

CITY OF CHRISTCHURCH DISTRICT SCHEME

TOWN AND COUNTRY PLANNING

ACT 1953

SCHEME STATEMENT, CODE OF ORDINANCES AND PLANNING MAPS

NOTE

District Schemes are subject to periodic change and persons using the scheme should ensure that they are aware of any alterations or changes made subsequent to the 20th of August, 1975.

PUBLICLY NOTIFIED 5TH NOVEMBER 1968

OPERATIVE 31ST AUGUST 1972

THIRD REPRINT – AUGUST 1975 converted to metrics and including all other operative changes up to 20th of August 1975

CITY OF CHRISTCHURCH APPROVED DISTRICT SCHEME

This Scheme shall come into operation on the 31st Day of August 1972, being the date fixed at the meeting of the Christchurch City Council held on the 21st Day of August 1972. It incorporates all matters required to be covered by district schemes and replaces the former Operative Scheme (Section 1 – Zoning), approved on the 15th day of November, 1961, and operative from April 1, 1962.

NOTE:

This Scheme Statement and Code of Ordinances and the planning maps relating thereto have been approved by the Council, with the consent of the Town and Country Planning Appeal Board given under Section 28 (1) (b) of the Town and Country Planning Act, 1953 as replacing its former operative District Scheme of 1st April, 1962, with the exception of the following properties:—

1. **Planning Maps Sheets 6D and 7D**

The property known as No. 896 Colombo Street being all the land in Certificate of Title 346/249. (1962 operative zoning – Commercial B)

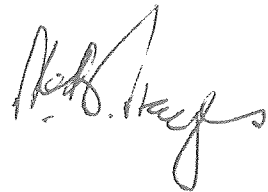
2. **Planning Maps Sheet 6C**

The property known as No. 250 Dyers Road, being all the land in Certificate of Title 555/17 and containing approximately 17 acres. The property comprises the area shown on Sheet 6C as 'Industrial 4A'. (1962 operative zoning – Rural)

The operative District Scheme of 1st April, 1962 shall continue to apply to the above properties until certain objections and appeals relating to them have been resolved. When this has occurred the decisions relating to the properties will be incorporated in the new Scheme and the operative Scheme of 1st April, 1962 will cease to have any effect whatever. Public notice as required by the Act will be given of the incorporation of these decisions in the new Scheme.

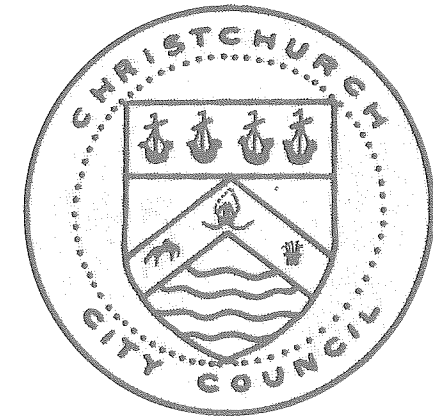
In the meantime, any person requiring information on a town planning matter relating to any of these properties should consult the Town Planning Division of the City Engineer's Department.

It is hereby certified that this is a correct copy of the District Planning Scheme for the City of Christchurch as approved by resolution of the Christchurch City Council on the 21st day of August 1972. This volume contains the Scheme Statement, Code of Ordinances and the District Planning Maps.



TOWN CLERK

The Common Seal of the Mayor, Councillors and Citizens of the City of Christchurch was hereto affixed this 24th day of August 1972 in the presence of:



MAYOR



TOWN CLERK

CITY OF CHRISTCHURCH DISTRICT SCHEME

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SCHEME STATEMENT

**PART I
INTRODUCTORY**

Clause 1. DOCUMENTS COMPRISING DISTRICT SCHEME

This Scheme Statement, the Code of Ordinances and the District Planning Maps comprise the City of Christchurch District Scheme (hereinafter called the District Scheme or the Scheme), as required by Section 19 of the Town and Country Planning Act, 1953, and Regulation 15 (1) of the Town and Country Planning Regulations 1960. The District Scheme deals with all matters listed in the Second Schedule to the Act, together with any other matters relevant to the planning of the growth and development of the City of Christchurch.

Clause 2. AREA

The District Scheme provides for the future development of the City of Christchurch, being an area of approximately 10,635 hectares (including the Estuary) as shown on the District Planning Maps.

Clause 3. REVIEW OF DISTRICT SCHEME

The Council is required by Section 30 of the Act to review the District Scheme every five years. Section One (Zoning) of the City of Christchurch District Scheme became operative in 1962 and this is the first review. The review enables the Council to adjust the Scheme to make allowance for social and economic changes in the intervening period, and make use of more up-to-date predictions of growth in the new planning period. Section Two (Transportation) is being included for the first time as part of the reviewed scheme.

Clause 4. PLANNING PERIOD

The District Scheme covers a term of 20 years (hereinafter called the planning period), being the years 1966 to 1986 and attempts to provide the means necessary for efficient, economic and harmonious development. Some projections have, however, been made up to the year 2000.

Clause 5. INTERPRETATION

In this statement, unless the context requires otherwise, words and phrases have the same meanings as in the Code of Ordinances. Full interpretation and definitions are contained in Ordinance I.

