APPENDIX III – SCHEDULE OF REQUIREMENTS AND DESIGNATIONS

Note: Circumstances when an outline plan is not required

An Outline Plan of works will not be required where all of the following standards are met:

1. The envelope of effects will not change from those identified in the notice of requirement;

2. There will be no change to the existing footprint for development on the site;

3. Existing structures are to be maintained or upgraded and there is no discernible change to the visual appearance of the site;

4. Compliance with the relevant industry Code of Practice will be achieved;

5. The contour of the site is to remain unchanged;

6. Existing structures are to be relocated on the site and where the effects of such relocation will be the same or similar as those for the existing location;

7. Compliance with noise standards in the Plan is achieved; and

8. There is no significant increase in the amount of hazardous substances to be stored on the site.

DESIGNATING AUTHORITY	SUBJECT OF DESIGNATION	LOCALITY	MAP NO.	REF. NO.	LEGAL DESCRIPTION
Minister of Corrections	Invercargill Prison	42 Liffey Street Invercargill	8, 9	1	Lot 1, DP 13235 and being Part Section 27 and Section 43 Block I Invercargill Hundred being all that land contained in Certificate of Title 10C/568
Southland District Council	Greenhills Quarry	67 Omaui Road Greenhills	21	2	Lot 1, DP 1409 and Lot 1, DP 2163, Block IV, Campbelltown Hundred
	Southland District Council Waikiwi Yard	30 Hunt Street Waikiwi, Invercargill	6	3	Lot 1, DP 14888
	Southland District Council Offices	15 Forth Street Invercargill	9	4	Lot 1, DP 9588
Minister of Police	Bluff Police Station	76 Barrow Street Bluff	29, 30	5	Sections 2B, 6A and Part 2A, Block XII, Town of Campbelltown
	Invercargill Police Station	117-119 Don Street Invercargill	9	6	Lot 1, DP 13986 and Lot 1, DP 12753
	North Invercargill Community Policing Centre	72 Windsor Street Invercargill	10	7	Lot 2, DP 13621
	South Invercargill Community Policing Centre	141 Janet Street Invercargill	17	8	Lot 4, Block IV, DP 1714
Minister for Courts	Courthouse	35 Don Street Invercargill	9	9	Lot 1, DP 12894

DESIGNATING AUTHORITY	SUBJECT OF DESIGNATION	LOCALITY	MAP NO.	REF. NO.	LEGAL DESCRIPTION
Minister of Defence	Defence Purposes	10 Victoria Avenue Invercargill	8	10	Part Section 27, Block 1, Invercargill Hundred
Minister of Education **Note:** To confirm the status of the schools listed, contact the Ministry of Education	Bluff Community School	39 Bradshaw Street, Bluff	29, 30	11	Lots 1-12, Block VIII, DP 225, Campbelltown Hundred
	Te Wharekura O Arowhenua	734 Tweed Street Invercargill	11	12	Parts Lot 1, Parts Lot 2, DP 3941, Lot 7, DP 5102, Part Lot 3, DP 5914, Part Lot 4, DP 3698, and Part Section 12, Block 1, Invercargill Hundred
	~~Clarendon Primary School~~	~~133 Bain Street Invercargill~~	~~17~~	~~13~~	~~Part Lots 2-3, DP 110, Lot 27, DP 9197~~
	Clarendon Kindergarten	30 Waiau Place Invercargill	17	14	Lots 16-17, DP 9367
	~~Clifton Primary School~~	~~75 Humber Street Invercargill~~	~~17~~	~~15~~	~~Part Lots 53-54 and Parts Lot 55, DRP 8~~
	Coldstream Hostel	11 Lees Street Invercargill	10	16	Lots 1-3, 6-16 and Part Lots 4-5, Block IV, DP 108
	Donovan Primary School	200 Drury Lane Invercargill	6	17	Lot 1, DP 8089
	~~Elston Lea Primary School~~	~~250 McQuarrie Street, Invercargill~~	~~17~~	~~18~~	~~Part Section 17, Block I, Town of Seaward Bush~~
	Enwood Hostel	15 Enwood Lane Invercargill	10	19	Part Lots 28, Lot 32, DP 1043
	Glengarry Kindergarten	116 Derwent Crescent Invercargill	11	20	Lot 115, DP 6141
	~~Grasmere Primary School~~	~~150 Paterson Street Invercargill~~	~~6~~	~~21~~	~~Part Lots 1 and 3, DP 2334, Lots 25-40 and Part Lots 23-24, Block XII, DP 38~~
	Invercargill Middle Primary School	31 Jed Street Invercargill	9	22	Sections 1-6 and 19-22, Block LIV, Town of Invercargill
	Invercargill North Primary School	91 Chelmsford Street Invercargill	10, 7	23	Lot 1, DP 9730
	~~Invercargill South Primary School~~	~~271 Ness Street Invercargill~~	~~10~~	~~24~~	~~Sections 7-15, Block L, Town of Invercargill~~
	James Hargest College	320 Layard Street Invercargill	7	25	Part Lot 6, Lot 7, Lot 16 and Part Lot 17, DP 2104
	New River Primary School	117 Elizabeth Street Invercargill	17	26	Lots 30-31, DP 59, Part Lot 18, DP 3, Part Lot 1 and Part Lot 3, DRP 2205
	Aurora College	234 Regent Street Invercargill	17, 18	27	Part Lot 1, DP 3810, Part Lot 1, DP 7273, Lot 14, DP 7842 and Part Section 34, Block XIX, Invercargill Hundred
	~~Konini Primary School~~	~~47 McGorlick Street, Bluff~~	~~28, 30~~	~~28~~	~~Part Section 16, Block I, Campbelltown Hundred~~
	Ascot Community School	580 Tay Street Invercargill	10, 11	29	Part Lots 5-6, DP 270, Part Lots 1-3, DP 5060 and Lot 596, DP 5761
	Makarewa Primary School	56 Flora Road East Makarewa	2	30	Section 1, Block III, Town of Makarewa
	Myross Bush Primary School	288 Mill Road North Invercargill	12	31	Lot 1, DP 3269
	Newfield Park Primary School	82 Wilfrid Street Invercargill	10	32	Part Section 18, Block I, Invercargill Hundred
	Otatara Primary School	146 Dunns Road Invercargill	15	33	Lot 1, Section 11 and Part Section 29, Block XXI, Invercargill Hundred
	Ranui Kindergarten	288 Nelson Street Invercargill	17	34	Lot 119, DP 58
	~~Rockdale Park Primary School~~	~~15 Rannoch Street Invercargill~~	~~11~~	~~35~~	~~Lot 2, DP 7273 and Lot 2, DP 7220~~
	James Hargest College	6 Layard Street Invercargill	7	36	Part Lot 1, DP 4390
	Ruru Area School	19 Ruru Street Invercargill	6	37	Section 1, SO 7933, Lots 8 and 9, DP 2790 and Section 1 SO 7933 and Section 180, Block XV, Invercargill Hundred

DESIGNATING AUTHORITY	SUBJECT OF DESIGNATION	LOCALITY	MAP NO.	REF. NO.	LEGAL DESCRIPTION
	Salford Primary School	110 Lamond Street Invercargill	7	38	Part Lot 1, DP 2104
	Southland Boys' High Secondary School	181 Herbert Street Invercargill	10	39	Sections 45-46 and 118, Block I, Invercargill Hundred, Part Lot 2 of 19, Lots 5-12, Lot 3 of 19, Lot 4 of 19, Lot 5 of 19, Part Lot 14, Part Lot 15, Part Lot 16, Part Lot 17, Part Lot 18, DP 696, Lots 1-2, DP 2537 and Lot 1, DP 7208
	Southland Girls' High Secondary School	328 Tweed Street Invercargill	10	40	Parts Lot 2, DP 3106 and Part Lots 17-18, DP 147
	Fernworth Primary School	288 Pomona Street Invercargill	17	41	Part Lot 1, DP 9719
	Surrey Park Primary School	55 Isabella Street Invercargill	10	42	Parts Lot 2, DP 2285 and Lot 2, DP 5294
	Tisbury Primary School	3 Boundary Road Invercargill	18	43	Parts Lot 1, DP 561, Part Section 15, Block XXII, Invercargill Hundred, Part Lot 1, DP 2856 and Part Section 74, Block II, Town of Seaward Bush
	Tweedsmuir Junior High School	350 Tweed Street Invercargill	10	44	Part Lots 3, DP 3076 and Part Lot 1, DP 3373
	Waihopai Primary School	121 Herbert Street Invercargill	10	45	Lot 2, Part Lot 1 of 19, Part Lot 2 of 19 and Lot 3, DP 696 and Lots 1-2, DP 7932
	Waikiwi Primary School	21 Durham Street Invercargill	6	46	Lots 7-8, Part Lots 5, 6, 26, 27 and 28, DP 194
	Waverley Park Primary School	35 Eden Crescent Invercargill	10, 11	47	Lot 294, DP 4689
	~~West Plains Primary School~~	~~327 West Plains Road West Plains~~	~~5~~	~~48~~	~~Section 109, Block XV, Invercargill Hundred~~
Southland Regional Council	Southland Regional Council Offices and ancillary uses	220 North Road Invercargill	6	49	Lot 2, DP 10277
The Radio Network Limited	Telecommunication and radio-communication and ancillary purposes and land uses	51 Deveron Street Invercargill	9	50	Section 22, Block LXII, Town of Invercargill
Telecom New Zealand Limited	Telecommunication and radio-communication and Ancillary Purposes	70 Barrow Street Bluff	29, 30	51	Part Section 3, Block XII, Town of Campbelltown, Lots 1, 1A and 11, Block II, DP 225
	Telecommunication and Radio-communication and Ancillary Purposes	24 Clifton Street Invercargill	10	52	Lot 16, Block XIV, DP 84
	Telecommunication and Radio-communication and Ancillary Purposes	10 The Crescent Invercargill	9	53	Lot 1 DP 13928
	Telecommunication and Radio-communication and Ancillary Purposes	71 Kennington-Roslyn Bush Road	13	54	Section 1, SO 9147 and Section 1, SO 6694, Block V, Invercargill Hundred
	Telecommunication and Radio-communication and Ancillary Purposes	1997 Winton-Lorneville Highway	2	55	Section 1, SO 6001 and being Part Section 9, Block IV, Town of Makarewa
	Telecommunication and Radio-communication and Ancillary Purposes	32 Oreti Road Otatara	15	56	Lots 6 and 7, DP 5523

DESIGNATING AUTHORITY	SUBJECT OF DESIGNATION	LOCALITY	MAP NO.	REF. NO.	LEGAL DESCRIPTION
	Telecommunication and Radio-communication and Ancillary Purposes	113 John Street Invercargill	10	57	Lot 1, DP 13091
	Telecommunication and Radio-communication and Ancillary Purposes	273 North Road Invercargill	6	58	Lot 4, DP 6336
	Telecommunication and Radio-communication and Ancillary Purposes	Part 180, Flagstaff Road, Bluff	29,30	59	Part of Section 25, Block I, Campbelltown Hundred
New Zealand Transport Agency	State Highway 1 Purposes	State Highway 1	6, 8, 9, 10, 11, 12, 13, 14, 16, 17, 18, 22, 26, 27, 28, 29, 30	60	Part Woodlands-Invercargill High-way, East Road, Tay Street, Clyde Street, Bluff Road, Ocean Beach Road, Blackwater Street, Gore Street, Marine Parade and Ward Parade
	State Highway 6 Purposes	State Highway 6	2, 6, 8, 9	61	Winton-Lorneville Highway, North Road, Dee Street
	State Highway 99 Purposes	State Highway 99	2	62	Lorneville-Wallacetown Highway
	Limited Access Roads	State Highway 1	11, 12, 13, 16, 17, 18, 21, 22, 26	63	Rockdale Road (south side) and eastern boundary of Lot 1, DP 9781 (north side) east to City Boundary - both sides. Bluff Road from north side of Lot 33, DP 9852 (Kingswell Creek) to south side of Lot 2, DP 1905 (Frome Street) - east side. Bluff Road from former City Boundary (part way along Lot 1, DP 11849, 668 Bluff Road) to west boundary of Lot 3, DP 13440 (2360 Ocean Beach Road) - both sides
	Limited Access Roads	State Highway 6	2, 6	64	North Road from City Boundary to north of Lot 1, DP 1905 (470 North Road), west side and north side of Lot 1, DP 14110 (465 North Road) - both sides.
	Limited Access Roads	State Highway 99	2	65	Lorneville-Wallacetown Highway between State Highway 6 and the City Boundary
	State Highway 98 Purposes and Limited Access Road	State Highway 98	2	66	Lorne-Dacre Road
Transpower New Zealand Limited	Electricity Substation and Ancillary Structures and Activities, including telecommunications	25 Tuai Street	12	67	Lot 1, DP 12414
	Electricity Substation and Ancillary Structures and Activities, including telecommunications	1411 Tiwai Road	31	68	Lot 2 DP 13987
New Zealand Railways Corporation	Railway purposes	Throughout the District entering from the north and south and terminating at Bluff	2, 6, 8, 9, 10, 11, 12, 13, 14, 16, 17, 18, 22, 26, 27 28, 29, 30	69	Consult District Plan planning maps

DESIGNATING AUTHORITY	SUBJECT OF DESIGNATION	LOCALITY	MAP NO.	REF. NO.	LEGAL DESCRIPTION
Meteorological Service of New Zealand Limited	Meteorological and Administrative Activities	32 Airport Avenue Invercargill	8	70	Lot 1 DP 12318
	Meteorological Activities	69-106 Invercargill Airport	5	71	Lot 1, DP 13285
Invercargill Airport Limited	Invercargill Aerodrome	69-106 Airport Avenue, Invercargill	5, 8	72	Lot 1, DP 13285, Lot 1, DP 12334, Lot 1, DP 9671, Lot 2, DP 13069, Lot 1, DP 7797, Part Lot 1, DP 301288, Part Section 8 of 19, 504611, Part Lot 8, DP 3071, Part Lot 13, DP 3071, Part Lot 1, DP 9289, Part Lot 4, DP 3071, Part Lot 13, DP 3071, Part Lot 3, DP 3071, Part Lot 5, DP 13285
	Airport Approach and Land Use Controls	Airspace surfaces for aircraft operations		73	Consult District Plan Planning Maps and Note B
	Airnoise Boundary	106 Airport Avenue, 148 Curran Road and 239 Longford Road, Invercargill	5, 8	74	Lot 1, DP 13285, Lot 1, DP 12334, Lot 1, DP 9671, Lot 2, DP 13069, Lot 1, DP 7797, Part Lot 1, DP 301288, Part Section 8 of 19, 504611, Part Lot 8, DP 3071, Part Lot 13, DP 3071, Part Lot 1, DP 9289, Part Lot 4, DP 3071, Part Lot 13, DP 3071, Part Lot 3, DP 3071, Part Lot 5, DP 13285, Section 30, SO 7749, Block XXI, Invercargill Hundred, Part Section 7 of 19 Block XXI, Invercargill Hundred, Part Section 14 of 19, Block XXI, Invercargill Hundred
Invercargill City Council	Eastern Cemetery	30 and 62 East Road, Invercargill	11	75	Lot 1, DP 8051, Part Lot 1, Deeds 121
	Refuse Landfill Site	351 Bond Street Invercargill	8,16, 17	76	Part of Part Section 10, Block III, Invercargill Hundred
	Reserve	14 Marine Parade Bluff	29,30	77	Part Lot 3, Deeds Plan 55, Town of Campbelltown
	Road extension	Bond Street extension between Annan Street and Balmoral Drive	8	78	Part Section 10, SO 8352
	Civic Administration Office and Town Hall	101 Esk Street Invercargill	9	79	Sections 5, 6, 7, 17, 18 and Part 16, Block III, Town of Invercargill, Lots 1 and 2, DP 4632
	Road widening	Part 4 Bond Street Invercargill	8	80	Part of Lot 13, DP 5221 Section 2, SO 4835
	Road widening	Queens Drive - Gala Street (north west corner) Gala Street (Doon Street to Queens Drive north side)	10	81	Part of Deeds Index E/943, SO 4443
	Road widening	Queens Drive/Yarrow Street intersection	10	82	Lot 1, DP 6397, Deeds Index E/943
	Reserve	6 Ward Parade, Bluff	29,30	83	Part Lot 1, LT 513, Town of Campbelltown
	Road widening	8 Dunns Road Otatara	15	84	Lot 48, District Plan 1652
	Service Lane	Spey, Jed, Don, Deveron Street block	9	85	Part of Section, 5, 18, 19, Block LXII, Town of Invercargill

