities on the roading network by considering, in relation to applications for resource consent:
- (1) The type and number of vehicles that will be using the road network as a consequence of the proposed activity;
 - (2) The classification of the road within the hierarchy;
 - (3) The provision of adequate off-street parking and loading facilities and associated manoeuvring areas;
 - (4) The location and structure of site accesses and egresses;
 - (5) The impact of any structure or vegetation on visibility of drivers;
 - (6) The potential for any road icing or light strobing;
 - (7) The cumulative effects of land use activities on the land transportation network;
 - (8) The type and placement of advertising structures; and
 - (9) The location of activities likely to attract significant vehicle movements.
- (G) Environmental Effects - To manage the adverse effects of the construction, realignment or extension of the transportation networks by considering, in relation to any procedures under the Resource Management Act 1991:
- (1) Inundation patterns;
 - (2) Areas of significant indigenous vegetation and significant habitats of indigenous fauna;
 - (3) Outstanding natural features and landscapes;
 - (4) Sea level rise/storm surge and coastal erosion; and
 - (5) The protection of the heritage values of sites, buildings, places and areas.
- (H) New Accesses and Egresses on to State Highways – To have regard to any Transit New Zealand Guidelines when considering the location of new accesses on to, and egresses from, state highways where the speed limit exceeds 50kph.
- (I) Cross-boundary - To promote the management of the effects of activities which occur outside the district on the transportation networks of the District.
- (J) Residential and pedestrian environments – To manage the effects of traffic on residential or pedestrian oriented environments.

3.10.3 Methods of Implementation

- (A) Adopting the concepts of NZS 6805:1992 Airport Noise Management And Land Use Planning and NZS 6809:1999 Acoustics - Port Noise: Management and Land Use Planning.
- (B) Identifying on the District Planning Maps the Airport Operations and Airport Protection Sub-Areas, Air Noise Boundary, Outer Control Boundary, Single Event Sound Exposure Boundary for Invercargill Airport.
- (C) Identifying on the District Planning Maps the Inner Control Boundary for the Seaport Sub-Area.

- (D) Establishing rules requiring acoustic insulation to be provided for new residences and additions to existing residences within the Single Event Sound Exposure Boundary and encouraging the provision of acoustic insulation for existing buildings containing noise sensitive activities within the Outer Control Boundary.
- (E) Establishing rules restricting subdivision and development of noise sensitive activities inside the Airport Protection Sub-Area and imposing subdivision and density controls inside the Outer Control Boundary of the Otatara Sub-Area and a maximum density control within the Single Event Sound Exposure Boundary in the Domicile Sub-Area.
- (F) Requiring land use activities to control glare and electrical interference.
- (G) Production and dissemination of brochures and leaflets on building methods for the attenuation of the effects of noise originating from transportation activities.
- (H) Identification of the roading hierarchy of the District is shown on Infogram 5.
- (I) Requiring a minimum number of car parks to be provided for land use activities and their screening where appropriate.
- (J) Requiring the minimum standards for the layout and construction of access and egress, parking spaces, loading and unloading areas, and manoeuvring areas on private property specified in the Code of Practice for Land Development to be met.
- (K) Use of bonds to ensure that minimum standards are met.
- (L) Identification of the transportation issues to be considered when resource consents are required by other provisions of this Plan.
- (M) Promotion of sectorial responses (notably Transit New Zealand) in addressing transportation issues.
- (N) Identification of transportation as a cross-boundary issue.
- (O) Manage the transportation effects of activities that could give rise to adverse effects on transportation networks and amenity values.

3.10.4 Explanation

3.10.4.1 The District Planning Maps show the Air Noise Boundary, the Outer Control Boundary and the Single Event Sound Exposure Boundary, developed in accordance with NZS 6805:1992. These boundaries define land that is currently, or will in the future be adversely affected by noise from aircraft using the airport

3.10.4.2 The Air Noise Boundary has been developed to limit the sound exposure from aircraft activities. New noise sensitive activities are prohibited within the designated Air Noise Boundary.

- 3.10.4.3** The Outer Control Boundary has been developed to delineate areas of the district affected by moderate noise from aircraft. Controls on density and new subdivision are considered necessary to minimise the number of people exposed to aircraft noise. This applies to properties underneath the Outer Control Boundary within the Airport Protection and Otatara Sub-Areas only.
- 3.10.4.4** The Single Event Sound Exposure Boundary has been developed to delineate the area within which the Council considers controls on density and new subdivision are necessary.
- 3.10.4.5** The Airport Operations Sub-Area defines the airport property where aviation activities and services will occur.
- 3.10.4.6** The purpose of the Airport Protection Sub-Area is to enable a buffer to be established between noise sensitive activities and the airport. Controls on the establishment of new noise sensitive activities are considered particularly necessary within the Airport Protection Sub-Area. Any land use activities or subdivision which may be incompatible with airport operations will be identified through the application of rigorous assessment criteria for resource consent applications. This enables the important physical resource of the airport to operate and grow without undue interference from incompatible noise sensitive land uses which otherwise might develop in these areas.
- 3.10.4.7** Acoustic insulation is recognised by Council as an appropriate method of attenuating noise from airport operations. It is considered necessary for new noise sensitive activities and additions to new noise sensitive activities to provide for acoustic insulation if located underneath the Single Event Sound Exposure Boundary or within the Airport Protection Sub-Area. Outside of the Single Event Sound Exposure Boundary and the Airport Protection Sub-Area, acoustic insulation is recommended for all new noise sensitive activities and additions to existing noise sensitive activities falling underneath the Outer Control Boundary.
- 3.10.4.8** The provisions recognise the importance of allowing controlled growth of the airport while mitigating the noise effects on the community.
- 3.10.4.9** Controls are necessary to enable aircraft and airport activities, and seaport activities, to generate noise in the normal course of their operation greater than that permitted with respect to other land uses.
- 3.10.4.10** Controls on electrical interference and glare are necessary to facilitate the safe operation of transportation networks.
- 3.10.4.11** Infogram 5 shows the roading hierarchy to enable easy identification.
- 3.10.4.12** Controls are necessary so that the effects of land use activities are not incompatible with the safe and efficient operation of transportation networks.
- 3.10.4.13** Bonds may be imposed to ensure compliance with resource consent conditions.
- 3.10.4.14** Transportation issues often cross boundaries.
- 3.10.4.15** Publishing information about noise from transportation networks enables people to make informed decisions on any avoidance, remedial or mitigation measures for their activity.

3.10.4.16 Access to the transportation network is a resource management matter that contributes to amenity values. Activities can give rise to adverse effects on transportation networks and amenity values and as a consequence activities that can give rise to such effects need to be managed.

3.10.5 Reasons

3.10.5.1 The effects of land use activities on the transportation networks, and the effects of the networks on surrounding properties, and the need to address these effects, were identified during the consultation process.

3.10.5.2 A New Zealand Standard, NZS 6805:1992, provides a guide for territorial authorities wishing to include appropriate land use controls with respect to noise management and land use planning in relation to airports and their environs. Council concluded that adoption of rules relating to restrictions on subdivision, density and new noise sensitive activities and the provision of sound insulation were a reasonable interpretation of this standard with respect to the Invercargill Airport.

3.10.5.3 Under the designations imposed by the Invercargill Airport Limited as requiring authority, noise sensitive activities are prohibited inside the Airnoise Boundary.

3.10.5.4 In areas identified as subject to high levels of aircraft noise:

- (A) New noise sensitive activities and subdivision will be assessed on the basis of compliance with low densities, and their proximity to airport take off and approach paths; and
- (B) New noise sensitive activities and additions to existing noise sensitive activities will have acoustic insulation.

3.10.5.5 Within the Airport Protection Sub-Area, applications for subdivision or new noise sensitive activities will need to meet rigorous assessment criteria designed to prevent new activities from adversely affecting or being affected by airport operations.

3.10.5.6 Within the Single Event Sound Exposure Boundary at Avenal densities are limited to one residence per 500m². Outside the urban area (in Otatara) density levels for residences are controlled to ensure a low density in the area.

3.10.5.7 Dissemination of information and education are considered the best tools to address the issue of noise generated by transport networks other than the airport and seaport.

3.10.5.8 A mixture of rules and provision of information/education is the most appropriate method of addressing airport and seaport issues.

3.10.5.9 Rules are the most effective method to ensure that minimum standards are met for safe access and egress, parking, loading and unloading, and manoeuvring areas on site.

3.10.5.10 Off-street car parking facilities are required for all land uses in the District in order to mitigate a significant adverse effect of the land use. However in the City Centre Sub-Area, Council is accepting responsibility for car parking as an incentive for development and there is no requirement. The Smelter Sub-Area is a special case because the company concerned buses many of its workers to and from the site.

3.10.5.11 Bonds are an effective method of ensuring compliance with resource consent conditions.

3.11 NATURAL HAZARDS

3.11.1 Objective 1

To promote public awareness of the extent, character and consequences of natural hazards, to enable people to take appropriate actions

3.11.2 Policies

- (A) Hazard Information Maps - To compile and publish Hazard Information Maps containing the best information known to Council on hazards. The Hazard Information Maps will include areas of land susceptible to the effects of:
- (1) riverine inundation
 - (2) stormwater inundation
 - (3) seismic activity
 - (4) liquefaction
 - (5) sea level rise/storm surge
 - (6) coastal erosion
 - (7) wind
- (B) Education - To advise the public of known hazards through the Hazard Information Maps.

3.11.3 Methods of Implementation

- (A) Collection, collation and presentation of hazard information in the Hazard Information Maps.
- (B) Advise the public of information contained within the Hazard Information Maps pertaining to property.

3.11.4 Explanation

Council is the “honest broker” of hazard information.

3.11.5 Reason

The public consultation process and experience with the Transitional District Plan have indicated that people wish to be informed about hazards.

3.11.6 Objective 2

To avoid or mitigate the actual or potential effects of loss or damage to life or property from natural hazards

3.11.7 Policies

- (A) Standards – To impose appropriate standards on the subdivision, use and development in areas identified on the Hazard Information Maps as being

subject to a high degree of risk from either riverine inundation or sea level rise/storm surge.

