

INVERCARGILL:

# The Big Picture

NON-STATUTORY SPATIAL PLAN

INVERCARGILL CITY DISTRICT : JANUARY 2012



**Invercargill**  
CITY COUNCIL



## mayor's foreword

One of the benefits of being your Mayor is that I'm constantly flying above the city. Invercargill is a beautiful, dazzling jewel of a city at 500 feet. And if you are fortunate enough to be sitting by a window you may be able to gaze across a magnificent light show. It's like visiting a hundred Gimblett Places at the same time during Christmas. There are not many cities in the world where regular commercial aircraft fly so low above the CBD.

The aim of the Spatial Plan is to give us all such a revealing overview of our proud city and how we view its development.

This is an aspirational, visionary document and Council thanks the community for its feedback.



Tim Shadbolt  
MAYOR

### **COUNCIL VISION**

***Creating an exciting, innovative, safe, caring and friendly City offering lifestyles based on a healthy environment and diverse growing economy.***

### **COUNCIL HAS IDENTIFIED KEY PROJECTS TO ASSIST WITH ACHIEVING THE VISION**

- Awarua Industrial Estate
- Bluff Foreshore Redevelopment
- Central Business District Upgrade
- City Marketing and Events
- Community Safety
- District Plan Review
- Elderly Persons'/Social Housing
- Friendly City
- Population Growth
- Southland Museum and Art Gallery Redevelopment
- Sustainability
- Urban Revitalisation/Warm Homes
- Visitor Centre
- Sport and Recreation - Walking/Cycling Tracks and Open Space
- Youth Opportunities

### **IMPLEMENTATION**

The Vision takes a 30-year horizon. Its implementation will be prioritised to ensure affordability matters are considered as well as community support. Working together with people and organisations is important in achieving the Vision.



## introduction

This Spatial Plan for Invercargill sets out in mapped form the long-term (30 year) strategic direction for the city.

Spatial Plans are used widely overseas, often for large metropolitan areas subject to rapid growth. Their usefulness lies in the way they record, on a set of maps, the spatial context of decisions made and directions established in the other types of plans the Council is required to prepare. For example, the Council is required to prepare asset management plans for reticulated services, parks management plans, activity plans for the ways it delivers services, and a District Plan for managing land use, but until now there has not been one document which shows the strategic thinking behind all these plans in relation to, say, South Invercargill.

This Spatial Plan reflects the Council's vision for the City, ie. "Creating an exciting, innovative, safe, caring and friendly City offering lifestyles based on a healthy environment and a diverse, growing economy."

This Spatial Plan is deliberately simple. It shows as much as possible in map form. Text has been kept to a minimum, and attempts to articulate the values of parts of the city, and the issues that need to be addressed in relation to those values. Frequent mention is made of history and culture - Invercargill is rich in both.

The Plan introduces a hierarchy of Community Nodes and Community Precincts.

- The Inner City is the principal commercial, retail and entertainment service centre of Invercargill.
- The Suburban Nodes at Waikiwi, Windsor and South City

are the main suburban centres for retail, entertainment and some services.

- The Community Precincts are areas that share some form of common identity or interest. In many cases they are based on existing schools.

Identifying the Inner City, the Suburban Nodes and the Community Precincts in this way enables those making decisions to better understand the structure of the community. The Council can reinforce the identity of the Inner City, the Suburban Nodes and the Community Precincts in many ways eg. in the way it arranges its roading, walkway and cycle lane links.

The Spatial Plan reflects corporate knowledge. This has been gathered in three ways:

- In January 2011 the Councillors undertook a spatial planning exercise at their weekend workshop in Te Anau.
- In December 2010 senior staff also undertook a spatial planning workshop.
- The Spatial Plan also reflects the knowledge of senior staff, about Invercargill.

The Spatial Plan has been through a process of consultation, and it has been reconsidered in response to that consultation. It now reflects the community's and the Council's vision of Invercargill and the way it can realistically and sensibly be encouraged to develop and, in places, redevelop. As such, it is a valuable reference document for decision making by both the Council itself and also by the private sector.

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### THE MAPS

The maps for the Spatial Plan have been developed from the existing District Plan maps. In some instances, there is no "new" information for that map. These maps have been omitted as indicated on the map index.

Information on hazard - especially inundation and storm surge - is an important dimension of the Spatial Plan. In order to keep the maps as legible as possible, the hazard information is shown as a separate map.

For the same reason, the Council's current planned network of Walking Tracks and Cycle Lanes is also mapped separately.

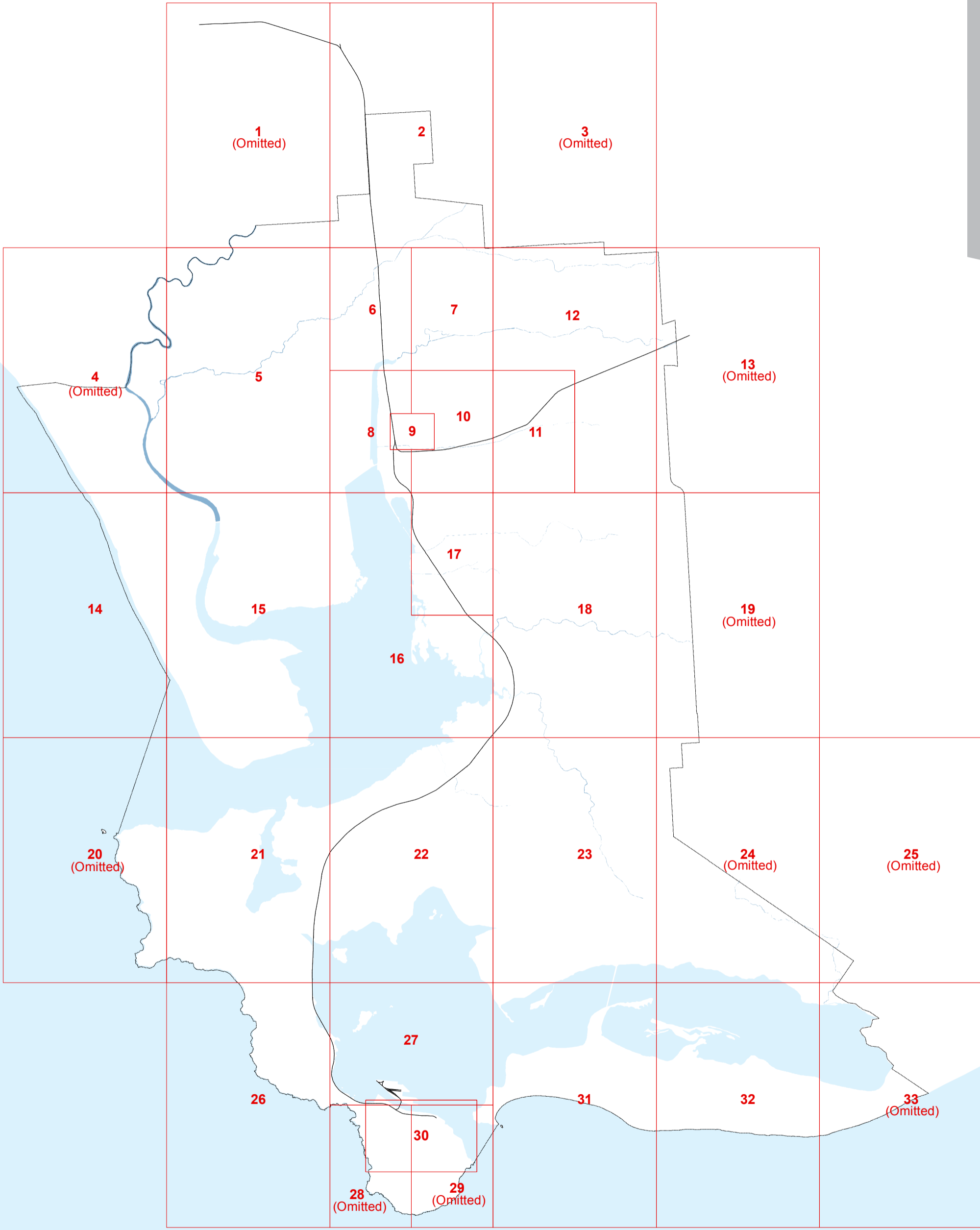
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### ACKNOWLEDGEMENT

Frequent mention is made in the text to the following publications:

- The cry of the People: The Tangi a Taurira. Ngai Tahu Murihiku Natural Resource and Environmental Management Plan 2008.
- What's in a Name: The Origin of the Street and Suburb Names of Invercargill, Bluff, Otatara. Wendy McArthur 2006.





## map 2

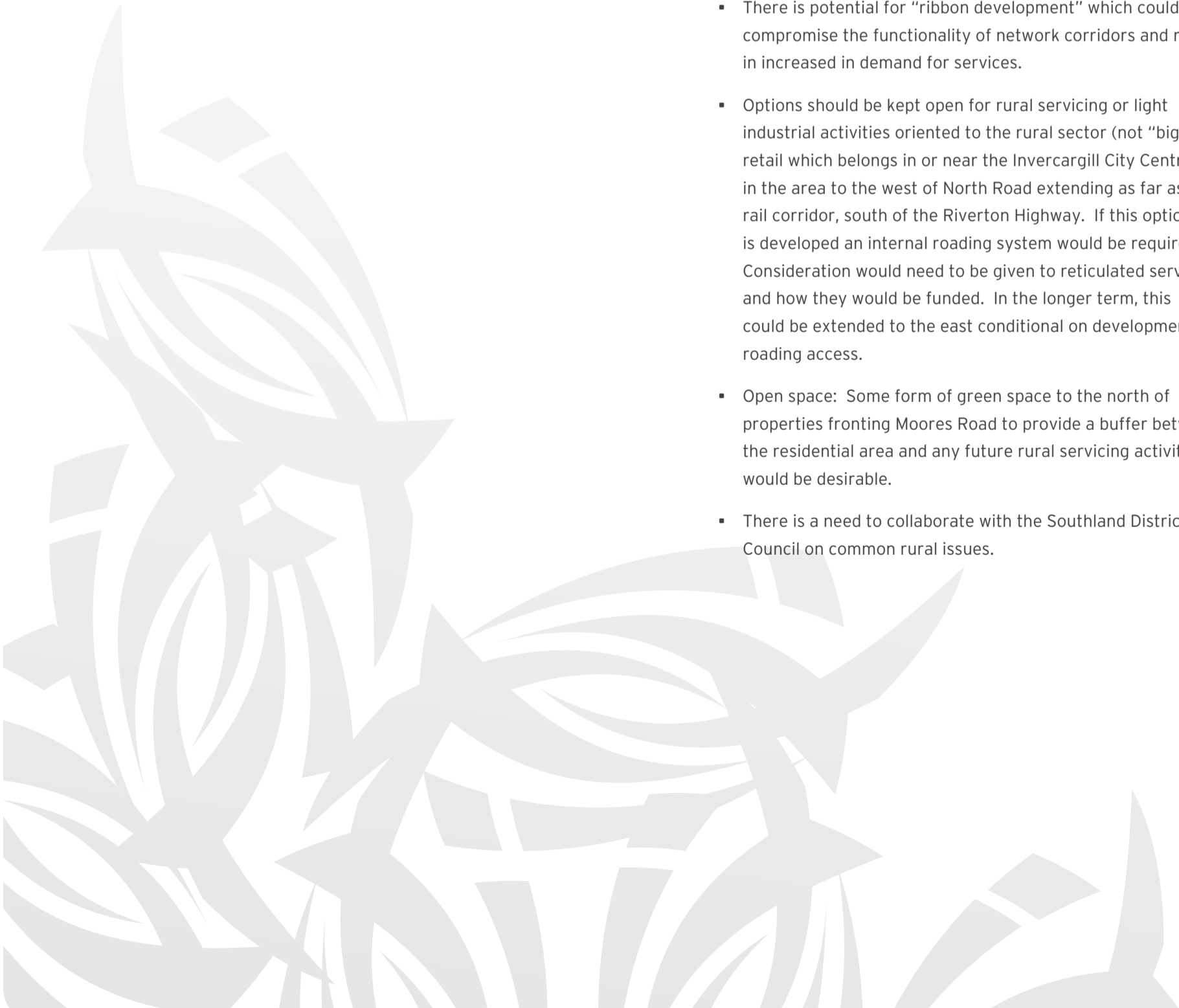
### **NORTH ROAD**

#### **Values:**

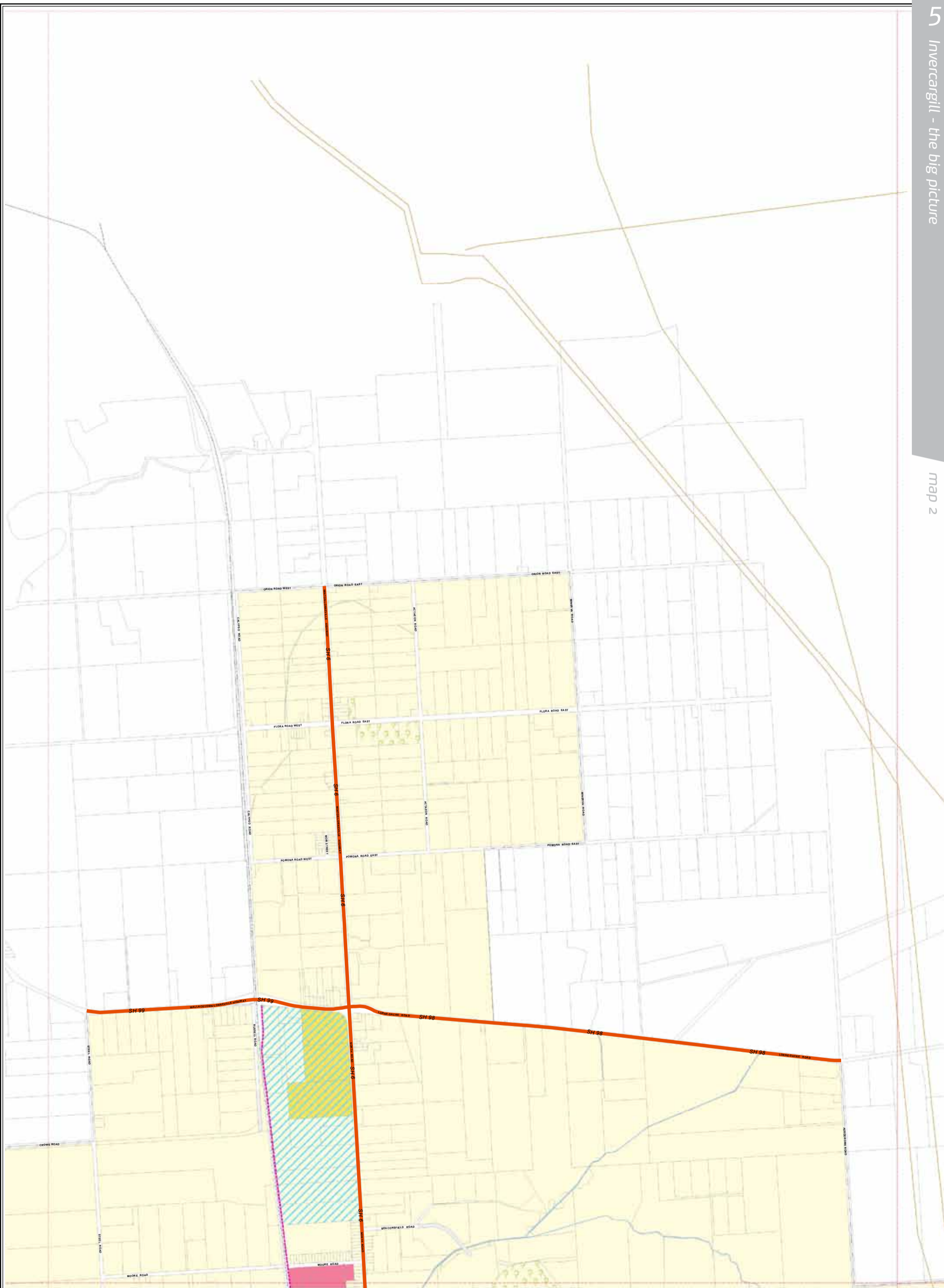
- An area of highly versatile and productive soils near to Invercargill.
- A clear “edge” to urban Invercargill, defining both city and country in landscape terms.
- A convenient and central location for activities which service the rural community.
- Opportunities for rural living close to the city.

#### **Issues:**

- There is a need to better define a “gateway” to the city. The roundabout at the intersection of North Road and the Riverton - Lorneville - Dacre Highway is now the gateway to Invercargill. The State Highway south to Invercargill needs appropriate landscaping - perhaps as an avenue of deciduous trees.
- Network corridors and their functionality need to be protected:
  - State Highways (to protect functionality, access points to a State Highway have to be limited).
  - The rail corridor.
  - The water mains linking the city with the city supply at Branxholme.
  - Overhead electricity network lines 110 kV or greater.
  - A potential road corridor alongside the rail corridor to the west of North Road.
- There is potential for “ribbon development” which could compromise the functionality of network corridors and result in increased in demand for services.
- Options should be kept open for rural servicing or light industrial activities oriented to the rural sector (not “big box” retail which belongs in or near the Invercargill City Centre), in the area to the west of North Road extending as far as the rail corridor, south of the Riverton Highway. If this option is developed an internal roading system would be required. Consideration would need to be given to reticulated services and how they would be funded. In the longer term, this could be extended to the east conditional on development of roading access.
- Open space: Some form of green space to the north of properties fronting Moores Road to provide a buffer between the residential area and any future rural servicing activity would be desirable.
- There is a need to collaborate with the Southland District Council on common rural issues.