DESIGNATING AUTHORITY	SUBJECT OF DESIGNATION	LOCALITY	MAP NO.	REF. NO.	LEGAL DESCRIPTION
	Service Lane	Yarrow, Deveron, Spey, Kelvin Street block	9	86	Lot 4, DP 6890, Part of Lot 2, DP 8913, Sections 2, 3, 4, 5, 6, 7, 16, 17, 18, 19, 20, Block LXV, Town of Invercargill, Lot 1, DP 8913, Lots 1 and 2, DP 13169, Lot 1, DP 10785, Lot 1, DP 2679 and Lot 3, DP 2041
	Service Lane	Yarrow, Jed, Spey, Deveron Street block	9	87	Part of Lot 1 DP 4007
	Sludge Lagoons	Empoundment west of 11 Lake Street, Invercargill	17	88	Part of Part Section 10, Block III, Invercargill Hundred
	Solid Waste Management Centre	303 Bond Street Invercargill	8	89	Lots 3 and 4, DP 10496 and Part of Section 10, Block III, Invercargill Hundred
	Solid Waste Management Centre, Bluff	75 Suir Street Bluff	28, 30	90	Part Lots 1, DP 5252, Part Lots 15, DP 1593
	Waste Water Treatment Plant	11, 15 and 17 Lake Street, 40 Station Road, Invercargill	17	91	Section 87, SO 7500, Block XIX, Invercargill Hundred, Section 6, 7, 8, 9, 10 and 11, SO 431, Block XIX, Invercargill Hundred
	Waste Water Treatment Plant	175 Grant Road Otatara	16	92	Section 1, SO 11266, Block XX, Invercargill Hundred and 300m Restricted Building Area
	Waste Water Treatment Plant	196 Mokomoko Road, Omaui	21	93	Section 1, SO 11790, Block V, Campbelltown Hundred and 150m Restricted Building Area
	Waste Water Treatment Plant	53 McGorlick Street, Bluff	28, 30	94	Lot 1 DP 15211
	Composting Facility	303 Bond Street Invercargill	8	95	Part Lot 4, DP 10496, Part Section 10, Block III, Invercargill Hundred
	Waste Water Treatment Plant (the land to be used for the treatment of bio solids from the Clifton waste water treatment plant)	41 and 43 Station Road, Invercargill	17	96	Part Section 12 Block XIX Invercargill Hundred Lot 1 DP 5986

A Invercargill Aerodrome Designation

1. Reasons

The Aerodrome designation is defined to protect the operational capability of the existing airport and provide for associated airport development for a minimum 15 year planning period.

2. Physical Description of the Site to which the Requirement applies

Refer Appendix III table and relevant planning map.

3. Nature of Work

Existing and future Aerodrome development includes aircraft operations: domestic and international jet aircraft traffic, rotary wing aircraft operations, aircraft servicing, fuel storage and general aviation, together with associated activities, buildings and infrastructure, navigational aids and lighting. Ancillary uses of the buildings are for recreation, conference and function purposes. The grassed areas are managed and maintained to avoid aggregation of birds and to satisfy airport operational requirements. Erosion, silting and flood management systems are provided for within the designation.

Future Aerodrome development involves provision for improvements, upgrading and expansion of the following elements: Landside facilities in the form of terminal, hangar, cargo and handling areas, access and parking areas, fuel storage, Airside facilities in the form of apron requirements and parallel taxiway, and an increased strip width of 300m to meet ICAO and CAA requirements for precision approach airports, and a runway extension up to 200m to the south-west plus stopway and RESA.

The nature and layout of activities shall be in general accordance with the Airport Master Plan which forms part of this designation and comprises the Outline Plan of Works.

4. Condition as to Engine Testing

(a) No person shall start or run an aircraft propulsion engine for the purposes of engine testing between 10.00 pm and 7.00 am, except to carry out essential unscheduled maintenance.

(b) None of the prohibitions above applies if engine testing can be carried out in compliance with the following maximum noise levels on any residential site:
Monday to Saturday – 7.00 am to 10.00 pm – 55dBA Leq, 15hr
All other times – 45 dBA Leq, 9hr
All days – 10.00 pm to 7.00 am – 75 dBA L Max

5. Period of Designation

This Designation is intended to apply and continue, when incorporated in the District Plan, for a specified period of 15 years pursuant to section 184(1)(c) of the Resource Management Act 1991, to the extent not given effect to before the end of that period.

B Airspace Approach and Land Use Controls Designation

1. Reasons

Airport height and obstacle clearance restrictions are important for the safe and efficient functioning of Invercargill Airport and, in particular, the safety of aircraft operations. These restrictions apply to most aerodromes in the country and by inclusion of this designation, IAL is updating the protection requirements in line with current Civil Aviation and ICAO requirements. The restrictions will accurately reflect the current and expected future operations of Invercargill Airport.

2. Physical Description (Noting Distinguishing Characteristics) Of The Site To Which The Requirement Applies

Overview

(a) The following height restrictions are based on combinations of various Civil Aviation (AC 139.06A) and ICAO Annex 14 obstacle limitation surfaces.

(b) All elevations in this notice are provided in metres above AMSL (Average Mean Sea Level) unless otherwise stated. (Average Mean Sea Level is 100m above the Invercargill City Council datum.)

3. Runways

3.1 Main Runway

The main runway which is 1,710m long x 45m wide is orientated on a bearing of 64°48'00"T. Runway identification is 04/22.

Provision is made for a 200m runway extension to the west up to a maximum length of 1,910m.

3.2 Main Strip

The runway strip is 2,030m long by 300m wide. This width is greater than the 150m required for non-precision approaches. The strip length allows for the future 200m runway extension and 60m threshold clearance at each end of the extended runway, and for the introduction of precision approach operations in the future. 90m x 90m RESAs are to be provided from the end of each runway strip along the runway centreline.

3.3 Grass Runways

The characteristics of the grass runways are as follows:

Runway Identification	Runway Length (m)	Runway Width (m)	Strip Length (m)	Strip Width (m)	Bearing
04 – 22	695	20	695	60	64°48’00”
07 – 25	426	20	426	40	270°34’10”
12 – 30	907	25	907	60	140°45’50”

4. Invercargill Airport Protection

4.1 General

To safeguard the standards that are implicit in the long term development of Invercargill Airport provision is made in this Plan for height and land use restrictions as follows:

(a) Height restrictions associated with the runway strips, take-off climb and approach surfaces, transitional surfaces, horizontal surfaces and conical surfaces affecting the areas defined in paragraph 4.2 below for the main runway and the three grass runways.

4.2 Height Restriction

(a) Take-off Climb and Approach Surfaces

(i) There is a take-off-climb and approach protection surface at each end of each runway strip. The take-off and approach surfaces differ in detail, but both are protected by a slope extending upward and outward from each end of the strip.

(ii) Each take-off climb and approach protection surface extends over a horizontal distance specified below and is symmetrically disposed about the centre-line of the height protection surface, with its sides diverging uniformly outwards from each end of the length of inner edge at each strip end.

The take-off and approach control surfaces vary as shown in the following table:

	MAIN RUNWAY 04 – 22		GRASS RUNWAYS 04 - 22, 07 - 25, 12 - 30	
ELEMENT	TAKE-OFF SURFACE	APPROACH SURFACE	TAKE-OFF SURFACE	APPROACH SURFACE
Inner Edge Length	180m	300m	80	80
Divergence	1V:8H	1V:6.6H	1:10	1:10
Slope	1V:62.5H	1V:50H	1:25	1:30
Length	18,750m	15,000m	2500	2500

For airport protection the worst case (i.e. most restrictive) surface profile has been adopted as follows:

(iii) For the main runway the length of inner edge adopted is 150m either side of the extended runway centreline and the rate of lateral divergence is 15.0% (1V:6.6H). For the grass runways the length of inner edge adopted is 40m either side of the extended runway centreline and the rate of lateral divergence is 10% (1V:10H).

(iv) The take-off climb surface at each end of the ultimate main strip rises at a gradient of 1.6% (1V:62.5H) over a horizontal distance of 18,750m to a final width of 1,200m and then continues along the extended runway centreline. The take-off climb surface at each end of the grass runway strips rises at a gradient of 4% (1V:25H) over a horizontal distances of 2,500m to a final width of 580m and then continues along the extended runway centreline.

(v) The approach surface at each end of the ultimate main strip rises at a gradient of 2% (lV:50H) over a horizontal distance of 15,000m along the extended runway centreline. The approach surface at each end of the grass runway strips rises at a gradient 1V:30H over a horizontal distance of 2,500m along the extended runway centreline.

(b) Transitional Surfaces

(i) These extend upwards and outwards from the sides of the main runway strip at a gradient of 14.3% (1V:7H) to intercept the inner

horizontal surface and at a gradient of 1V:5H for the grass runway strips.

(ii) Transition slopes extend at the same heights beyond each end of the runway strip to intercept the approach protection surfaces.

(c) Inner Horizontal Surface

The inner horizontal surface is a plane surface at an elevation of 46m enclosed within a 4,000m radius drawn from the ends of the main runway strip, and a 4,000m distance either side of the runway strip. The inner horizontal surface locus for the grass runways is 2,500m from the strip edge.

(d) Conical Surface

The conical surface extends from the periphery of the inner horizontal surface upwards and outwards at a slope of 5.0% (1V:20H) to an elevation of 151m.

5. Nature of Work

No work is proposed within the airspace restriction since its purpose is to keep the airspace required clear for the safe and efficient entry and exit of aircraft in and out of Invercargill Airport.

6. Proposed Restrictions

No building, structure, mast, pole, tree or other object, shall penetrate any of the approach surfaces, horizontal surfaces and the surrounding conical surfaces or the Transitional surfaces shown in the Maps accompanying the District Plan, except with the prior approval of the Invercargill Airport Ltd in the first instance.

7. Explanation – Approach and Land Use Controls

The foregoing description is a part of a Requirement of the Invercargill Airport Ltd pursuant to Section 168 of the Resource Management Act 1991. This requirement protects Invercargill Airport from possible intrusion of over height obstacles into the necessary approach and take-off slopes for the safe use of the airport by all types of aircraft likely to use it in recognition of its role as an integral part of the District's aviation infrastructure.

Period of Designation

This Designation is intended to apply and continue, when incorporated in the District Plan, for a specified period of 15 years pursuant to section 184(1)(c) of the Resource Management Act 1991, to the extent not given effect to before the end of that period.

C Airnoise Boundary Designation

1. Reasons

The Airnoise Boundary designation defines the area within which noise sensitive activities will be adversely affected by aircraft noise and are therefore prohibited. The imposition of this designation is intended to protect the operational capability of the airport and to manage the noise environment to maintain and, where possible, enhance community health and welfare. The Airnoise Boundary extends over land presently in airport or rural use where no residential or other noise sensitive activities currently exist. No effect will arise from farming operations within the designation.

2. Physical Description of the Site to which the Requirement applies

Refer Appendix III table and relevant planning map – the extent of the air noise boundary is shown by purple line. It follows, where practicable, legal property boundaries.

3. Nature of Work

Noise from aircraft operations at Invercargill Airport will be so managed that the rolling three month average 24 hour night weighted sound exposure does not exceed 65Ldn at or outside the Airnoise Boundary. This approach is in accordance with NZS6805:1992 Airport Noise Management and Land Use Planning, which will apply to airport operations.

Aircraft operations which involve:

(a) aircraft landing in an emergency

(b) aircraft using the airport as a planned alternative to landing at a scheduled airport

(c) military aircraft movements

shall be excluded from the calculation of the three month average.

4. Proposed Restrictions

(a) Any new activity, other than an airport related activity or farming activity, shall not be permitted inside the Airnoise Boundary.

(b) New or relocated residential, school, hospital and other noise sensitive activities are prohibited inside the Airnoise Boundary.

5. Period of Designation

This Designation is intended to apply and continue, when incorporated in the District Plan, for a specified period of 15 years pursuant to section 184(1)(c) of the Resource Management Act 1991, to the extent not given effect to before the end of that period.

APPENDIX IV – NOISE SENSITIVE INSULATION REQUIREMENTS

All applications for new noise sensitive activities and additions to existing noise sensitive activities within the Single Event Sound Exposure Boundary as shown on the District Planning Maps, shall be insulated from aircraft noise so that the internal noise environment shall not exceed:

Bedrooms	SEL 65 dBA	Ldn 40 dBA
Other habitable rooms	SEL 75dBA	Ldn 50dBA

The following guidelines for insulation have been developed to achieve the required internal noise environment:

		All Habitable Rooms (except bedrooms)	***Bedrooms and Teaching Rooms***
EXTERNAL WALLS	Cladding	20mm timber or 6 mm fibre cement	20mm timber + or 2 x 6mm fibre cement
	Internal Lining	12.5mm plasterboard	2 x 12.5mm plasterboard
WINDOW 25% of floor area		4mm with timber frames and seals or 4mm with aluminium frames	10 mm, or 7 mm laminated, with aluminium frames
PITCHED ROOF Roofing Tile or 0.5 profiled steel or 6mm fibre cement	Ceiling	9.5mm plasterboard with insulation batts (not polystyrene)	12.5mm plasterboard with insulation batts (not polystyrene)
SKILLION ROOF Roofing Tile or 0.5 profiled steel or 6mm fibre cement	Sarking	None required	12mm plywood or particle board
	Ceiling	12.5mm plasterboard with batts	2 x 12.5mm plasterboard with batts
EXTERNAL DOOR		Solid core door weather seals	Solid core door weather seals

Note: Where an addition to a noise sensitive activity is proposed, the noise insulation requirements apply only where the addition results in a new habitable room, bedroom or teaching room.