- (B) Rules – To control the erection of, and extensions to, residences within areas identified on the Hazard Information Maps as being subject to a high degree of risk from either riverine inundation or sea level rise/storm surge.
- (C) Resource Consents – In assessing any resource consent for subdivision, use or development in areas identified on the Hazard Information Maps as being subject to a high degree of risk from either riverine inundation or sea level rise/storm surge, to take into account:
 - (1) The degree of risk of flooding to the property;
 - (2) The effects of flooding on the proposed development;
 - (3) Alteration to the water flow pattern;
 - (4) The length of time that a building will be on the site;
 - (5) The extent of any adverse effect from either riverine inundation or sea level rise/storm surge on residences; and
 - (6) The need for new or upgraded hazard protection works and the effects of those works.
- (D) Cross-boundary– To seek advice where necessary from the Southland Regional Council and the Department of Conservation relating to the effects of inundation on land use activities proposed in areas subject to a high degree of risk from either riverine inundation or sea level rise/ storm surge, delineated on the Hazard Information Maps.

3.11.8 Methods of Implementation

- (A) Advice, where necessary, will be sought from the Southland Regional Council and Department of Conservation relating to the effects on subdivision and land use activities proposed in areas subject to a high degree of risk from either riverine inundation or sea level rise/storm surge, delineated on the Hazard Information Maps.
- (B) Identify, where practicable, a minimum floor level for those areas subject to a high degree of risk from either riverine inundation or sea level rise/storm surge, within which residences must comply with appropriate performance standards.
- (C) Requiring resource consent in areas subject to a high degree of risk from either riverine inundation or sea level rise/storm surge, as delineated on the Hazard Information Maps, for:
 - (1) Residences that do not meet the required performance standards; or
 - (2) Residences located in areas where no minimum floor levels have been determined.
- (D) Requiring notices to be placed on the title of the property pursuant to sections 71-74 of the Building Act 2004 where buildings are erected in the high risk areas for riverine inundation or sea level rise/storm surge.

3.11.9 Explanation

Areas identified on the Hazard Information Maps as being subject to risk from riverine inundation can be divided into four levels:

- (A) Level 1 has a low degree of risk, reflecting flood protection mitigation measures. A non-regulatory approach will be adopted in this case.
- (B) Level 2 has a high degree of risk, and includes those areas where future flood levels can be predicted.
- (C) Level 2A has a high degree of risk in a flood event greater than the design limits of the flood protection system.
- (D) Level 3 has a high degree of risk and includes:
 - (1) Those areas designed to pond in a flood event; and
 - (2) Active floodplains.

3.11.9.2 Areas identified on the Hazard Information Maps as being subject to risk of sea level rise/storm surge can be divided into two levels of risk:

- (A) Low risk, being those areas below three metres above mean sea level, where flood protection mitigation measures of an appropriate standard have been undertaken. A non-regulatory approach will be adopted in this case.
- (B) High risk, being those areas below three metres above mean sea level, where flood protection mitigation measures of an appropriate standard have not been undertaken.

3.11.9.3 For areas with a Level 2, 2A or 3 risk of riverine inundation and a high risk of sea level rise/storm surge a regulatory approach will be adopted for the location of residences. This is to ensure the mitigation of effects occurs.

3.11.10 Reasons

3.11.10.1 The Southland Regional Council has the technical data in respect of riverine inundation and sea level rise/storm surge. Their advice will be sought in respect of resource consents for residences in areas identified as subject to a high degree of risk from either riverine inundation or sea level rise/storm surge, as delineated on the Hazard Information Maps.

3.11.10.2 The Department of Conservation has expertise in respect of sea level rise/storm surge and their advice will be sought where residences or other activities require consent in areas identified as having a high degree of risk from sea level rise/storm surge.

3.11.10.3 Regulation is necessary to avoid, remedy or mitigate the adverse effects of subdivision, use and development in areas subject to a high degree of risk from either riverine inundation or sea level rise/ storm surge, as delineated on the Hazard Information Maps.

3.12 SUBDIVISION OF LAND

3.12.1 Objectives

Objective 1

To enable the subdivision of land to be undertaken in accordance with the specific objectives for areas and resources of the City

Objective 2

To enable the subdivision of land to occur, while at the same time ensuring that any adverse effects of subdivision and associated development are avoided, remedied or mitigated

3.12.2 Policies

- (A) Resource Consents - To manage the process of issuing subdivision consents and to ensure that a record of allotments is retained by Council.
- (B) Effects - To ensure in the creation of new allotments any adverse effects on natural, ecological, cultural or heritage values or transportation infrastructures are avoided, remedied or mitigated.
- (C) Rules - To regulate the size of subdivision and the appropriate location of new allotments in areas where adverse effects of more intensive land use activities have been identified.
- (D) Natural Hazards - To ensure that the subdivision consent process takes into account the effect of natural hazards.

3.12.3 Methods of Implementation

- (A) Requiring a resource consent application for every subdivision.
- (B) Production and dissemination of brochures and leaflets on subdivision.
- (C) Access on to Limited Access Roads - Subdividers should note section 93 of the Transit New Zealand Act 1989 which states that a State Highway which is a Limited Access Road is not to be a road for subdivision purposes except for such purposes and on such conditions as the Minister of Transport notifies to the District Land Registrar. Application to obtain ministerial consent for subdivision on State Highways which are Limited Access Roads should be made to Transit New Zealand. Council itself may also declare a road to be a Limited Access Road under section 346 of the Local Government Act 1974.
- (D) Where engineering works are required as part of a subdivision, Council's Code of Practice for Land Development shall be complied with.

3.12.4 Explanation

3.12.4.1 The Resource Management Act 1991 requires Council to approve and certify subdivision plans.

3.12.14.2 Requiring a resource consent for every subdivision will enable Council to assess any adverse effects on transportation infrastructure, natural, ecological, cultural and heritage values and, where appropriate, to impose conditions.

3.12.14.3 In areas where subdivision increases the potential for conflict between new and existing land uses (e.g. the airport), applications for consent will be assessed against specific assessment criteria designed to prevent incompatible land uses from establishment.

3.12.14.4 Transit New Zealand retains control of the location, design and construction standard of crossing places and road intersections with a State Highway if it has been declared to be a Limited Access Road.

3.12.14.5 Section 106 of the Resource Management Act 1991 outlines circumstances under which Council should not grant subdivision consent. Such circumstances include the likelihood of material damage by erosion debris, subsidence, slippage or inundation.

3.13 INFRASTRUCTURE

3.13.1 Objective 1

To ensure that infrastructure is provided so as to meet the economic, social, health and safety needs of individuals and the community

3.13.2 Policies

- (A) Provision of Infrastructure – To recognise the benefits, and necessity, to individuals and the community from the provision of infrastructure.
- (B) Infrastructure Upgrading and Maintenance – To provide for the ongoing efficient use of infrastructure through upgrading and maintenance.

3.13.3 Methods of Implementation

- (A) Including rules for the establishment, maintenance and operation of infrastructure in the District.
- (B) Adopting the standards in Council's Code of Practice for Land Development with which infrastructure shall comply.
- (C) Considering infrastructure needs as part of subdivision consents.

3.13.4 Explanation

Rules are needed in the Plan to provide for the provision, upgrading and maintenance of infrastructure. Council's Code of Practice for Land Development identifies the appropriate technical and engineering standards for the provision of infrastructure.

3.13.5 Reasons

Infrastructure is necessary to enable people and communities to provide for their economic, social, health and safety needs. It is an essential feature of modern civilization which developers are required to provide. Rules and standards for infrastructure will need to be met to ensure that their effects are no more than minor.

3.13.6 Objective 2

To ensure that the adverse effects of the provision of infrastructure are avoided, remedied or mitigated

3.13.7 Policies

- (A) Undergrounding of Infrastructure – To encourage the underground placement of network utilities where this is economically viable and technically feasible.
- (B) Co-location – To encourage the co-location or sharing of facilities where this is feasible and practicable.
- (C) Adverse Effects – To avoid where practical, remedy or mitigate the adverse effects of the construction and operation of infrastructure.

3.13.8 Methods of Implementation

- (A) Where standards for infrastructure are not met, approval will be required by way of resource consent or designation. Any adverse effects of the infrastructure can then be considered, and where appropriate conditions imposed.
- (B) Advocating to the providers of infrastructure that underground placement be undertaken, where practical and feasible.

3.13.9 Explanation

Where rules and standards are not met, it is appropriate for the resource consent or designation regulatory procedures to be followed. Council will encourage the underground placement of network utilities within the urban area.

3.13.10 Reasons

3.13.10.1 Where the adverse effects of infrastructure are more than minor they will need to be managed, either by way of standards or consideration of a resource consent or designation.

3.13.10.2 Where adverse effects occur from existing infrastructure, such as with overhead lines in some Domicile areas, Council will advocate to the providers of the infrastructure that undergrounding be undertaken where practical and feasible.

3.14 AMENITY VALUES

3.14.1 Objective

To maintain and enhance the amenity values that occur throughout the District

3.14.2 Policies

- (A) Identification –
 - (1) To identify the natural and physical characteristics which contribute or impact upon the amenity values of the District.
 - (a) Noise and vibration
 - (b) Odour

- (c) Glare
 - (d) Electrical interference
 - (e) Lightspill
 - (f) Wind
 - (g) Signage
 - (h) Hazardous substances
 - (i) Dilapidated structures and ill-maintained lands
 - (j) Demolition or removal activities
 - (k) Height and Location of structures
 - (l) Protection areas
 - (m) Private open space and density
 - (n) Landscaping, planting and screening
 - (o) Public open space
 - (p) Weather protection
 - (q) Relocation of previously used residential buildings
- (2) In addition, the following matters already referred to in the Plan contribute to the amenity values of different areas of the District:
- (a) The Coastal Environment
 - (b) Wetlands, and rivers and their margins
 - (c) Outstanding natural features and landscapes
 - (d) Areas of significant indigenous vegetation and significant habitats of indigenous fauna
 - (e) Heritage
 - (f) Transportation
 - (g) Infrastructure
- (B) Natural and Physical Characteristics – To maintain and enhance the natural and physical characteristics identified in Policy 3.14.2(A)(1).
- In particular:
- (1) Noise and Vibration –
- (a) To manage noise generated by land use activities and activities on the surface of water in order to maintain a level that reflects the characteristics of the different Sub-Areas of the District by:
 - (i) Controlling the time of the day that noise can be emitted; and
 - (ii) Setting standards for maximum noise levels acceptable in different areas.
 - (b) To recognise noise issues associated with the operation of transportation networks.
 - (c) To promote the management of activities to avoid the adverse effects of noise and vibration.
- (2) Odour - To have regard to odour generated by land use activities.