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## map 5

### **WEST PLAINS**

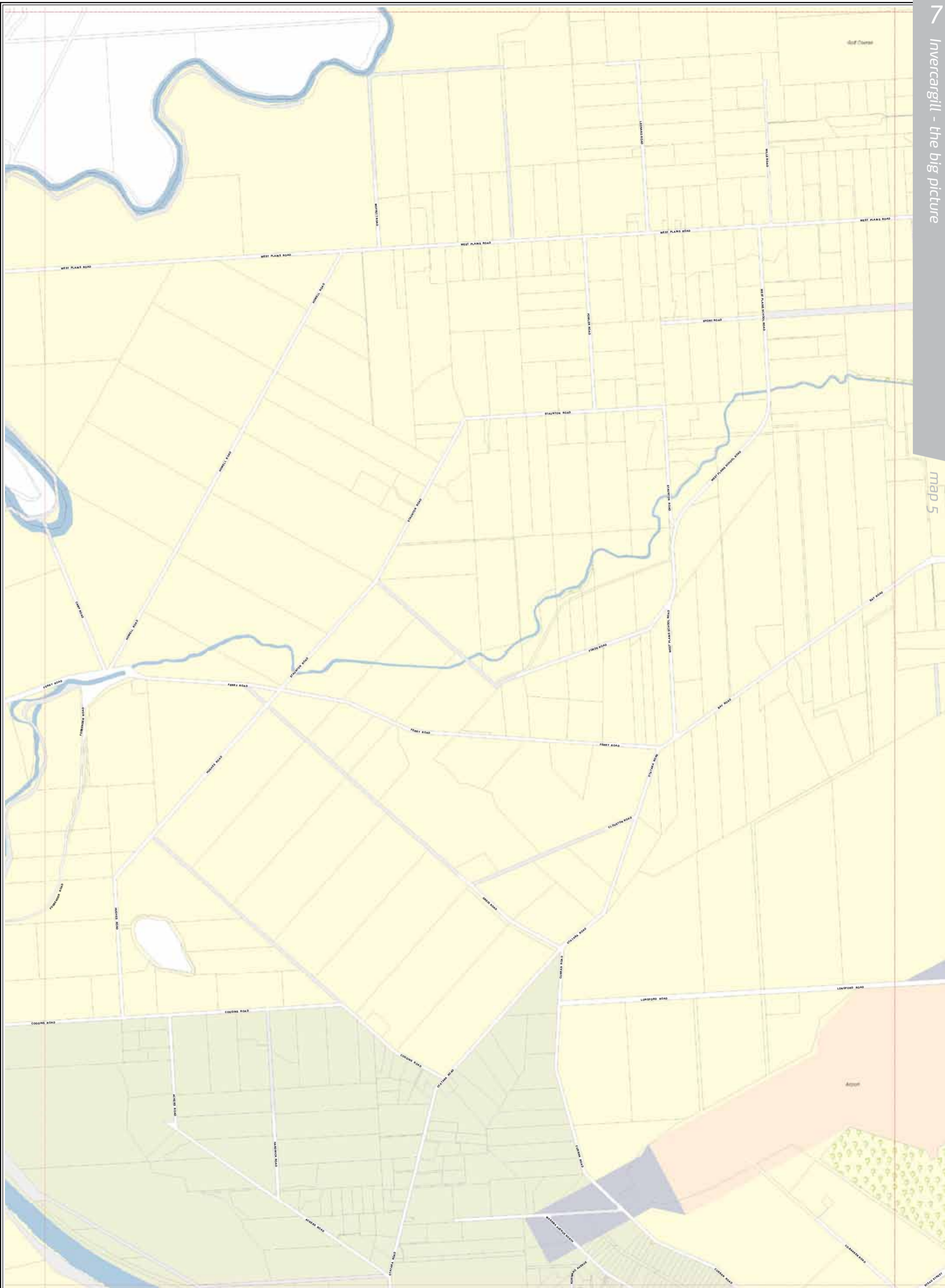
#### **Values:**

- A variety of productive rural activities, some located on versatile soils of high productivity.
- Conservation values - particularly the waterways and Lake Murihiku.
- Parts of the area are important for the management of flood events which could otherwise affect the built-up area of Invercargill.

#### **Issues:**

- Residential expansion and other buildings on land subject to inundation.
- Appropriate management of sites used for landfill and cleanfill.
- Maintaining the functionality of the airport.
- Address on-going land management issues in collaboration with Environment Southland.







## map 6

### NORTH ROAD/WAIKIWI

#### Values:

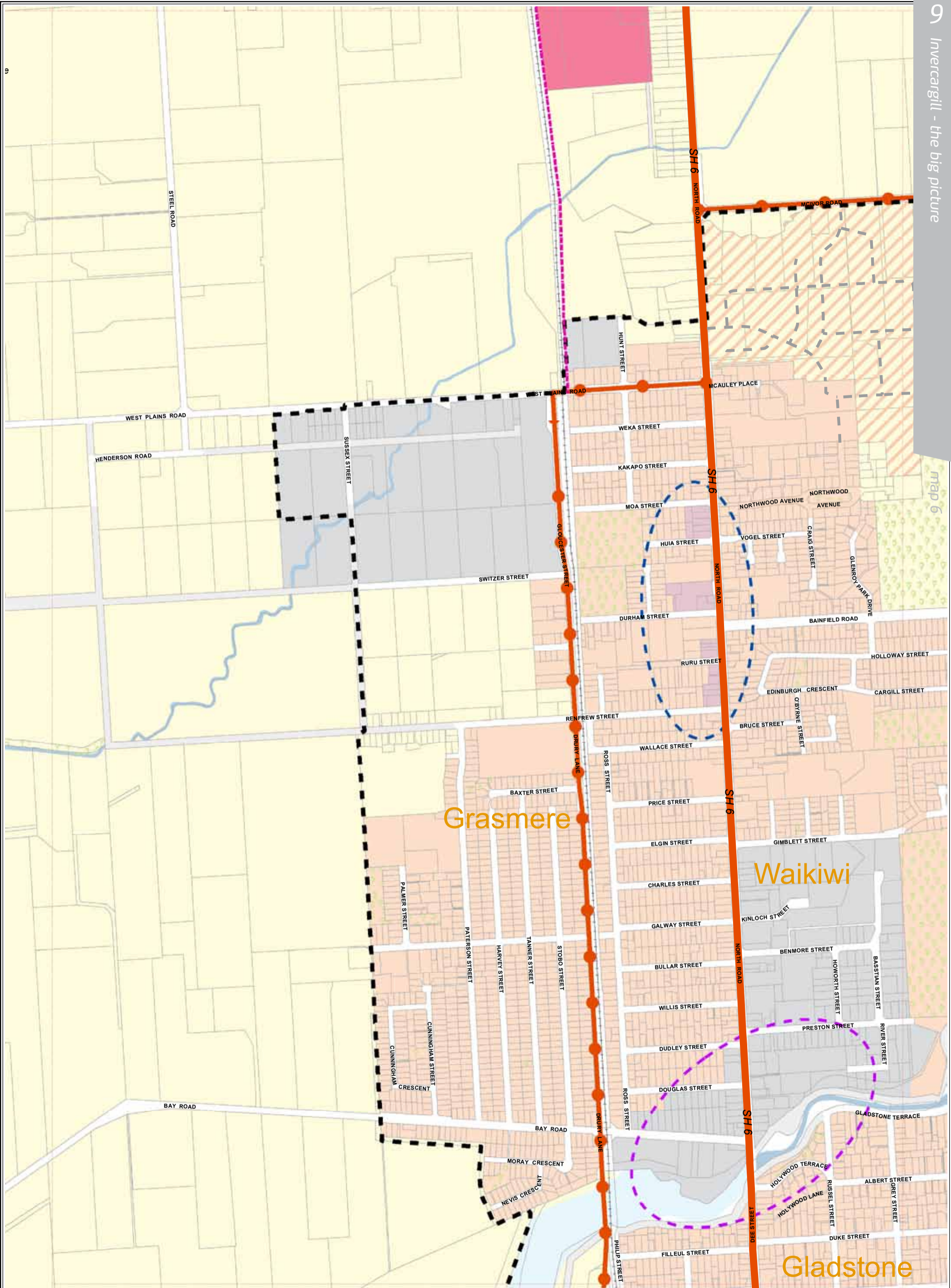
- Important network corridors pass through this area.
- An area of highly versatile and productive soils near to Invercargill.
- A clear “edge” to urban Invercargill, defining both city and country in landscape terms.
- A convenient and central location for activities which service the rural community eg. farming supplies.
- Opportunities for rural living close to the city.
- The suburban shopping centre of Waikiwi established where tram lines terminated. It has developed as a main suburban shopping centre.
- Waikiwi is on high ground and is within easy walking and cycling range of a significant area of the city.
- Waikiwi is a logical focus for activities such as supermarkets and cafes that have a local clientele and that benefit from locating near to each other.
- Prestonville industrial area - location of a significant number of enterprises on which the city depends.
- Historical: “Waikiwi means water bird. It was often written Waikivi in the early days....” (Wendy McArthur)
- People often identify with a particular area of town where they may have grown up, lived for a long time, and developed links with people and associations with places.
- The city is richer if these (often historical) communities can be identified and their identity enhanced.

#### Issues:

- Protecting functionality of network corridors:
  - State Highways (to protect functionality, access points to a State Highway have to be limited).
  - The rail corridor.
  - The water mains linking the city with the city supply at Branxholme.
  - Overhead electricity network lines 110 kV or greater.
  - A potential road corridor alongside the rail corridor to the west of North Road.
- Avoiding “inappropriate” development on lower-lying flood-prone land.
- Management of the relationship between the enterprises and residents in nearby areas to maintain what each values about the area.
- Planning for staged residential expansion:
  - “Suburban density” - potential for residential development on the higher ground in the area bounded by North Road, McIvor Road, and Donovan Park, including extension of Northwood Avenue to meet with North Road and its associated funding.
  - Reinforcing and developing Waikiwi as a place where people gather, do business, and socialise.
  - Find relevant contemporary uses for the site and buildings previously occupied by the Waikiwi School.
  - Consideration of a ring road on both sides of the city ie. west and east. The route of which would be determined when the need arises and the route shown on the map is only one of the options to be considered.







Grasmere

Waikiwi

Gladstone

SPATIAL PLAN WITH DISTRICT PLAN PLANNING INFORMATION



Scale: 1:10,000 at A3  
Date Printed: 14 July 2011

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## map 7

### NORTH-EAST INVERCARGILL

#### Values:

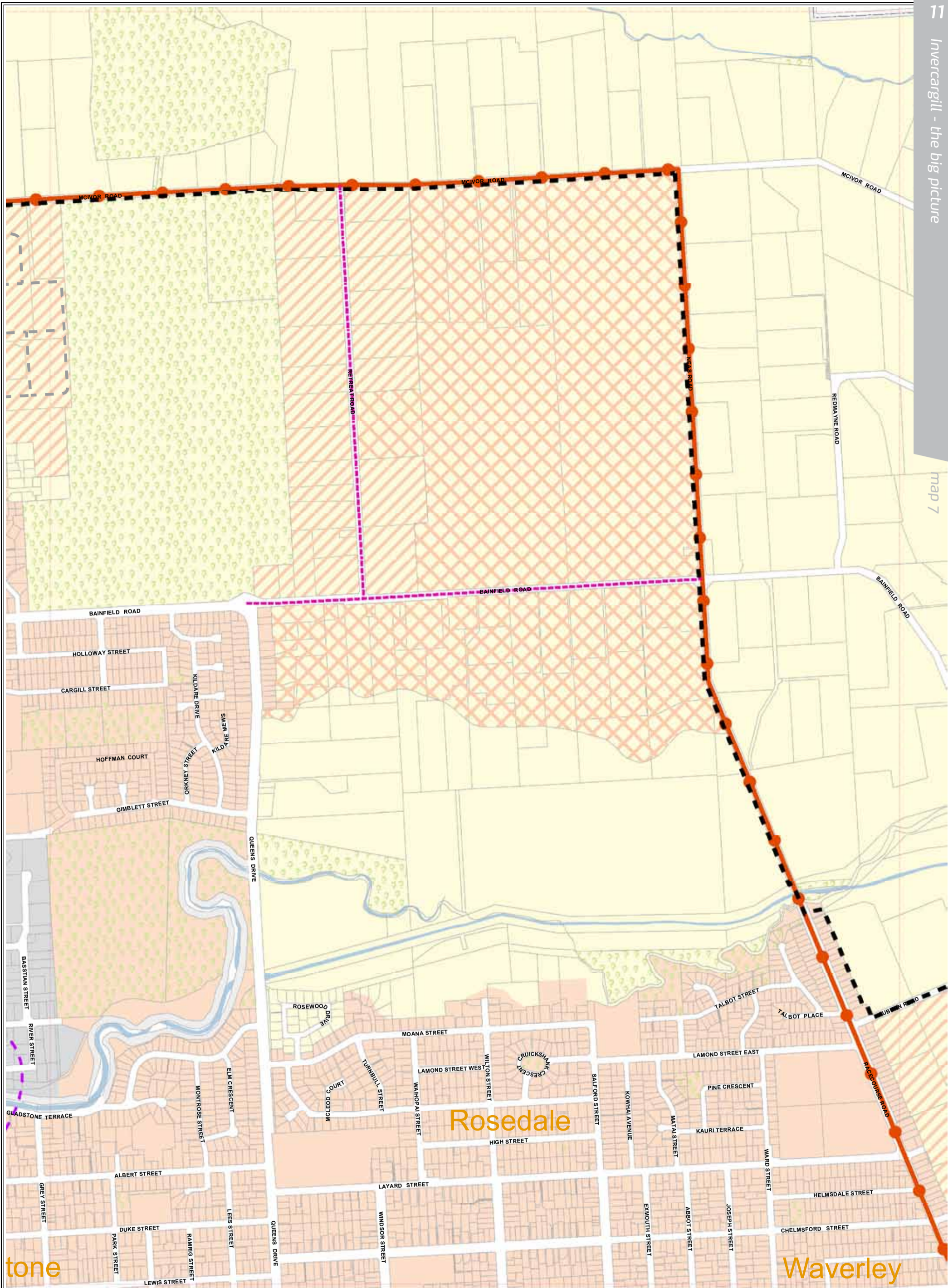
- Areas of highly versatile and productive soils near to Invercargill.
- A clear “edge” to urban Invercargill, defining both city and country in landscape terms.
- Opportunities for rural living close to the city.
- Potential for urban expansion.
- Anderson Park - a bequest, a destination park and heritage gallery.
- Donovan Park - purchased in the 1960s in anticipation of urban growth.
- People often identify with a particular area of town where they may have grown up, lived for a long time, and developed links with people and associations with places.
- The city is richer if these (often historical) communities can be identified and their identity enhanced.

#### Issues:

- Defining “edge” to urban Invercargill to allow for some residential expansion - eg. Mclvor Road, Neas Road and Racecourse Road.
- Avoiding “inappropriate” development on lower-lying flood-prone land.
- Maintaining options for future agricultural use of versatile soils.
- Planning for staged residential expansion:
  - “Large lot” residential development (active and deferred zoning) in the block bounded by Mclvor Road, Retreat Road, Bainfield Road and Neas Road.
  - “Large lot” residential development potential in the area south of Bainfield Road between Queens Drive and the unformed part of Racecourse Road.
  - “Suburban density” - deferred residential development potential in the block bounded by Donovan Park, Bainfield Road, Retreat Road and Mclvor Road.
  - “Suburban density” - residential development potential on the higher ground in the area bounded by North Road, Mclvor Road, and Donovan Park.
  - Determining the appropriate level of reticulated services.
- The farmed area of Donovan Park has potential for development for residential purposes and such options need to be considered.







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## map 8

### DEE STREET

#### Values:

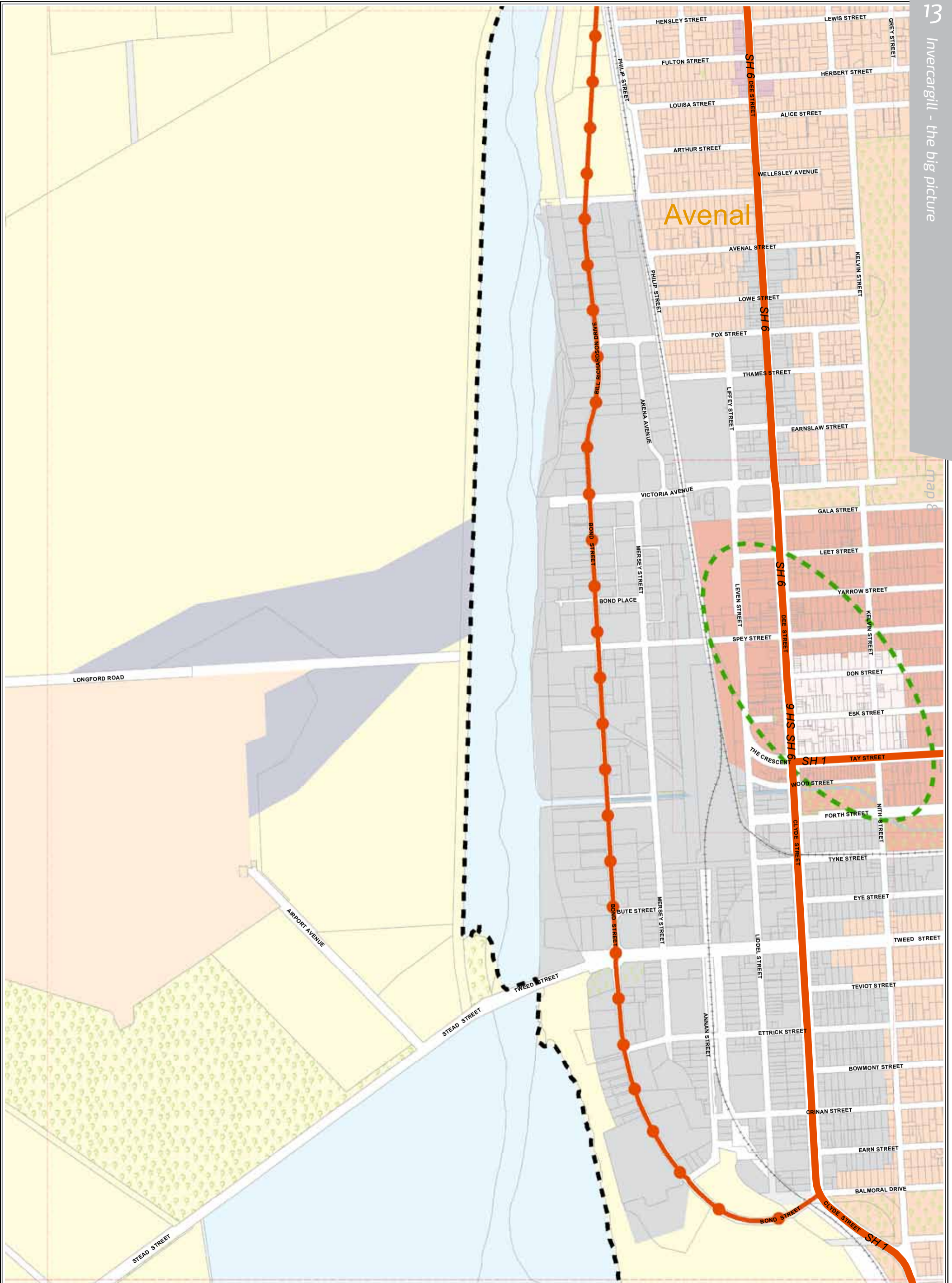
- The functionality of the airport and activities which have a functional relationship with the airport.
- Historical - the site of the original Port of Invercargill.
- Location of a significant number of enterprises on which the city depends.
- Scenic - links with the Waihopai River and New River Estuary.
- Avenal - an older suburban precinct on higher land close to Queens Park.
- People often identify with a particular area of town where they may have grown up, lived for a long time, and developed links with people and associations with places.
- The city is richer if these (often historical) communities can be identified and their identity enhanced.