APPENDIX V – HAZARDOUS SUBSTANCES (1)

Schedule 1 Classification of hazardous substances		
Class	**Characteristics**	**Examples (including, but not limited to:)**
1. Explosives	**1. Explosives** 1.1 An explosive substance or waste is a solid or liquid that is, in itself, capable by chemical reaction of producing gas at such a temperature and pressure and at such speed as to cause damage to the surroundings (other than those specified in 1.2 below. 1.2 As in 1.1 but with restricted use in the manufacture or reloading of small arms cartridges.	1.1 Nitrate mixtures, nitro compounds, chlorate mixtures, ammunition/detonators (excluding those for small arms use). 1.2 Gunpowder, or nitro compound adapted and exclusively used for cartridges for small arms.
2. Gases	**2.1 Flammable gases** 2.1.1 LPG 2.1.2 Any other gases which at 20ºC and a standard pressure of 101.3kPa: * Are ignitable when in a mixture of 13% or less by volume with air, or * Have a flammability range with air of at least 12% regardless of the lower flammability limit. This class includes aerosols containing flammable propellants if the contents include more than 45% by mass or more than 250g of flammable components. **2.2 Toxic gases** Gases which are known or are presumed to be toxic or corrosive to humans because they have an LC_{50} value equal to or less than 5,000 ml/m^3 (ppm) when tested in accordance with procedures defined in para 6.5(c) of the United Nations Recommendation on the Transport of Dangerous Goods, 7th revised edition, or its subsequent revisions. **2.3 Non-flammable, non-toxic gases** Gases which are stored or transported under a pressure not less than 280kPa at 20ºC, or as refrigerated liquids, and which: * Are asphyxiant - gases which dilute or replace the oxygen normally in the atmosphere, or * Are oxidising - gases which may, generally by providing oxygen, cause or contribute to combustion of other material more than air does, or * Have neither asphyxiant nor oxidising characteristics.	2.1.1 LPG 2.1.2 Acetylene, hydrogen, methane. 2.2 Chlorine, sulphur dioxide, ammonia, methyl bromide. 2.3 Argon, helium, oxygen, nitrogen, carbon dioxide, freons, nitrous oxide.
3. Flammable liquids	**3. Flammable liquids** Liquids, or mixtures of liquids containing solids in solution or suspension, having the following flammability limits: 3.1 Flash point <23ºC	3.1 Petrol, adhesives, ethyl & methyl alcohols, acetone, benzene, butylamine, MIBK.
	3.2 Flash point >23ºC; <61ºC	3.2 Kerosene, styrene monomer, cyclohexanone, turpentine, butyl methacrylate, chlorobenzene, ethoxyethanol.
	3.3 Flash point >61ºC	3.3 Diesel, petroleum oils.

Class	Characteristics	Examples (including, but not limited to:)
4. Flammable Solids	**4.1 Flammable solids** Solids or wastes other than those classified as explosives, which under suitable conditions, ie impact, friction, heat, ignition, will burn or self react with extreme intensity. **4.2 Substances or wastes liable to spontaneous combustion** Substances or wastes that are liable to spontaneous heating during transport, or heating upon contact with air, and then being liable to catch fire. **4.3 Substances which in contact with water, emit flammable gases** Substances or wastes which by interaction with water are liable to become spontaneously flammable or give off flammable gases in dangerous quantities.	4.1 Red phosphorus, ammonium picrate, picric acid, monomethyamine nitrate, nitrocellulose, trinitrobenzene, magnesium alloys. 4.2 Yellow or white phosphorus magnesium alkyls, dithionites. 4.3 Alkali metals eg. Sodium, potassium, lithium, calcium, magnesium, metal hydrides, metal carbides.
5. Oxidising Substances	**5.1 Oxidising substances** Substances or wastes which, in themselves are not necessarily combustible, but may, generally by yielding oxygen, cause or contribute to the combustion of other materials. **5.2 Organic peroxides** Organic substances or wastes which contain the bivalent O=O structure and are thermally unstable substances which may undergo exothermic self-accelerating decomposition.	5.1 Chromates, bromates, chlorates, chlorites, nitrates, permanganates. 5.2 Any organic peroxide - (includes peroxy and per compounds). Perdicarbonates, butyl peroxyphthalate, cumene hydroperoxide, bezoyl peroxide.
6. Poisonous Substances	Substances or wastes liable to cause death or serious injury or harm to human health if swallowed or inhaled or by skin contact, and which are confirmed to fall within the following toxicity classification: Oral toxicity LD_{50} (mg/kg) Solids <200 Liquids <500 Dermal toxicity LD_{50} (mg/kg) < 1000 Inhalation toxicity dust/mist LC_{50} and LC_{50} < 5,000 ml/m^3 **Note:** LC_{50} and "V" are as defined in Chapter 6 of the United Nations Recommendations on the Transport of Dangerous Goods, 7th revised edition.	Arsenic compounds, cadmium compounds, lead salts, mercury salts and amalgams, cyanides, methyl bromide, acrylamide, phenols, chlorophenols, aniline, oxalates, chlorinated solvents.
7. Agrichemicals	Substances having a toxicity as specified in 6, but formulated specifically for agricultural activities, (including aquaculture), and including, but not limited to herbicides, fungicides, pesticides.	Bipyridyls, di-nitrophenols, phenoxy compounds, organophosphates, carbamates, organochlorines.
8. Corrosives	Substances or wastes which by chemical action, will cause severe damage when in contact with living tissue or, in the case of leakage will damage or destroy other material and goods or cause other hazards.	Acids such as: nitric, sulphuric, hydrochloric, hydrofluoric acids; trichloro acetic acid. Alkalis such as: sodium, potassium and lithium hydroxides. Zinc chloride, zirconium tetrachloride, phosphorus pentoxide, ferric chloride, sulphur chlorides, silicon tetrachloride phenolsulphonic acid, hydroxlamine sulphate, hexyl-trichlorosilane, ethanolamine.

Class	Domicile[4] Suburban Service and Business A Sub-Areas	Rural and Otatara Sub-Areas [8]	City Centre Sub-Area	Enterprise, Business, Seaport[3], Industrial, Industrial A, Rural Service Sub-Area and Smelter[6] Sub-Areas	Hospital Sub-Area	Airport Operations Sub-Area	Airport Protection Sub-Area
1. Explosives							
1.1	0 kg	2.5 kg	2.5 kg	50 kg	0 kg	50 kg	2.5 kg
1.2	15 kg	15 kg	15 kg	50 kg	15 kg	50 kg	15 kg
2. Gases							
2.1.1	500 kg 6,000 kg[5]	500 kg 6,000 kg[5]	500 kg	60,000 kg [6]	6,000 kg	60,000 kg	500 kg 6,000 kg
2.1.2	100 kg	100 kg	250 kg	25,000 kg	100 kg	25,000 kg	100 kg
2.2	10 kg	10 kg	1,000 kg	1,000 kg	10 kg	1,000 kg	10 kg
2.3	100 kg	100 kg	250 kg	10,000 kg	6,000 kg	10,000 kg	100 kg
3. Flammable Liquids[7]							
3.1 Above ground Storage[2]	50 litres	2,000 litres	1,000 litres	1,000 litres	30,000 litres	No limit	2,000 litres
Underground Storage	2,000 litres	2,000 litres	10,000 litres	60,000 litres	2,000 litres	No limit	2,000 litres
3.2 Above ground Storage	100 litres	250 litres	3,000 litres	60,000 litres	100 litres.	No limit	250 litres
Underground Storage	500 litres	5,000 litres	5,000 litres	20,000 litres		No limit	5,000 litres
3.3 Above ground Storage	2,000 litres	2,000 litres	2,000 litres	30,000 litres[6]	2,000 litres	No limit	2,000 litres
Underground Storage	10,000 litres	30,000 litres	30,000 litres	60,000 litres[6]	15,000 litres	No limit	30,000 litres
4. Flammable Solids							
4.1	1.0 kg	1.0 kg	25 kg	50 kg[6]	1 kg	50 kg	1.0 kg
4.2	1.0 kg	1.0 kg	25 kg	50 kg[6]	1 kg	50 kg	1.0 kg
4.3	1.0 kg	1.0 kg	25 kg	50 kg[6]	1 kg	50 kg	1.0 kg
5. Oxidising Substances							
5.1	50 kg[4]	50 kg	1,000 kg	2,000 kg[6]	50 kg	2,000 kg	50 kg
5.2	1.0 kg	1.0 kg	25 kg	200 kg[6]	1 kg	200 kg	1.0 kg
6. Poisonous Substances	1.0 kg	1.0 kg	200 kg	1,000 kg	300 kg	1,000 kg	1.0 kg
7. Agrichemicals	10 kg	200 kg	500 kg	5,000 kg	10 kg	5,000 kg	200 kg
8. Corrosives	10 kg	10 kg	1,000 kg	1,000 kg	10 kg	1,000 kg	10 kg

Notes:

(1) None of the provisions in this table places any restrictions on x-ray machines.

(2) Not applicable to motor vehicle fuel tanks.

(3) Not applicable to the two Bluff Tank Farms and the Island Harbour, Bluff.

(4) Not applicable for Southland Aquatic Centre.

(5) Applicable to service stations only.

(6) Smelter Sub-Area is exempt from the following limits: Gases 2.1.1; Flammable Liquids 3.3; Flammable Solids 4.1, 4.2, 4.3 and Oxidising Substances 5.1 and 5.2.

(7) Permitted Storage limits for service stations in all Sub-Areas except the Domicile, Rural and Otatara Sub-Areas:

- (i) Class 3.1 liquids (ie, Petrol) up to 100,000 litres; and
- (ii) Class 3.3 liquids (ie, diesel) up to 50,000 litres,
- (iii) Subject to compliance with Occupational Safety and Health Code of Practice for the "Design, Installation and Operation of Underground Petroleum Storage Systems (1992)".

(8) Not applicable to temporary military training, provided that the use and transportation of hazardous substances associated with temporary military training activities shall comply with NZDF orders as contained in Ammunition and Explosives Regulations (Volume 1) for the storage of ammunition and explosives, and NZ P2, Safety in Training.

APPENDIX VI – STATUTORY ACKNOWLEDGEMENTS – NGAI TAHU CLAIMS SETTLEMENT ACT 1998

1. INFORMATION FOR PLAN USERS, AND RESOURCE CONSENT APPLICANTS

1.1 Introduction

The Ngai Tahu Claims Settlement Act 1998 (the Settlement Act) gives effect to the Deed of Settlement signed by the Crown and Te Runanga o Ngai Tahu on 21 November 1997 to achieve a final settlement of Ngai Tahu's historical claims against the Crown.

The Settlement Act includes a new instrument called a Statutory Acknowledgment. Statutory Acknowledgments recognise Ngai Tahu's mana in relation to a range of sites and areas in the South Island, and provide for this to be reflected in the management of those areas. Statutory Acknowledgments impact upon Resource Management Act 1991 processes concerning these areas.

1.2 What are Statutory Acknowledgments?

A Statutory Acknowledgment is an acknowledgment by the Crown of Ngai Tahu's special relationship with identifiable areas, namely Ngai Tahu's particular cultural, spiritual, historical, and traditional association with those areas (known as statutory areas).

1.3 What are the Purposes of Statutory Acknowledgments?

The purposes of Statutory Acknowledgments are:

- To ensure that Ngai Tahu's particular association with certain significant areas in the South Island are identified, and that Te Runanga o Ngai Tahu is informed when a proposal may affect one of these areas; and
- To improve the implementation of Resource Management Act 1991 processes, in particular by requiring consent authorities to have regard to Statutory Acknowledgments when making decisions on the identification of affected parties.

1.4 Who May be Affected by Statutory Acknowledgments?

You may be affected by a Statutory Acknowledgment if you are applying for a resource consent for an activity that is within, adjacent to, or impacting directly upon a statutory area.

1.5 What Happens When You Apply?

If you are applying for a resource consent for an activity within, adjacent to, or impacting directly upon a statutory area:

- The Council must send a summary of your resource consent application to Te Runanga o Ngai Tahu; and

- The Council must have regard to the Statutory Acknowledgment in going through the process of making a decision on whether Te Runanga o Ngai Tahu is an affected party in relation to the resource consent application.

1.6 More Information

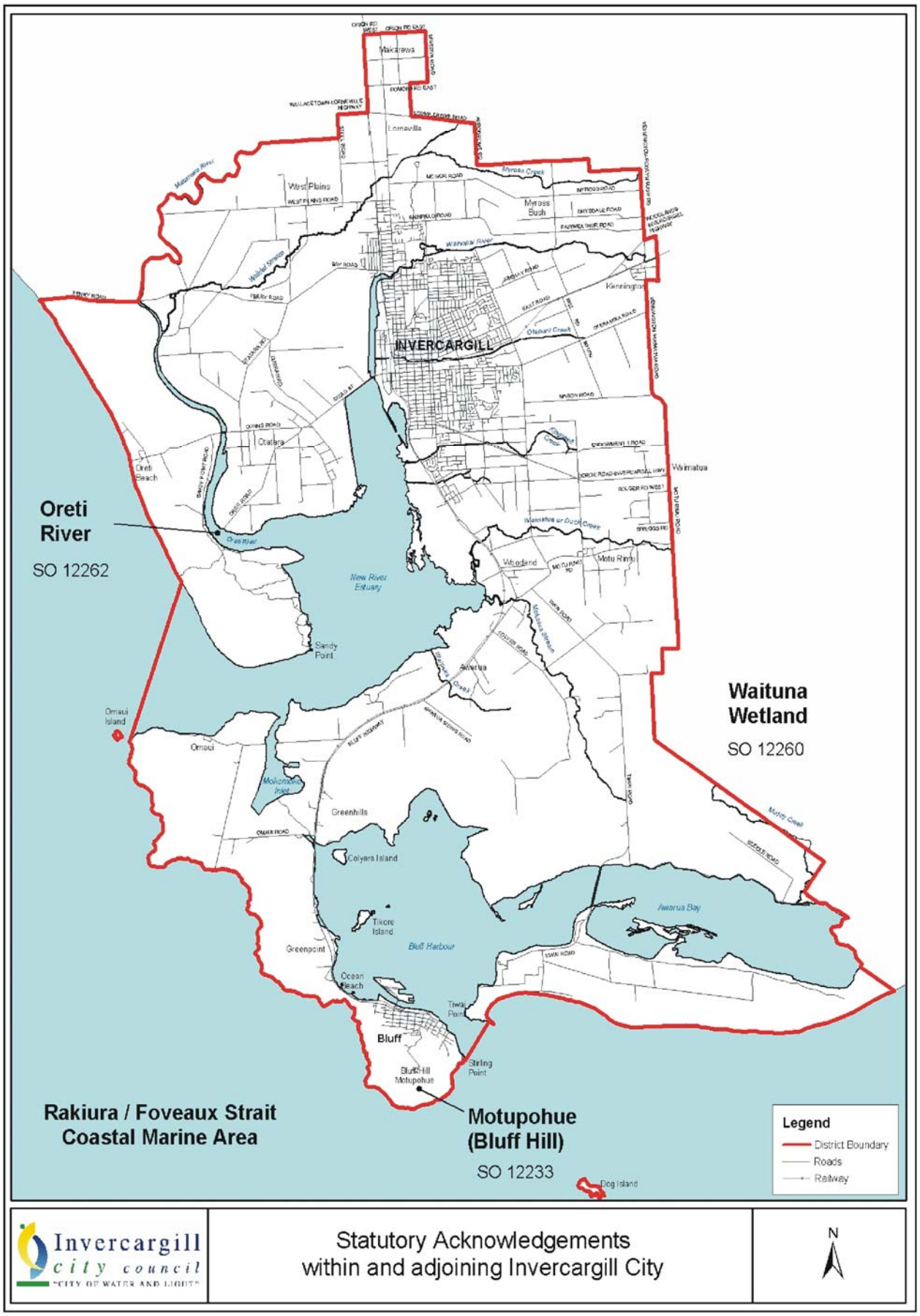
You can obtain further information on Statutory Acknowledgments from:

Kaitiaki Taiao (Natural Resources) Unit
Office of Te Runanga o Ngai Tahu
P O Box 13-046
Christchurch

Te Ao Marama Inc.
P O Box 7078
South Invercargill

Planning Division
Invercargill City Council
Civic Administration Building
Esk Street
Invercargill

Ministry for the Environment
P O Box 1345
Christchurch.