- (3) Glare - To have regard to significant glare from buildings and structures by considering:
- (a) Its intrusion on the safe and efficient operation of transport; and/or
 - (b) Its intrusion on the neighbourhood;
- by enforcement procedures after environmental advocacy.
- (4) Electrical Interference - To require that land use activities do not create an electrical interference at the property boundary or do not affect navigation equipment for transportation networks.
- (5) Lightspill - To manage lightspill generated by land use activities in order to maintain an acceptable level by:
- (a) Controlling the time of day that lightspill may occur; and
 - (b) Setting standards for maximum lightspill levels acceptable in different areas.
- (6) Wind - To have regard to the adverse effects that the alteration of wind flow by structures has on amenity values.
- (7) Signage -
- (a) To manage the intensity of signage to reflect the characteristics of the different Sub-Areas of the District by controlling:
 - (i) The size and character of signage; and
 - (ii) The illumination of signage.
 - (b) To manage significant effects of signage in relation to applications for resource consent by considering:
 - (i) The effects of signage on the safety and visibility of transportation networks and on aircraft operations;
 - (ii) The size and character of the signage;
 - (iii) The illumination of the signage and the effects of lightspill;
 - (iv) The siting of the signage with respect to sight lines pertaining to any road or rail intersection, or accessway on to a road;
 - (v) Effects on the visual and aesthetic coherence of the surrounding environment;
 - (vi) Effects on outstanding natural features and landscapes;
 - (vii) Effects on heritage values of sites, structures, places and areas; and
 - (viii) Cumulative effects of signage.
- (8) Hazardous Substances –
- (a) To avoid the adverse effects of the storage, use, disposal or transportation of hazardous substances by:
 - (i) Requiring the provision of a sufficient amount of site area for ease of manoeuvrability for hazardous substances transporters; and

- (ii) Controlling the maximum amounts for storage throughout the District.
- (b) To recognise the provisions of the Hazardous Substances and New Organisms Act 1996 which manages the adverse effects of the storage, use and disposal of hazardous substances.
- (9) Dilapidated Structures and Ill-maintained Lands - To manage the adverse effects of dilapidated structures and ill-maintained lands and sites on amenity values.
- (10) Demolition or Removal Activities - To manage the adverse effects of demolition or removal activities on amenity values by ensuring the clean up, screening and maintenance of sites.
- (11) Height and Location of Structures - To manage the height of structures by controlling maximum height and their relationship to site boundaries or, in the case of the Airport, flight paths.
- (12) Protection areas: To identify areas where certain types of land use activities exist and are encouraged in order to maintain spatial protection between incompatible land use activities. This is particularly important adjacent to the Airport.
- (13) Private Open Space and Density - To ensure that adequate provision is made for open space on privately owned property for both outdoor living and to retain a site coverage or density of residences which maintains the character of the District.
- (14) Landscaping, Planting and Screening - To promote landscaping, planting and screening initiatives which can maintain and enhance amenity values.
- (15) Public Open Space - To provide for activities on public open space to meet the needs of the community.
- (16) Weather Protection - To require structures located in the City Centre Sub-Area to provide for weather protection over the public footpath adjacent to the development and along the street frontage of the property, and to encourage their construction elsewhere.
- (17) Relocation of Previously Used Residential Buildings – To manage adverse effects of the relocation of buildings by ensuring that any relocated building is placed on permanent foundations and reinstated to an appropriate state of repair within a reasonable timeframe.
- (C) Land Use Activities - To manage the actual and potential adverse effects of land use activities by:
 - (1) Listing activities as permitted, discretionary and non-complying;
 - (2) Requiring compliance with environmental standards; and

- (3) Requiring compliance with Concept Plans where they have been developed for specific areas.
- (D) Education - To educate and inform the public on how they can maintain and enhance the amenities of their area by:
 - (1) Appropriate management of noise and vibration;
 - (2) Adopting building methods for the attenuation of the effect of noise originating from the operation of transportation networks;
 - (3) Appropriate management of activities which could cause odour;
 - (4) Minimising the effects of glare and accentuation of wind effects;
 - (5) Controlling lightspill; and
 - (6) Appropriate landscaping, planting and screening.

3.14.3 Methods of Implementation

- (A) Noise and Vibration
 - (1) Setting maximum noise emissions levels for different areas;
 - (2) Controlling the time of day that noise may be emitted;
 - (3) Setting the maximum amount of noise that may be generated by aircraft and airport activities, and seaport activities;
 - (4) Locating noise sensitive activities away from noise sources or making them subject to measures to insulate buildings from noise;
 - (5) Development and dissemination of brochures and leaflets on the appropriate management of noise and vibration; and
 - (6) Development and dissemination of brochures and leaflets on building methods for the attenuation of the effect of noise originating from in-flight aircraft, seaport operations, and road and rail traffic.
- (B) Odour
 - (1) Development and dissemination of brochures and leaflets on the appropriate management of odour;
 - (2) Consultation with the Southland Regional Council to promote integrated management of odour; and
 - (3) Have regard to odour emissions at the time of resource consents.
- (C) Glare
Advising on possible glare issues at the time of building consent.
- (D) Wind
Advising on possible wind flow issues at the time of building consent.
- (E) Electrical interference
Electrical interference will be controlled to ensure no adverse effects on transportation. Any nuisance at the property boundary will be deemed to be objectionable in terms of the Resource Management Act 1991 and appropriate procedures will be followed.
- (F) Dilapidated structures and ill-maintained lands
Dilapidated structures and ill-maintained lands, will be deemed to be objectionable in terms of the Resource Management Act 1991 and appropriate procedures, including enforcement, will be followed.

- (G) Lightspill
 - (1) Setting maximum lightspill levels for different areas;
 - (2) Controlling the time of day that lightspill may occur; and
 - (3) Development and dissemination of brochures and leaflets on the appropriate management of lightspill.
- (H) Signage
 - (1) Setting standards for signage for different areas;
 - (2) Requiring applications for signage exceeding these standards to be considered as a discretionary activity; and
 - (3) Facilitation of information dissemination through guidelines.
- (I) Hazardous Substances
Setting maxima for storage for different areas of the District.
- (J) Demolition or removal activities
Controlling demolition or removal activities.
- (K) Height and location of structures
Controlling the height and location of structures for different areas.
- (L) Protection areas
 - (1) To recognise in applications for resource consent actual and potential reverse sensitivity effects; and
 - (2) To establish an Airport Protection Sub-Area in which resource consent are required for new subdivision or the establishment of new noise sensitive activities and structures under flight paths.
- (M) Private open space and density
Setting minimum standards for provision of private open space and residential density in different areas.
- (N) Landscaping, Planting and Screening
 - (1) Development and dissemination of brochures and leaflets on landscaping, planting and screening techniques and the Property Law Act 1952; and
 - (2) Seminars and workshops on landscaping, planting and screening.
- (O) Weather Protection
 - (1) Requiring weather protection for pedestrians on the public footpath in the City Centre Sub-Area; and
 - (2) Setting standards for verandahs throughout the District where they are a chosen method of weather protection.
- (P) Public Open Space
 - (1) Activities, and their requirements, which are provided for in a management plan approved under the Reserves Act 1977 are permitted activities; and
 - (2) Where there is no approved management plan, or where the management plan does not make provision for the proposal, then land use activities will require a resource consent.

- (Q) Relocation of Buildings
- (1) Managing, through performance standards and the resource consent process, the time available to place relocated previously used residential buildings on permanent foundations and reinstate them to a reasonable state of repair.
 - (2) Development and dissemination of brochures and leaflets providing guidance on managing effects on amenity values when relocating buildings.
- (R) Land Use Activities
- Development of an activity table which identifies the permitted, discretionary and non-complying land use activities for the Sub-Areas of the District.
- (S) Concept Plans
- Development of concept plans to illustrate how development is to be undertaken for an area.

3.14.4 Explanation

3.14.4.1 Minimum Standards

Plans prepared under previous legislation contained rules which were designed to ensure minimum levels of amenity. Where appropriate, these rules have been carried forward into this Plan as minimum environmental standards.

3.14.4.2 Noise and Vibration

The noise effects of transport activities (aircraft operations, seaport operations, and road and rail traffic) are intermittent in nature. The local, regional and, on occasion, national importance of these transport operations has to be taken into account in quantifying amenity values. The management of the effects of noise is necessary to maintain and enhance amenity values. Enhanced public awareness of how to manage these effects, and rules limiting population density in the vicinity of the airport, should assist in maintaining and enhancing amenity values.

3.14.4.3 Lightspill

The management of the effects of lightspill is necessary to maintain and enhance amenity values.

3.14.4.4 Glare

Council has received complaints about glare and has generally been able to resolve the issue through minor changes to the placement of structures or cladding. Council best addresses the issue of glare at the time of building consent.

3.14.4.5 Wind

Any adverse effects of buildings on local wind flow patterns are not usually known until the structure is erected. Where problems do arise Council will work with property owners to rectify any such affects.

3.14.4.6 Odour

The Southland Regional Council has the lead role in the management of air quality, which includes odour. The Regional Air Quality Plan considers such matters and includes rules to manage the effects of odours. Therefore, regulation at a territorial level is considered to be unnecessary duplication of functions. However, Council has a duty to take into account any effects of odour in considering any resource consent. In addition, Council has been delegated responsibility to respond to

complaints of small scale odours, such as back yard fires, and to facilitate that role it will prepare brochures to assist landowners to avoid problems arising.

3.14.4.7 Electrical Interference

Electrical interference nuisance will come to Council's attention through complaints and a case-by-case approach is appropriate.

3.14.4.8 Dilapidated structures and ill-maintained lands

Problems arising from dilapidated structures and ill-maintained lands will come to Council's attention through complaints and a case-by-case approach is appropriate.

3.14.4.9 Signage

Management of the effects of signage through controls is necessary to maintain and enhance amenity values. Publication of guidelines for signage can promote good practice.

3.14.4.10 Height and location of structures

Management of the height of structures through controls is necessary to maintain and enhance amenity values. In some instances, inappropriate location of structures will adversely affect existing physical resources.