#### Issues:

- Improving the 'Gateway to the City' when approached from the airport.
- Management of noise effects in relation to the airport.
- Wise long-term management of actually or potentially contaminated lands.
- Wise long-term management of areas that are already developed but are subject to hazard, because they are low-lying and/or subject to liquefaction.
- Wise long-term management of areas outside the Invercargill City Centre so that options are kept open for industrial and servicing types of activities, and retail activities are encouraged to locate where they relate to and enhance the Invercargill City Centre.
- Improving links between City and water spaces.
- Residential - potential for higher densities in Avenal east of Dee Street.
- Improving linkages between Avenal and Queens Park.
- Avoiding further commercial expansion into the residential area.







SPATIAL PLAN WITH DISTRICT PLAN PLANNING INFORMATION



Scale: 1:10,000 at A3  
Date Printed: 14 July 2011

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## map 9

### CENTRAL CITY

#### Values:

- Defines Invercargill as a “place” - Invercargill people associate “Invercargill” with such iconic buildings as the Water Tower, heritage churches - First Church, St Johns Church, the Basilica - hotels - the Kelvin, the Grand - the Civic Theatre; and such iconic institutions as H & J Smiths, and E Hayes & Sons.
- It is where people gather - to work, to socialise, to attend concerts and performances, to perform democratic duties and functions, to eat food together, to associate with and be seen by their peers, to celebrate or to demonstrate.
- Because it is where people gather it is where most of the shops are and they are another reason for people to gather.

#### Issues:

- Overall, a “holistic” approach is needed to address economic, social and geographic issues relating to the Invercargill City Centre.
- **Priority A. City centre communication and promotion**
  - Development of a promotion strategy for the city.
  - Development of an events strategy.
- **Priority B. City centre focus in Council policies and actions**
  - Review of city centre relevant issues in the Spatial Plan, District Plan, LTP and other policies.
  - Review of relocation of the Visitor Information Centre to the city centre.
- **Priority C. Business development and attraction**
  - Business Attraction Strategy based on a business survey and statistical analysis of economic data.
  - Consideration of identification and promotion of Business Precincts.
- **Priority D. Heritage protection and enhancement**
  - Prioritisation for protection and enhancement of heritage buildings.
  - Improvement of the position of heritage buildings in the Councils policies and actions.
  - Developing the city as a centre of excellence for earthquake strengthening of heritage buildings, through demonstration projects and possibly hosting a conference.

- **Priority E. Car parking**
  - Detailed parking study.
  - Options to consider for the development of on-street and off-street public parking provision.
  - Investigation of parking signage, campervan parking, tour coach parking, disabled car parks and bike parking.
- **Priority F. The improved integration of Tay and Dee Streets**
  - Weather protection for pedestrians around traffic lights at the State Highways.
  - On-street parking to replace part of the long bus bays in two locations on Dee Street.
  - Investigation of a reduction in traffic lanes in Tay Street in favour of centre parking and areas of planting in the median.
  - Investigation of changes to the traffic light timing in favour of pedestrians.
  - Investigation of the feasibility of a right turn into Esk Street for northbound traffic.
  - Investigation of whether relocation of the Visitor Information Centre and the Southland Museum and Art Gallery will help overcome, or conversely, worsen the severance.
- **Priority G. Public spaces**
  - Investigation of open space opportunities for the area within the green belt and for the city centre.
  - Upgrade proposals for the furniture and lighting in Esk Street.
  - A public space in Esk Street.
  - Improvements to Wachner Place.
  - A footpath upgrade programme.
  - Proposals for a city centre market space.
- **Priority H. Arts, culture and interpretation**
  - Organisational improvements.
  - Encouragement of local art in public places.
  - Investigation of an arts centre in the city centre.
  - Investigation of the relocation of the Southland Museum and Art Gallery to the city centre.
  - Encouragement to owners of vacant or underutilised buildings to accommodate local artist and SIT fine arts and music students.
  - Investigation of the merits of an arts precinct.







map 9



## map 10

### QUEENS PARK

#### Values:

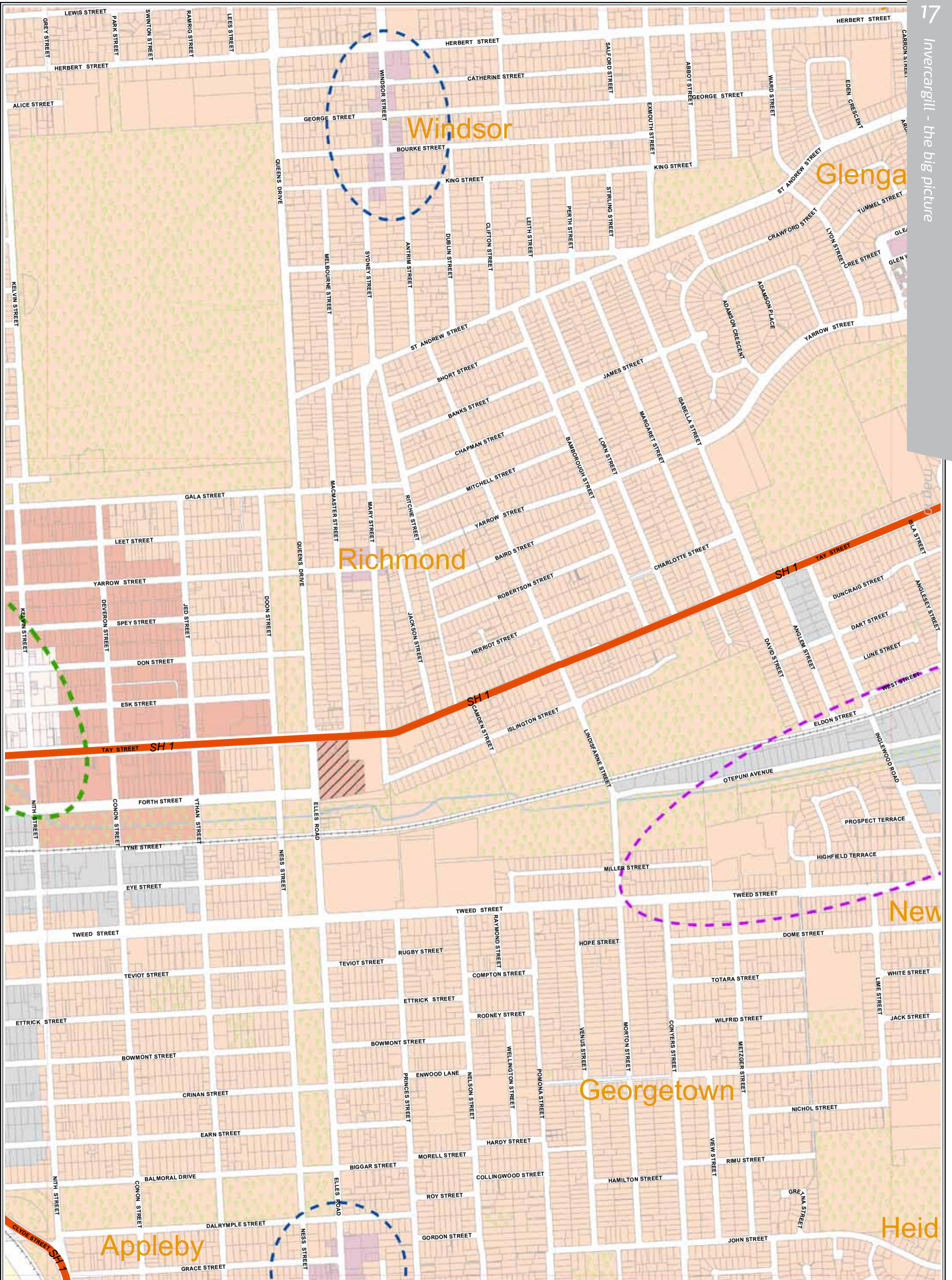
- Queens Park - a much loved and used open space that has become an Invercargill icon.
- The Southland Museum and Art Gallery and the Feldwick Gates - also an Invercargill icon.
- The Town Belt - helps define the character of the city.
- Network corridors - State Highway 1, and the main trunk railway, and major urban roads like Elles Road and Queens Drive.
- Important city infrastructure eg. the water distribution facilities including the historic Water Tower.
- The suburban shopping and business centre of Windsor established where tram lines terminated. It has developed as a main suburban shopping and business centre.
- Windsor is on high ground and is within easy walking and cycling range of much of the city.
- Windsor is a logical focus for activities such as supermarkets and cafes that have a local clientele and that benefit from locating near to each other.
- Surrey Park is the site of many of Invercargill's sporting venues, including Stadium Southland and the Velodrome.
- The residential area south of Tweed Street and bounded by the Town Belt contains some of Invercargill's notable heritage houses and heritage precincts.
- People often identify with a particular area of town where they may have grown up, lived for a long time, and developed links with people and associations with places.
- The city is richer if these (often historical) communities of interest can be identified and their identity enhanced.
- Today, schools still tend to be focal points of communities.
- Historical: Windsor was named after the English town of Windsor, not the Royal family. (Wendy McArthur)
- Central City (refer to text for Map 9)

#### Issues:

- Maintaining the integrity of Queens Park and the Town Belt as open spaces.
- Locating the Visitor Information Centre where it will best meet the needs of the travelling public.
- Improving links with Queens Park (the busy roads which surround it, especially Queens Drive, are a barrier to access from nearby residential areas).
- Maintaining functionality of network corridors and important city infrastructure.
- Strengthening the character of Windsor as a place to gather, do business and socialise.
- Creating options for redevelopment to enhance community use, possibly by strategic land purchase eg. to form a "village green" at Windsor, or to enable some areas in need of renewal to redevelop at higher densities but also with high levels of amenity.
- Creating options for new residential zonings, particularly where they relate to existing centres such as Windsor, where higher densities are encouraged.
- Improving links between Surrey Park sporting facilities and Tay Street. Surrey Park needs a better 'presence' on Tay Street.
- Encouraging activities serving or marketing to local communities to locate near schools, which often form a focus for community life.
- Enhancing the cohesion of precincts/communities of interest, and the links between them through planning of roadways, cycleways and walkways.
- Encouraging comprehensive redevelopment of older residential properties.
- Maintaining the functionality of the industrial area without adverse amenity affects on residential properties.









## map 11

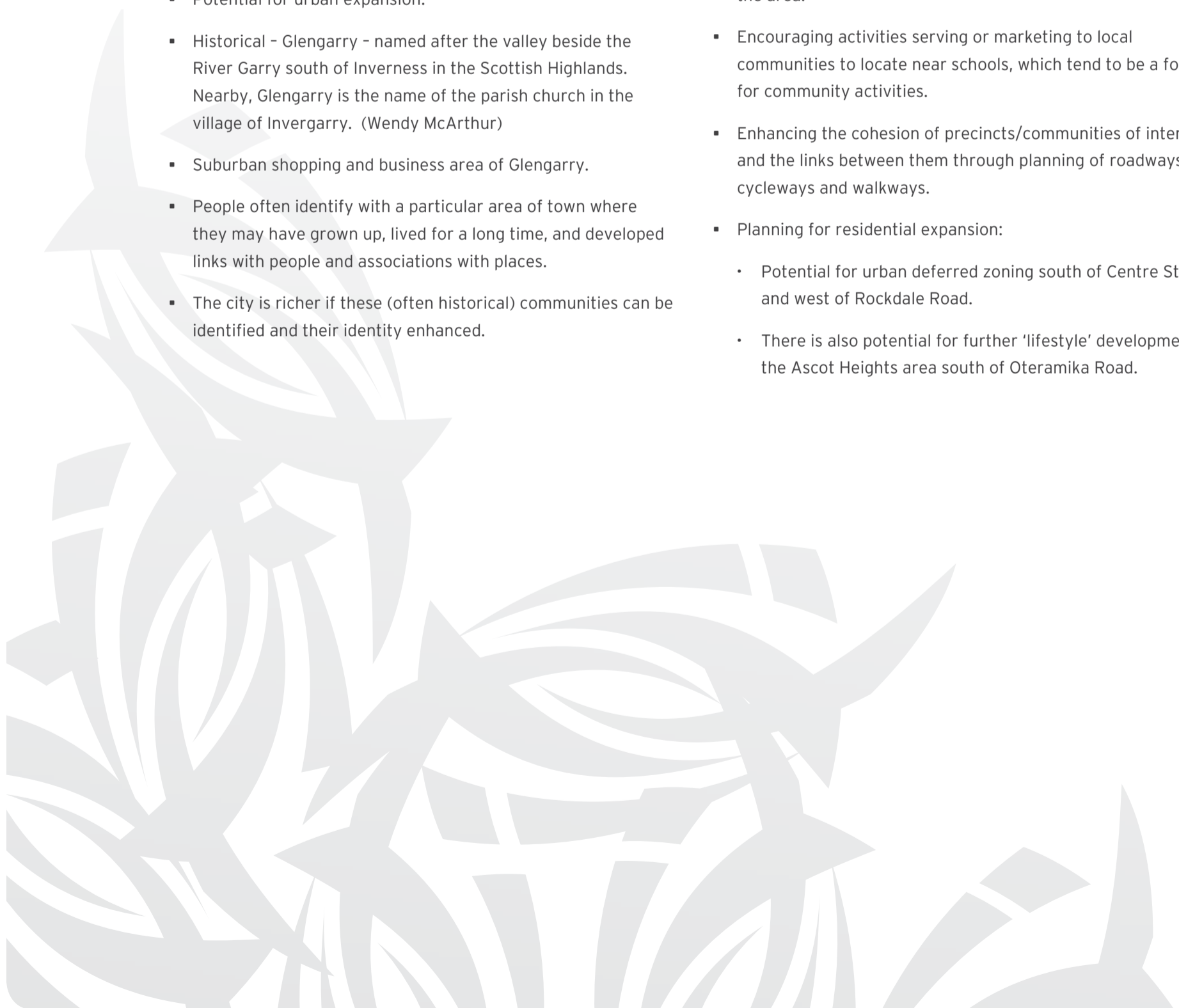
### ASCOT

#### Values:

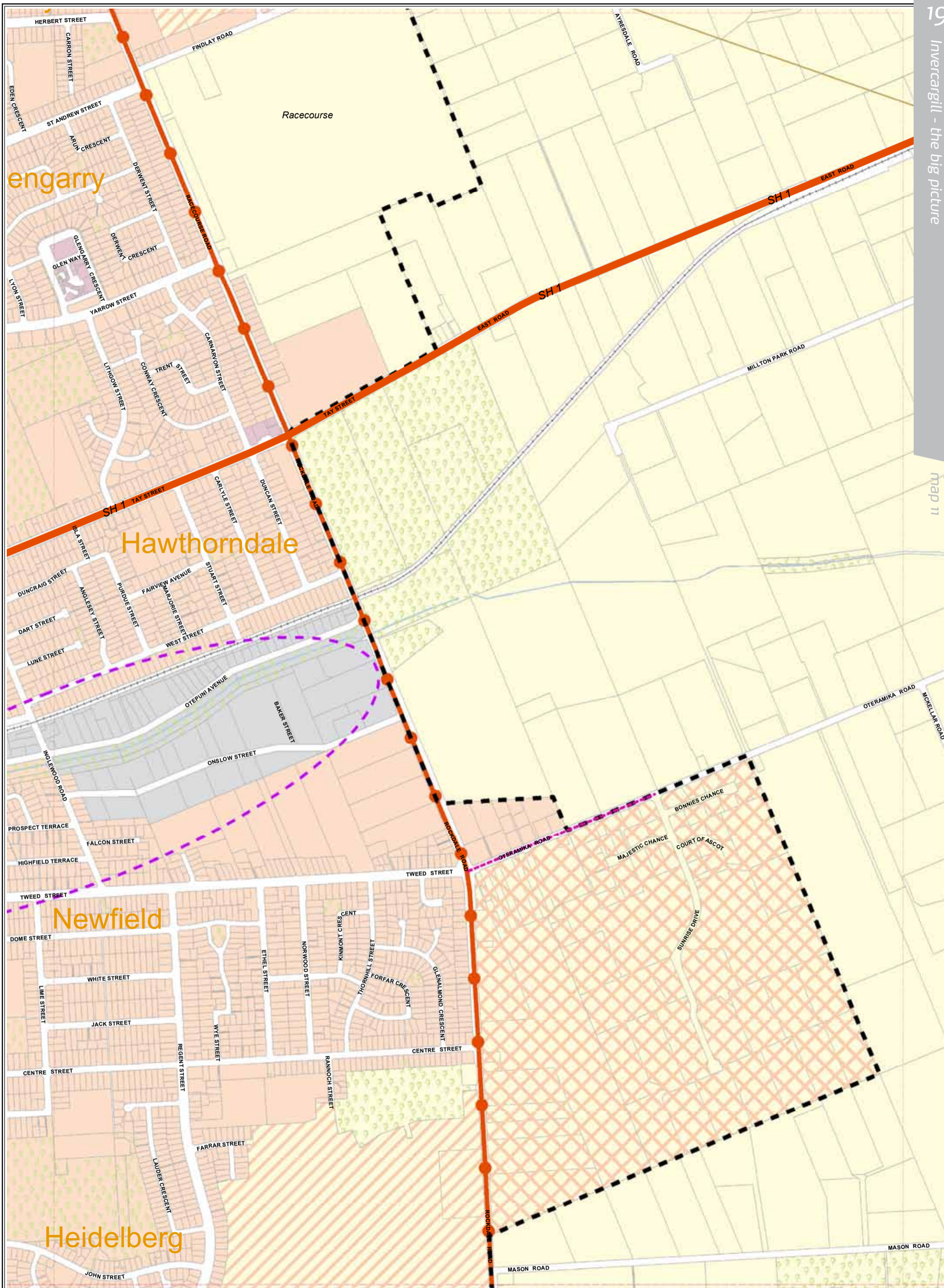
- Racecourse Road and Rockdale Road form a well-defined “edge” to the built-up area. (A compact and well-defined urban form is more economical to service and therefore more sustainable.) It also contributes to the character of the city.
- Network corridors - State Highway 1 and the Main Trunk Railway.
- Cultural significance - location of the Eastern Cemetery.
- Opportunities for rural or lifestyle living close to the city.
- Community significance - location of the Racecourse/ Showgrounds.
- Versatile and potentially highly productive soils - especially north of Oteramika Road.
- Onslow Street/Otepunu Avenue Industrial area - location of a significant number of enterprises on which the city depends.
- Today, schools still tend to be focal points of communities.
- Potential for urban expansion.
- Historical - Glengarry - named after the valley beside the River Garry south of Inverness in the Scottish Highlands. Nearby, Glengarry is the name of the parish church in the village of Invergarry. (Wendy McArthur)
- Suburban shopping and business area of Glengarry.
- People often identify with a particular area of town where they may have grown up, lived for a long time, and developed links with people and associations with places.
- The city is richer if these (often historical) communities can be identified and their identity enhanced.