Clause 6. RELATION OF CODE TO BY-LAWS

An endeavour has been made to relate the provisions of this code to those of the New Zealand Standard Specification 1900 and other by-laws for the time being in force in the District. Where the provisions of this code are inconsistent with the provisions of such by-laws the provisions of this code shall prevail.

**PART II
POPULATION, OCCUPATIONAL STRUCTURE
AND FUNCTIONS OF THE DISTRICT**

Clause 1. POPULATION, CHRISTCHURCH CITY

The following table illustrates the growth of population within the present city boundaries since 1945, adjustments having been made for boundary changes since that time.

Year	Population	Increase	% Increase (annual)	
			Ch'Ch.	N.Z.
1945	118,282	—	—	—
1951	133,753	15,471	2.6%	1.91%
1956	143,115	9,362	1.4%	2.31%
1961	151,671	8,556	1.2%	2.11%
1966	161,566	9,895	1.3%	2.10%
1967	163,800	2,234	1.36%	1.90%

Source: Department of Statistics Estimates.

At a continuation of the present rate of annual increase — that is, approximately 1.36% — the population within the present city boundary would reach almost a quarter million by the year 2000. However, because of the shortage of easily developed land within the city, this population is unlikely to be achieved in the period unless the decline in inner area population is arrested and considerable redevelopment at high densities takes place.

Clause 2. POPULATION GROWTH, CHRISTCHURCH CITY
AND CHRISTCHURCH METROPOLITAN AREA

Population growth is closely related to industrial growth of a city and for this reason reference to the occupational structure of the urban area is necessary for a full appraisal of future growth. The population estimates 1966-86 published by the Town and Country Planning Branch of the Ministry of Works formulate projections based upon the 1965 birth rate as a basis for local authority estimates, modified by an assumed net gain from immigration. Two further assumptions are made; rural depopulation and drift to the cities will continue to occur but at a reduced rate, and the major urban areas will continue to increase in population at a high rate.

The following tables taken from page 7 of the Ministry of Works population estimates combine past trends with estimates for the next 20 years:

Population Projections

A. Canterbury, excluding the Christchurch Region

Population 1966	121,265 + 0.7% p.a.
Population 1971	125,570 + 0.7% p.a.
Population 1976	129,900 + 0.7% p.a.
Population 1986	139,390

The above table indicates low population growth in the Canterbury Rural Districts and can be partly explained by the drift of population to the urban areas.

B. Christchurch Region (as defined on p.62 of Population Estimates 1966-86 published by M.O.W. 1967)

Population 1966	254,271 + 2.0% p.a.
Population 1971	280,250 + 2.1% p.a.
Population 1976	311,600 + 2.0% p.a.
Population 1986	379,150

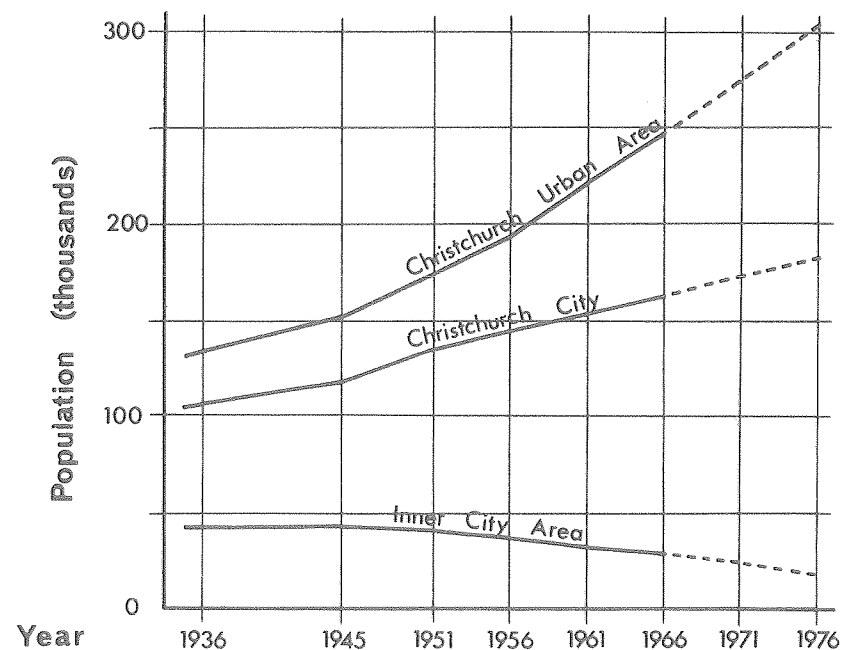
The Christchurch Region is slightly larger than the Christchurch Urban Area, but as the rate of growth is estimated to be the same as that of the Urban Area, the table is considered most relevant to the estimate of population which will use the city, and in particular the Central Business District, regularly as a service centre.

C. Christchurch City

Population 1966	161,566 + 1.2% p.a.
Population 1971	171,000 + 1.3% p.a.
Population 1976	183,000 + 1.0% p.a.
Population 1986	202,000

As previously stated the Christchurch City estimates are very much dependent upon the character and quality of land available for new development. To assist in preparing city population projections a 1966 survey of vacant land was made in order to assess the likely availability of land for urban development. There are approximately 3,115 hectares of undeveloped land inside the city boundary, but the bulk of this land is remote from services or held for special purposes, and the balance — amounting to approximately 1,500 hectares — comprises undeveloped residential land, land on the hills within reasonable distance of services and low lying land. A detailed study of population growth since 1961 shows that the total population increase in the city has occurred in the superseded Residential "A" zone while little change has taken place in the Residential "B" and "C" zones.