3.14.4.11 Protection areas

Recognition of reverse sensitivity effects is an important resource management consideration where there is the potential for the location of new land uses that are incompatible with existing land uses. In particular, the Airport Protection Sub-Area exists to prevent incompatible activities or structures adversely affecting the safe and efficient operation of a regionally significant resource.

3.14.4.12 Private open space and density

Management of private open space and residential density through controls is necessary to maintain and enhance amenity values.

3.14.4.13 Demolition or removal activities

Management of demolition or removal activities through controls is necessary to maintain and enhance amenity values.

3.14.4.14 Hazardous Substances

Controls on quantities as a measure to limit the degree of risk associated with storage, use and disposal of hazardous substances.

3.14.4.15 Landscaping, Planting and Screening

The best way to achieve appropriate landscaping, planting and screening is for people to do it because they want to. Council can assist this by developing promotional material and running seminars and workshops.

3.14.4.16 Weather Protection

Weather protection for pedestrians is desirable in areas with high pedestrian counts. The highest pedestrian counts are in the City Centre and weather protection is essential to protect the amenity of that area.

3.14.4.17 Public Open Space

The Reserves Act 1977 provides for the management of publicly-owned reserves through the management planning process. Where a management plan is approved by the Minister, full public consultation has taken place and the plan has community acceptance. Where there is no approved plan or where the plan does not make provision for the proposal, an application under the Resource Management Act is necessary to ensure opportunity for community input.

3.14.4.18 Relocation of Previously Used Residential Buildings

If carried out to a reasonable standard the relocation of previously used residential buildings has no or little adverse effect on amenity values. It is recognised that the relocation of buildings can be a cost-effective means of providing residential accommodation and that reuse of residential buildings is a sustainable use of a physical resource that could otherwise be left to deteriorate, otherwise burnt or disposed of to a landfill.

However, the amenity values in surrounding neighbourhoods can be adversely affected when the relocated buildings are either left sitting on temporary foundations or not fully reinstated within a reasonable timeframe.

Management of relocated buildings through performance standards and the resource consent process is necessary to maintain and enhance amenity values.

Enhanced public awareness through the publication of educational material giving guidance on how to manage effects of relocating buildings should assist in maintaining and enhancing amenity values.

3.14.4.19 Land Use Activities

For the individual sub-areas of the Invercargill District, land use activities have been identified as either permitted, discretionary or non-complying in Rule 4.33: Activity Table, on the basis of their environmental effects. Activities that are not listed as permitted require resource consent to enable their effects to be assessed on a case-by-case basis. Concept plans have been developed for greenfield sites to manage the adverse effects of specific developments.

3.14.5 Reasons

3.14.5.1 Minimum Standards

In the process of preparing this Plan, the effectiveness of rules contained within previous Plans was reviewed. Where rules have been accepted by the public as creating a minimum desirable level of amenity, these standards have been carried forward into this Plan as minimum environmental standards. Where public participation and Council's experience indicated that standards were inadequate, the standards have been reviewed to reflect these concerns.

3.14.5.2 Noise and Vibration

Public consultation identified freedom from excessive or intrusive noise, vibration as an important amenity value. What is seen as excessive or intrusive varies throughout the District. Council believes that a combination of education and Rules will best achieve the management of these effects.

3.14.5.3 Consultation also identified noise emanating from transportation networks (notably, airport, seaport and railway) as an issue, in that undue restriction on such activities to mitigate noise could jeopardise the sustainable operation of the network.

3.14.5.3 Odour

Public consultation identified freedom from excessive odour as an important amenity value. Council has a duty to consider the effects of odour in assessing resource consents and to respond to small scale odour complaints.

3.14.5.4 Glare

It is difficult to regulate to avoid glare, and Council is best able to advise at the time of building consent or to respond to any complaints received.

3.14.5.5 Electrical Interference

Incidences of electrical interference nuisance are few and far between, and are site-specific and individual in nature.

3.14.5.6 Dilapidated Structures and Ill-maintained Lands

Problems with dilapidated structures and ill-maintained lands are also site-specific and individual in nature.

3.14.5.7 Lightspill

Council has received complaints about lightspill and has generally been able to resolve the issue through suggesting minor changes to placement of lights. What is seen as excessive or intrusive varies throughout the District. Council believes that a combination of education and rules will best achieve the maintenance of amenity values.

3.14.5.8 Wind

Wind is a characteristic of the District's climate. Structures and vegetation can alter wind flows. The issue of wind effects is best addressed by Council at the time of application for building consent or in response to any problems that may arise.

3.14.5.9 Signage

Public consultation identified signage as having a major impact on amenity values and this has also been Council's experience. What is seen as excessive or intrusive varies throughout the District.

3.14.5.10 Hazardous Substances

Council's experience with hazardous substances is that limits on quantities are desirable to minimise perceived risk.

3.14.5.11 Height of Structures

Public consultation identified height of structures as having a major impact on amenity values and this has also been Council's experience.

3.14.5.12 Private Open Space and Density

Public consultation identified density of residential development and provision of private open space as having a major impact on amenity values and this has also been Council's experience.

3.14.5.13 Demolition or Removal Activities

Public consultation identified demolition or removal activities as having a major impact on amenity values and this has also been Council's experience.

3.14.5.14 Landscaping, Planting and Screening

Previously, landscaping, planting and screening were mandatory. The public response to these requirements was often a token gesture that was not maintained and therefore did not enhance amenity. Council has had to mediate on

neighbourhood disputes involving inappropriate landscaping, planting and screening and its maintenance. Council now considers that the most appropriate way to encourage the enhancement of amenity through landscaping, planting and screening is through active promotion.

3.14.5.15 Public Open Space

Public consultation identified public open space as an important amenity. There is no need for controls in this Plan additional to an approved management plan, which already has public acceptance.

3.14.5.16 Weather Protection

Public consultation identified weather protection across the public footpath as an important amenity in the City Centre. Verandahs traditionally provided this protection. Verandahs also contribute to the amenity of businesses outside the City Centre and standards are needed to ensure safety.

3.14.5.17 Relocation of Buildings

Council has received complaints about previously used relocated residential buildings having negative effects on amenity values in neighbourhoods around the District and this has also been Council's experience. Council believes that conditions need to be imposed on such buildings to ensure that work required to reinstate the building to a suitable standard and appropriate visual appearance is undertaken in a timely manner.

Council believes that education will aid in maintaining and enhancing amenity values.

3.14.5.18 Land Use Activities

In considering the format of the Plan, Council concluded that it knew, from experience sufficient of the environmental effects of certain activities to be able to decide with reasonable certainty that they would maintain or enhance amenity values. Because amenity values differ from Sub-Area to Sub-Area, lists of activities were developed for each Sub-Area. This is how the activity table was developed. In considering options for greenfield sites Council concluded that development was appropriate only if the location of buildings and activities was undertaken in a predetermined form contained in the concept plans.

3.14.6 Objective 2

To maintain and enhance the amenity values of the Areas and Sub-Areas of the District

3.14.7 Policies

(A) Areas and Sub-Areas - To identify the Urban and Country Areas of the District which can be further divided into Sub-Areas based on specific amenity values as:

- (1) Urban Area comprising of:
 - (a) Domicile Sub-Areas
 - (b) Enterprise Sub-Areas
 - (c) Suburban Service Sub-Areas
 - (d) Business Sub-Area
 - (e) Business A Sub-Area
 - (f) City Centre Sub-Area
 - (g) Hospital Sub-Area
 - (h) Seaport Sub-Area
- (2) Country Area comprising of:
 - (a) Rural Sub-Area
 - (b) Industrial Sub-Areas
 - (c) Industrial A Sub-Area
 - (d) Otatara Sub-Area
 - (e) Airport Operations Sub-Area
 - (f) Airport Protection Sub-Area
 - (g) Smelter Sub-Area
 - (h) Rural Service Sub-Area

(B) Amenity values - To require the maintenance and enhancement of the amenity values of the Sub-Areas, or identify specific limiting characteristics.

(1) Domicile Sub-Areas -

<i>Noise and vibration</i> -	Peace and tranquillity Low noise levels, with even lower noise levels at night, recognising that some parts of the Sub-Area are subject to higher levels of noise generated by transportation activities. Low to moderate density of traffic
<i>Odour</i> -	Minimal levels of odour emissions
<i>Glare</i> -	Low levels of glare
<i>Electrical interference</i> -	Freedom from nuisance
<i>Lightspill</i> -	Low levels of lightspill
<i>Wind</i> -	Natural wind effects not increased by land use activities

<i>Signage -</i>	Low level of visual intrusion from signage
<i>Hazardous Substances -</i>	Low levels of risk
<i>Dilapidated structures and ill-maintained lands -</i>	Well kept and maintained lands and structures
<i>Demolition or removal activities -</i>	Freedom from nuisance
<i>Relocation of Buildings</i>	Freedom from nuisance Relocated previously used residential buildings are placed on permanent foundations and reinstated to an appropriate state of repair within a reasonable timeframe.
<i>Height of structures -</i>	Control of the height of structures to maintain aesthetic coherence and incidence of daylight
<i>Private open space and density -</i>	Provision of private open space for residential activities
<i>Landscaping planting and screening -</i>	On a scale appropriate to site size and orientation
<i>Public open space -</i>	Proximity to areas of public open space
<i>Weather Protection -</i>	Not Applicable
<i>Coastal Environment -</i>	Proximity to the coast
<i>Wetlands, and Rivers and their margins -</i>	Proximity to waterways
<i>Outstanding natural features and landscapes -</i>	Views
<i>Areas of significant indigenous vegetation and significant habitats of indigenous fauna –</i>	Proximity to these areas
<i>Heritage -</i>	Heritage values of sites, structures, places and areas
<i>Transportation -</i>	Safety and visibility along transportation networks Low to moderate density of traffic Un-congested transportation networks Adequate off-street parking
<i>Infrastructure -</i>	Provided but not visually obtrusive

In addition, the Domicile Sub-Areas offer the opportunity for:

- (a) A predominance of residential land use activities;
- (b) Accessibility to retail and educational activities; and
- (c) Accessibility to places of employment.