Oreti River
SO 12262
Waituna Wetland
SO 12260
Rakiura / Foveaux Strait Coastal Marine Area
Motupohue (Bluff Hill)
SO 12233
INVERCARGILL
Bluff
Legend
District Boundary
Roads
Railway
Invercargill city council
"CITY OF WATER AND LIGHT"
Statutory Acknowledgements within and adjoining Invercargill City
N

2. STATUTORY ACKNOWLEDGEMENTS WITHIN AND ADJOINING INVERCARGILL CITY

2.1 STATUTORY ACKNOWLEDGEMENT FOR MOTUPOHUE (BLUFF HILL)

(From Schedule 44 - refer to sections 205 and 206 Ngai Tahu Claims Settlement Act 1998)

2.1.1 Statutory Area

The statutory area to which this statutory acknowledgment applies is the area known as Motupohue (Bluff Hill), as shown on Allocation Plan MS 8 (SO 12233).

2.1.2 Preamble

Under section 206, the Crown acknowledges Te Runanga o Ngai Tahu's statement of Ngai Tahu's cultural, spiritual, historic, and traditional association to Motupohue as set out below.

2.1.3 Ngai Tahu Association with Motupohue

The name Motupohue is an ancient one, brought south by Ngati Mamoe and Ngai Tahu from the Hawkes Bay region where both tribes originated. The name recalls a history unique to the Ngai Tuhaitara and Ngati Kuri hapu that is captured in the line, “Kei kora kei Motupohue, he pareka e kai ana, na to tutae” (“It was there at Motupohue that a shag stood, eating your excrement”).

Oral traditions say that the Ngati Mamoe leader, Te Rakitauneke, is buried upon this hill. Te Rakitauneke's saying was: “Kia pai ai taku titiro ki Te Ara a Kiwa” (“Let me gaze upon Foveaux Strait”). Some traditions also place another Ngati Mamoe leader, Tu Te Makohu, on this hill.

For Ngai Tahu, histories such as this represent the links and continuity between past and present generations, reinforce tribal identity and solidarity, and document the events which shaped Ngai Tahu as an Iwi.

The mauri of Motupohue represents the essence that binds the physical and spiritual elements of all things together, generating and upholding all life. All elements of the natural environment possess a life force, and all forms of life are related. Mauri is a critical element of the spiritual relationship of Ngai Tahu Whanui with Motupohue.

2.2 STATUTORY ACKNOWLEDGEMENT FOR ORETI RIVER

(From Schedule 50 - refer to sections 205 and 206 Ngai Tahu Claims Settlement Act 1998)

2.2.1 Statutory Area

The statutory area to which this statutory acknowledgment applies is the River known as Oreti, the location of which is shown on Allocation Plan MD 123 (SO 12262).

2.2.2 Preamble

Under section 206, the Crown acknowledges Te Runanga O Ngai Tahu's statement of Ngai Tahu's cultural, spiritual, historic, and traditional association to the Oreti River, as set out below.

2.2.3 Ngai Tahu Association with the Oreti River

The Oreti River traverses a significant area of Murihiku, stretching from its mouth at Invercargill almost to the edge of Whakatipu-wai-maori (Lake Wakatipu). As such, it formed one of the main trails inland from the coast, with an important pounamu trade route continuing northward from the headwaters of the Oreti and travelling, via the Mavora or Von River Valley, to the edge of Wakatipu and on to the Dart and Routeburn pounamu sources. Indeed, pounamu can be found in the upper reaches of the Oreti itself.

The tupuna had consideration knowledge of whakapapa, traditional trails and tauranga waka, places for gathering kai and other taonga, ways in which to use the resources of Oreti, the relationship of people with the river and their dependence on it, and tikanga for the proper sustainable utilisation of resources. All of these values remain important to Ngai Tahu today.

The kai resources of the Oreti would have supported numerous parties venturing into the interior, and returning by mokihi (vessels made of raupo), laden with pounamu and mahinga kai. Nohoanga (temporary campsites) supported such travel by providing bases from which the travellers could go water fowling, eeling and catching inaka (whitebait), and were located along the course of Oreti River.

There were a number of important settlement sites at the mouth of the Oreti, in the New River estuary, including Omaui, which was located at the mouth of the Oreti, where it passes the New River Heads. Oue, at the mouth of the Oreti River (New River estuary), opposite Omaui, was one of the principal settlements in Murihiku. Honekai who was a principal chief of Murihiku in his time was resident at this settlement in the early 1820s, at the time of the sealers. In 1850 there were said to still be 40 people living at the kaik at Omaui under the chief Mauhe.

As a result of this pattern of occupation, there are a number of urupa located at the lower end of the Oreti, in the estuarine area. Urupa are the resting places of Ngai Tahu tupuna and, as such, are the focus for whanau traditions. These are places holding the memories, traditions, victories and defeats of Ngai Tahu tupuna, and are frequently protected by secret locations.

The mauri of the Oreti represents the essence that binds the physical and spiritual elements of all things together, generating and upholding all life. All elements of the natural environment possess a life force, and all forms of life are related. Mauri is a critical element of the spiritual relationship of Ngai Tahu Whanui with the river.

2.3 STATUTORY ACKNOWLEDGEMENT FOR WAITUNA WETLAND

(From Schedule 73 - refer to sections 205 and 206 Ngai Tahu Claims Settlement Act 1998).

2.3.1 Statutory Area

The statutory area to which this statutory acknowledgment applies is the wetland known as Waituna, the location of which is shown on Allocation Plan MD 58 (SO12260).

2.3.2 Preamble

Under section 206, the Crown acknowledges Te Runanga o Ngai Tahu's statement of Ngai Tahu's cultural, spiritual, historic, and traditional association to Waituna, set out below.

2.3.3 Ngai Tahu Association with Waituna

Intermittently open to the sea, Waituna wetland (with the western end, where the lagoon breaks out to sea known as Ka-puna-wai) was a major food basket utilised by nohoanga and permanent settlements located in the immediate vicinity of the wetlands, and further away, for its wide variety of reliable mahinga kai. The great diversity of wildlife associated with the complex includes several breeds of ducks, white heron, gulls, spoonbill, kotuku, oyster-catcher, dotterels, terns and fernbirds. The wetlands are important kohanga (spawning) grounds for a number of indigenous fish species. Kaimoana available includes a giant and banded kokopu, varieties of flatfish, tuna (eels), kanakana (lamprey), inaka (whitebait), waikakahi (fresh water mussel) and waikoura (freshwater crayfish). Harakeke, raupo, manuka, totara and totara bark, and pingao were also regularly harvested cultural materials. Paru or black mud was available, particularly sought after as a product for making dyes.

The tupuna had considerable knowledge of whakapapa, traditional trails and tauranga waka, places for gathering kai and other taonga, ways in which to use the resources of Waituna, the relationship of people with the lake and their dependence on it, and tikanga for the proper and sustainable utilisation of resources. All of these values remain important to Ngai Tahu today.

As a result of this history of use and occupation in the area, there are wahi tapu and wahi taonga all along its shores. It is also possible that particular sections of the wetland were used for a waiwhakaheketupapaku (water burial).

Urupa and wahi tapu are the resting places of Ngai Tahu tupuna and, as such, are the focus of whanau traditions. These are places holding the memories, traditions, victories and defeats of Ngai Tahu tupuna, and are frequently protected by secret locations.

The Mauri of Waituna represents the essence that binds the physical and spiritual elements of all things together, generating and upholding all life. All elements of the natural environment possess a life force, and all forms of life are related. Mauri is a critical element of the spiritual relationship of Ngai Tahu Whanui with the area.

2.4 STATUTORY ACKNOWLEDGEMENT FOR RAKIURA/TE ARA A KIWA (RAKIURA/FOVEAUX STRAIT COASTAL MARINE AREA)

(From Schedule 104 - refer to sections 205 and 206 Ngai Tahu Claims Settlement Act 1998).

2.4.1 Statutory Area

The statutory area to which this statutory acknowledgement applies is Rakiura/Te Ara a Kiwa (Rakiura/Foveaux Strait Coastal Marine Area), the Coastal Marine Area of the Hokonui and Awarua constituencies of the Southland region, as shown on SO 11505 and 11508, Southland Land District as shown on Allocation Plan NT 505 (SO 19901).

2.4.2 Preamble

Under section 313 the Crown acknowledges Te Runanga o Ngai Tahu's statement of Ngai Tahu's cultural, spiritual, historic, and traditional association to Rakiura/Te Ara a Kiwa as set out below.

2.4.3 Ngai Tahu Association with Rakiura/Te Ara a Kiwa

Generally the formation of the coastline of Te Wai Pounamu relates to the tradition of Te Waka o Aoraki, which foundered on a submerged reef, leaving its occupants, Aoraki and his brother to turn to stone. They are manifested now in the highest peaks of the Ka Tititiri of Te Moana (the Southern Alps). The bays, inlets, estuaries and fiords which stud the coast are all the creations of Tu Te Rakiwhanoa, who took on the job of making the island suitable for human habitation.

The naming of various features along the coastline reflects the succession of explorers and iwi (tribes) who travelled around the coastline at various times. The first of these was Maui, who fished up the North Island, and is said to have circumnavigated Te Wai Pounamu. In some accounts the island is called Te Waka o Maui in recognition of his discovery of the new lands. A number of coastal place names are attributed to Maui, particularly on the southern coast. Maui is said to have sojourned at Omaui (at the mouth of the New River estuary) for a year, during which time he claimed the South Island for himself. It is said that in order to keep his waka from drifting away he reached into the sea and pulled up a stone to be used as an anchor, which he named Te Puka o Te Waka o Maui (Rakiura or Stewart Island).

The great explorer Rakaihautu travelled overland along the coast, identifying the key places and resources. He also left many place names on prominent coastal features. When Rakaihautu's southward exploration of the island reached Te Ara a Kiwa, he followed the coastline eastwards before heading for the East Coast of Otago.

Particular stretches of the coastline also have their own traditions. Foveaux Strait is known as Te Ara a Kiwa (the pathway of Kiwa), the name relating to the time when Kiwa became tired of having to cross the land isthmus which then joined Murihiku (Southland) with Rakiura (Stewart Island). Kiwa requested the obedient Kewa (whale) to chew through the isthmus and create a waterway so Kiwa could cross to and fro by waka. This Kewa did, and the crumbs that fell from his mouth are the islands in Foveaux Strait, Solander Island being Te Niho a Kewa, a loose tooth that fell from the mouth of Kewa.

The waka Takitimu, captained by the northern rangatira (chief) Tamatea, travelled around much of the Te Wai Pounamu coast, eventually breaking its back at the mouth of the Waiau River in Murihiku. Many place names on the coast can be traced back to this voyage, including Monkey Island near Orepuki which is known as Te-Punga (or Puka)-a-Takitimu. While sailing past the cliffs at Omaui it is said that Tamatea felt a desire to go ashore and inspect the inland, and so he turned to the helmsman and gave the order "Tarere ki whenua uta" ("swing towards the mainland"), but before they got to the shore he countermanded the order and sailed on. Subsequently the whole area from Omaui to Bluff was given the name of Te Takiwa o Tarere ki Whenua Uta. In olden days when people from the Bluff went visiting they were customarily welcomed on to the host's marae with the call "haere mai koutou te iwi tarere ki whenua uta". One of the whare at Te Rau Aroha marae in Bluff if [sic: is] also named "Tarere ki Whenua uta" in memory of this event.

The Takitimu's voyage through the strait came to an end when the waka was overcome by three huge waves, named O-te-wao, O-roko and O-kaka, finally coming to rest on a reef near the mouth of the Waiau (Waimeha). According to this tradition, the three waves continued on across the low lying lands of Murihiku, ending up as permanent features of the landscape.

For Ngai Tahu, traditions such as these represent the links between the cosmological world of the gods and present generations. These histories reinforce tribal identity and solidarity, and continuity between generations, and documents the events which shaped the environment of Te Wai Pounamu and Ngai Tahu as an iwi.

Because of its attractiveness as a place to establish permanent settlements, including pa (fortified settlements), the coastal area was visited and occupied by Waitaha, Ngati Mamoe and Ngai Tahu in succession, who through conflict and allegiance, have merged in the whakapapa (genealogy) of Ngai Tahu Whanui. Battle sites, urupa and landscape features bearing the names of tupuna (ancestors) record this history. Prominent headlands, in particular, were favoured for their defensive qualities and became the headquarters for a succession of rangatira and their followers.

The results of the struggles, alliances and marriages arising out of these migrations were the eventual emergence of a stable, organised and united series of hapu located at permanent or semi-permanent settlements along the coast, with an intricate network of mahinga kai (food gathering) rights and networks that relied to a large extent on coastal resources.

Mokamoka (Mokomoko or Mokemoke) was one such settlement, in a shallow inlet of the Invercargill estuary. It was here that Waitai was killed, the first Ngai Tahu to venture this far south, well out of the range of his own people, then resident at Taumutu. This settlement was sustained by mahinga kai taken from the estuary and adjoining coastline, including shellfish and patiki (flounder).

Oue, at the mouth of the Oreti River (New River estuary), opposite Omaui, was one of the principal settlements in Murihiku. Honekai who was a principal chief of Murihiku in his time was resident at this settlement in the early 1820s, at the time of the sealers. In 1850 there were said to still be 40 people living at the kaik at Omaui under the chief Mauhe. Honekai's brother, Pukarehu, was a man who led a very quiet life, and so was little known. He is remembered, however, in the small knob in the hills above Omaui which bear his name. When he passed away he was interred in the sandhills at the south end of the Oreti Beach opposite Omaui. Oue is said to have got its name from a man Maui left to look after his interests there until his

return. It was also here that the coastal track to Riverton began. From Oue to the beach the track was called Te Ara Pakipaki, then, when it reached the beach, it was called Ma Te Aweawe, finally, at the Riverton end, it was known as Mate a Waewae.

After the death of Honekai, and as a consequence of inter-hapu and inter-tribal hostilities in the Canterbury region, many inhabitants of Oue and other coastal villages on Foveaux Strait relocated to Ruapuke Island, which became the Ngai Tahu stronghold in the south. The rangatira Pahi and Tupai were among the first to settle on the island. Pahi had previously had one of the larger and oldest pa in Murihiku at Pahi (Pahia), where 40 to 50 whare (houses) were reported in 1828. The Treaty of Waitangi was signed at Ruapuke Island by Tuhawaiki and others. No battles however occurred here, the pa Pa-raki-ao was never fully completed, due to the realisation that Te Rauparaha could not reach this far south.

Other important villages along the coast included: Te Wae Wae (Waiau), Taunoa (Orepuki), Kawakaputaputa (Wakaputa), Oraka (Colac Bay), Aparima (Riverton—named Aparima after the daughter of the noted southern rangatira Hekeia, to whom he bequeathed all of the land which his eye could see as he stood on a spot at Otaitai, just north of Riverton), Turangiteuaru, Awarua (Bluff), Te Whera, Toe Toe (mouth of the Mataura River) and Waikawa.

Rarotoka (Centre Island) was a safe haven at times of strife for the villages on the mainland opposite (Pahi, Oraka and Aparima). Numerous artefacts and historical accounts attest to Rarotoka as having a significant place in the Ngai Tahu history associated with Murihiku.

Rakiura also plays a prominent part in southern history, the “Neck” being a particularly favoured spot. Names associated with the area include: Korako-wahine (on the western side of the peninsula), Whare-tatara (a rock), Hupokeka (Bullers Point) and Pukuheke (the point on which the lighthouse stands). Te Wera had two pa built in the area called Kaiarohaki, the one on the mainland was called Tounoa, and across the tidal strip was Ka-Turi-o-Whako.

A permanent settlement was located at Port Pegasus, at the south-eastern end of Rakiura, where numerous middens and cave dwellings remain. Permanent settlement also occurred on the eastern side of Rakiura, from the Kaik near the Neck, south to Tikotaitahi (or Tikotatahi) Bay. A pa was also established at Port Adventure.