Population Growth — Christchurch City and Urban Area



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Clause 3. POPULATION DECLINE, INNER RESIDENTIAL AREAS

The population has progressively declined in the inner areas of the city principally because of the expansion of industry and commerce into residential areas, ageing family structures with the movement away of younger people to outer areas of the city, and building obsolescence.

The movement of population from areas adjacent to the city centre is of considerable importance in determining residential zoning policy. The 1966 census returns show a population decline in the inner area of 7.7% but as this decline is largely due to residential properties changing to industrial uses in areas already zoned for industry, it is probable that the population decrease in inner area residential zones has already been checked by the redevelopment of properties in the superseded Residential "B" zone.

Decline in Population – Inner Areas of City 1956-66

	1961	% change 1956-61	1966	% change 1961-66
City Central	3,081	- 29.4%	2,377	- 25.5%
City West	2,849	- 23.0%	2,648	- 7.3%
City East	5,087	- 11.3%	4,989	- 1.9%
Sydenham	6,982	- 12.8%	6,366	- 8.8%
Addington	2,583	- 8.5%	2,452	- 5.4%
Linwood	7,412	- 6.6%	7,022	- 5.5%
Richmond	2,285	+ 2.9%	2,248	- 1.3%
Waltham	1,713	- 9.7%	1,520	- 11.3%
Totals:	31,992	-	29,522	- 7.7%

Source: Population Census

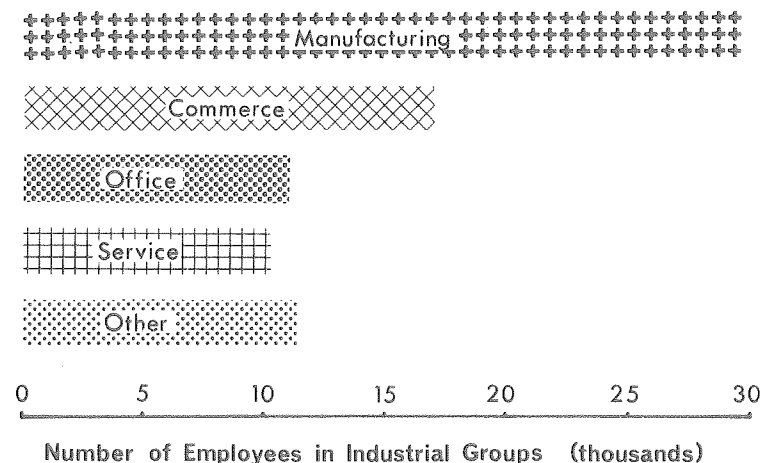
Clause 4. AGE-SEX STRUCTURE

At the time of the 1961 census the population of the city comprised 73,143 males and 78,528 females, and the 1966 statistics show an increase to 78,058 males and 83,508 females. For 1966 26.7% of the population is grouped in the under 15 year age group, 62.1% in the 15-65 year age group (or working age group) and 11.2% in the over 65 year age group. It must be pointed out that the figures for metropolitan Christchurch would be more relevant to the economy and function of the District, because of the interdependence of the City administrative area and the region.

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Clause 5. OCCUPATIONAL STRUCTURE OF THE POPULATION