(2) Enterprise Sub-Areas -

<i>Noise and vibration -</i>	The opportunity to generate moderate levels of noise at varying times of the day and the night recognising that some parts of the Sub-Area are subject to higher levels of noise generated by transportation activities
<i>Odour -</i>	The opportunity to generate odour emissions
<i>Glare -</i>	The opportunity to generate high levels of glare
<i>Electrical interference -</i>	Freedom from nuisance
<i>Lightspill -</i>	The opportunity to generate high levels of lightspill
<i>Wind -</i>	Natural wind effects not increased by land use activities
<i>Signage -</i>	The clear identification and promotion of places of business
<i>Hazardous Substances -</i>	The opportunity to use significant amounts
<i>Dilapidated structures and ill-maintained lands -</i>	Maintained lands and structures
<i>Demolition or removal activities -</i>	Freedom from nuisance
<i>Relocation of buildings</i>	Freedom from nuisance
<i>Height of structures -</i>	The opportunity to erect large structures subject to Invercargill Airport Limited designation for Airport Approach and Land Use Controls
<i>Private open space and density -</i>	The opportunity to create large areas of impermeable surfaces used as workspaces, storage areas or as parking
<i>Landscaping, planting and screening, public open space, weather protection</i>	An amenity if provided, but not considered to be a significant resource management issue.
<i>Coastal environment, wetland and rivers and their margins, outstanding natural features and landscapes -</i>	

Not applicable

Areas of significant indigenous vegetation and significant habitats of indigenous fauna -

Not applicable

Heritage -

Heritage values of sites, structures, places and areas

Transportation -

Safety and visibility along transportation networks

Un-congested transportation networks

Adequate off-street parking

High visitation to the area from heavy vehicles and hazardous substance transporters recognising that some parts of the Sub-Area are subject to higher levels of noise generated by transportation activities.

Infrastructure -

Provided but not visually obtrusive

In addition, the Enterprise Sub-Areas offer the opportunity for:

- (a) Retail, commercial and industrial activities;
- (b) Siting hazardous substance handling facilities; and
- (c) Caretakers accommodation.

(3) Suburban Service Sub-Areas -

Noise and vibration -

Moderate noise levels

Low to moderate density of traffic recognising that some parts of the Sub-Area are subject to higher levels of noise generated by transportation activities

Odour -

Low levels of odour emissions

Glare -

Low levels of glare

Electrical interference -

Freedom from nuisance

Lightspill -

Low levels of lightspill

Wind - Natural wind effects not increased by land use activities

Signage -

An abundance of bright vibrant signage

Hazardous Substances -

Low level of risk

Dilapidated structures and ill-maintained lands -

Well kept and maintained lands and structures

<i>Demolition or removal activities -</i>	Freedom from nuisance
<i>Relocation of buildings</i>	Freedom from nuisance
<i>Height of structures -</i>	Control of the height of structures to maintain aesthetic coherence with the surrounding Domicile Sub-Area
<i>Private open space and density -</i>	The opportunity for the temporary storage of wastes awaiting collection
<i>Landscaping, planting and screening:</i>	An amenity if provided, but not considered to be a significant resource management issue.
<i>Public open space -</i>	Proximity to areas of public open space
<i>Weather protection -</i>	An amenity if provided, but not considered to be a significant resource management issue
<i>The coastal environment, wetlands, and rivers and their margins, outstanding natural features and landscapes, areas of significant indigenous vegetation and significant habitats of indigenous fauna, and heritage -</i>	Not applicable
<i>Heritage -</i>	Not applicable
<i>Transportation -</i>	Safety and visibility along transportation networks Low to moderate density of traffic Un-congested transportation networks Adequate off-street parking Provision for loading and unloading areas and on-street parking recognising that some parts of the Sub-Area are subject to higher levels of noise generated by transportation activities
<i>Infrastructure -</i>	Provided but not visually obtrusive

In addition, the Suburban Service Sub-Areas offer the opportunity for a variety of small scale commercial and community oriented activities.

(4) Business Sub-Area -

<i>Noise and vibration -</i>	Moderate noise levels Moderate to high density of traffic
<i>Odour -</i>	Low levels of odour emissions
<i>Glare -</i>	Low levels of glare

<i>Electrical interference -</i>	Freedom from nuisance
<i>Lightspill -</i>	Low levels of lightspill
<i>Wind -</i>	Natural wind effects not increased by land use activities
<i>Signage -</i>	An abundance of bright vibrant signage
<i>Hazardous substances -</i>	The opportunity to use significant amounts
<i>Dilapidated structures and ill-maintained lands -</i>	Well kept and maintained lands and structures
<i>Demolition or removal activities -</i>	Freedom from nuisance
<i>Relocation of buildings</i>	Freedom from nuisance
<i>Height of structures -</i>	Control of the height of structures, especially at the interface with Domicile Sub-Areas To maintain aesthetic coherence and incidence of daylight Some sites are subject to Invercargill Airport Limited designation for Airport Approach and Land Use Controls
<i>Private open space and density -</i>	Opportunity to create large areas of impermeable surfaces used as workspaces, storage areas, or as parking
<i>Landscaping, planting and screening -</i>	An amenity if provided, but not considered to be a significant resource management issue
<i>Public open space -</i>	Proximity to areas of public open space
<i>Weather protection -</i>	An amenity if provided but not considered to be a significant resource management issue
<i>The coastal environment, wetlands and rivers and their margins, outstanding natural features and landscapes, areas of significant indigenous vegetation and significant habitats of indigenous fauna –</i>	Not applicable
<i>Heritage -</i>	Abundance of structures with heritage features

Transportation - Safety and visibility along transportation networks
Moderate to high density of traffic
Un-congested transportation networks
Adequate off-street parking
Provision for loading and unloading areas and on-street parking recognising that some parts of the Sub-Area are subject to higher levels of noise generated by transportation activities

Infrastructure - Provided but not visually obtrusive

In addition, the Business Sub-Area offers the opportunity for:

- (a) Diversity of retail and commercial activities and services contributing to a focal point for the District, the Southland Region, the Wakatipu and parts of Central and West Otago;
- (b) The predominance of vehicles, pedestrians and large structures;
- (c) The ability to store and use hazardous substances where this is an integral part of the process or business; and
- (d) Bright and vibrant building facades.

(5) Business A Sub-Area -

Noise and vibration - Moderate noise levels
Moderate to high density of traffic

Odour - Low levels of odour emissions

Glare - Low levels of glare

Electrical interference - Freedom from nuisance

Lightspill - Low levels of lightspill

Wind - Natural wind effects not increased by land use activities

Signage - The clear identification and promotion of places of business and their products

Hazardous substances - The opportunity to use significant amounts having regard to the risk to the wider environment

Infrastructure - Provided but not visibly obtrusive

Dilapidated structures and ill-maintained lands -
Well kept and maintained lands and structures

Demolition or removal activities -
Freedom from nuisance

Relocation of buildings Freedom from nuisance

<i>Height of structures -</i>	Control of the height of structures, especially at the interface with Domicile Sub-Areas To maintain aesthetic coherence and incidence of daylight
<i>Private open space and density -</i>	Opportunity to create large areas of impermeable surfaces used as storage areas, or as parking Control of site coverage at the interface with Domicile Sub-Areas
<i>Landscaping, planting and screening -</i>	To be provided generally in accordance with the Business A Sub-Area Concept/Landscape Plans in Appendix VII
<i>Public open space -</i>	Proximity to Otepuni Creek
<i>Heritage -</i>	Not applicable
<i>Transportation -</i>	Ease of access to transport networks. A site layout that facilitates the servicing of vehicles and their movement through the site in a controlled manner

In addition, the Business A Sub-Area offers the opportunity for:

- (a) Supermarket, service station, restaurants and take-away activities, in accordance with the Concept Plans that form part of this Plan, close to major transportation routes;
- (b) The predominance of vehicles and large structures; and
- (c) The ability to store and use hazardous substances where this is an integral part of the process or business

(6) City Centre Sub-Area -

<i>Noise and vibration -</i>	Moderate noise levels High density of traffic
<i>Odour -</i>	Low levels of odour emissions
<i>Glare -</i>	Low levels of glare
<i>Electrical interference -</i>	Freedom from nuisance
<i>Lightspill -</i>	Moderate levels of lightspill
<i>Wind -</i>	Natural wind effects not increased by land use activities
<i>Signage -</i>	An abundance of bright vibrant signage
<i>Hazardous substances -</i>	Low level of risk

<i>Dilapidated structures and ill-maintained lands -</i>	Well kept and maintained lands and structures
<i>Demolition or removal activities -</i>	Freedom from nuisance
<i>Relocation of buildings</i>	Freedom from nuisance
<i>Height of structures, private open space and density -</i>	Not considered to be significant resource management issues Some sites are subject to Invercargill Airport Limited designation for Airport Approach and Land Use Controls
<i>Public open space -</i>	Proximity to areas of public open space
<i>Weather protection -</i>	Provision for shelter from rain
<i>The coastal environment, wetlands and rivers and their margins, outstanding natural features and landscapes, areas of significant indigenous vegetation and significant habitats of indigenous fauna –</i>	Not applicable
<i>Heritage -</i>	Abundance of structures with heritage features
<i>Transportation -</i>	High pedestrian activity Safety and visibility along transportation networks High density of traffic Provision for loading and unloading areas and on-street parking Recognising that some parts of the Sub-Area are subject to higher levels of noise generated by transportation activities.
<i>Infrastructure -</i>	Provided but not visually obtrusive

In addition, the City Centre Sub-Area offers the opportunity for:

- (a) Diversity of retail and commercial activities and services contributing to a focal point for the District, the Southland Region, the Wakatipu and parts of Central and West Otago;
- (b) The predominance of large structures many with heritage value;
- (c) The people focus of the central city, with art works, street furniture and meeting places;
- (d) The ability to store and use hazardous substances where this is an integral part of the process or business; and
- (e) Bright and vibrant building facades.