Mahinga kai was available through access from the coastal settlements to Te Whaka-a-te-Wera (Paterson Inlet), Lords River and, particularly for waterfowl, to Toi Toi wetland. In addition, the titi islands off the north-eastern coast of the island, and at the mouth of Kopeka River and the sea fishery ensured a sound base for permanent and semi-permanent settlement, from which nohoanga operated.

Te Ara a Kiwa, the estuaries, beaches and reefs off the mainland and islands all offered a bounty of mahinga kai, with Rakiura and the titi islands being renowned for their rich resources of bird life, shellfish and wet fish. The area offered a wide range of kaimoana (sea food), including tuaki (cockles), paua, mussels, toheroa, tio (oysters), pupu (mud snails), cod, groper, barracuda, octopus, patiki (flounders), seaweed, kina, koura (crayfish) and conger eel. Estuarine areas provided freshwater fisheries, including tuna (eels), inaka (whitebait), waikoura (freshwater crayfish), kokopu and kanakana (lamprey). Marine mammals were harvested for whale meat and seal pups. Many reefs along the coast are known by name and are

customary fishing grounds, many sand banks, channels, currents and depths are also known for their kaimoana.

A range of bird life in the coastal area also contributed to the diversity of mahinga kai resources available, including titi, seabirds such as shags and gulls, sea bird eggs, waterfowl, and forest birds such as kiwi, kaka, kakapo, weka, kukupa and tieke. A variety of plant resources were also taken in the coastal area, including raupo, fern root, ti kouka (cabbage tree), tutu juice and korari juice. Harakeke (flax) was an important resource, required for the everyday tasks of carrying and cooking kai. Black mud (paru) was gathered at Ocean Beach for use as dye. Totara bark was important for wrapping poha in, to allow safe transport of the titi harvest. Poha were made from bull kelp gathered around the rocky coast.

The numerous titi islands are an important part of the Ngai Tahu southern economy, with Taukihepa (Te Kanawera) being the largest. Titi were and are traded as far north as the North Island. The "Hakuai" is a bird with a fearsome reputation associated with the islands. No one has ever seen this bird, which appears at night, but it once regularly signalled the end to a birding season by its appearance at night. Known for its distinctive spine-chilling call, the hakuai was a kaitiaki that could not be ignored. At the far western edge of Foveaux Strait is Solander Island (Hau-tere), an impressive rock pinnacle rising hundreds of feet out of the sea, on which fishing and titi gathering occurred.

The coast was also a major highway and trade route, particularly in areas where travel by land was difficult. Foveaux Strait was a principal thoroughfare, with travel to and from Rakiura a regular activity. There was also regular travel between the islands Ruapuke, Rarotoka and other points.

The titi season still involves a large movement across the Strait to the islands, in addition large flotillas of Ngai Tahu once came south from as far afield as Kaikoura to exercise their mutton-birding rights. Whenua Hou (Codfish Island) and the Ruggedy Islands were important staging posts for the movement of birders to the titi islands off the south-west coast of Rakiura. Whenua Hou had everything that the birders required: shelter, proximity to the titi islands, kai moana, manu (birds) and ngahere (bush). From Whenua Hou, the birders would camp at Miniti (Ernest Island), at the end of Mason Bay, where the waka-hunua (double hulled canoes, or canoes with outriggers) were able to moor safely, ready for the final movement to the various titi islands. Waka-hunua were an important means of transport on the dangerous and treacherous waters of Foveaux Strait and the Rakiura coast. After dropping birders and stores on the titi islands the waka hunua generally returned immediately to Aparima and other tauranga waka along the mainland of Foveaux Strait, due to the paucity of safe anchorages among the titi islands.

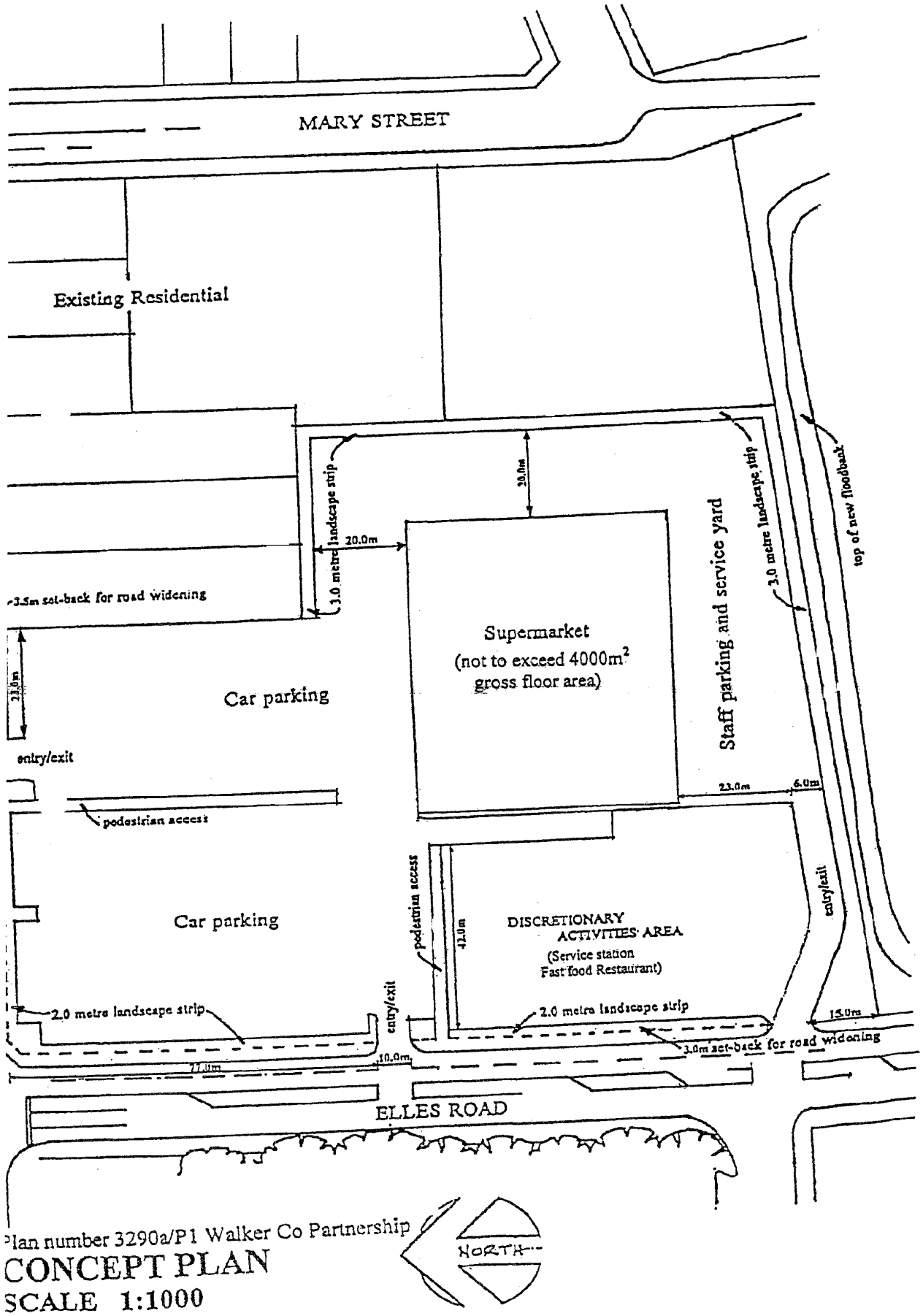
Travel by sea between settlements and hapu was common, with a variety of different forms of waka, including the southern waka hunua (double-hulled canoe) and, post-contact, whale boats plying the waters continuously. Hence tauranga waka occur up and down the coast, including spots at Pahi, Oraka and Aparima, and wherever a tauranga waka is located there is also likely to be a nohoanga (settlement), fishing ground, kaimoana resource, rimurapa (bull kelp — used to make the poha, in which titi were and still are preserved) and the sea trail linked to a land trail or mahinga kai resource. Knowledge of these areas continues to be held by whanau and hapu and is regarded as a taonga. The traditional mobile lifestyle of the people led to their dependence on the resources of the coast.

The New River estuary contains wahi tapu, as do many of the coastal dunes and estuarine complexes for the length of the Foveaux Strait. Many urupa are located on islands and prominent headlands overlooking the Strait and the surrounding lands and mountains. The rangatira Te Wera, of Huriawa fame, is buried at Taramea (Howells Point), near Riverton. There are two particularly important urupa in Colac Bay, as well as an old quarry site (Tihaka). From Colac Bay to Wakapatu, the coastal sandhills are full of middens and ovens, considered to be linked to the significant mahinga kai gathering undertaken in Lake George (Urewera). Urupa are the resting places of Ngai Tahu tupuna and, as such, are the focus for whanau traditions. These are places holding the memories, traditions, victories and defeats of Ngai Tahu tupuna, and are frequently protected in secret locations.

The mauri of the coastal area represents the essence that binds the physical and spiritual elements of all things together, generating and upholding all life. All elements of the natural environment possess a life force, and all forms of life are related. Mauri is a critical element of the spiritual relationship of Ngai Tahu Whanui with the coastal area.

APPENDIX VII – CONCEPT PLANS

Business A Sub-Area
WOOLWORTHS
INVERCARGILL
landscape concep
ref : c-a nov.97
Concept 1:500
N
WOOLWORTHS
tay st
mary st
DESIGN & GARDEN
LANDSCAPES


MARY STREET
Existing Residential
20.0m
3.0 metre landscape strip
3.5m set-back for road widening
Supermarket
(not to exceed 4000m² gross floor area)
Staff parking and service yard
3.0 metre landscape strip
top of new floodbank
Car parking
entry/exit
pedestrian access
23.0m
6.0m
Car parking
pedestrian access
42.0m
DISCRETIONARY ACTIVITIES AREA
(Service station
Fast food Restaurant)
entry/exit
2.0 metre landscape strip
2.0 metre landscape strip
entry/exit
15.0m
3.0m set-back for road widening
10.0m
77.0m
ELLES ROAD
NORTH
Plan number 3290a/P1 Walker Co Partnership
CONCEPT PLAN
SCALE 1:1000

Terms for permitted activities in the Business A Sub-Area

(a) It is a precondition of any development in the Business A Sub-Area that:

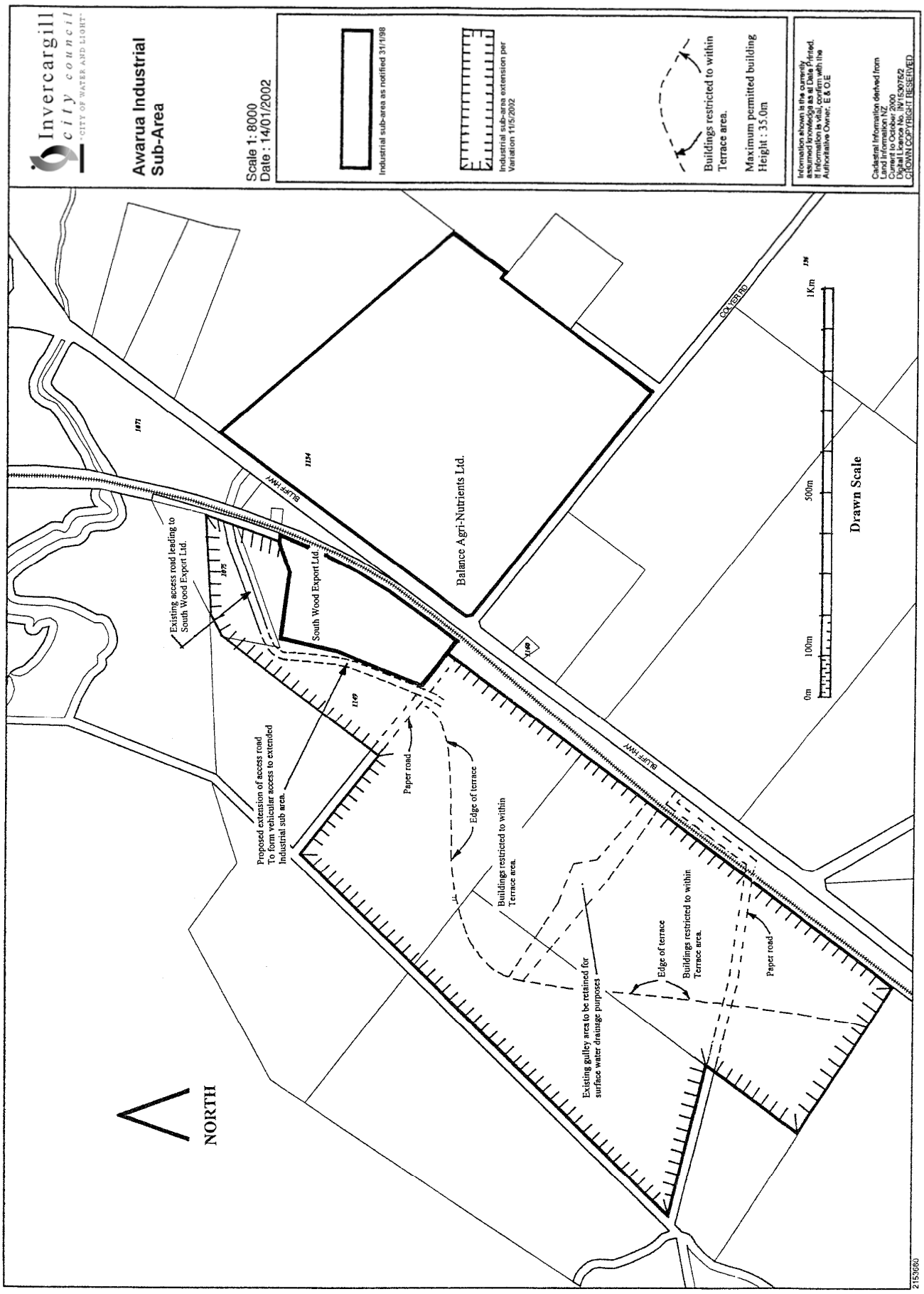
i. The transfer fee of all costs to the Invercargill City Council in respect to Elles Road and New Zealand Transport Agency in respect to Tay Street (SH1), such land as is required for road widening in the concept plan

ii. Payment of all costs by the developer for such roadworks, drainage, signage, road markings and relocation of utilities as required for road widening in the concept plan.

iii. The provision of money and land shall be deemed to be financial contributions in terms of section 108 (9) of the Resource Management Act 1991.

(b) Within the Business A Sub-Area the terms for dealing with infrastructure improvements and costs shall be as follows:

i. Compliance with the concept plan (329a/P1 Walker Co Partnership) in all respects, including but not limited to the provision of land for road widening and the works on Elles Road and Tay Street.