#### Issues:

- Better defining a “gateway” to the city on State Highway 1. An opportunity for this may occur with traffic management improvements at the intersection of Tay Street and Racecourse/Rockdale Roads.
- Maintaining a well-defined “edge” to urban development.
- Maintaining the integrity of the network corridors.
- Keeping options open for future agricultural use of versatile soils.
- Strengthening the character and viability of the Glengarry shopping centre as a place to shop, socialise and do business. (Glengarry is not on the same scale as Waikiwi, Windsor or South City, but is a valued local centre.)
- Maintaining the functionality of the industrial area without adverse amenity effects on residential neighbours.
- Management of the relationship between the enterprises and residents in nearby areas to maintain what each values about the area.
- Encouraging activities serving or marketing to local communities to locate near schools, which tend to be a focus for community activities.
- Enhancing the cohesion of precincts/communities of interest, and the links between them through planning of roadways, cycleways and walkways.
- Planning for residential expansion:
  - Potential for urban deferred zoning south of Centre Street and west of Rockdale Road.
  - There is also potential for further ‘lifestyle’ development in the Ascot Heights area south of Oteramika Road.









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## map 12

### **KENNINGTON**

#### **Values:**

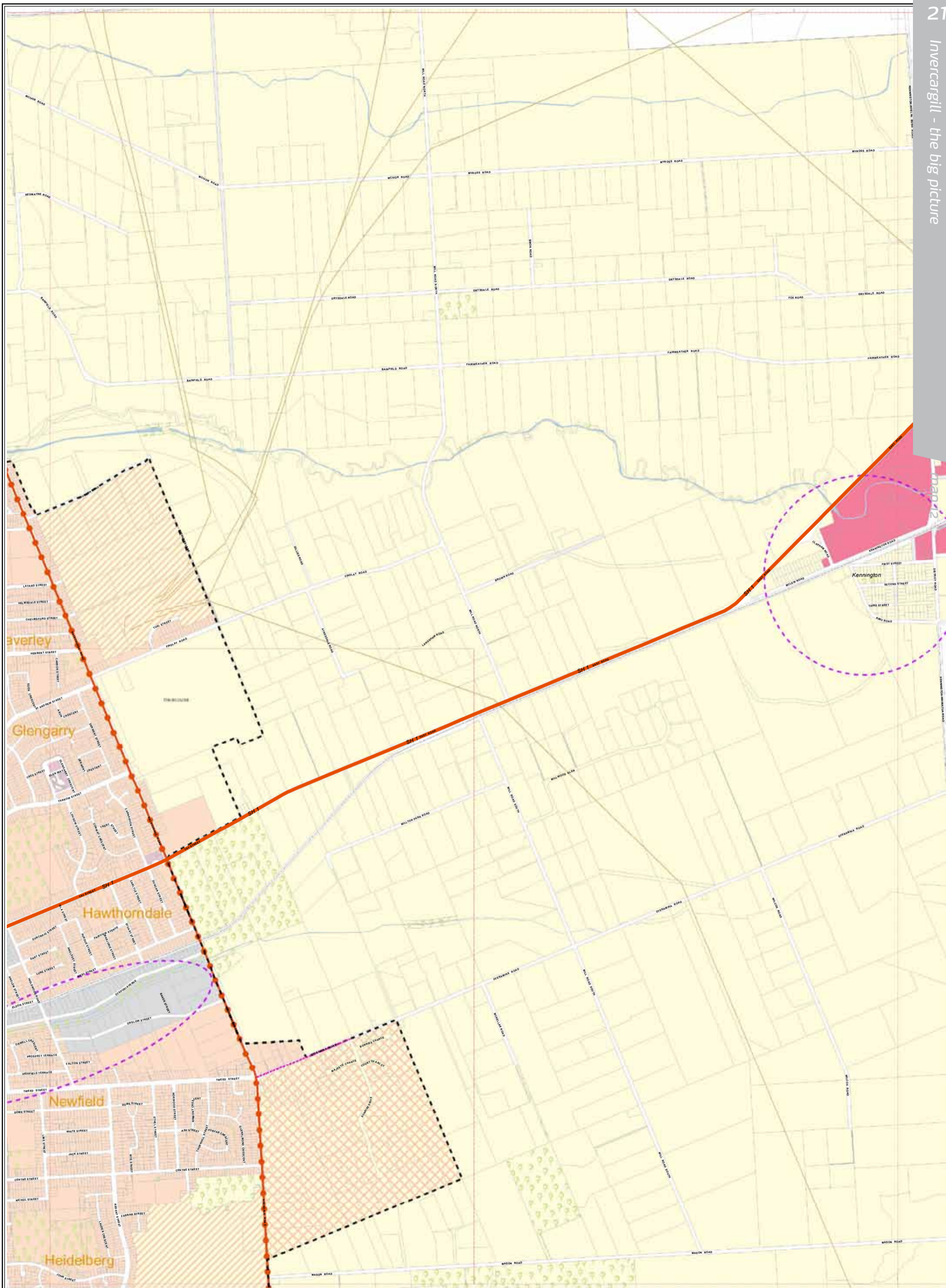
- Important network corridors pass through this area.
- Areas of versatile and potentially highly productive soils near to Invercargill.
- A clear “edge” to urban Invercargill, defining both city and country in landscape terms.
- A variety of productive rural activities, some located on versatile soils of high productivity.
- Kennington offers opportunities for a village lifestyle conveniently close to Invercargill.
- Kennington is also the site of significant employment generating enterprises.
- A significant network (electricity) passes through that part of Southland District adjacent to this area.

#### **Issues:**

- Maintaining the integrity of the overhead electricity network lines 110 kV or greater.
- Maintaining the integrity of the State Highway and the Main Trunk Railway Line.
- Keeping options open for future agricultural use of versatile soils.
- Maintaining the integrity of the 110 kV or greater electricity network, including the Tuai Street substation and any reasonable expansion or change to it.
- Maintaining the functionality of the industrial area without adverse amenity effects on residential properties.









## map 14

### ORETI BEACH

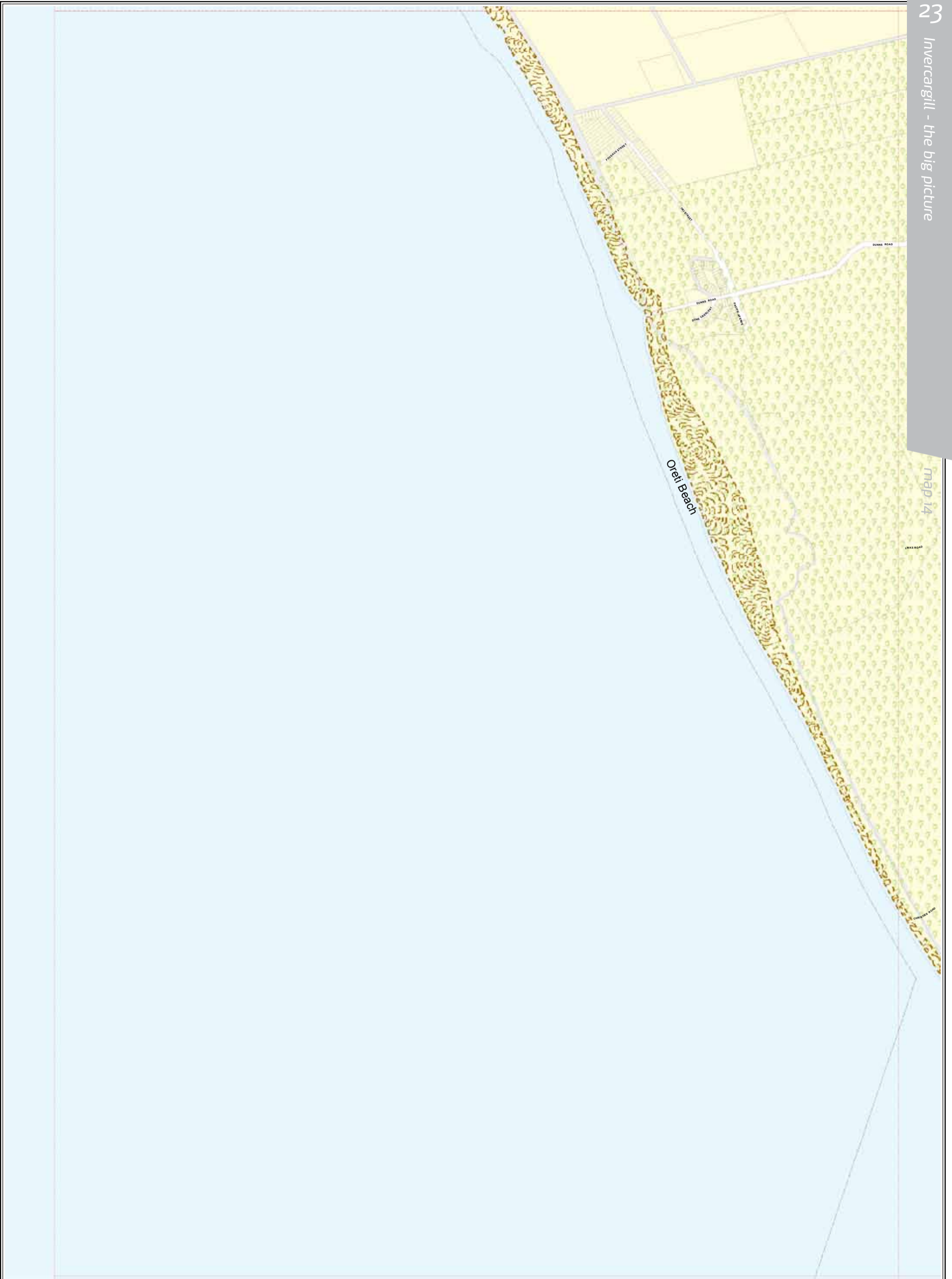
#### Values:

- Oreti Beach is a regionally significant place for swimming, beach recreation, and surfing.
- Oreti Beach is a regionally significant source of seafood/kai moana.
- The hamlet on Oki Street and Pacific Avenue offers the opportunity to live near the beach.
- Landscape values - a wild and scenic beach landscape close to the city.
- Dunes, wetlands and other natural features which form a coastal protection zone.
- The Oreti River - scenic values and recreational potential.

#### Issues:

- Agencies responsible for the beach need to work together (Oreti Beach is in the Coastal Marine Area, outside the District Plan, but still inside the City District boundary). Invercargill citizens are vitally interested in maintaining and enhancing the beach environment.
- Conservation management of the sand dunes - they have environmental values in their own right and are also a first line of defence against extreme storm events.
- Conservation management of the inter-tidal environment and habitat.
- Maintenance of public access and the freedom to enjoy varied activities without harming the environment. (Vehicle access to the beach can be managed but trail bikes and 4WDs must be kept out of the sand dunes.)
- Management of settlement so as not to intrude on areas of ecological significance or that are hazard-prone, and so as not to create demands for extra services.
- Maintenance of landscape values.
- Addressing on-going land management issues on collaboration with Environment Southland.





map 14

## map 15

### OTATARA/SANDY POINT

#### SANDY POINT

##### Values:

- "Invercargill's playground" - a regionally significant recreation area managed under the Reserves Act by the ICC.
- Is "home" for a wide range of sporting activities that need space near to but not necessarily within a city eg. Teretonga motor racing, gun sports, field sports, mountain biking.
- Is a destination for informal recreation with its well-formed and popular walking and running tracks.
- Is a location where a wide variety of activities, which could be incompatible, co-exist in reasonable harmony.

##### Issues:

- Agencies responsible for the beach and the reserve area adjoining the beach need to work together (Oreti Beach is in the Coastal Marine Area, outside the District Plan, but still inside the City District boundary. Sandy Point is a reserve and as such is managed by the Invercargill City Council under the Reserves Act.)
- Conservation management of the sand dunes - they have environmental values in their own right and are also a first line of defence against extreme storm events.
- Conservation Management of the inter-tidal environment and habitat.
- Maintenance of public access and the freedom to enjoy caried activities without harming the environment.
- Management of settlement so as not to intrude on areas that are hazard-prone, and so as not to create demands for extra services.
- Maintenance of landscape values.

#### ORETI RIVER

##### Values:

- The city's playground for a wide range of aquatic sports and recreation.
- People enjoy views of the river - from Sandy Point and from Otatara.

##### Issues:

- Agencies responsible for the river need to work together (the river is in the Coastal Marine Area below Dunns Road bridge).
- Maintaining water quality appropriate to recreation use.
- Fair and equitable management of limited water space for multiple recreational uses.
- Management of natural hazard, especially riverbank erosion .
- Maintenance and enhancement of scenic quality.
- Addressing issues of siltation in the lower Oreti River

#### OTATARA

##### Values:

- "(Otatara is) an area that includes large properties, a high degree of privacy, scenic values and protection and enhancement of native vegetation." (Plan Change #9 - Section 32 report, Invercargill City Council).
- Lowland forest remnants that are considered regionally, even nationally, significant.
- People often identify with a particular area of town where they may have grown up, lived for a long time, and developed links with people and associations with places.
- The city is richer if these (often historical) communities can be identified and their identity enhanced.

##### Issues:

- Conservation of the remaining indigenous vegetation and landscape features, particularly dunes.
- Controlling development and density to retain semi-rural/ large lot lifestyle ambience.
- Reinforcing the "Otatara Precinct" centred on the Otatara Primary School. (This is the area where any activities with a community focus would best be located and where traffic might be slowed or managed.)
- Managing effects of noise from Sandy Point and from traffic on Dunns Road.
- Maintenance of the Stead Street/Dunns Road network corridor.
- Avoiding inappropriate development of hazard-prone areas.







## map 16

### NEW RIVER ESTUARY

#### Values:

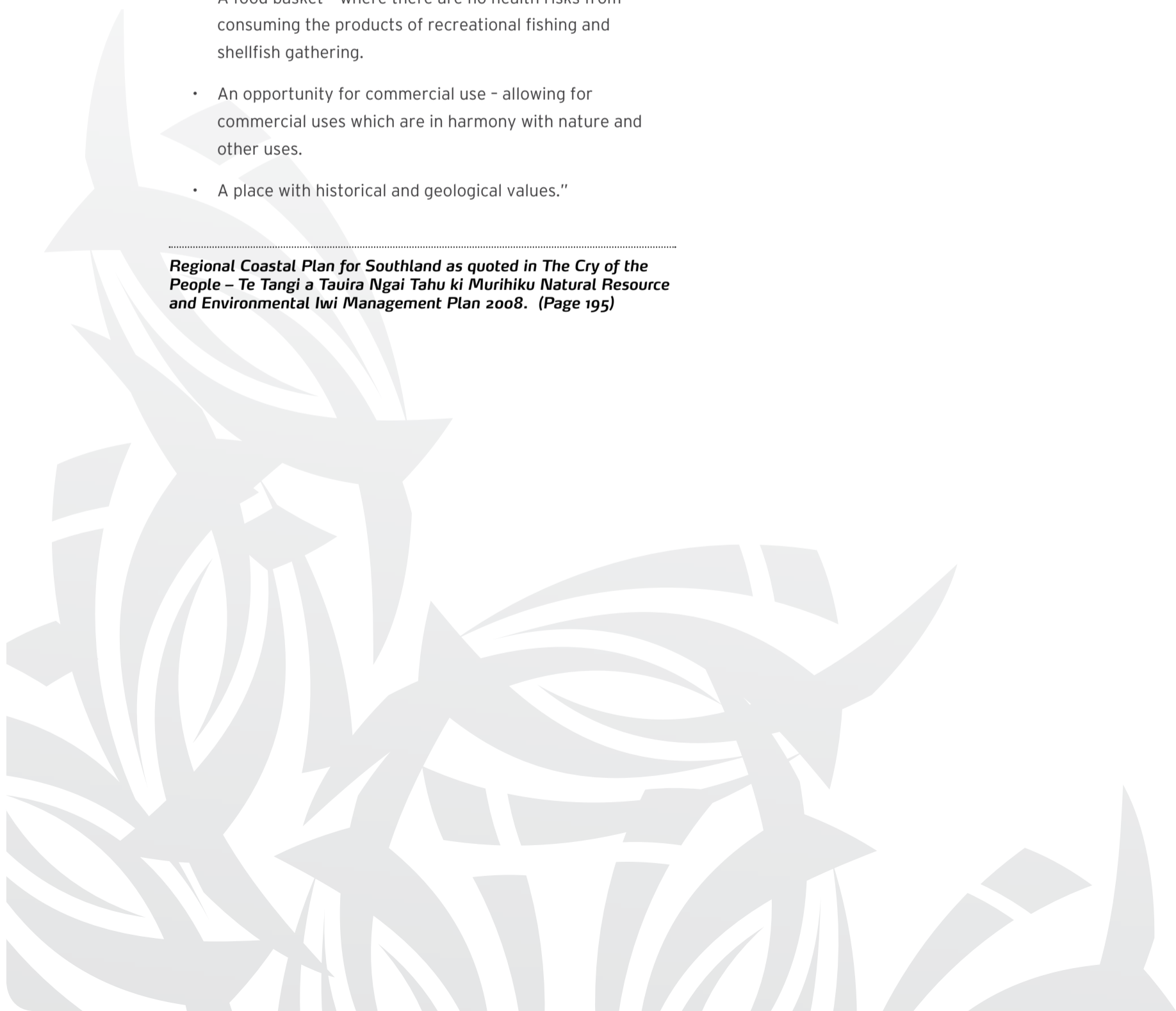
- "The Estuary should be
  - A city playground - a family environment, allow for varied water sports.
  - A symbol of Invercargill - an estuary on display.
  - A significant habitat - native species exist alongside humanity, a refuge for freshwater and marine species, a spawning ground, a feeding and roosting area.
  - A retreat - an opportunity to experience a natural setting, where the estuary predominates as an ecosystem and human influences are unobtrusive.
  - A place of learning - where people can discover the heritage of Southland, where people can gain an understanding of a natural unique ecosystem, the interface of land, sea and freshwater, where through research a programme for restoration of the estuary can be developed.
  - A food basket - where there are no health risks from consuming the products of recreational fishing and shellfish gathering.
  - An opportunity for commercial use - allowing for commercial uses which are in harmony with nature and other uses.
  - A place with historical and geological values."