Total Employment – Christchurch Urban Area 1966

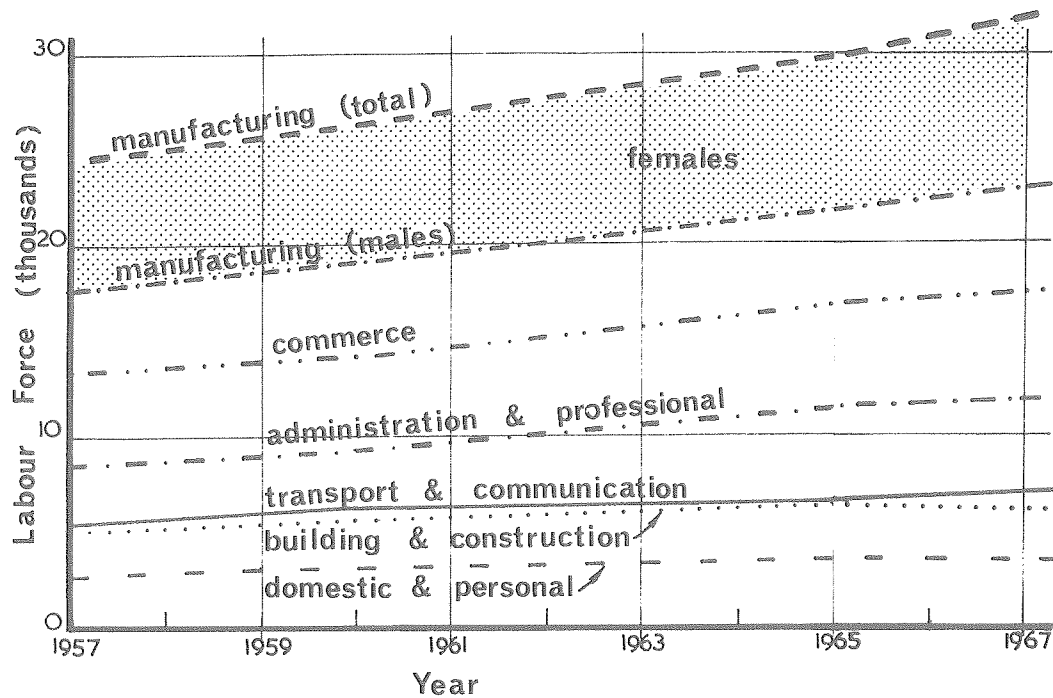


Because of the interdependence of the Christchurch City Council's administration area and the whole urban area (with particular reference to those services provided by the Central Business and Central Industrial Districts), it is not valid to consider the occupational structure of the Christchurch City population only. Many people who reside within the city's administrative area work in other parts of the urban area, while the bulk of those who reside in other parts of the urban area are employed inside the city boundaries. The occupational structure of the urban area as a whole is therefore considered as the only satisfactory guide to the present and future function of the district.

(1) Employment Trends – Christchurch Urban Area.

The number and rate of increase in persons employed in manufacturing is important in estimating future growth potential of the population. Predictions can be made from a detailed breakdown of the total labour force, and from a study of recent growth trends in the major groups. The following figure illustrates the changes in the major groups of the labour force since 1957.

Employment Growth 1957-67



The following table indicates that the rate of growth of the manufacturing labour force in Christchurch since 1960 is little more than half of the national rate. It is significant that there is a lack of growth in industries which supply the national market. A decline in the food, drink and tobacco labour force has occurred and may be due to increased efficiency, however the possibility of local decline cannot be ignored.

Growth of Employment 1960-65 Ch'ch Urban Area and N.Z.

	Christchurch U.A.		New Zealand	
	Number	% Increase	Number	% Increase
Manufacturing	3,387	12.8	39,626	21.6
Building & Construction	861	15.2	7,269	11.7
Transport & Communications	361	5.6	7,752	11.6
Commerce	2,752	19.4	25,011	19.9
Domestic & Personal Services	448	14.0	5,312	16.6
Administrative & Professional	1,647	17.5	20,629	20.0
Other Groups	545	12.5	4,034	7.4
Totals:	10,001	14.4	109,633	17.4

Source - Dept. of Lab. & Employ. Gazette No. 1. 1966

(2) Occupational Structure 1967 - Ch'ch Urban Area and N.Z.

Unfortunately the total labour force surveyed by the Department of Labour excludes one man businesses and the coverage is estimated at between 80% and 90% of the total force. A detailed breakdown of the total surveyed labour force in Christchurch is provided below, and a comparison is made with national figures so that any local variations or peculiarities can be observed.

Total Surveyed Labour Force - April 1967 Ch'ch Urban Area and N.Z.

	Ch'ch. Number	% of Ch'ch. Total	N.Z. Number	% of N.Z. Total
Manufacturing	31,718	37.7%	237,892	30.5%
Building & Construction	6,321	7.5%	72,865	9.2%
Transport & Communications	7,038	8.4%	77,487	9.8%
Commerce	17,200	20.4%	158,761	20.0%
Domestic & Personal Services	3,421	4.1%	39,638	5.0%
Administration & Professional	11,788	14.0%	137,371	17.4%
Other	6,637	7.9%	64,376	8.1%
Totals:	84,123	100.0%	788,590	100.0%

Source: Labour Dept.

Although the percentage of the Christchurch labour force engaged in manufacturing is higher than the national percentage, it is more realistic to make a comparison with the other three main urban areas - Auckland, Wellington and Dunedin.

+ % Labour Force Engaged in Manufacturing 1966

Christchurch	Wellington/Hutt	Auckland	Dunedin	New Zealand
37.7%	27.9%	39.5%	33.0%	30.5%

Source: Department of Labour

The Christchurch Urban area accounts for approximately 13.3% of the persons employed in manufacturing in New Zealand and as a manufacturing centre ranks third to Auckland and Wellington/Hutt.

Clause 6. PRESENT CHARACTER OF THE CITY

The city of today is made up of many elements, and fulfils a variety of functions. Over a quarter of a million people live in the metropolitan region – two thirds of these within the Christchurch City limits. The working population is engaged in production and service industries; yet Christchurch is not only an industrial town. Besides having manufacturing industries, service is one of the main functions of the city – service to the primary production industry, and to the farming community. It is a market town, a shopping centre, a cultural and educational centre, an important link in communications and a tourist attraction. The climate is mild and equable, and all outdoor sports and activities are popular. The soil is generally good, and the city is surrounded by mixed farming and market gardening areas. Building materials – concrete aggregate, brick, stone and timber – are plentiful and cheap. There is every indication that Christchurch will continue to grow in importance and wealth. The city must be planned in size as well as kind. The District Scheme plan in providing for the future development of the City of Christchurch aims to serve a metropolitan population of approximately a half million, which on present estimates should be reached shortly after the year 2000.

PART III
LAND USE

Clause 1. PRESENT DISTRIBUTION OF LAND USE

+ The present distribution of land use is shown on the planning data maps which are available for inspection in the Council's office.