Invercargill city council
CITY OF WATER AND LIGHT
Awarua Industrial Sub-Area
Scale 1: 8000
Date : 14/01/2002
Industrial sub-area as notified 31/1/98
Industrial sub-area extension per Variation 11/5/2002
Buildings restricted to within Terrace area.
Maximum permitted building Height : 35.0m
Information shown is the currently recorded knowledge as at Date Printed. If information is to be used, confirm the Authoritative Owner. E & O E
Cadastral Information derived from Land Information NZ
Current to October 2000
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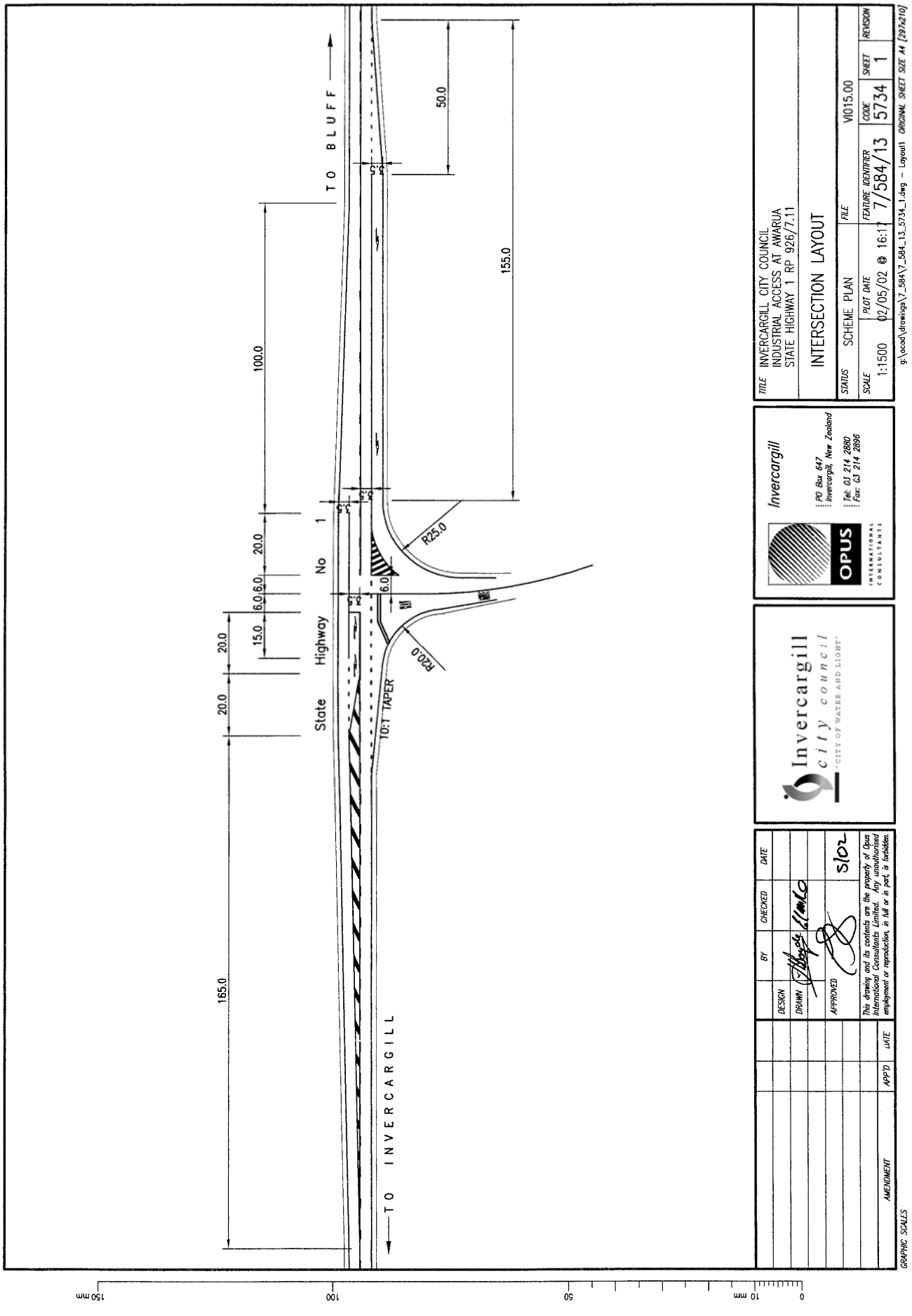
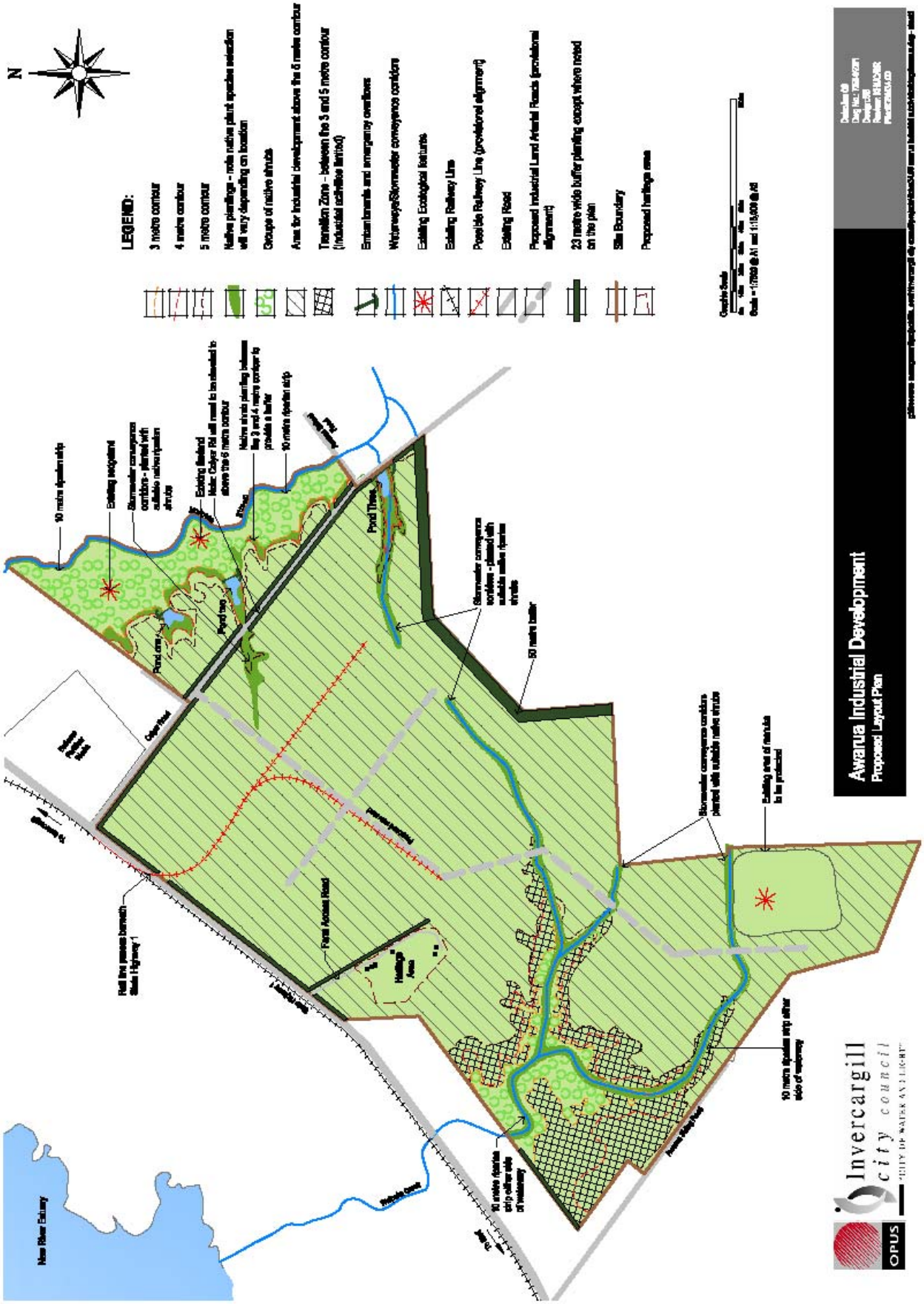
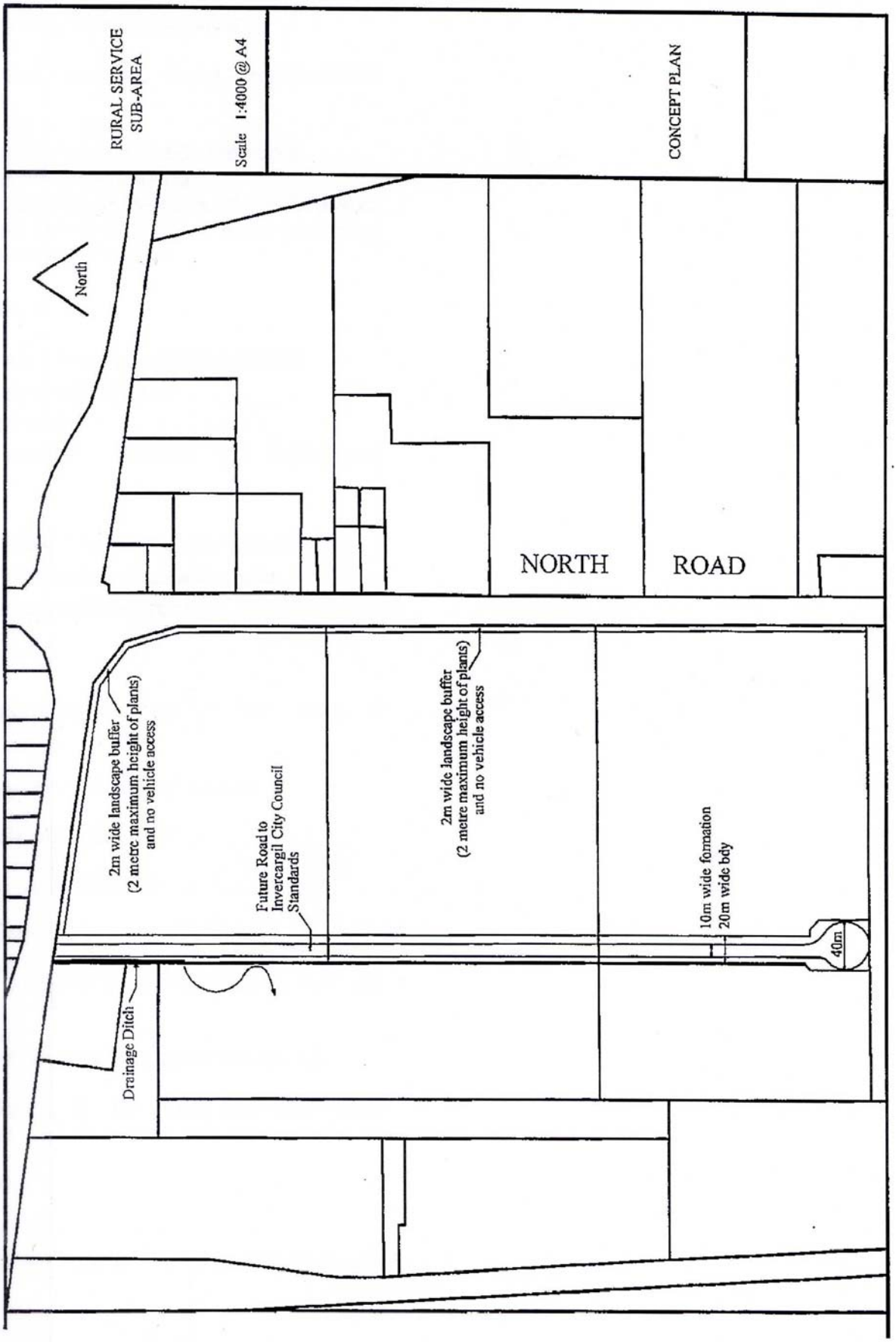
Balance Agri-Nutrients Ltd.
South Wood Export Ltd.
Existing access road leading to South Wood Export Ltd.
Proposed extension of access road To form vehicular access to extended Industrial sub area.
Paper road
Edge of terrace
Buildings restricted to within Terrace area.
Existing gulley area to be retained for surface water drainage purposes
BLUFF HWY
COVERT RD
1Km
500m
100m
0m
Drawn Scale
NORTH
2153080


TO BLUFF
TO INVERCARGILL
State Highway No 1
100.0
155.0
50.0
165.0
20.0
20.0
20.0
15.0
6.0
6.0
6.0
R25.0
R20.0
10:1 TAPER
TITLE INVERCARGILL CITY COUNCIL
INDUSTRIAL ACCESS AT AWARUA
STATE HIGHWAY 1 RP 926/7.11
INTERSECTION LAYOUT
STATUS SCHEME PLAN
FILE V\015.00
SCALE 1:1500
PLOT DATE 02/05/02 @ 16:17
FEATURE IDENTIFIER 7/584/13
CODE 5734
SHEET 1
REVISION
Invercargill
PO Box 647
Invercargill, New Zealand
Tel: 03 214 2880
Fax: 03 214 2896
OPUS INTERNATIONAL CONSULTANTS
Invercargill city council
CITY OF WATER AND LIGHT
DESIGN
DRAWN
APPROVED
BY
CHECKED
DATE
AMENDMENT
APP'D
DATE
This drawing and its contents are the property of Opus International Consultants Limited. Any unauthorised employment or reproduction, in full or in part, is forbidden.
GRAPHIC SCALES
150 mm
100
50
0
10 mm
g:\acad\drawings\7_584\7_584_13_5734_1.dwg - Layout1 ORIGINAL SHEET SIZE A4 (297x210)


N
LEGEND:
3 metre contour
4 metre contour
5 metre contour
Native plantings – note native plant species selection will vary depending on location
Groups of native shrubs
Areas for Industrial development above the 6 metre contour
Transition Zone – between the 3 and 5 metre contour (Industrial activities limited)
Embankments and emergency overflows
Waterways/Stormwater conveyance corridors
Existing Ecological features
Existing Railway Line
Possible Railway Line (provisional alignment)
Existing Road
Proposed Industrial Land Arterial Roads (provisional alignment)
23 metre wide buffer planning concept where noted on the plan
Site Boundary
Proposed heritage area
Awarua Industrial Development
Proposed Layout Plan
Invercargill city council
OPUS
10 metre riparian strip
Existing wetland
Stormwater conveyance corridors - planted with suitable native riparian shrubs
Existing Bankend Motor Caltex Rd will need to be lowered to above the 6 metre contour
Native shrub planting between the 3 and 4 metre contour to provide a buffer
Pond three
Pond one
Pond two
Pond Three
50 metre buffer
Oldham Road
Rail line passes beneath State Highway 1
Ferry Access Road
Heritage Area
Existing area of marshes to be protected
10 metre riparian strip either side of waterway
Awarua Bay Road
New River Estuary


RURAL SERVICE SUB-AREA
Scale 1:4000 @ A4
CONCEPT PLAN
North
NORTH
ROAD
2m wide landscape buffer (2 metre maximum height of plants) and no vehicle access
Future Road to Invercargil City Council Standards
2m wide landscape buffer (2 metre maximum height of plants) and no vehicle access
10m wide formation 20m wide bdy
40m
Drainage Ditch

APPENDIX VIII – EDUCATIONAL ACTIVITY (EXISTING)