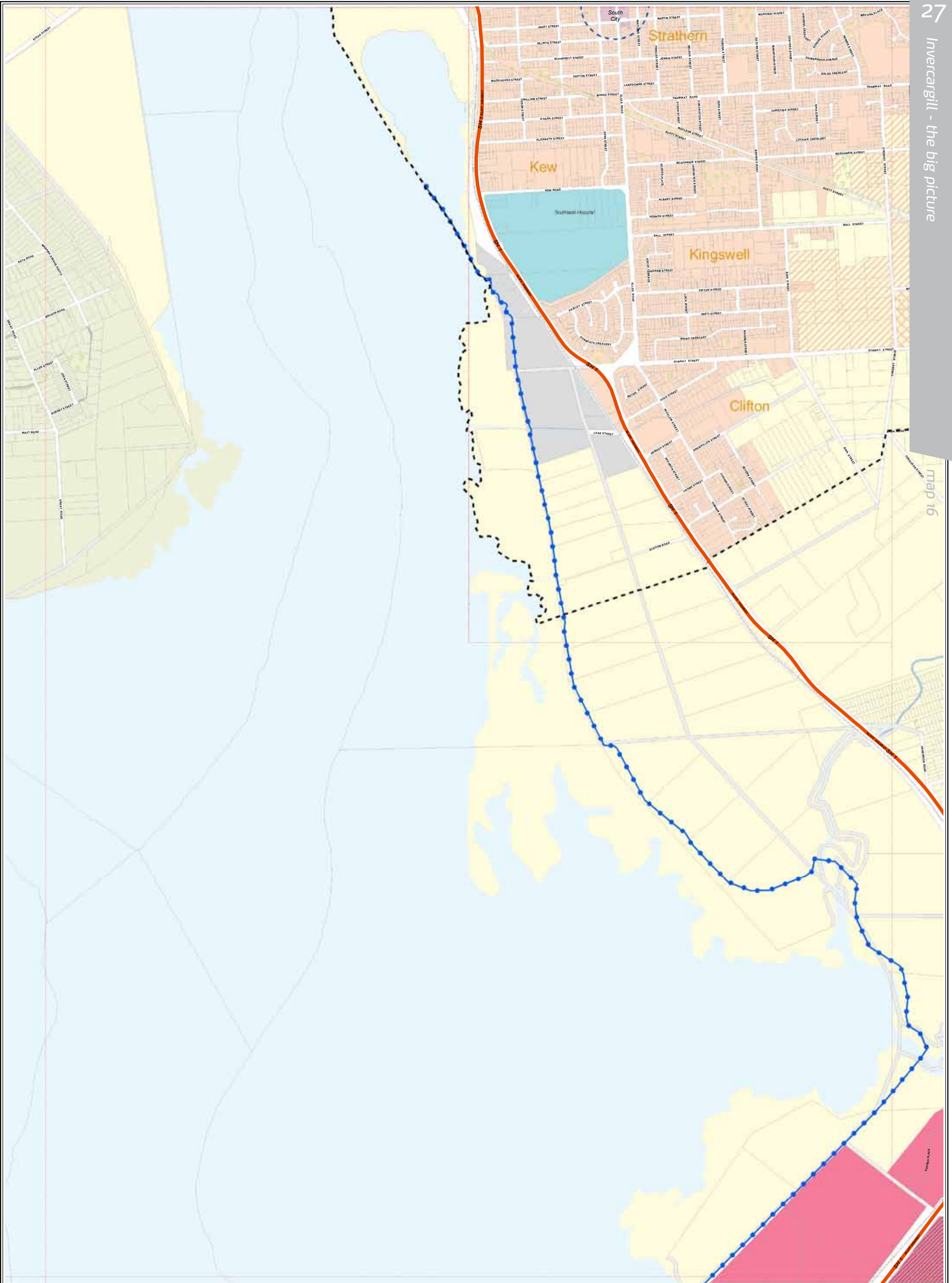
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*Regional Coastal Plan for Southland as quoted in The Cry of the People – Te Tangi a Tauri Ngai Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008. (Page 195)*

#### Issues:

- Maintaining the viability of the New River Estuary as a water body - receiving run-off from a very large catchment.
- Maintaining and enhancing existing values as landscape/ seascape, and for recreation.
- Developing the Invercargill - Bluff Cycle Track.





map 16



## map 17

### CLIFTON

#### Values:

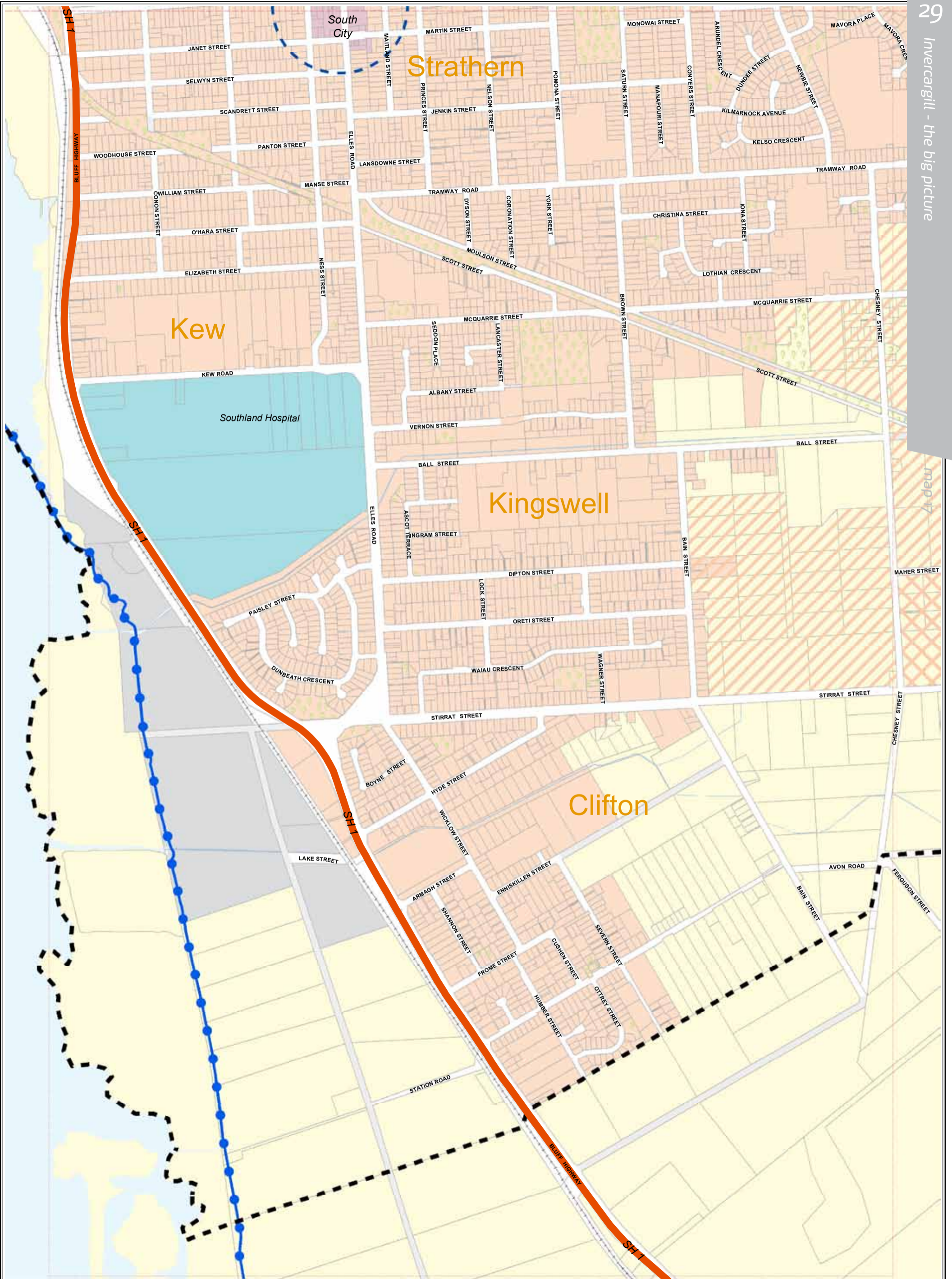
- Important network corridors pass through this area.
- Important city infrastructure - the Waste Water Treatment Plant at Clifton - is located here.
- Location of Southland's public hospital.
- Planning in the 1960s saw this as an area for significant expansion, anticipated at that time as a result of downstream industries associated with the (then) new Tiwai Point aluminium smelter.
- The suburban shopping centre of South City
  - established where tram lines terminated.
  - has developed as a main suburban shopping and business centre.
  - is on high ground and is within catchments of much of the city.
  - is a logical focus for activities such as supermarkets and cafes that have a local clientele and that benefit from locating near to each other.
- Historical. South City/Strathern was part of an area bought in 1856 by early settler John Kelly. It was originally like a glen or wooded area beside Earn Street. Elles Road was named after Captain Andrew Jamieson Elles, master of the immigrant ship Philip Laing. Martin St was named after George Frederick Martin, early real estate agent. (Wendy McArthur)
- People often identify with a particular area of town where they may have grown up, lived for a long time, and developed links with people and associations with places.
- The city is richer if these (often historical) communities can be identified and their identity enhanced.

#### Issues:

- Protecting the functionality of the Bluff Highway, the Invercargill-Bluff railway, and the water and sewerage lines serving Awarua and Bluff.
- Protecting the functionality of the Waste Water Treatment Plant at Clifton and keeping options open for its development and expansion.
- Protecting the functionality of Southland Public Hospital at Kew.
- Planning for possible urban expansion - possible urban deferred zonings are indicated on the maps.
- Developing the potential for "greenways" to improve the structure of this part of the city, helping to define neighbourhoods or precincts and the links between them, eg. the development of the "Southern Greenway" along the route of the old railway adjacent to Scott Street.
- Improving the provision and development of local neighbourhood reserve and amenity areas to a level comparable with other areas of Invercargill.
- Encouraging the long-term restoration of the indigenous vegetation near Southland Hospital by community groups.
- Strengthening the character of South City as a place to gather, do business and socialise:
  - Strategic land purchase may offer options for redevelopment eg. to form a village green at South City.
  - This area could form the focus of new residential zonings where higher densities are encouraged on the higher areas.
- Encouraging activities serving or marketing to local communities to locate near schools, which are often centres for community activities.
- Planning walkways and cycleways to enhance the cohesion of precincts/communities of interest, and the links between them.
- Further enhancing precincts by open space planning, street naming, and finding ways to record and tell stories associated with places.
- Encouraging comprehensive redevelopment of older residential properties.







map 17



## map 18

### TISBURY

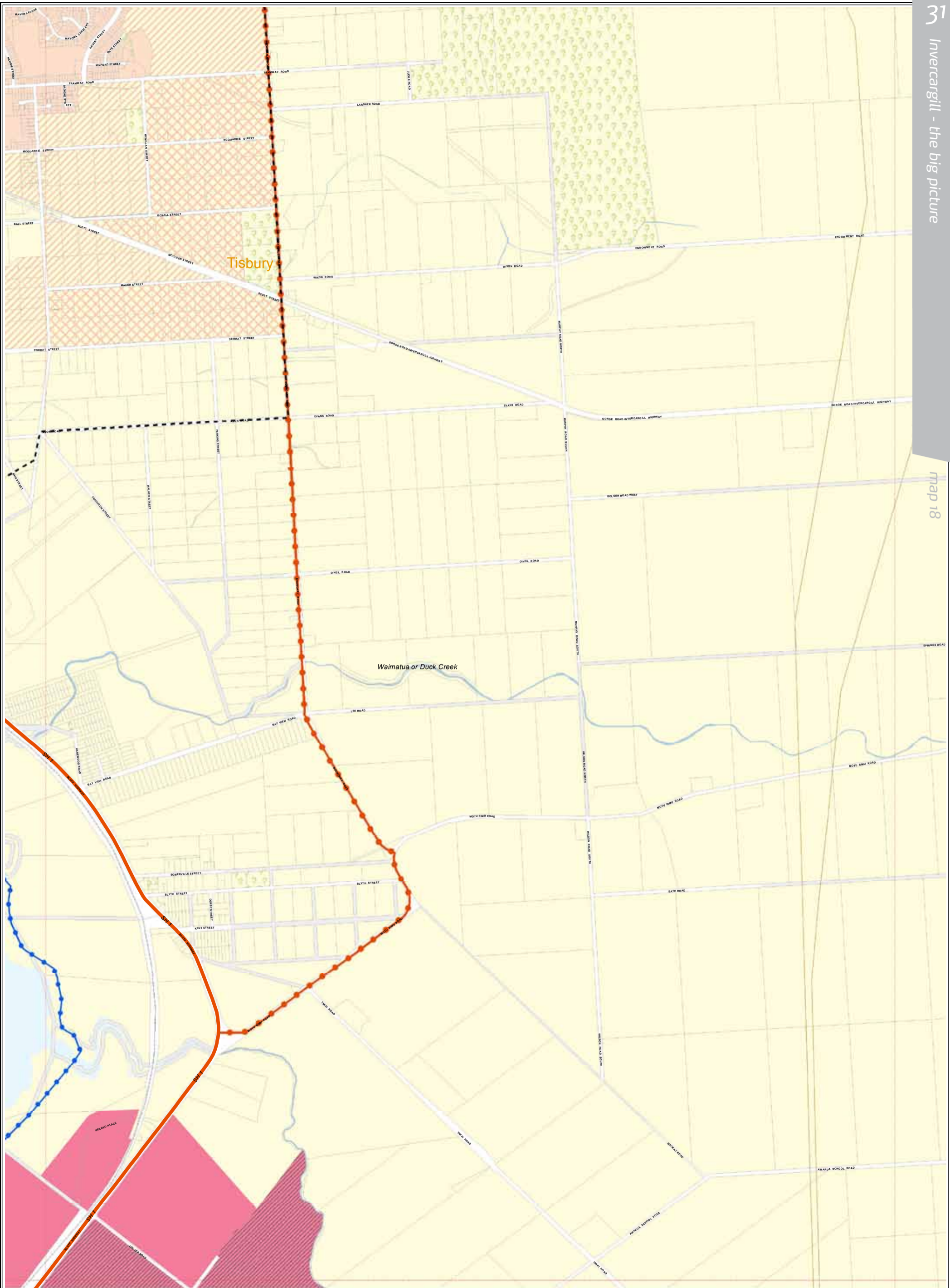
#### Values:

- Well-defined “edge” to urban development.
- Significant network corridors:
  - along the line of the Bluff Highway and the Invercargill-Bluff railway.
  - along the route of the overhead electricity network lines 110 kV or greater to the east.
  - water, power and communication links between Invercargill and Bluff.
- Major industrial estate at Awarua.
- Waimahaka Creek.
- Planning in the 1960s saw this as an area for significant residential expansion.

#### Issues:

- Maintaining a well-defined edge to urban development (A compact and well-defined urban form is more economical to service and therefore more sustainable).
- Planning for possible urban expansion - possible urban deferred zonings are indicated on the map.
- Maintaining the integrity of the network corridors.
- Protecting the functionality of the industrial estate at Awarua - both existing enterprises and the potential for additional activities.
- Protecting low-lying areas on either side of Waimahaka Creek from inappropriate development.
- Wise long-term management of low-lying areas that may be subject to hazard, including sea-level rise.
- Managing the stormwater drainage from the Awarua industrial estate so as not to significantly modify the character and intensity of runoff.







## map 21

### OMAI

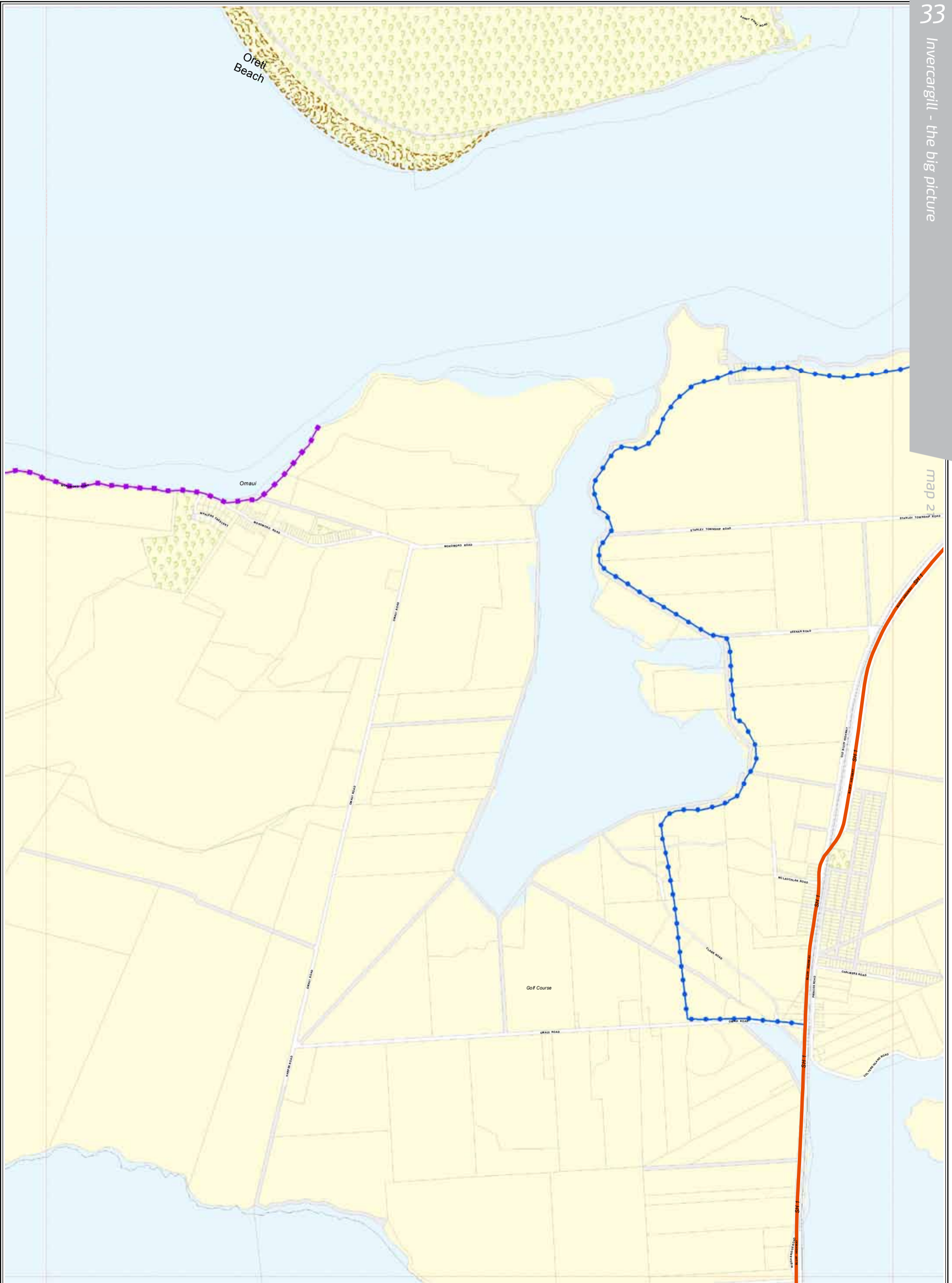
#### Values:

- “A small village, sitting snugly, guards the mouth of the New River Estuary. An area steeped in history, of importance to both early Maori and to the development of Invercargill and Southland, it still offers much to all.” Omaui Concept Plan 2010 - Introduction by Alan Champion
- “The Omaui Greenhills area near Bluff was a very important area for Maori and although it did not support a large population, it was occupied over a very long period of time. The principal settlements were at Omaui and Te Kaika a Te Wera, slightly west of the once Ocean Beach Freezing Works.” The Cry of the People - Te Tangi a Taurira Ngai Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008. (Page 197)
- Omaui precinct includes the village and the peninsula.
- Village to remain a rural residential township.
- Historical. Maori place names indicate a rich heritage of cultural association with this area eg. Ka Puke Taumaha - “the Heavy Hills”, so named by the Maori, to whom they appeared to be tired and leaning on one another; eg. Te Ahi Rari (Greenhills). In pre-European times Maori visitors carved up the harbour to Greenhills where they left their canoes and walked overland to Omaui which was the main Kaika (village) at the time.
  - Tuatakiwa: Place names of Rakiura, Ruapuke and Awarua. Harold Ashwell

#### Issues:

- Need to maintain, develop and improve recreational/tourist activities and attractions to increase the reasons to visit Omaui - especially beach access and walkways through ICC and DoC reserve land and to the ocean coast.
- Protecting landscape values and character.
- Protecting heritage values and enhancing an appreciation of the history and cultural significance of the area, eg. Stanley Town.
- Progressing the implementation of the Omaui Concept Plan.
- Addressing issues of coastal erosion.