(7) **Hospital Sub-Area**

<i>Noise and Vibration -</i>	Low noise levels in order to provide for patient and staff well being but with the opportunity to generate noise during emergency situations including the transportation of people by air and land ambulance. Noise emissions will also be generated by traffic and plant such as air conditioning units on site
<i>Odour -</i>	Low levels of odour emissions
<i>Glare -</i>	Low levels of glare
<i>Electrical interference -</i>	Freedom from nuisance in order to ensure the efficient operation of communication facilities
<i>Lightspill -</i>	Low levels of lightspill at hospital boundaries, but moderate to high light levels within site to provide appropriate night-time illumination of buildings
<i>Wind -</i>	Natural wind effects not increased by land use activities
<i>Signage -</i>	The provision of clear directional signage and identification of the hospital and individual hospital buildings, particularly emergency facilities
<i>Hazardous substances -</i>	The opportunity to store and use hazardous substances in relation to the functions of the hospital, having regard to the risk to the wider environment
<i>Dilapidated structures and ill maintained lands -</i>	Well-kept and maintained land and structures
<i>Demolition or removal activities -</i>	Freedom from nuisance
<i>Relocation of buildings</i>	Freedom from nuisance
<i>Height of structures -</i>	Recognising the ability of the existing environment to absorb large scale structures. Control the height of structures, especially at the interface with Domicile Sub-Areas in order to maintain aesthetic coherence and incidence of daylight
<i>Private Open Space and Density -</i>	The opportunity to create large areas of impermeable surfaces for parking

<i>Landscaping, planting and screening -</i>	Open space landscaped areas to be provided on site for the well being of patients and staff
<i>Public open space -</i>	Proximity to areas of public space
<i>Weather protection -</i>	Some degree of shelter from the wind especially in open space areas
<i>Areas of significant indigenous vegetation and significant habitats of indigenous fauna –</i>	Protection of existing area of significant - indigenous vegetation
<i>Outstanding natural features and landscapes and coastal environment –</i>	Not applicable
<i>Heritage -</i>	New Zealand Historic Places Trust listed building (the original Hospital Administration Building)
<i>Transportation -</i>	A site layout that facilitates the flow of vehicles and ensures clear access roads for emergency service vehicles and ease of access to transport networks. Site layout also to provide sufficient parking for staff and visitors in addition to adequate loading and manoeuvring areas for service vehicles
<i>Infrastructure -</i>	Provided but not visually obtrusive

In addition, the Hospital Sub-Area offers the opportunity for:

- (a) Certainty of operation and ongoing development of regionally important health facilities;
- (b) Non-clinical support services activities that are ancillary to the hospital's functions; and
- (c) Retail and residential activities that are ancillary to the hospital's functions

(8) Seaport Sub-Area -

<i>Noise and vibration -</i>	The opportunity to generate levels of noise in keeping with the operation of the seaport
<i>Odour -</i>	Moderate levels of odour emissions
<i>Glare -</i>	Moderate levels of glare
<i>Electrical interference -</i>	Freedom from nuisance
<i>Lightspill -</i>	The opportunity to generate high levels of lightspill

<i>Wind -</i>	Natural wind effects not increased by land use activities
<i>Signage -</i>	The clear identification and promotion of places of business
<i>Hazardous substances -</i>	The opportunity to store and use large quantities of hazardous substances
<i>Dilapidated structures and ill-maintained lands -</i>	Well kept and maintained lands and structures
<i>Demolition or removal activities -</i>	Freedom from nuisance
<i>Relocation of buildings</i>	Freedom from nuisance
<i>Height of structures, private open space and density, landscaping, planting and screening, public open space, and weather protection -</i>	Not significant resource management issues
<i>The coastal environment -</i>	Recognition of a working port in the coastal environment
<i>Wetlands and rivers and their margins, outstanding natural features and landscapes, areas of significant indigenous vegetation and significant habitats of indigenous fauna and heritage -</i>	Not applicable
<i>Transportation -</i>	Moderate to high density of traffic Un-congested transportation networks Adequate off-street parking Provision for loading and unloading areas Recognising that some parts of the Sub-Area are subject to higher levels of noise generated by transportation activities
<i>Infrastructure -</i>	Provided

In addition, the Seaport Sub-Area provides the opportunity for:

- (a) A variety of land use activities including seaport activities, fish processing, engineering industries, slip-way facilities, cool stores, boat charters, recreational activities and commercial offices;
- (b) High frequency of visitation from vehicles, including heavy vehicles;
- (c) High frequency of visitation from ocean going and coastal ships, including cargo ships, charter vessels, and fishing boats;
- (d) Opportunities for recreational activities;
- (e) Berthage, loading and unloading of ships and cargo vessels, and fishing boats;
- (f) The opportunity to locate vessels and structures housing materials and substances; and
- (g) The opportunity to locate hazardous substances.

(9) Rural Sub-Area -

<i>Noise and vibration -</i>	Low noise levels, particularly at night, except for agricultural activities, and recognising that some parts of the Sub-Area are subject to higher levels of noise generated by transportation activities. Low to moderate density of traffic Proximity to large scale industrial development
<i>Odour-</i>	Intermittent emissions of agricultural related odours.
<i>Glare -</i>	Low levels of glare
<i>Electrical interference -</i>	Freedom from nuisance
<i>Lightspill -</i>	Low levels of lightspill
<i>Wind -</i>	Natural wind effects not increased by land use activities
<i>Signage -</i>	Low level of visual intrusion from signage
<i>Hazardous substances -</i>	The opportunity to store and use moderate amounts of hazardous substances
<i>Dilapidated structures and ill-maintained lands -</i>	Well kept and maintained lands and structures
<i>Demolition or removal activities -</i>	Freedom from nuisance
<i>Relocation of buildings</i>	Freedom from nuisance Relocated previously used residential buildings are placed on permanent foundations and reinstated to an appropriate state of repair within a reasonable timeframe
<i>Height of structures -</i>	Control of the height of structures to maintain aesthetic coherence
<i>Private open space and density -</i>	The opportunity to have large areas of open space
<i>Landscaping -</i>	On a scale appropriate to site size and orientation
<i>Public open space -</i>	Proximity to areas of public open space
<i>Weather Protection -</i>	Not applicable

The coastal environment, wetlands, and rivers and their margins, outstanding natural features and landscapes, areas of significant indigenous vegetation and significant habitats of indigenous fauna -

Existence and proximity

Heritage -

Heritage values of sites, structures, places and areas

Transportation -

Safety and visibility along transportation networks

Low to moderate density of traffic

Un-congested transportation network

Adequate off-street parking

Recognising that some parts of the Sub-Area are subject to higher levels of noise generated by transportation activities.

Infrastructure -

Limited provision

In addition, the Rural Sub-Area is characterised by opportunities for:

- (a) Rural activities including agriculture, horticulture and planted production forestry, and recreational and industrial activities requiring large areas of land; and
- (b) Residential activities on larger land allotments or existing Certificates of Title where Council's reticulated sewerage system, which has spare capacity, is provided.

(10) Industrial Sub-Areas -

Noise and vibration -

The opportunity to generate moderate levels of noise at varying times of the day and the night

Odour -

The opportunity to generate odour emissions

Glare -

The opportunity to generate high levels of glare

Electrical interference -

Freedom from nuisance

Lightspill -

The opportunity to generate high levels of lightspill

Wind -

Natural wind effects not increased by land use activities

Signage -

The clear identification and promotion of places of business

Hazardous substances -

The opportunity to store and use hazardous substances

Dilapidated structures and ill-maintained lands -

Maintained lands and structures

<i>Demolition or removal activities -</i>	Freedom from nuisance
<i>Relocation of buildings</i>	Freedom from nuisance
<i>Height of structures -</i>	The opportunity to erect large structures
<i>Private Open Space and Density -</i>	The opportunity to create large areas of impermeable surfaces used as workspaces, storage areas or as parking
<i>Landscaping, planting and screening, weather protection -</i>	An amenity where provided but not a significant resource management issue
<i>Public open space -</i>	Proximity to areas of public open space
<i>Coastal environment, wetlands and rivers and their margins, outstanding natural features and landscapes, areas of significant indigenous vegetation and significant habitats of indigenous fauna, and heritage -</i>	Not applicable
<i>Transportation -</i>	Safety and visibility along transportation networks Un-congested transportation networks Adequate off-street parking High visitation to the area from heavy vehicles and hazardous substance transporters Recognising that some parts of the Sub-Area are subject to higher levels of noise generated by transportation activities
<i>Infrastructure -</i>	Limited provision

In addition, the Industrial Sub-Areas offer the opportunity for:

- (a) Large structures, open spaces and outdoor storage;
- (b) Caretakers accommodation;
- (c) The siting and storage of hazardous substance handling facilities;
- (d) High frequency of visits from heavy vehicles; and
- (e) Development in accordance with concept plans that form part of this Plan.

(11) Industrial A Sub-Area -

<i>Noise and vibration -</i>	The opportunity to generate high levels of noise at varying times of the day and the night within the Sub-Area, but without adversely impacting on residences within the Rural Sub-Area.
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<i>Odour -</i>	The opportunity to generate <u>low impact</u> odour emissions within but not beyond the Sub-Area so as to cause a nuisance <u>or generate complaints</u>
<i>Glare -</i>	The opportunity to generate glare within but not beyond the Sub-Area
<i>Electrical interference -</i>	Freedom from nuisance
<i>Lightspill -</i>	The opportunity to generate lightspill within but not beyond the Sub-Area boundary
<i>Wind -</i>	Natural wind effects not increased by land use activities beyond the boundary of the Sub-Area
<i>Signage -</i>	The clear identification and promotion of places of business
<i>Hazardous substances -</i>	The opportunity to store and use hazardous substances
<i>Dilapidated structures and ill-maintained lands -</i>	Maintained lands and structures
<i>Demolition or removal activities -</i>	Freedom from nuisance
<i>Relocation of buildings</i>	Freedom from nuisance
<i>Height of structures -</i>	The opportunity to erect large structures
<i>Private Open Space and Density –</i>	Undertaking large scale development but in a manner that separates buildings and activities and retains open space.
<i>Landscaping, planting and screening, weather protection -</i>	An amenity where landscaping is provided and enhanced, with particular emphasis on indigenous vegetation natural to the Awarua district
<i>Wetlands -</i>	The enhancement of wetland values within the Sub-Area
<u>Rivers and their margins -</u>	<u>Management of discharges into adjoining waterways so as to avoid any adverse effects</u>
<i>Public open space, coastal environment, rivers and their margins, outstanding natural features and landscapes, areas of significant indigenous vegetation and significant habitats of indigenous fauna -</i>	

Note:

1. Double underline indicates additions made by way of decisions on Plan Change 8 to the District Plan
2. Double strikethrough indicates deletions made by way of decisions on Plan Change 8 to the District Plan