EXPLANATION

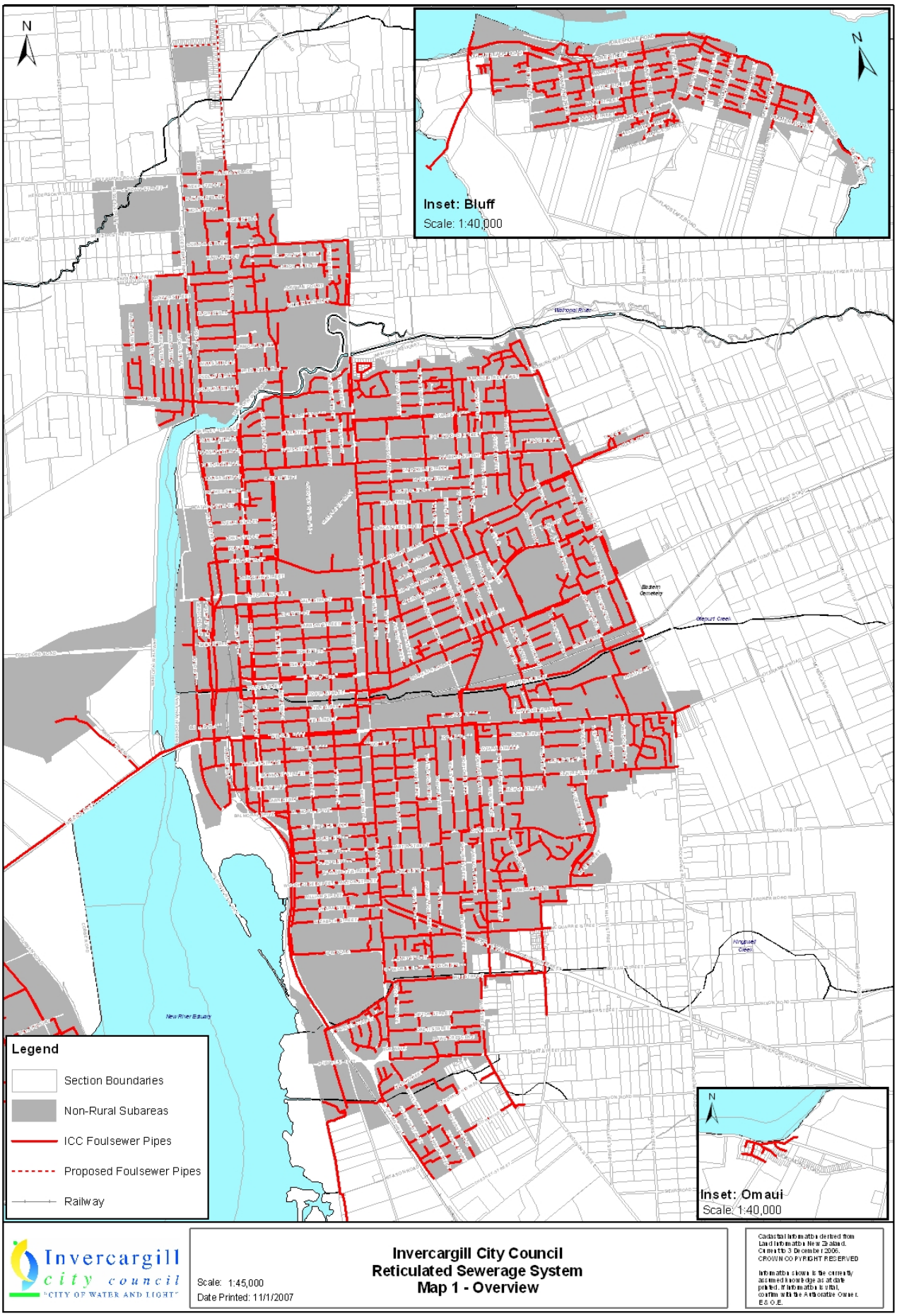
Appendix VIII lists those Educational activities existing before 15 October 2002 in the Domicile, Enterprise, Otatara and Rural Sub-Areas.

These activities are not subject to, or benefit from any designation under Part VIII of the Resource Management Act 1991.

Tertiary Education		
Southland Campus – Dunedin College of Education	100 Nelson Street, Invercargill	Part Section 15 Block I Invercargill Hundred
Schools		
Southland Adventist Christian School	28 Bainfield Road, Invercargill	Lot 1 DP 13992
St John's Girls' School	349 Dee Street, Invercargill	Four parts of Section 29 Block I Invercargill Hundred and Lot 1 DP 12944 and Lot 2 147296 being all land described in Certificates of Title SL126/44, SL155/208, SLB3/145, SL10B/641 and SL11C/970
St Joseph's	70 Eye Street, Invercargill	Lot 2 DP 12430 and Sections 11 and 12 Block XVI Town of Invercargill
St Patrick's	161 Metzger Street, Invercargill	Lots 71,72,74 - 92 DP 1380 Part Lot 73 DP 1380
St Teresa's	181 Foyle Street, Bluff	Sections 10-19 and Part Section 20 Block X Town of Campbelltown
St Theresa's	161 King Street, Invercargill	Lots 1 and 2 DP 3325 Lots 1,2,3,4,16 -22 Block VII DP 84 Township of Clinton
Sacred Heart	435 North Road, Invercargill	Lots 8 and 9 DP 12465
Verdon College	210 Rockdale Road, Invercargill	Part Lots 7-9 DP 3698, Lot 2 DP 7414 and Lot 22 DP 7490
Te Kohanga Reo		
Te Kohanga Reo Nga Hau E Wha	195 Conon Street, Invercargill	Lot 1 DP 5821
Hoepa Te Kaitiaki Te Kohanga Reo	64 Eye Street, Invercargill	Part Section 18 and Section 19 SO 222
Kimihia Te Matauranga O Nga Tupuna	93 Mary Street, Invercargill	Lot 2 DP 1797
Tumanako Rawhiti Te Kohanga Reo	28 Ottrey Street, Invercargill	Lot 2 DP 1184
Te Kohanga Reo O Murihiku	408 Tramway Road, Invercargill	Section 96 SO 9844
Te Rakau Kowhai O Nga Tamariki	18 Willis Street, Invercargill	Lot 32 and Part Lot 33 DP 47
Kindergartens		
Bluff	144 Foyle Street, Bluff	Lot 2 DP 9058 Lot 1 DP 2673
Elston Lee	40 Iona Place, Invercargill	Lots 48 and 49 DP 8177
Grasmere	90 Heywood Street, Invercargill	Lots 2 and 4 Block XII DP 38 Township of Grasmere

Kew	51 Selwyn Street, Invercargill	Lot 1 DP 9093
Lees Street	75 Lees Street, Invercargill	Lot 25 DP 3674 Lot 1 DP 14548
Lindisfarne	34 Mitchell Street, Invercargill	Lot 2 DP 8271 and Lot 3 DP 2417
Newfield-Heidelberg	150 Centre Street, Invercargill	Part Lots 18 and 19 DP 2122
Otatara	140-146 Dunns Road, Otatara	Situated on Otatara Primary School site (Lot 1 Section 11 and Part Section 29 Block XXII Invercargill Hundred)
Rockdale Park	18 Farrar Street, Invercargill	Part Sections 19 and 20 Block I Invercargill Hundred
Waikiwi	21 Durham Street, Invercargill	Situated on Waikiwi Primary School site (Lots 7 and 8, Part Lots 5, 6, 26, 27 and 28, DP 194)
Waverley Park	195 George Street, Invercargill	Lots 1 and 2 DP 1645
Wharepuna	74 Bowmont Street, Invercargill	Lot 13 DP 2832
Playcentres		
Makarewa	63 Flora Road East, Makarewa	Lot 7 DP 1356
Richmond	128 Macmaster Street, Invercargill	Lot 3 DP 3391
Tisbury	288 Moulson Street, Invercargill	Section 62 Block II Town of Seaward Bush
Waihopai	98 Layard Street, Invercargill	Lot 7 DP 1557
Child Care		
A'oga Amata Pre School	87 Severn Street, Invercargill	Part Lot 30 Deeds Plan 8
Gladstone Pre School	20-22 Lewis Street, Invercargill	Lot 2 DP 8130 and Lot 1 DP 8130
Hargest Child Care Centre	320 Layard Street, Invercargill	Situated on James Hargest College site (Part Lot 6, Lot 7, Lot 16 and Part Lot 17, DP 2104)
Heidelberg Pre-School	250 Nelson Street, Invercargill	Lot 2 DP 1215
Kew Pacific Island Early Childhood Centre	117 Elizabeth Street, Invercargill	Situated on Fernworth Primary School site (Lots 30-31, DP 59, Part Lot 18, DP 3, Part Lot 1 and Part Lot 3, DRP 2205)
Southern Institute of Technology Early Childhood Centre	165 and 175 Eye Street, Invercargill	Lots 1, 2 and 3, DP 14841
Surrey Park Early Learning Centre	55 Isabella Street, Invercargill	Parts Lot 2, DP 2285
Waikiwi Childcare and Pre School	11 Ruru Street, Invercargill	Lot 7 DP 2790
Woodhouse Early Learning Centre	6 Woodhouse Street, Invercargill	Lot 3 DP 241

APPENDIX IX – COUNCIL'S RETICULATED SEWERAGE SYSTEMS – RURAL SUB-AREA


N
Inset: Bluff
Scale: 1:40,000
Legend
Section Boundaries
Non-Rural Subareas
ICC Foulsewer Pipes
Proposed Foulsewer Pipes
Railway
Inset: Omaui
Scale: 1:40,000
Invercargill city council
"CITY OF WATER AND LIGHT"
Scale: 1:45,000
Date Printed: 11/1/2007
Invercargill City Council
Reticulated Sewerage System
Map 1 - Overview
Cadastral information derived from Land Information New Zealand. Current to 3 December 2006.
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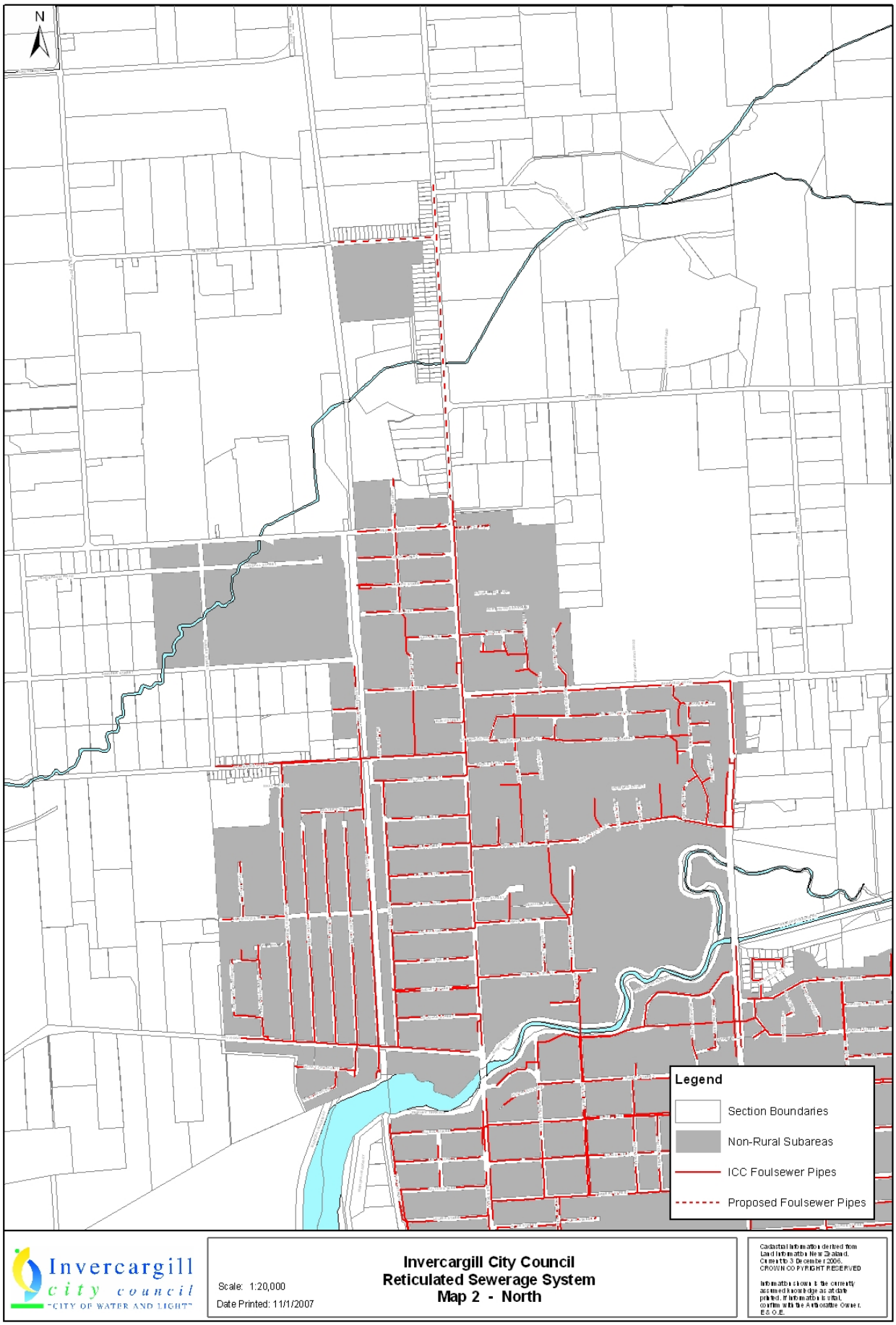
Information shown is the currently accepted knowledge as at date printed. If information is vital, confirm with the Administrative Owner.
E & O.E.