## map 22

### **AWARUA - INDUSTRIAL**

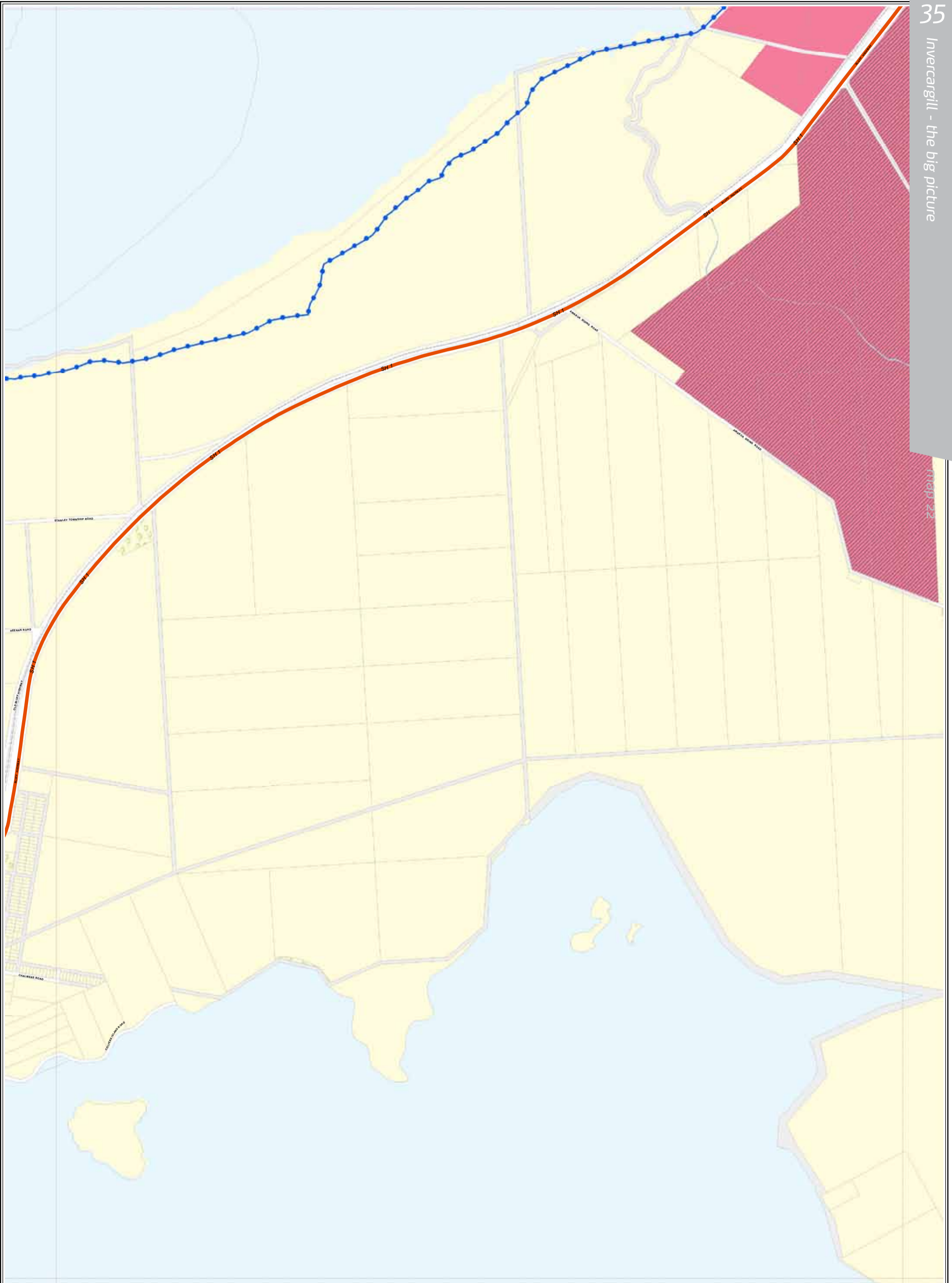
#### **Values:**

- A large area of land developed and available for industry. Its flat terrain, proximity to Invercargill and to the Port of Bluff, proximity to network corridors, and proximity to both railway and State Highway make this area one of the most suitable areas for new larger industry in the South Island. This area is important in enabling Invercargill to maintain economic critical mass and provide for its future.
- Significant network corridor, along the line of the Bluff Highway and the Invercargill-Bluff railway.
- Some areas are low-lying and have retained, to varying degrees, environmental values of wetland areas.
- Historical - the Awarua Radio station site.
- Ecological - the Awarua Wetlands.

#### **Issues:**

- Staged development of the Awarua industrial area.
- Maintain the integrity of the network corridor.
- Manage drainage and land use to minimise and mitigate adverse effects on wetland areas.
- Maintaining the heritage values of the area, in particular through appropriate management of the site of Awarua Radio.





## map 23

### AWARUA WETLANDS

#### Values

"It's a long trip to Southland, even by godwits' standards. The deep south of New Zealand is about as far as these long-distance travellers get from their Northern Hemisphere breeding grounds.

"The godwits are not the only international travellers here: more than 20 other Arctic species also make the annual migration from the far side of the planet to the Awarua Wetlands. Regulars include several species that are rarely seen in New Zealand, including the grey-tailed tattler, sanderling and greenshank.

"The wetlands are also frequented by shorter-distance avian commuters: about a third of the entire southern New Zealand dotterel population fly here from the mountain tops of Stewart Island/Rakiura to winter over in Awarua Bay.

"Then there are the locals, who don't bother going anywhere - like the fernbirds which flit about year-round among the boggy Awarua peatlands and shrublands.

"Awarua Wetlands' 16,000 hectares form one of the five major wading bird habitats in New Zealand, and a total of 81 bird species have been recorded here.

"The wetlands are also rich in diverse and unusual plant communities. Plants normally found in alpine areas grow near sea level here. Alpine-like bog cushion, bladderworts, sundews and southern shore gentian mosses, and the largest coastal lowland red tussock remnant in New Zealand grow alongside an incredible diversity of wetland habitats and plants: bogs and peatlands, pea gravel beaches and shell banks, manuka shrublands and mudflats, saltmarsh and mature kahikatea forest.

"Such diversity supports not only birds, but an outstanding variety of freshwater fish, lizards and invertebrates - including more than 100 moth species." Forest and Bird, 2008

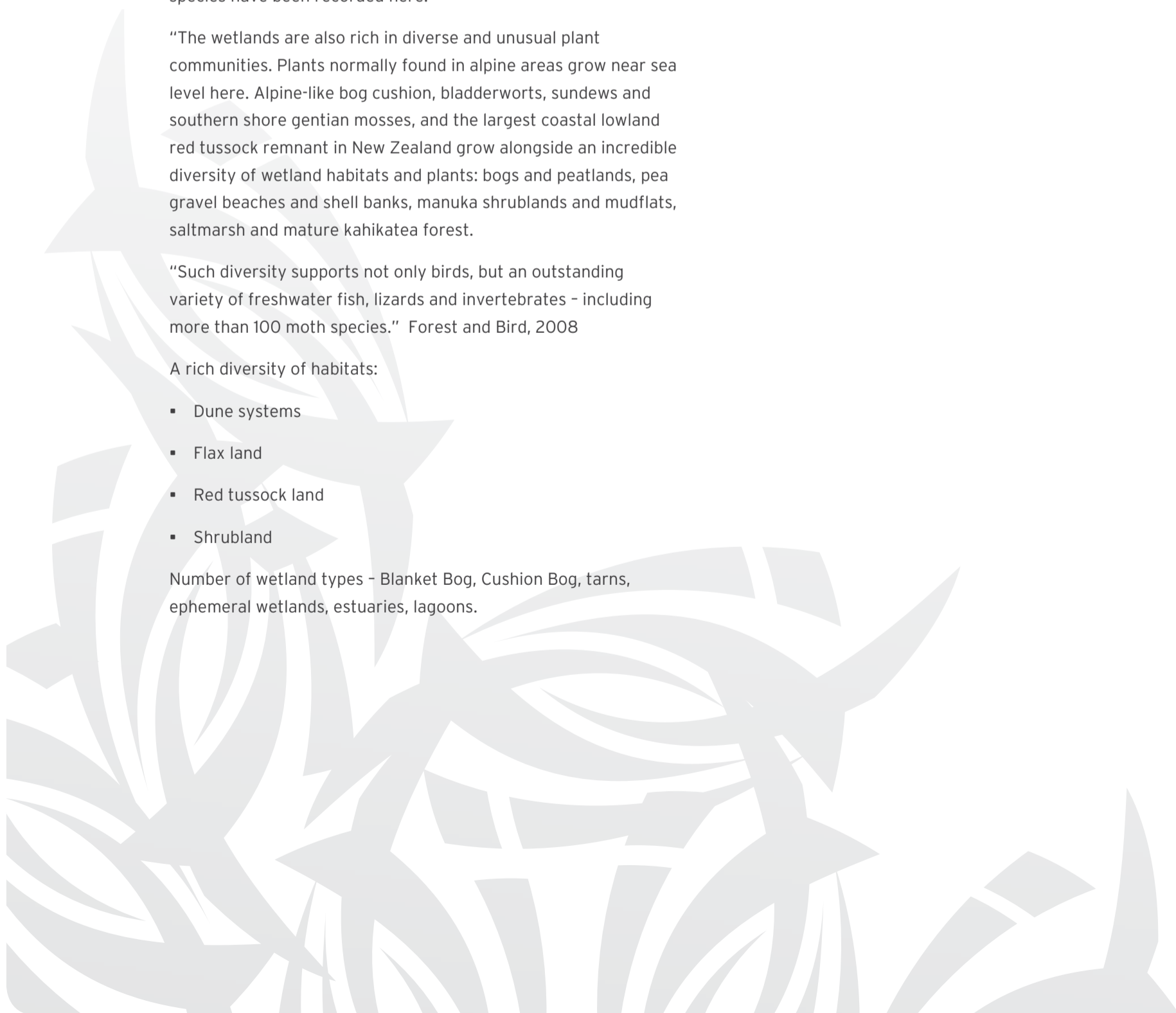
A rich diversity of habitats:

- Dune systems
- Flax land
- Red tussock land
- Shrubland

Number of wetland types - Blanket Bog, Cushion Bog, tarns, ephemeral wetlands, estuaries, lagoons.

#### Issues

- Ensuring ongoing viability of the wetland ecosystems.
- Address on-going land management issues in collaboration with the Department of Conservation, the Southland District Council and Environment Southland.







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## map 26

### **TE ARA A KIWA - FOVEAUX STRAIT**

#### **Values:**

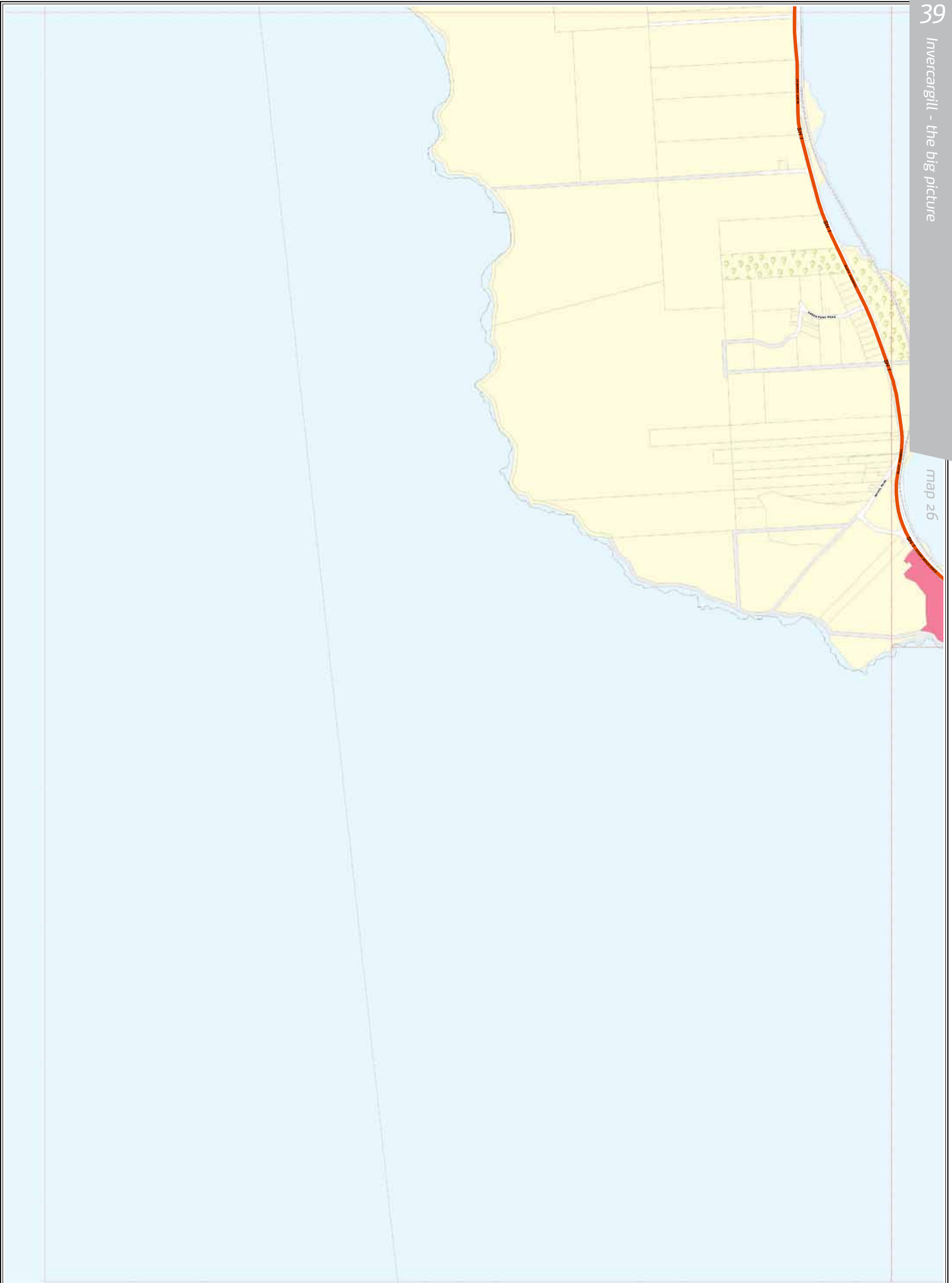
- “Kiwa is an ancestor of Maori who traversed this coastline and became tired of crossing the isthmus which then joined Rakiura and Murihiku. Kiwa requested the obedient Kewa (whale) to chew his way through the land separating Rakiura and Murihiku. The crumbs that fell from his teeth while chewing are the islands of Ruapuke, Rakiura and the Titi Islands ... These places are where battles were won or lost for Ngai Tahu Whanui. Ruapuke was the most southern place the Treaty of Waitangi was signed by the great southern chief Tuhawaiki.” [The Cry of the People - Te Tangi a Tauira Ngai Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008.](#) (Page 200)
- Coastal landscape.

#### **Issues:**

- Maintaining the wild and scenic character of the western ocean coast.