Clause 2. LAND USE SURVEY ANALYSIS, 1966

The land use survey was conducted by the Christchurch Regional Planning Authority and the land use classification was designed for electronic data processing using a four digit code to describe the various uses. The following list tabulates land use within the City of Christchurch at January – March 1966. The total units listed in the right hand column refer to the actual number of items in each use, e.g. Code 6 – “Residential” refers to the number of household units. A joinery factory with a storage yard in the same or adjacent street block would however be included as one unit of industry.

Code	Use	Total Area (hectares)	Number of Units
0	Unused Land and Buildings	823.81	1,680
1	Primary and Extractive	2011.51	559
2	Industry	236.37	1,426
	(Commerce)	68.89	2,271
3	(Professional Sports Grounds)	6.88	2
	(C.B.D. Uses)	74.37	1
4	Public Use	500.86	817
5	Pedestrian Ways and Unformed Roads	15.76	94
6	Residential	3694.77	50,627
7	Utility Services	380.45	494
8	(Recreation – Open Space)	698.50	451
	(Foreshore and Tidal Swamp)	187.98	12
9	Storage	13.79	43

Clause 3. LAND USE IN SUPERSEDED ZONES

In order to formulate policy on future zoning it is necessary to examine the rate and degree of development which has occurred under the old scheme and for this purpose a special study has been made of development within each zone. A brief discussion on the total amount of land in the city which is developed for urban purposes is relevant to this section.

(1) Land Zoned Residential (Superseded 1962 Scheme).

About 5,460 hectares were zoned residential in the city's district scheme. In 1966 this total included 1,120 hectares of vacant land and land in agricultural use.

Subdivided land not built upon	— 220 hectares
Land fronting legal road but not subdivided	— 260 "
Land on hills	— 300 "
Back land with access available	— 315 "
Back land without adequate access	— 25 "
Total:	1,120 hectares

The balance of 4,340 hectares was largely in residential use.

(2) Land Zoned Industrial (Superseded 1962 Scheme).

There were approximately 400 hectares zoned for industry with a further 5 hectares zoned deferred industrial — about 405 hectares total. The area actually used by industry within these zones totalled approximately 195 hectares and the vacant land zoned for industry approximately 90 hectares. The balance of approximately 120 hectares was still in residential and other uses. That is, of the total area zoned for industry less than half was actually in use by industry.

The increase in land used for industrial purposes within the city boundaries is influenced by the amount of industrial land developed in adjoining Local Authority areas. Investigation of the value of industrial building permits issued by the City between 1965 and 1967 revealed the following trend. Only those permits involving extensions to the floor space of industrial buildings were included.

1965	\$3,271,000
1966	\$1,752,000
1967	\$1,071,000

The investment over the past eight years has been found to represent a rate of development or redevelopment of approximately 3 hectares per annum.

(3) Land Zoned Commercial (Superseded 1962 Scheme).

The total area zoned commercial in the superseded district scheme is approximately 146 hectares, of which —

53 hectares are Commercial "A"
31 hectares are Commercial "B"
62 hectares are Commercial "C"

As the zones are so scattered and complex in nature, no accurate figure is available as to the percentage of zoned land used for commercial purposes. A high proportion of sites zoned as commercial are unused as such, vacant shops are now a common feature in the suburbs, and vacant shops and offices feature prominently in the C.B.D. The city centre will continue to grow as the urban population increases but at a slower rate than in the past because of the

decentralisation of retailing functions. This trend is not so apparent in the case of office accommodation. The bulk of future retail commercial development is expected to take place in suburban areas. The following table shows floor space in the Central Business District. The figures are based upon adjustments made during 1966 to the 1960 figures.

Central Business District
Floor Space 1966

Retail	254,886 square metres
Office	184,357 " "
Industry	83,967 " "
Public buildings, Halls, Churches, Schools, Theatres etc	63,328 " "
Storage	21,914 " "
Hotels, Restaurants and Residential Buildings	<u>45,882</u> " "
Total:	645,334 " "

These figures do not include such buildings as —

Bank of New Zealand building	6,001 square metres
the Manchester Unity building	2,645 " "
or the Reserve Bank building	6,530 " "

which were completed after the survey.

Vacant floor space C.B.D. —

Retail	1,654 square metres
Office	18,533 " "
Storage or Manufacturing	9,049 " "
Dwellings	<u>474</u> " "

Total: 26,710

(4) Land Zoned Rural (Superseded 1962 Scheme).

The balance of the land within the city boundary is zoned rural in the superseded scheme and the area schedule is as follows:

Land held for Drainage Board purposes	374 hectares (approx.)
Land to be purchased by other local authorities	124 " "
Low lying land	303 " "
Land on hills and balance	<u>1,202</u> " "
Total:	2,003 " "

**PART IV
ZONING POLICY**

Clause 1. INTRODUCTION

The areas within the district that are zoned for Rural, Residential, Commercial, Industrial and Recreational purposes have been designed to provide for the needs of the district in those respects over the next 20 years.