	Not applicable <u>Areas of significant indigenous vegetation are protected and enhanced</u>
<i>Heritage -</i>	Heritage values of sites, structures, places and areas are retained and enhanced
<i>Transportation -</i>	Safety and visibility along transportation networks Un-congested transportation networks Adequate off-street parking High visitation to the area from heavy vehicles and hazardous substance transporters
<i>Infrastructure -</i>	Moderate <u>Provision of reticulated power, water and sewerage and provision made for the management of stormwater</u>
<u><i>Waste Management -</i></u>	<u>The opportunity to access trade waste disposal, and to implement the reduce, reuse recycle philosophy for solid waste disposal</u>
 (12) <u>Otatara Sub-Area -</u>	
<i>Noise and vibration -</i>	Low noise levels, particularly at night, except for agricultural activities. Recognising that some parts of the Sub-Area are subject to higher levels of noise generated by transportation activities. Low density of traffic
<i>Odour-</i>	Minimal levels of odour emissions

(Note: 3.14.7(B)(12) Otatara Sub-Area continues over on page 3-56B)

Note:

1. Double underline indicates additions made by way of decisions on Plan Change 8 to the District Plan
2. Double strikethrough indicates deletions made by way of decisions on Plan Change 8 to the District Plan

<i>Glare -</i>	Low levels of glare
<i>Electrical interference -</i>	Freedom from nuisance
<i>Lightspill -</i>	Low levels of lightspill
<i>Wind -</i>	Natural wind effects not increased by land use activities
<i>Signage -</i>	Low level of visual intrusion from signage
<i>Hazardous substances -</i>	Low level of risk
<i>Dilapidated structures and ill-maintained lands -</i>	Well kept and maintained lands and structures
<i>Demolition or removal activities -</i>	Freedom from nuisance
<i>Relocation of buildings</i>	Freedom from nuisance Relocated previously used residential buildings are placed on permanent foundations and reinstated to an appropriate state of repair within a reasonable timeframe
<i>Height of structures -</i>	Control of the height of structures to maintain aesthetic coherence Some sites are subject to Invercargill Airport Limited designation for Airport Approach and Land Use Controls
<i>Private open space and density -</i>	Provision of private open space for residential activities
<i>Landscaping, planting and screening.</i>	An amenity where provided
<i>Public open space -</i>	Proximity to areas of public open space
<i>Weather protection -</i>	Natural wind effects not increased by land use activities
<i>Coastal environment -</i>	Proximity to the coast
<i>Wetlands, and Rivers and their margins -</i>	Proximity to waterways
<i>Outstanding natural features and landscapes -</i>	Existence and proximity
<i>Areas of significant indigenous vegetation and significant habitats of indigenous fauna –</i>	

	Existence and proximity to these areas
<i>Heritage</i>	Presence of archaeological sites
<i>Transportation -</i>	Safety and visibility along transportation networks Low density of traffic Un-congested transportation networks Adequate off-street parking Recognising that some parts of the Sub-Area are subject to higher levels of noise generated by transportation activities
<i>Infrastructure -</i>	Limited provision

In addition, the Otatara Sub-Area is characterised by opportunities for:

- (a) Low density rural-residential lifestyle activity; and
 - (b) Larger size rural-residential allotments
- both of which maintain existing compatibility between the airport and neighbouring activities.
- (c) High degree of privacy;
 - (d) Scenic values with views to the coast and the estuary areas;
 - (e) Protection and enhancement of indigenous vegetation; and
 - (f) Feelings of remoteness: away from urban environs.

(13) Airport Operations Sub-Area -

<i>Noise and vibration -</i>	The opportunity to generate high levels of noise
<i>Odour -</i>	Minimal levels of odour emissions
<i>Glare -</i>	Low levels of glare
<i>Electrical interference -</i>	Freedom from nuisance
<i>Lightspill -</i>	The opportunity to control lightspill
<i>Wind -</i>	Natural wind effects not increased by land use activities
<i>Signage -</i>	Low level of visual intrusion from signage
<i>Hazardous substances -</i>	The opportunity to store and use large quantities
<i>Infrastructure -</i>	Provided
<i>Dilapidated structures and ill-maintained lands -</i>	Well kept and maintained lands and structures
<i>Demolition or removal activities -</i>	Freedom from nuisance

<i>Relocation of buildings</i>	Freedom from nuisance
<i>Height of structures -</i>	The opportunity to control height of structures
<i>Private open space and density, landscaping, planting and screening –</i>	Not applicable
<i>Weather Protection -</i>	An amenity where provided, but not a significant resource management issue
<i>Public open space -</i>	Proximity to areas of public open space
<i>Coastal environment, wetlands, rivers and their margins, outstanding natural features and landscapes -</i>	Proximity
<i>Areas of significant indigenous vegetation and significant habitats of indigenous fauna and heritage –</i>	Not applicable
<i>Transportation -</i>	Safety and visibility along transportation corridors Freedom from obstructions in flight approach and take-off vectors Low to moderate density of traffic Adequate parking Recognising that the Sub-Area is subject to higher levels of noise generated by transportation activities

In addition, the Airport Operations Sub-Area is characterised by opportunities to:

- (a) conduct aircraft operations;
- (b) conduct activities servicing or related to aviation; and
- (c) store large quantities of fuel.

(14) Airport Protection Sub-Area

<i>Noise and vibration -</i>	Affected by high levels of aircraft noise
<i>Low flying aircraft -</i>	Safety of aircraft on approach/takeoff is affected by location of structures
<i>Odour -</i>	Minimal levels of odour emissions
<i>Glare -</i>	Low levels of glare required for safe aircraft operations
<i>Electrical interference -</i>	Low levels required for safe aircraft operations
<i>Lightspill -</i>	Low levels required for safe aircraft operations
<i>Signage -</i>	Low levels required for safe aircraft operations
<i>Hazardous Substances -</i>	Low levels required for safe aircraft operations

Wind - Potential for natural wind effects to be altered by erection of structures

Height and location of structures - Location of structures and their height has the potential to adversely affect safe and efficient aircraft operations

Protection Areas - Strict controls are required on the establishment and/or location of new noise sensitive activities. Effects of aircraft noise, safety, glare and mechanical turbulence give rise to the potential for reverse sensitivity effects where incompatible activities may wish to locate in close proximity to the Invercargill Airport

(15) Smelter Sub-Area -

Noise and vibration - The opportunity to generate high levels of noise

Odour - The opportunity to generate odour emissions

Glare - The opportunity to generate high levels of glare

Electrical interference - Freedom from nuisance at the boundary of the property or tenancy

Lightspill - The opportunity to generate lightspill

Wind, signage, height of structures, private open space and density, landscaping, planting and screening, and public open space, weather protection, wetlands, and rivers and their margins, outstanding natural features and landscapes -

Not applicable

Hazardous substances - The opportunity to store and use hazardous substances

Dilapidated structures and ill-maintained lands - Maintained lands and structures

Demolition or removal activities - Freedom from nuisance

Relocation of buildings Freedom from nuisance

Areas of significant indigenous vegetation, significant habitats of indigenous fauna, coastal environment –

	Proximity
<i>Heritage -</i>	Heritage values of sites, places and areas
<i>Transportation -</i>	Safety and visibility along transportation networks Un-congested transportation networks High visitation to the area from heavy vehicles and hazardous substance transporters. Recognising that some parts of the Sub-Area are subject to higher levels of noise generated by transportation activities
<i>Infrastructure -</i>	Largely provided by the Smelter

In addition, the Smelter Sub-Area offers the opportunity for:

- (a) The aluminium smelter industry to evolve and redevelop;
- (b) Siting and storage of hazardous substances and handling facilities;
- (c) The proximity to the deep seaport; and opportunity to create and maintain port facilities in the Bluff Harbour; and
- (d) Connections with land transportation networks.

(16) Rural Service Sub-Area -

<i>Noise and vibration -</i>	Moderate noise levels because of the adjoining state highways, but low noise levels at night because of the proximity of adjacent rural land uses High daytime traffic but low night time traffic No significant off-site vibration
<i>Odour -</i>	Low levels of odour emissions
<i>Glare -</i>	Low levels of glare Low reflectivity materials
<i>Electrical interference -</i>	Freedom from nuisance at the boundary of the property or tenancy
<i>Lightspill -</i>	No light spill into the state highway or adjoining properties All security lighting to be fitted with shut off shields
<i>Wind -</i>	Natural wind effects not increased by land use activities Dust to be avoided from open yards

<i>Signage -</i>	Clear identification and promotion of places of business to ensure that road safety on the highways is not compromised Limited advertising signage viewable from outside the Sub-Area
<i>Hazardous Substances -</i>	The opportunity to store and use significant amounts having regard to the risk to the wider environment
<i>Infrastructure</i>	Limited provision On site disposal of foul and stormwater, and roof water collection
<i>Dilapidated structures and ill-maintained lands -</i>	Well kept and maintained lands and structures
<i>Demolition or removal activities -</i>	Freedom from nuisance
<i>Relocation of Buildings</i>	Freedom from nuisance
<i>Height of structures -</i>	Control of the height of structures to mitigate off-site effects
<i>Private open space and density -</i>	The opportunity to create large open areas of impermeable surfaces for storage and parking
<i>Landscaping planting and screening -</i>	Perimeter landscaping to the state highway is sought as an amenity and is to be provided in accordance with Rural Service Sub-Area Concept Plan in Appendix VII
<i>Weather Protection -</i>	Not Applicable
<i>Transportation -</i>	A single point of access from and onto SH99 and no access from and onto SH6 High daytime traffic but low night time traffic

In addition, the Rural Service Sub-Area offers the opportunity for:

- (a) Safe access from and onto the state highway system near the edge of the city boundary without perpetrating the traditional ribbon development;
- (b) A limited range of land uses that directly service the needs of the rural hinterland without creating ribbon development or having any adverse effect on the economic well-being of traditional urban activities.

- (C) Interface between Sub-Areas - To provide mechanisms to address disparity of amenity values at the interface of Areas and Sub-Areas, including requiring applications for resource consent to address any effect on the amenity values of adjoining Sub-Areas.