## map 27

### BLUFF HARBOUR

#### Values:

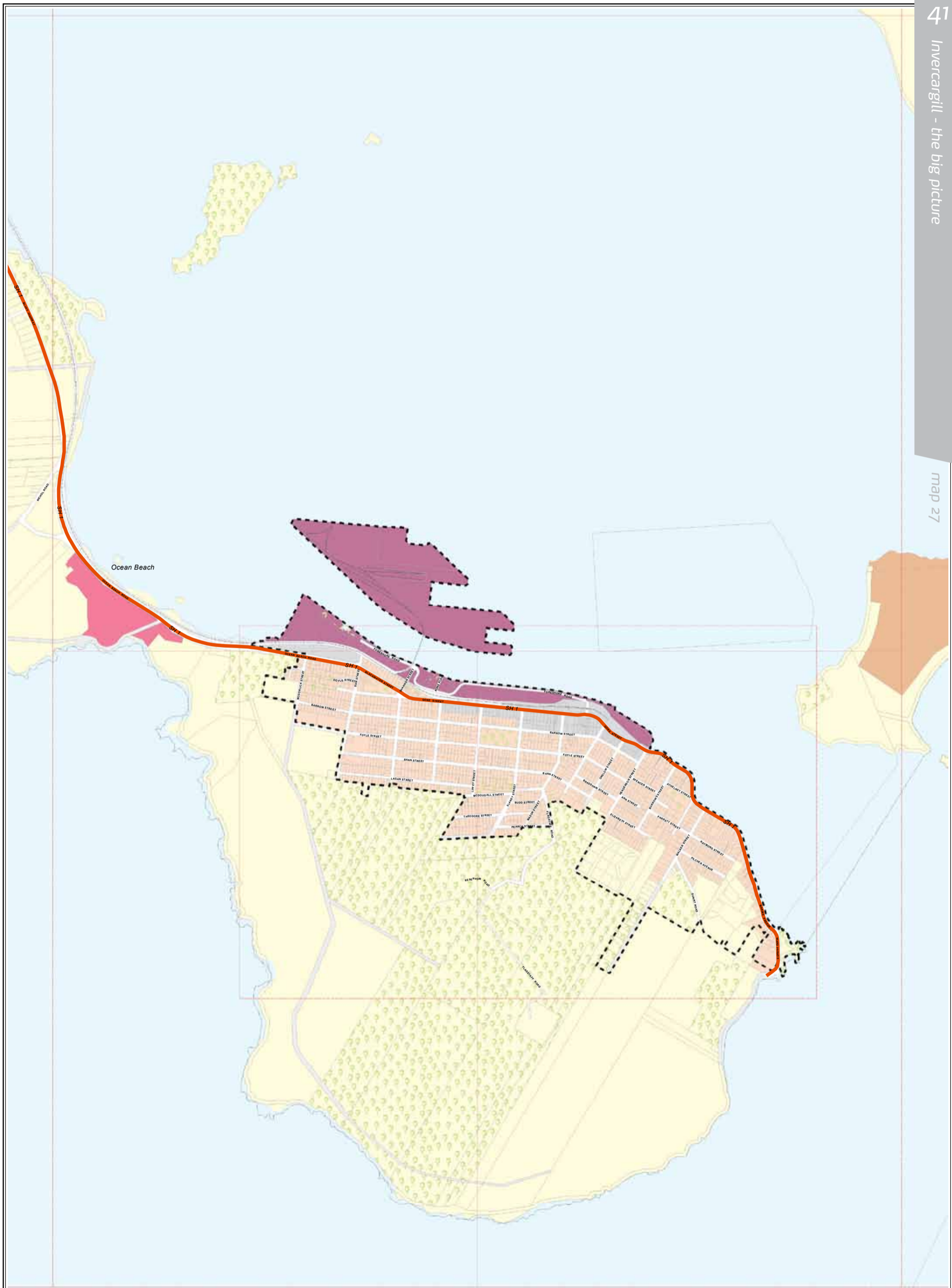
- Bluff - "Where the highway begins" - is a prosperous, vibrant and attractive port town for residents and visitors. [Bluff Concept Plan 2002](#)
- "Bluff Harbour is an expanse of water almost totally enclosed by land ... It has always been an important source of kaimoana for local Maori people ... There were also a number of burial sites around Tiwai and the Omaui area ... for these reasons it is unacceptable to the tangata whenua to have the harbour or its surrounds polluted in any way." [Te Whakatau Kaupapa o Murihiki](#), page 60.
- Landscape - a wide expanse of shoal water, its appearance constantly changes in response to weather, tide and time of day.
- Heritage. Maori place names of many features around Bluff Harbour indicate a rich heritage.
- The Port of the Southland Region, with deep water access for shipping.
- Water quality of a sufficient standard for marine farming.
- Areas in the vicinity of the Island Harbour, and the deeper water channels in the western part of the harbour, are a regionally significant recreation resource for small boat sailing, rowing, and small craft moorings.
- The upper part of the harbour, north of Te Kore Island, is a large expanse of water, relatively free of strong tidal currents, and eminently suitable for small boat and windsurfer sailing and racing (on the top half of the tide). This potential should be maintained and enhanced.
- Awarua Bay, to the east of the Tiwai bridge, was used until quite recently for small boat sailing and racing and also for windsurfing.
- The opportunities for walking on formed tracks along the coast and through the indigenous vegetation of Motu Pohue (Bluff Hill).

#### Issues:

- It is vitally important to maintain the functionality of the Port of Bluff.
- Wise management of the water space to accommodate the many values of the harbour and the many groups that use it.
- Planning for residential expansion: there is potential for urban expansion on the site of the (closed) Konini School and also on the triangle bounded by Gunpit Road and Walker Street.
- Keeping options open for further development of walking tracks.







SPATIAL PLAN WITH  
DISTRICT PLAN PLANNING INFORMATION

## map 30

### BLUFF

#### Values

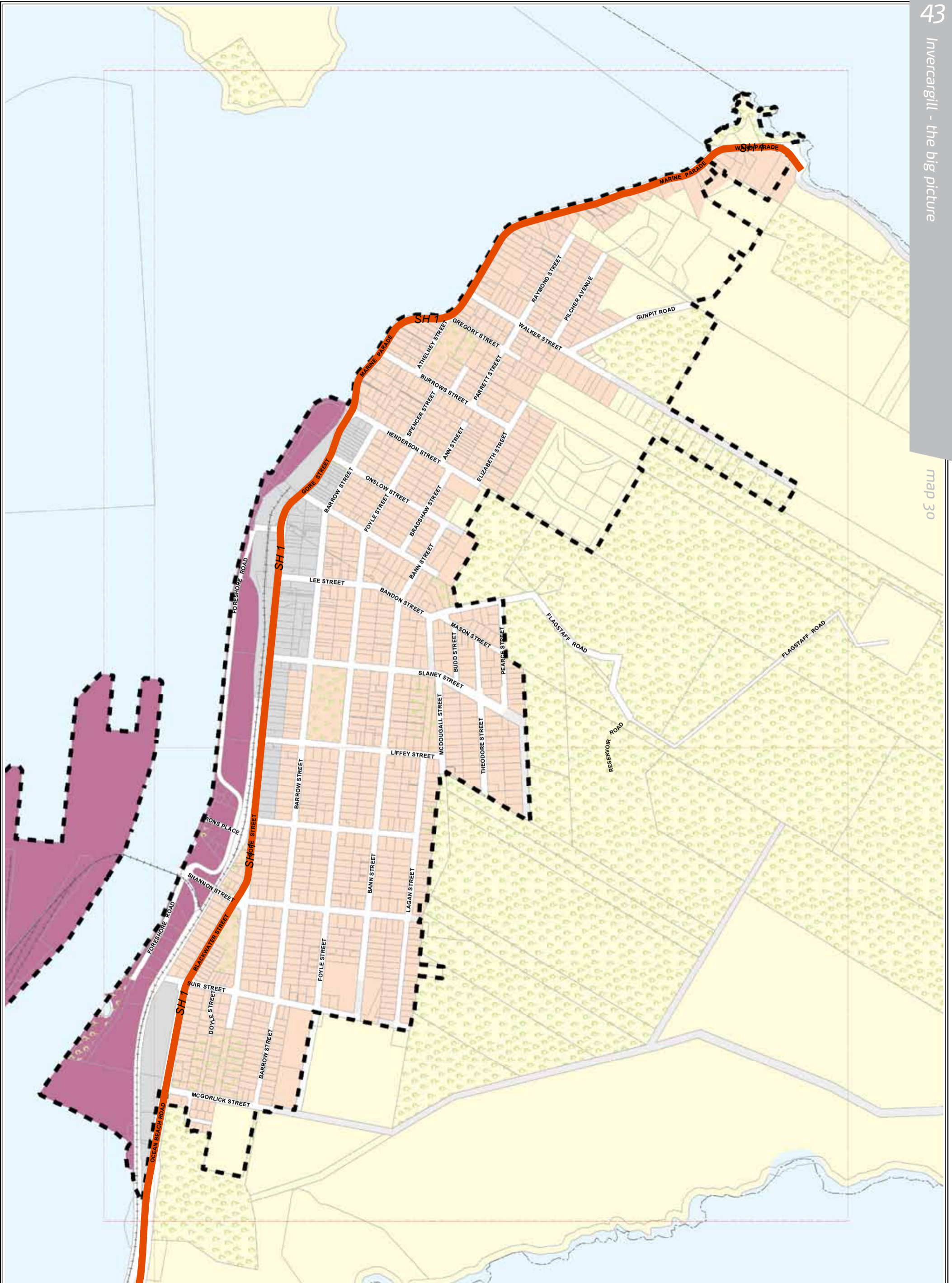
- Bluff - 'Where the highway begins' is a prosperous, vibrant and an attractive port town for residents and visitors. [Bluff Concept Plan 2002](#)
- Ocean Beach and everything south of it can be seen as the Bluff precinct.
- Bluff is a well-defined community economically and socially as well as spatially.
- Historical - "Bluff has a longer history than any other town in New Zealand." (From the [Bluff Tracey Coote](#))
- Bluff has a rich building heritage and a strong local vernacular.
- Bluff Hill (Motupohue) Values.
  - Cultural significance: "The Southland Plains were formed when the canoe of Aoraki capsized, and Aoraki and his brothers were forced to climb onto the back of it to avoid drowning. It was this canoe that became the South Island (Te Waka o Aoraki). The stern of the waka, being broad and flat, formed the Southland Plains, culminating the tip of the stern being Motu Pohue (Bluff Hill). The bodies of Aoraki and his brothers were changed into mountains". [The Cry of the People - Te Tangi a Tauria Ngai Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008](#). (Page 135)
  - Landscape significance - the most significant landmark in the Invercargill City District.
- Recreational - people come to Bluff to fish from the wharf, to enjoy the coastal and hill walks, and to enjoy the waterfront ambience.
- The non-residential area of Bluff township and the Island Harbour accommodate a wide range of activities and industries on which the region depends.
- People often identify with a particular area of town where they may have grown up, lived for a long time, and developed links with people and associations with places.

#### Issues

- Maintaining the critical mass of the Bluff area - in terms of both population numbers and jobs/activities.
- Maintaining the functionality of the Port of Bluff.
- Bluff urban issues:
  - Maintenance of "critical mass" - to maintain the viability of the schools, commercial and community facilities.
  - Need to improve linkages between the town and the harbour, particularly in the area of the old Town Wharf, the Ferry Wharf and the area south to Morrison's Beach.
  - Need to develop and improve recreational/tourist activities and attractions, including the foreshore, to increase the reasons to visit Bluff. One way to do this is to make a feature in public spaces of recording and telling the stories associated with Bluff.
  - Maintenance of views.
  - Landscape significance - Bluff Hill - Motupohue is the most significant landmark in the Invercargill City District.
- Conserving and enhancing the built heritage of Bluff.
- Maintaining landscape values.
- Progressing the implementation of the [Bluff Concept Plan](#).
- Planning for residential expansion: there is potential for urban expansion on the site of the (closed) Konini School and also on the triangle bounded by Gunpit Road and Walker Street.









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## map 31

### **TIWAI**

#### **Values:**

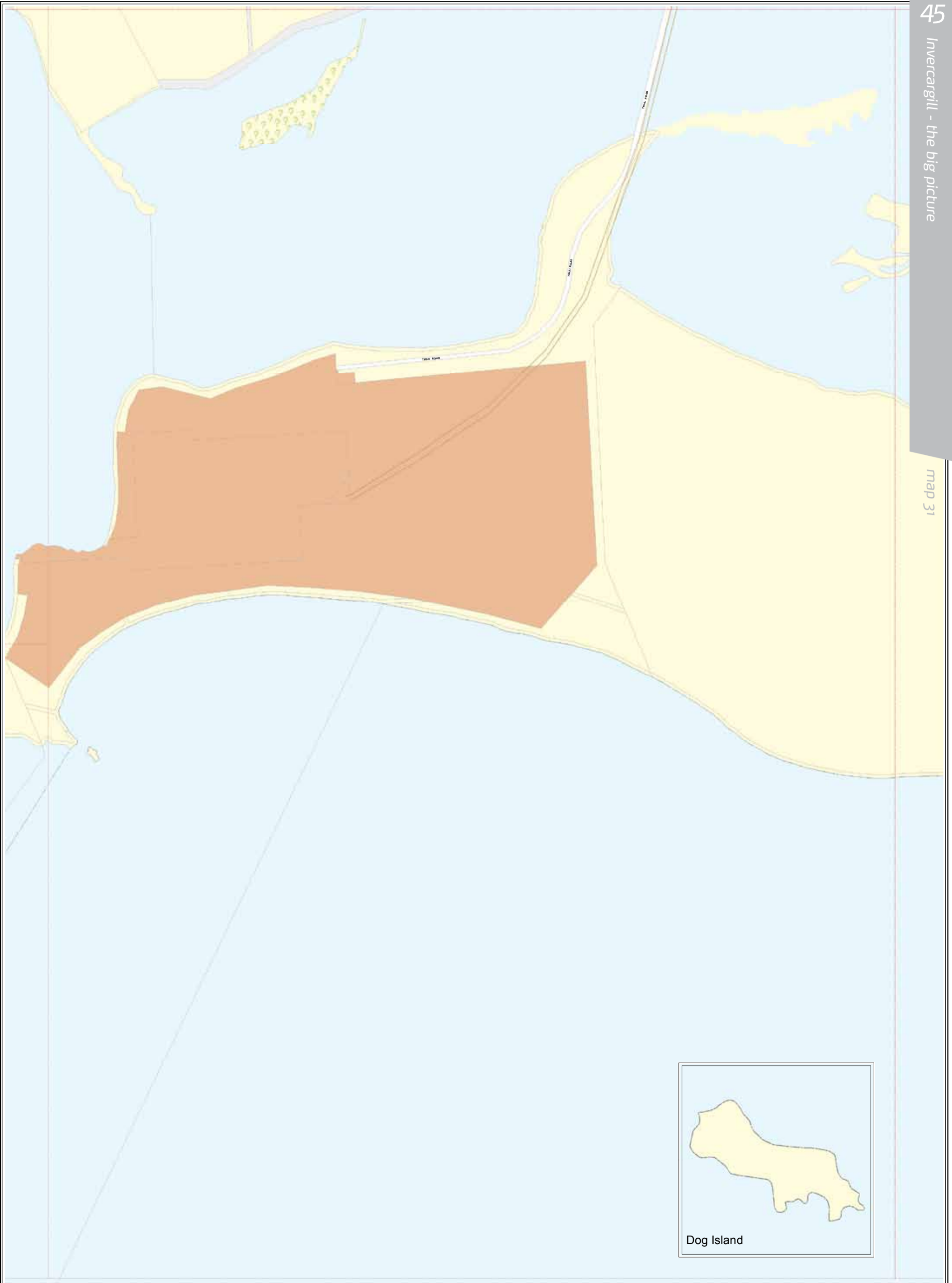
- Site of the internationally significant Tiwai Point Aluminium Smelter enterprise.
- Significant network corridors - following the lines of the road and access bridge, and the overhead electricity network lines 110 kV or greater.
- Burial sites are of significance to the tangata whenua.
- Heritage:
  - The old Quarantine Wharf and associated structures are of historical significance.
  - Dog Island was known as Motu Pieu "Swinging Island". A man standing on the shore at Bluff attached a rock to a line and swung it around his head. At its furthest reach it touched the island.
  - Dog Island is also the site of New Zealand's tallest lighthouse.

#### **Issues:**

- Maintaining the functionality of the Tiwai Point Aluminium Smelter.
- Enhancing public access around the Tiwai Point shoreline.
- Maintain the integrity of network corridors.







Dog Island

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## map 32

### **TIWAI PENINSULA**

#### **Values:**

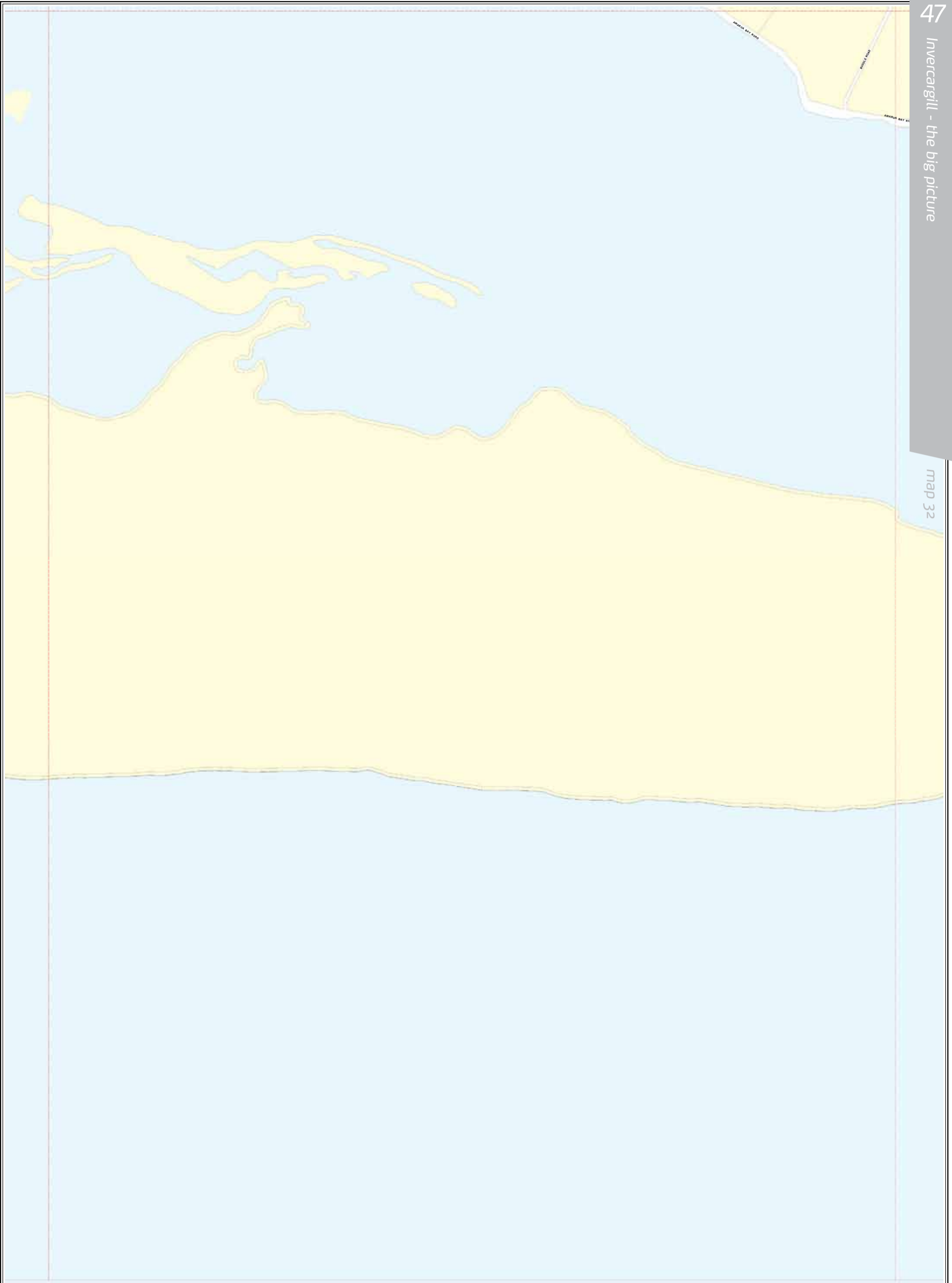
- Ecological - especially significant wading habitat.
- Landscape .
- Lowland natural vegetation values (see notes on Awarua Wetland - Map 23).
- The area is also used for environmental indicators with respect to the Tiwai Point Aluminium Smelter.
- Recreation potential, both water-borne and around the margins of the bay.

#### **Issues:**










- Maintaining and enhancing natural vegetation.
- Potential for a cycling route around the margins of the bay.