In the main, uses have been provided for as predominant uses in those zones within which it is considered a need exists. In some cases compatibility has been secured by imposing special conditions. In most zones no uses have been listed as conditional, but where an application cannot meet the conditions imposed in the zone it shall be treated as a conditional use. Church developments, clubrooms, small isolated groups of shops and institutions are all considered to meet a need within residential areas, and therefore should not be required to seek higher valued industrial or commercial land, which in many cases may not be appropriately situated in relation to the residents served. Similarly uses such as service stations are provided for as predominant uses in certain zones subject to special conditions, as it is considered unacceptable that they should be predominant in no zone whatever; and the retailing of petrol is in many respects similar to the retailing of other goods and services, because in the latter case many customers travel by car. In many instances retail developments would generate more traffic.

Depending upon the type of conditions imposed and the character of development, non-compliance with certain requirements would render such an application a conditional use.

Zone Statements

A description of the general purpose of each zone and the intention of special controls is contained within the Code of Ordinances prior to the listing of predominant uses for each zone. It is hoped that these will supply a ready reference where uncertainty exists as to the meaning and intention of requirements which are framed especially for that zone.

Clause 2. RURAL ZONES

Rural zones within the city boundaries can be classified into two groups:

- Land which, because of its actual or potential agricultural value, or remoteness from existing public services and facilities, should be reserved during the full planning period for non-urban purposes; and
- Land which, because of the lack of restraints upon urban development, should be brought into urban use and staged for urban development as the need arises during the planning period.

(1) Schedule of Rural Zones

Zone	Area (hectares)	General Purpose of Zone
Rural 1	1,122	Agricultural
Rural 2	43.9	Market Gardening (Deferred Urban)
Rural 3		Breeding and keeping of animals and other uses
Rural 4	38.6	Agricultural (Deferred Urban)
Rural 5	27	
Designated land with an underlying Rural 5 Zone	698	Mainly for Public Works

(2) Deferred Urban Zones

As most of the land on the hills within reasonable distance of existing public services is already zoned Residential, extension of the Urban fence within the city boundaries must be largely in low lying areas. The bulk of the deferred urban land falls into this category. Depending on the availability of material for filling, the availability of public services and the proximity of the existing built up area, consideration will be given at subsequent reviews of the District Scheme to the extension of the Urban fence to encompass some Rural zones.

Clause 3. RECREATION 1 ZONE

This zone contains 6.7 hectares at Taylors Mistake which is intended to be developed as a special holiday beach area. A development plan in principle is shown in the appendices.

Clause 4. RESIDENTIAL ZONES

(1) The General Aims of these zones are:

- (a) To provide sufficient space in appropriate locations for residential development with due allowance for the need for a choice of sites.

- (b) To protect residential areas against undesirable influences which may be a danger to health and safety and which may detrimentally affect the amenities.
- (c) To prevent, as far as possible, the intrusion of heavy traffic and through traffic.
- (d) To protect residential areas against congestion, as far as possible, by regulating the density of population and the bulk of buildings in relation to the land around them and to one another, and by providing for off-street parking.
- (e) To provide for access of light and air to windows and for privacy, as far as possible, by controls over the spacing and height of buildings and other structures.
- (f) To provide space for those public and private educational, recreational, health and similar facilities which generally perform their own activities more effectively in a residential environment, which serve the needs of nearby residents and do not create objectionable influences.

- (c) Counteract the effects of building obsolescence and population loss which are occurring in the inner areas of the city.
- (d) Encourage the amalgamation of titles in inner areas.
- (e) Reduce the number of long journeys to work by encouraging more people to live near the Central Employment District.
- (f) Provide accommodation for single people and small families who want to live close to the Central Business District and require only rental accommodation or a compact home-ownership unit.
- (g) Reduce the effect of the considerable loss of population in the inner areas of the city caused by the loss of residential properties to industry and commerce.

(2) Residential Densities

It is not envisaged that all sites will redevelop during the planning period, so the block or zone densities will not reach those quoted above. The areas nearer the centre of the city, with their higher values and greater obsolescence, are likely to redevelop first. If this is the case the population decline in inner area residential zones, which has now been arrested, should revert to a moderate increase.

(3) Minor High Density Zones

R.2 and R.3 zones have been provided in close proximity to certain important district shopping centres and other important community focal points which, in providing community services, generate a large number of vehicle and pedestrian trips. Papanui, New Brighton and Sumner are examples of such major retail or tourist areas, while the Woolston Industrial District is an important centre of employment. High density zones have also been created in situations where the properties front a park or a foreshore.

(4) Outer Areas

While Residential 1 zones will continue to provide for one single family dwelling and up to two apartments on any one site, provision has been made for greater flexibility in type of development, including the possibility of comprehensive developments. As a comprehensive development, provided that a site is greater than 8,000 square metres in area, residential development into any number and type of household units is permitted at a density of 100 persons per hectare. This density is a little above that normally expected in Residential 1 zones, and development may take place in the form of single family houses or apartment houses. It is hoped, in making such provisions, that residential buildings may be designed in relation to one another prior to any title subdivision taking place. Approval of subdivisional or roading standards will be conditional upon the concurrent submission and approval of building and site plans (in principle).

The range of residential zones established in the Scheme are set out as follows:

Zone	Area (hectares)	Residential Site Density Control
Residential 1	4571.5	
Residential 1A	148.8	
Residential 2	264.2	100 persons per hectare
Residential 3	380.1	150 persons per hectare
Residential 4	298.7	225 persons per hectare
Residential 5	71	250 persons per hectare
Residential 6	4.7	250 persons per hectare

(Refer Appendix C for detailed table of densities)

In establishing such zones provision has been made for a progressive increase in density from the outer areas of the district to the centre.