3.14.8 Methods of Implementation

- (A) Delineation of Sub-Areas on the District Planning Maps.
- (B) Require all applications for resource consent to include an analysis of the effects of the proposal on the defined amenity values of the Sub-Area affected.
- (C) Utilising Concept Plans to manage the effects of activities.

3.14.9 Explanation

3.14.9.1 Consideration of the nature of the resource management issues and how they vary across the district leads to the division of the District into Areas and Sub-Areas.

3.14.9.2 The Urban Area is the built area of Invercargill and Bluff. Land use activities are characterised by a higher density of people and buildings, greater traffic concentration and higher ambient noise levels than the rural area. The principal administrative, retail, commercial, service, industrial, educational, cultural, recreational and residential areas of the district are located within the Urban Area. The seaport at Bluff is included in the Urban Area. Aircraft overfly the Urban Area, normally in the process of approaching or taking off from the Invercargill Airport

3.14.9.3 The Country Area is the remainder of the District outside the Urban Area. It is characterised in the main by lifestyle blocks and farming activities. There are small settlements and scattered areas of large-scale industry. Some of the land on the fringes of the Urban Area is serviced by Council's reticulated sewerage system which has spare capacity. The airport is also in the Country Area. Coastal processes and attributes predominate in parts of the Country Area.

3.14.9.4 Based on groupings of amenity values, the Urban Area and the Country Area have been further divided into Sub-Areas.

3.14.10 Reasons

3.14.10.1 The delineation of the District into Areas and Sub-Areas that have common characteristics and amenity values enables those values to be maintained and enhanced.

3.14.10.2 This delineation also provides a basis upon which the effects of land use activities can be considered.

3.15 CONNECTING TO COUNCIL INFRASTRUCTURE

3.15.1 Objective

To ensure that the sewer pipeline serving the North Road Sewerage Reticulation Area (NRSRA) is retained for the sole purpose of providing for the disposal of sewage from developments of an appropriate scale located within the NRSRA.

3.15.2 Policies

- (A) Connections from outside the NRSRA – To exclude, without exception, connections to that part of the sewer pipeline along North Road located within the NRSRA from land and activities outside of the NRSRA.
- (B) Limiting development within the NRSRA – To exclude new developments, extensions to existing developments and subdivision of land within the NRSRA, individually, cumulatively or by precedent, where this could result in compromising the capacity of the sewage pipeline within and serving the NRSRA.
- (C) Disposal of sewage within the NRSRA – To prevent any new development or extensions to existing development within the NRSRA that is reliant upon the disposal of treated or untreated sewage to ground or water.
- (D) Managing activities within the NRSRA – To manage activities within the NRSRA that require the disposal of sewage.
- (E) Connecting to Council's reticulated system – To require all new development or extensions to existing development within the NRSRA that requires disposal of sewage (other than trade waste from industrial processes on sites within the Industrial Sub-Area) to connect to the Council's reticulated system.

3.15.3 Methods of Implementation

- (A) Identification of the NRSRA on the planning maps.
- (B) Advocacy to Environment Southland to decline any resource consents seeking the discharge of effluent to land or water within the NRSRA (other than trade waste from industrial processes on sites within the Industrial Sub-Area).
- (C) Requiring resource consent approval for those activities that could result in the discharge of sewage in volumes greater than those used to design the Council's reticulated system.

3.15.4 Explanation

3.15.4.1 The sewer pipeline within the NRSRA is intended solely to service that area. Intensive development within the NRSRA that connects to the sewage pipeline, or development outside the area that seeks to connect, could compromise the purpose of the pipeline.

3.15.4.2 The sewer pipeline has been constructed within the NRSRA to overcome existing problems arising from the disposal of sewage from septic tanks. The area is unsuited for such a method of disposal, and preventing additional installation of septic tanks is required to avoid ongoing problems.

3.15.5 Reasons

3.15.5.1 There is a risk of health problems and a loss of amenity values if disposal of sewage by way of septic tank is allowed to continue within the NRSRA. Considerable funding is being provided by Council, and property owners within the NRSRA, in order to change the manner in which sewage is disposed within that area. The public and private investments, together with the efficiency of the sewage pipeline, must be protected. That requires strict control of activities within the NRSRA and the prevention of connections to the sewage pipeline from outside of the area.

3.16 EXPANSION OF INDUSTRIAL ACTIVITIES

3.16.1 Objective 1

Ensure that sufficient land is available for future industrial development.

3.16.2 Policies

- (A) Zone land at Awarua as Industrial A and provide services to that land to enable use by compatible industrial activities.
- (B) Exclude from the Industrial A Sub-Area those activities that:
 - (i) Are incompatible with the locality
 - (ii) would hinder the establishment and operation of industrial activities
 - (iii) are more suitably located within other Sub-Areas.

3.16.3 Objective 2

Protect and enhance the amenity values within the Industrial A Sub-Area.

3.16.4 Policies

- (A) Avoid light spill and night time glare from the Industrial A Sub-Area
- (B) Promote building design that takes into account potential hazards to birds flying through the Industrial A Sub-Area during both day and night
- (C) Require areas used for the movement and parking of vehicles, and the external storage of materials, to be designed where practical to minimise surface runoff onto adjoining land
- (D) Require stormwater runoff from buildings and ground surfaces to be managed in a manner that, as far as practical:
 - (i) provides for the removal of sediments and contaminants prior to leaving the site and the Industrial A Sub-Area
 - (ii) avoids increases in flows within the Mokotua Stream and Waipaka Creek that would exacerbate the effects of any flooding within those water bodies
 - (iii) diverts any storm water that cannot be disposed of on-site into common wetlands, water courses or water storage areas within the Industrial A Sub-Area
- (E) Prepare guidelines on techniques that could be adopted by land owners within the Industrial A Sub-Area to manage stormwater on their land
- (F) Manage the location of industrial activities and buildings so as to protect significant view shafts within the Industrial A Sub-Area
- (G) Set aside areas less than 3 metres above mean sea level, and riparian areas adjoining waterways as shown on the Concept Plan attached in Appendix VII, as Local Purpose Reserve

3.16.5 Objective 3

Protect the amenity of the rural area beyond the Industrial A Sub-Area.

3.16.6 Policies

- (A) Manage activities within the Industrial A Sub-Area so as to avoid, remedy or mitigate any adverse effects beyond the Sub-Area.
- (B) Monitor noise levels within the rural area beyond the Industrial A Sub-Area.
- (C) ~~Rely on~~ Recognise that the provision of appropriate regional plans prepared and administered by and resource consents from Environment Southland to set standards and to manage any discharges to air and any discharges directly into or onto land or indirectly into water and that resource consents may be required from Environment Southland prior to any such discharges taking place.

3.16.7 Objective 4

Manage development within the Industrial A Sub-Area so as to protect and enhance the landscape, ecological and heritage values of the district.

3.16.8 Policies

- (A) Provide landscaping to reduce views of industrial development from adjoining ~~sites~~ land and State Highway 1.
- (B) Require the provision of landscaping on each site within the Industrial A Sub-Area to mitigate the visual effects of development on that site.
- (C) Retain where practical existing views from State Highway 1 towards Bluff Hill.
- (D) Promote the use of indigenous vegetation sourced locally as part of landscaping undertaken within the Industrial A Sub-Area.
- (E) Enhance the wetland values within the Industrial A Sub-Area, subject to avoiding adverse effects on other land from the inundation and changes to ground water levels.
- (F) Avoid adverse effects on the ecological values of the New River Estuary and other parts of the Ramsar Wetland of International Importance
- (G) Protect areas of significant indigenous vegetation
- (H) Avoid, where practicable, earthworks and other ground disturbance that could result changes in groundwater levels that adversely impact upon areas of indigenous vegetation
- (I) Take into account the potential impacts of sea level rise in locating any buildings within areas less than 5 metres above mean sea level
- (J) Provide where practical views along any wetland corridors created from areas available to the public.
- (K) Retain and enhance where practical buildings and other structures that were part of the Awarua Radio transmission and receiving site.
- (L) Retain where practical view shafts from within the Awarua Historic Area towards Stewart Island, Bluff Hill and Omaui.
- (M) Exclude industrial activities and associated traffic from the Awarua Historic Area shown on the planning maps.

3.16.9 Objective 5

Ensure that infrastructure is provided to a standard required by future land owners to sites within the Industrial A Sub-Area.

3.16.10 Policies

- (A) Require, as part of any land subdivision within the Industrial A Sub-Area, provision to be made for the ongoing supply of water and the treatment and disposal of sewage and tradewaste (excluding the use of on-site effluent disposal systems) and stormwater.
- (B) Promote the use of pervious surfaces, water holding and stormwater design options that minimise adverse effects of water flows on existing water bodies within and adjoining the Industrial A Sub-Area.
- (C) Where practical, promote the re-use of water within the Industrial A Sub-Area

3.16.11 Objective 6

Ensure that road safety is maintained within and adjoining the Industrial A Sub-Area.

3.16.12 Policies

- (A) Restrict all access to and egress from the Industrial A Sub-Area by industrial related traffic to Colyer Road..
- (B) Upgrade the Colyer Road / State Highway 1 intersection to a standard commensurate with the volume of traffic using it.
- (C) Promote the provision of rail access to the Industrial A Sub-Area.
- (D) Require any rail access to the Industrial A Sub-Area to be grade separated at the State Highway

3.16.13 Methods of Implementation

- (A) Zoning
- (B) Land ownership and sale
- (C) Advocacy
- (D) Guidelines
- (E) Landscaping and other physical works on the site
- (F) Resource consents and associated conditions

3.16.14 Explanation

3.16.14.1 The District Planning Maps show the extent of the land included in the Industrial A Sub-Area and the Concept Plan in Appendix VII provides a framework for the future development of the land within the Sub-Area. That identifies the Awarua Historic Area within which Industrial Activities will be excluded.

3.16.14.2 The rules and policy framework provide for the management of development within the Sub-Area to ensure priority is given to industrial activities and that non-industrial and incompatible uses do not locate there.

3.16.15 Reasons

Invercargill requires the orderly provision of land suitable for industrial use in order to attract new development. Following a detailed consideration of various sites the Awarua is considered the most suitable. The Council has purchased this land and will develop it over time as demand dictates.

Notes:

- 1. Double underline indicates additions made by way of decisions on Plan Change 8 to the District Plan*
- 2. Double strikethrough indicates deletions made by way of decision on Plan Change 8 to the District Plan*