N
Legend
Section Boundaries
Non-Rural Subareas
ICC Foulsewer Pipes
Proposed Foulsewer Pipes
Invercargill city council
"CITY OF WATER AND LIGHT"
Scale: 1:20,000
Date Printed: 11/1/2007
Invercargill City Council
Reticulated Sewerage System
Map 2 - North
Cadastral information derived from Land Information New Zealand. Current to 3 December 2006.
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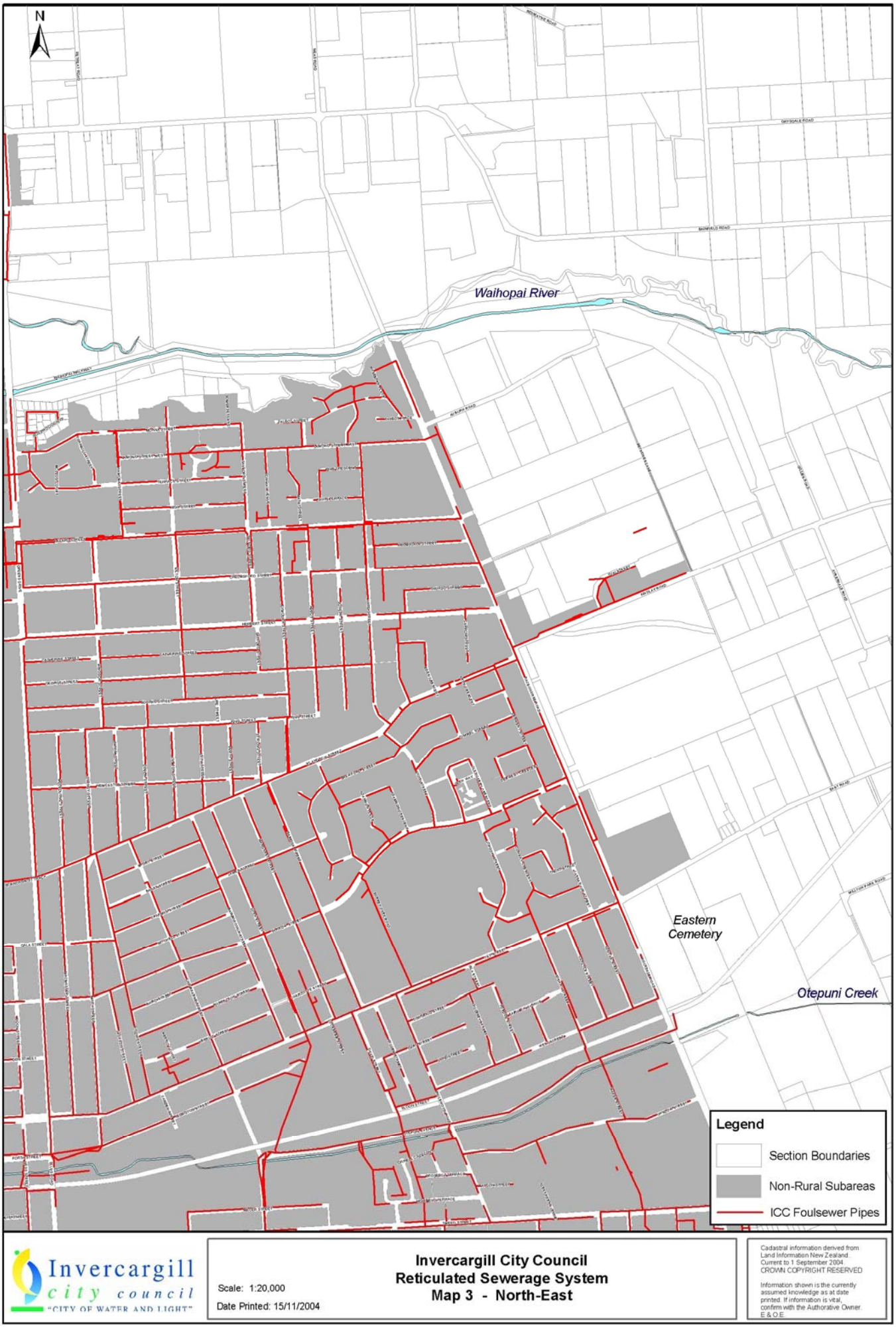
N
Waihopai River
Eastern Cemetery
Otepuni Creek
Legend
Section Boundaries
Non-Rural Subareas
ICC Foulsewer Pipes
Invercargill city council
"CITY OF WATER AND LIGHT"
Scale: 1:20,000
Date Printed: 15/11/2004
Invercargill City Council
Reticulated Sewerage System
Map 3 - North-East
Cadastral information derived from Land Information New Zealand. Current to 1 September 2004
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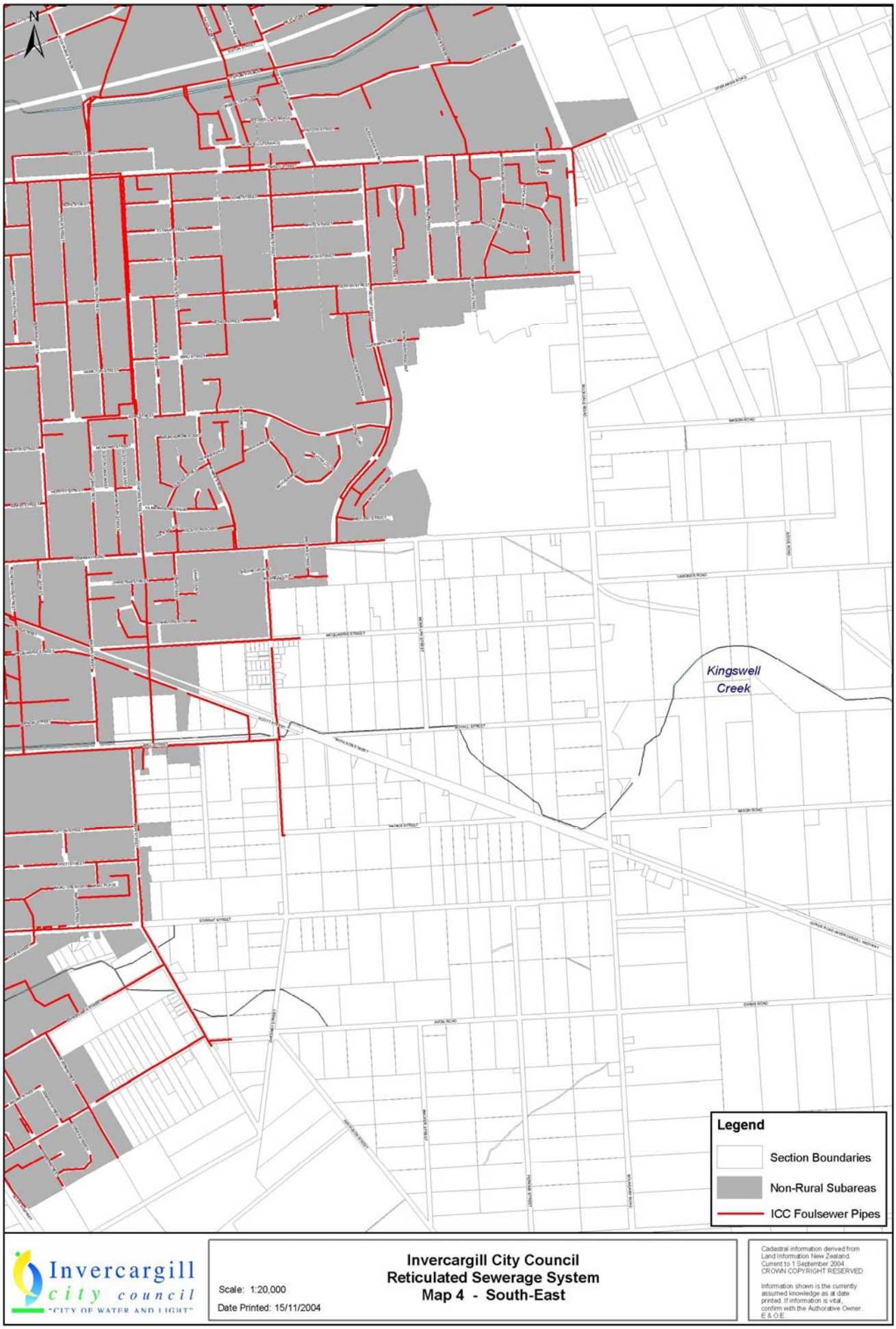
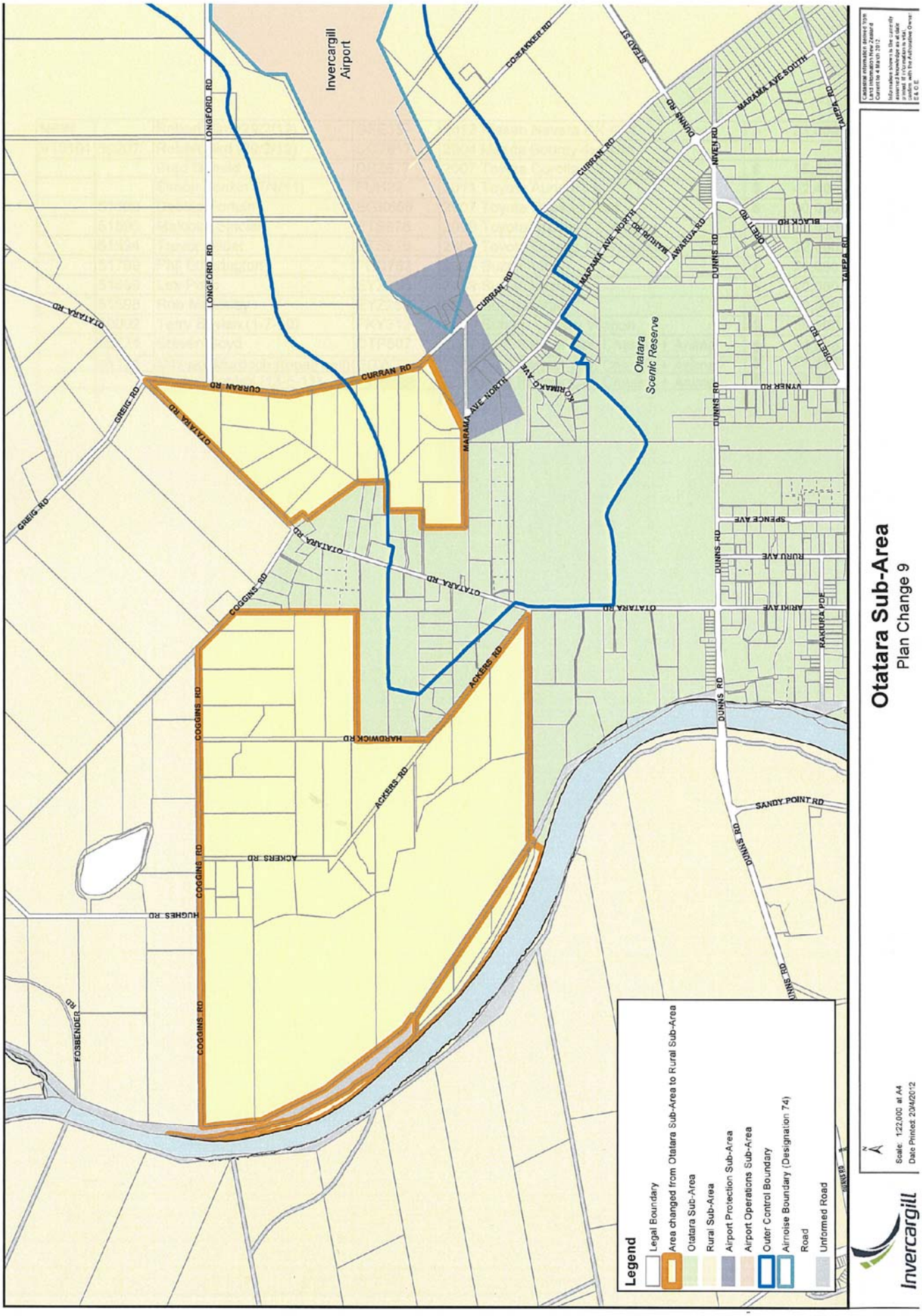

Kingswell
Creek
Legend
Section Boundaries
Non-Rural Subareas
ICC Foulsewer Pipes
Invercargill
city council
"CITY OF WATER AND LIGHT"
Scale: 1:20,000
Date Printed: 15/11/2004
Invercargill City Council
Reticulated Sewerage System
Map 4 - South-East
Cadastral information derived from Land Information New Zealand. Current to 1 September 2004. CROWN COPYRIGHT RESERVED.
Information shown is the currently assumed knowledge as at date printed. If information is vital, confirm with the Authoritative Owner. E & O.E.

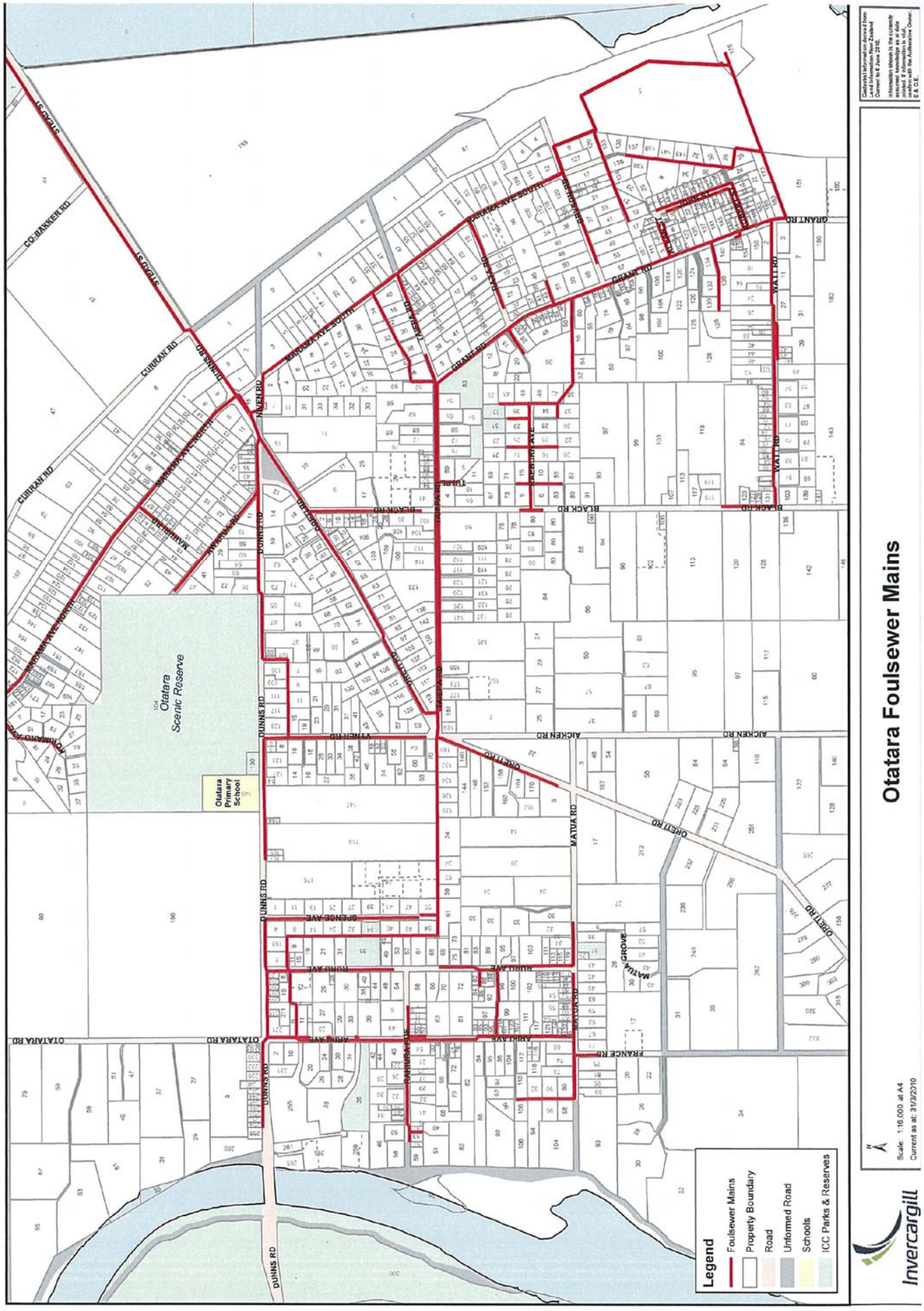
APPENDIX X – PROPERTIES PREVIOUSLY IN THE OTATARA SUB-AREA AND THE OTATARA RETICULATED FOULD SEWERAGE SYSTEM

Appendix X lists those properties that were previously within the Otatara Sub-Area that are in excess of one hectare and not currently containing a residential dwelling. The maximum residential density for these sites is one residence per Certificate of Title.

Properties:

- **145 Ackers Road – Lot 4 DP 364369 (17935m^2)**
- **147 Ackers Road – Lot 3 DP 364369 (18,520m^2)**
- **191 Ackers Road – Lot 5 DP 401469 (10,035 m^2)**
- **195 Ackers Road – Lot 1 DP 401469 (10,050 m^2)**
- **197 Ackers Road – Lot 2 DP 401469 (10,350 m^2)**
- **199 Ackers Road – Lot 3 DP 401469 (10,877 m^2)**
- **203 Ackers Road – Lot 6 DP 401469 (18,285 m^2)**
- **222 Marama Avenue North – Lot 1 DP 423684 (13,448m^2)**


Otatara Sub-Area
Plan Change 9
Invercargill Airport
Otatara Scientific Reserve
Legend
Legal Boundary
Area changed from Otatara Sub-Area to Rural Sub-Area
Otatara Sub-Area
Rural Sub-Area
Airport Protection Sub-Area
Airport Operations Sub-Area
Outer Control Boundary
Airnoise Boundary (Designation 74)
Road
Unformed Road
Scale: 1:22,000 at A4
Date Printed: 2/04/2012
Invercargill
CURRAN RD
LONGFORD RD
GREIG RD
OTATARA RD
COGGINS RD
ACKERS RD
HARDWICK RD
HUGHES RD
FOSBENDER RD
MARAMA AVE NORTH
MARAMA AVE SOUTH
DUNNS RD
SANDY POINT RD
SPENCE AVE
RURU AVE
ARIKI AVE
RAKURA PDE
VYNER RD
BLACK RD
TAIEPA RD
MIVEN RD
AWARUA RD
MAIHIHI RD
KORIMAKO AVE
COSEAKER RD
SIZEAD ST
DUNNS RD
TAUPA RD



Note: Double underline indicates additions made by way of Plan Change 9 Otatara