The policy of density control will tend to:

- (a) Encourage more widespread urban renewal by limiting the density of development, but permitting higher density of development in older areas of the city.
- (b) Encourage maximum use of public services (transport, public utility, etc.) and reduce the unnecessary elongation of such services brought about by growth in the outer areas.

†
(5) Residential 1A Zones
Refer zone statement.

(6) Rate of Residential Development

At present about 100 hectares (sections and roads) are developed each year (i.e., about 1,000 new lots are created each year). At this rate the area of easily developed land available will tail off during the next five year period. It will be prudent to encourage the development of low lying land and land on the hills. Fortunately, much of the low lying land, in spite of its disadvantages, is well located in relation to the Central Business District and the economic advantages of this fact may well counter the cost of filling.

Clause 5. SUBURBAN COMMERCIAL ZONES

(1) Introduction

Prior to the Second World War the commercial development in Christchurch was confined to the Central Business District and the main public transport routes. In many cases a suburban shopping centre developed at each tram or bus terminus. The development of shops along radial and across city routes was inevitable because of the reliance placed upon public transport by the shopping population. The worst examples of ribbon commercial development in the city today are – Ferry Road, Papanui Road, Stanmore Road, Lincoln Road and Colombo Street, particularly the south end. In addition to ribbon commercial development, the city also has many commercial centres established at the junctions or intersection of major roads. In some instances development has occurred on two, three or four corners of an intersection and prominent examples of such centres are – Linwood Avenue/Aldwins Road, Breezes Road/Pages Road, Selwyn/Jerrold Streets, Edgware Road/Colombo Street and Westminster/Cranford Street.

Increased mobility particularly has influenced the establishment of larger centres with a greater range of commodities. However, while giving more freedom of choice of shopping destination to the consumer, the motorcar has created problems of congestion in suburban centres – parking has proved inadequate and the free flow of vehicles on the main traffic arteries through and adjacent to shopping centres has been restricted. In addition, the convenience and safety of pedestrians using the shopping centres has been seriously affected and as a result, those centres which are well designed and placed to serve the needs of the mobile community have prospered and many of the traditional suburban centres exhibit a run down and blighted appearance.

†
The supermarket, a direct result of recent social trends, is one of the generating forces behind the changes in distribution of retail centres. It has expanded in size

and range of service and now sells non-food items closely related to household needs. The outward spread of the city and vehicle congestion within the inner areas has encouraged departmental stores to decentralise in order to retain their traditional share of the market. In many areas supermarkets and departmental stores surrounded by car parks already dominate the suburban shopping scene. As suburban centres increase in size and the range of goods offered becomes more specialised, a greater degree of competition between centres and with the Central Business District has resulted.

(2) Suburban Commercial Zones – Superseded 1962 Scheme

The suburban commercial zones in the superseded District Scheme were based largely on a continuance of uses existing at the time the scheme became operative. Commercial “A” (local shopping centres) now compete in size with Commercial “B” (district shopping centres). Many are placed too close to each other. Although the zoning was probably appropriate at that time subsequent changes in social habits and retail methods necessitate a change in type and distribution of zones.

(3) Suburban Commercial – Zoning Policy

Zoning Policy in the new scheme is based upon the following principles:

- (a) The relating of all suburban commercial centres both in size and kind to a trade area population, present and future, based upon field surveys conducted by the Council. The three prime factors of floorspace, retail turnover and trade area population are the most important criteria in determining the future growth or decline of a shopping centre. Research shows that the area from whence 65% of a centre’s trade is drawn is the primary trading area and that a floor space/population relationship for the 65% trade area of 0.5 square metre per head of population is about the mean of that existing in Christchurch. It has also been necessary to consider expenditure per head of population in planning for the future needs of a locality, in order to protect the particular interests of the businessmen already established. The rezoning of superfluous or unused commercial zones for another use, does in fact protect the established businessman against unwarranted competition.
- (b) The consolidation of commercial ribbon development into a more confined area but with an increase in depth from the road where desired to provide for future expansion.
- (c) Where shopping centres are situated at the junction of main traffic roads the sites should be so developed that any access to properties is clear of the intersection, and development or redevelopment is confined to as few quadrants of the intersection as practicable, dependent upon local traffic conditions and the function of the centre.

- (d) The reduction as far as possible of the conflict between pedestrians and motor vehicles by, in many cases, the confinement of strip centres to one side of a major road or, where practicable, by redirecting the major traffic flows.
- (e) The influence of the future motorway, road realignments or street widenings as they affect shopping centres or the trade area populations which those centres serve, are to be taken into account.
- (f) Where more than one centre straddles a primary road, the confining of succeeding zones to alternate sides of that road.
- (g) The portion of the centre which is to form the nucleus of future growth to be conveniently placed in relation to existing Post Offices, Libraries, Police Stations or other important administrative buildings, wherever possible.
- (h) Where commercial uses are extended into residential areas, residential buildings nearing the end of their economic life to be selected where possible, in preference to buildings in good condition.
- (i) Where part of a commercial zone is to revert to residential the choice is to be based upon the remaining economic life of the commercial buildings, the number of vacant shops, vacant lots zoned commercial, the number of non-commercial uses in the zone, its location relative to all other commercial uses, and the desirability of such areas for residential purposes.
- (j) Where part of a commercial zone is to be rezoned industrial, consideration to be given to the number and type of industrial and service establishments which already exist in the zone – banks, dry cleaners, petrol service stations, etc., and the proximity to main transport facilities and other industrial zones.
- (k) Land values, titles, age and condition of all buildings have been taken into account as they are affected by any zoning changes.