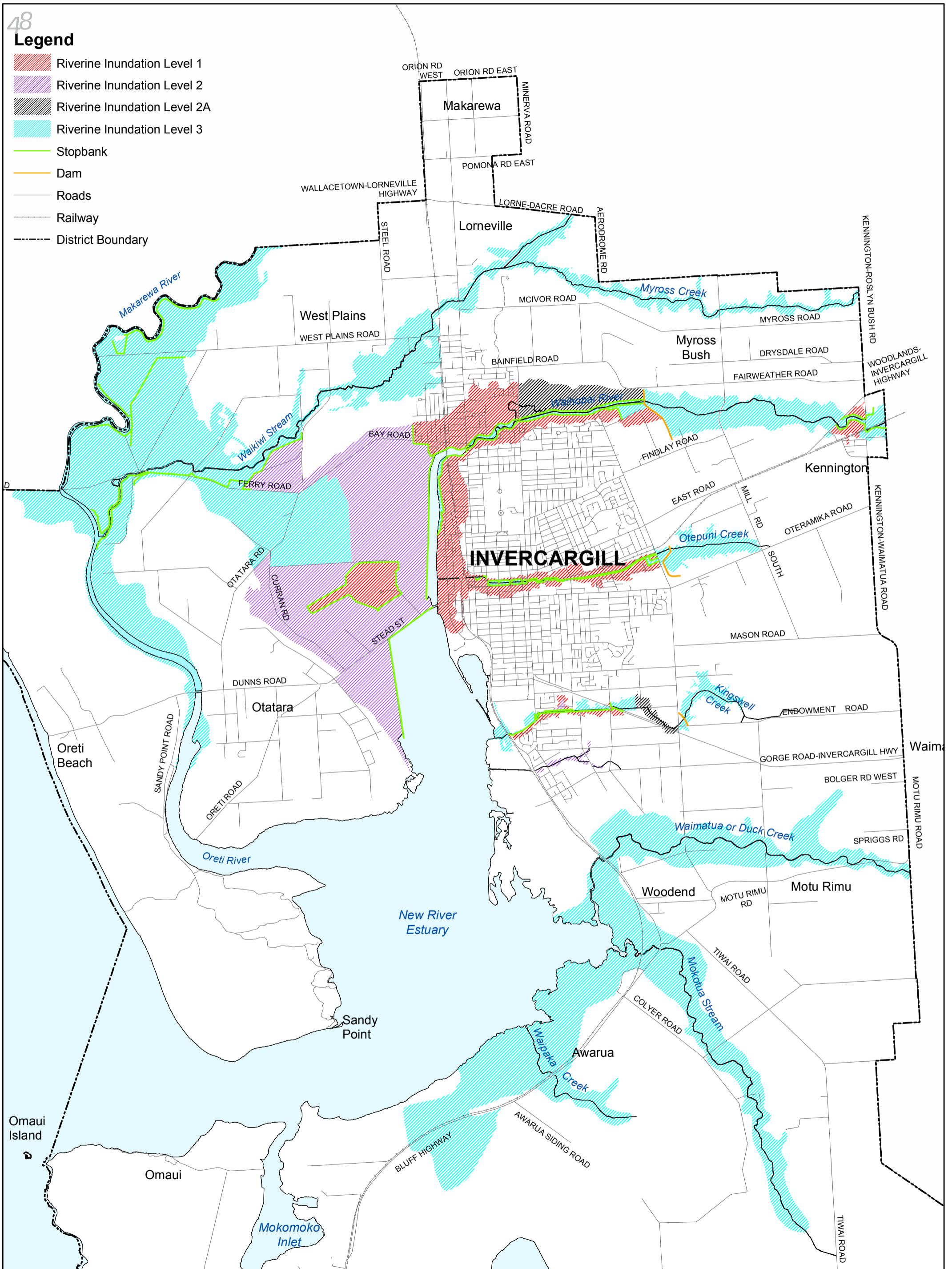






Legend

-  Riverine Inundation Level 1
-  Riverine Inundation Level 2
-  Riverine Inundation Level 2A
-  Riverine Inundation Level 3
-  Stopbank
-  Dam
-  Roads
-  Railway
-  District Boundary










**Invercargill City  
Riverine Inundation Risk**  
Derived from ICC District Plan

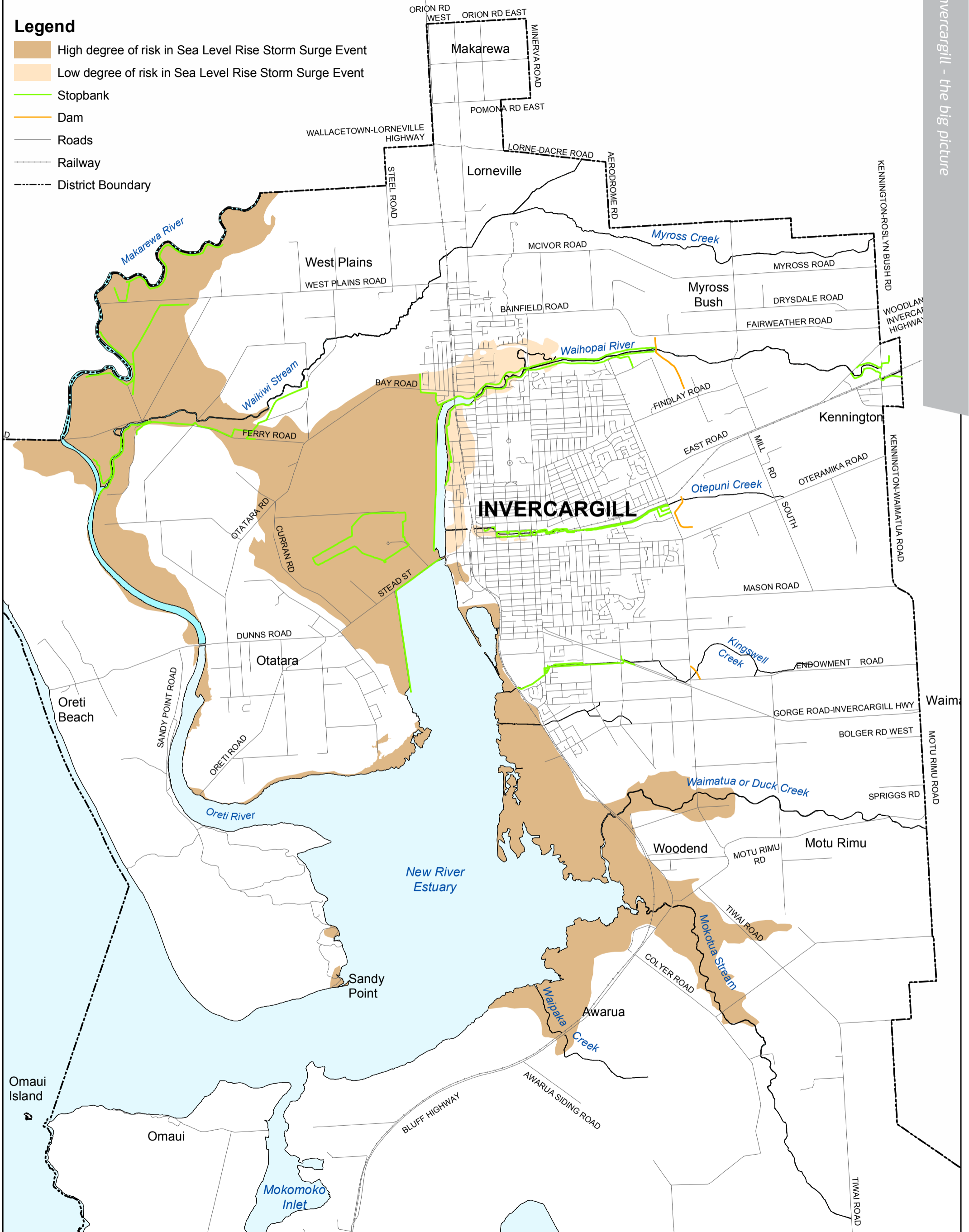
Date Printed: 10/6/2011

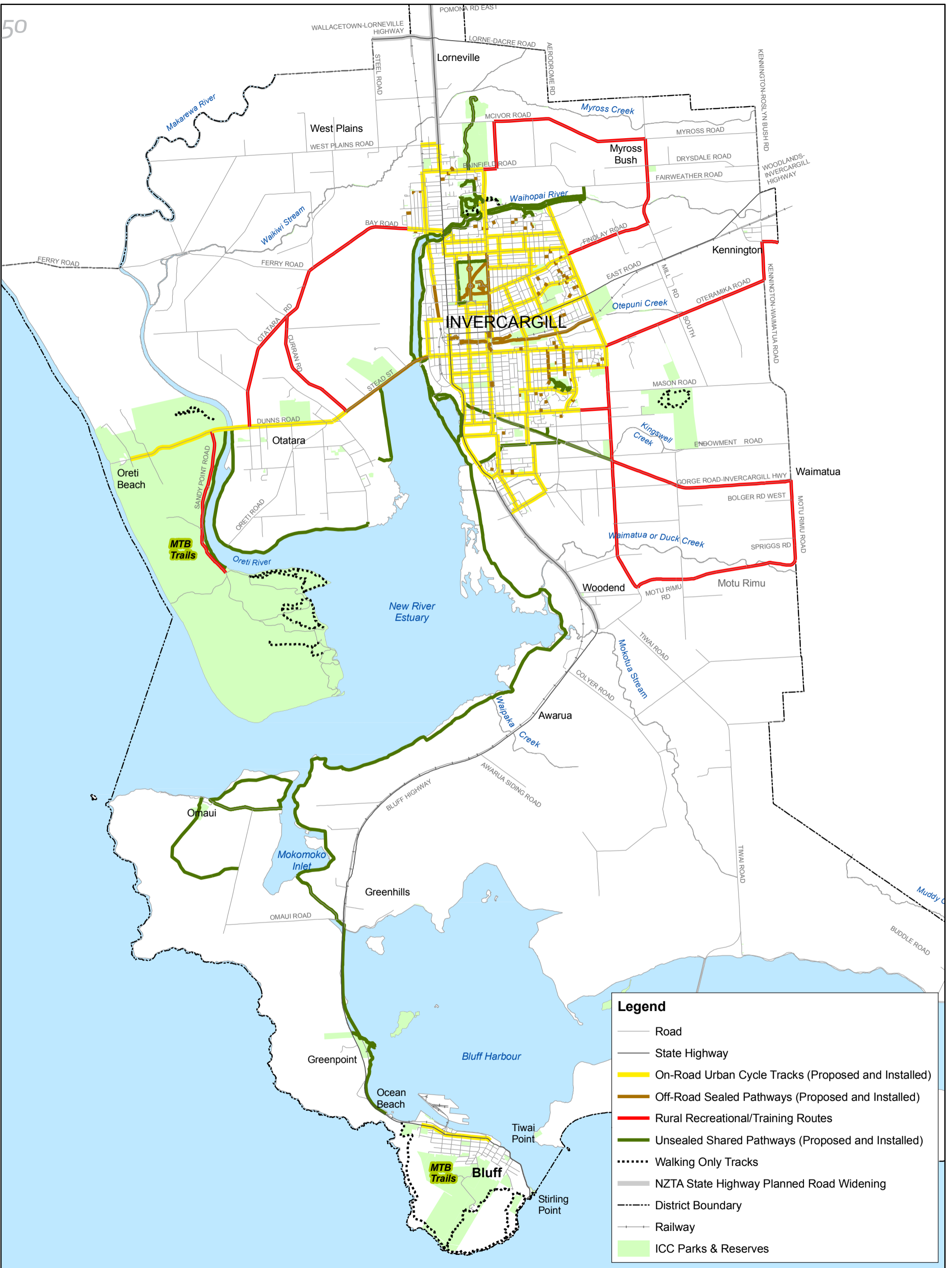
Information shown is the currently assumed knowledge as at date printed. If information is vital, confirm with the Authorative Owner. E & O.E.



**Legend**

-  High degree of risk in Sea Level Rise Storm Surge Event
-  Low degree of risk in Sea Level Rise Storm Surge Event
-  Stopbank
-  Dam
-  Roads
-  Railway
-  District Boundary





**Legend**

- Road
- State Highway
- On-Road Urban Cycle Tracks (Proposed and Installed)
- Off-Road Sealed Pathways (Proposed and Installed)
- Rural Recreational/Training Routes
- Unsealed Shared Pathways (Proposed and Installed)
- ..... Walking Only Tracks
- NZTA State Highway Planned Road Widening
- District Boundary
- Railway
- ICC Parks & Reserves



N  
 Scale: 1:85,000  
 Current as at: November 2010

**Rural Cycle / Pedestrian Network Plan**

Information shown is the currently assumed knowledge as at date printed. If information is vital, confirm with the Authorative Owner. E & O.E.





**Legend**

- On-Road Urban Cycle Tracks (Proposed and Installed)
- Off-Road Sealed Pathways (Proposed and Installed)
- Rural Recreational/Training Routes
- Unsealed Shared Pathways (Proposed and Installed)
- - - - - Walking Only Tracks
- NZTA State Highway Planned Road Widening
- Schools
- Schools Proposing Safer Routes Projects







Scale: 1:25,000 at A3  
Current as at: November 2010

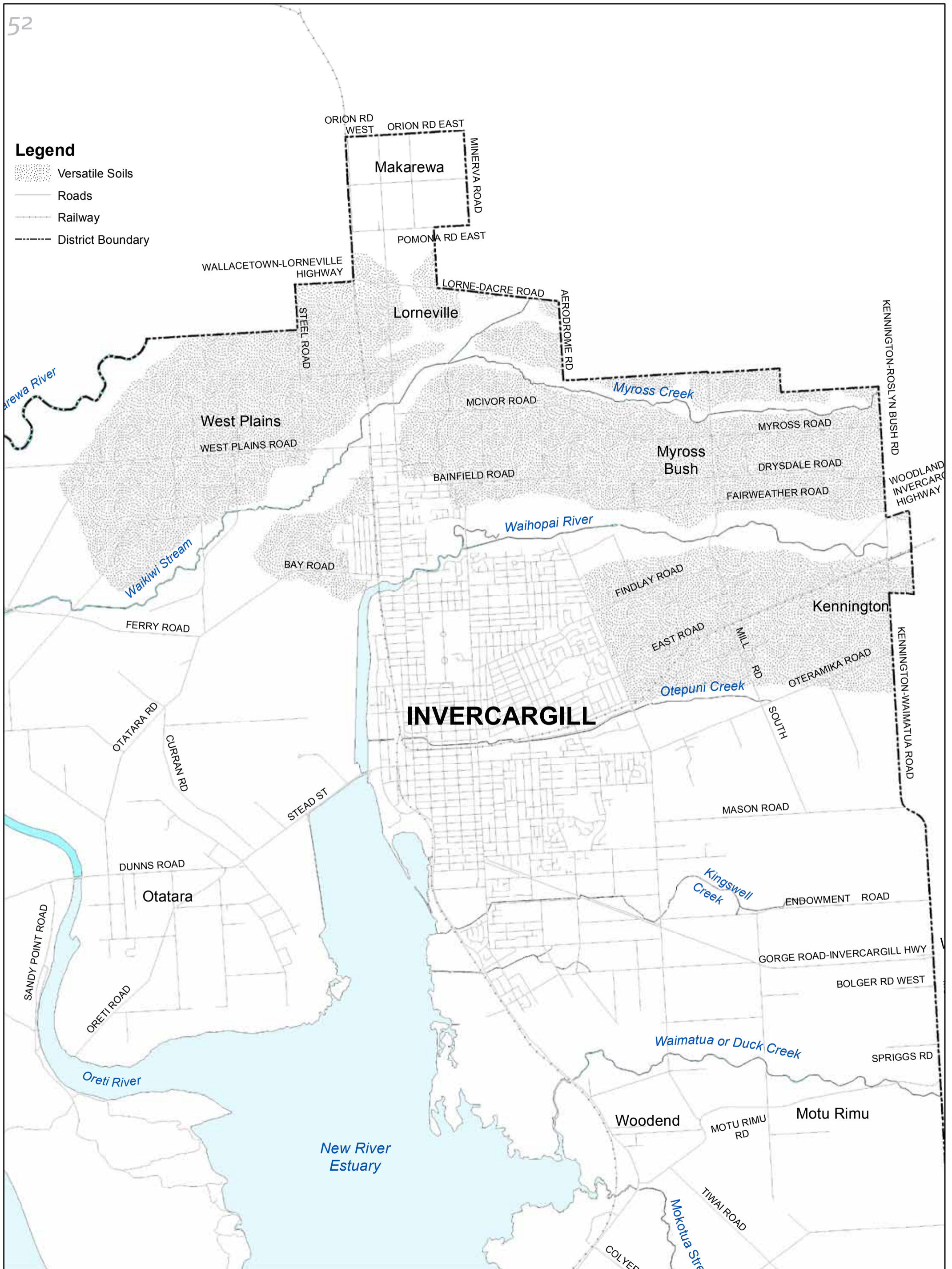
## Urban Cycle / Pedestrian Network Plan

Information shown is the currently assumed knowledge as at date printed. If information is vital, confirm with the Authorative Owner. E & O.E.

















**Legend**

-  Versatile Soils
-  Roads
-  Railway
-  District Boundary





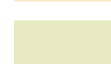










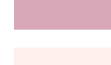
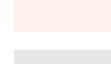
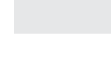







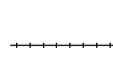
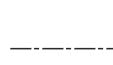

## Spatial Plan Information

-  Sand Dunes
-  Proposed Residential Large Lots
-  Proposed Residential Small Lots
-  Proposed Rural Servicing
-  CBD
-  Suburban Nodes
-  Industrial/Residential Interface
-  **Kew** Community Precincts
-  Proposed Urban Boundary
-  Possible Long-Term Ring Road Option
-  Proposed Network Services Extension
-  Proposed New Walking Tracks
-  Proposed New Cycle Tracks (see also Cycle/Pedestrian Network Plan)
-  Proposed Road

## District Plan - Planning Layers

-  Rural Sub-Area
-  Rural Services Sub-Area
-  Airport Protection Sub-Area
-  Airport Operations Sub-Area
-  Otatarā Sub-Area
-  Industrial Sub-Area
-  Industrial A Sub-Area
-  Smelter Sub-Area
-  Domicile Sub-Area
-  Enterprise Sub-Area
-  Seaport Sub-Area
-  Business Sub-Area
-  Business A Sub-Area
-  Hospital Sub-Area
-  Suburban Service Sub-Area
-  City Centre Sub-Area
-  Unformed Road
-  Transpower Overhead Lines (110Kv or above)

## Base Layers

-  Legal Boundaries
-  ICC Parks and Reserves
-  Existing State Highways
-  Railway
-  District Boundary
-  District Plan Grid Lines