(4) Suburban Commercial – New Zones

A hierarchy of suburban commercial centres does exist in Christchurch at present and the larger centres – New Brighton, Papanui and Sydenham – are clearly defined. However, several hundred other groups of shops exist at the present time, ranging from the single corner store to groups of 30 to 40 shops. Three suburban tiers have been created in the Scheme – C.1, C.1A, and C.2 zones – and a fourth tier of shops, which lie outside the zones in residential areas is recognised as meeting the day to day needs of the local populations.

(5) C.1 Zones

These commercial zones shall be known as local centres and shall provide

shopping and associated services for a local area having up to 3,000 persons within the 65% trade area. The floorspace is expected to range up to 1,850 square metres.

(6) C.1A Zones

Shall be known as intermediate zones and shall overlap to a small extent the trade areas of some of the C.1 zones. A wider range of retail shops and associated services is envisaged, but the principal difference to that of C.1 zones is the elimination of the 740 square metres floor-space limitation for one self-contained unit. The population within the 65% trade area is expected to range up to 7,000 persons and the floorspace up to 4,650 square metres.

(7) C.2 Zones

These commercial zones shall be known as district centres and will serve a large sector of the population with goods and services which are purchased at medium as well as high frequency. Predominant uses allow for a wide range of retail shops including departmental and variety stores and other services, professional and commercial offices, hotels, and places of entertainment. It is anticipated that some of these centres will reach 4650 – 13,930 square metres of floorspace during the planning period, but fresh appraisals will be necessary at succeeding scheme reviews.

(8) Shops in Residential Zones

To supplement the shopping facilities provided for in commercial zones, shop dwellings only are listed as predominant in residential zones, in order to minimise any possible incompatibility with residential uses and ensure a minimum of competition with shops in established zones.

Clause 6. CENTRAL COMMERCIAL ZONES

(1) Introduction

The Central Business District (C.B.D.) is the hub of social and business life in Christchurch; it is the centre of civic life, entertainment and shopping, and it offers specialised services and contains most of the city's fine buildings and monuments. Traffic volumes in the C.B.D. continue to increase because the intense commercial activity promotes local movements and because through traffic is encouraged by the original radial road system which passes through the centre. Open spaces have been severed by heavy traffic or turned into traffic islands, and as a result pedestrians are finding increasing difficulty in crossing from one side of shopping streets to the other. The centre represents a tremendous investment in terms of money, construction, effort and time spent in living and working and its general wellbeing and continued development are essential to the growth of the whole region of Christchurch.

(2) **Development Controls**

The present growth of C.B.D. floorspace is estimated at 1.5% per annum. The rate of site renewal, however, is estimated at only 0.05% per annum and this is considered insufficient to counteract the effects of ageing and obsolescence of buildings. This problem is caused by a tendency in Christchurch for C.B.D. uses to spread into surrounding areas where sites are cheaper to acquire, and by the erection of very bulky buildings which absorb a large amount of floor space in high prestige areas.

Commercial zones have therefore been defined, not only on the basis of uses to be permitted, but also on the basis of Code requirements designed to counteract the above trends.

The primary control is that of plot ratio. This will limit the bulk of each new building according to the area of the site, the permitted floor space being expressed as a ratio of the site area. As an example, on a site of 185 square metres at a plot ratio of 5:1, a building of 930 square metres of floor space can be built.

Schedule – Central Commercial Zones

Zone	Area of Zone	Plot Ratio
C.3	28.4 hectares	1½ : 1
C.4	23.6 "	3½ : 1
C.5	19.1 "	5 : 1

Plot ratio controls are designed to have the following effects:

- (a) Grade the density of buildings in C4 and C5 zones so that the greatest investment is still in the city centre, but at densities compatible with traffic generation and the traffic capacity of the streets.
- (b) Encourage the renewal of older buildings which at present contain considerable vacant floor space, and which in general are in poor condition.
- (c) Encourage the amalgamation of titles in the C.B.D.
- (d) Encourage the provision of more open space at ground level by requiring larger sites and by introducing a system of floorspace bonuses for the provision of plazas, setbacks, arcades and service lanes.
- (e) Provide some control over building design by providing bonuses for tower block designs. The resulting taller, less bulky buildings should reduce the ill effects of shading and wind funnelling.

(3) **C.3 Zone**

Physically this zone lies in an arc along the north-western side of the Avon River and embraces the proposed Government and Postal Centre, the Supreme Court

and associated buildings and the complex of Civic buildings including the proposed Town Hall, Concert Chamber and Library site. The predominant character of the zone is intended to be Office/Institutional although a full range of other types of predominant uses are provided for. A plot ratio of 1½:1 and a site coverage of 70% are imposed, the express intention being to encourage open type development of limited intensity which will blend with the special amenity areas and act as a transition between the intensive C.B.D. commercial activities and the R.5A zone west of Montreal Street.

(4) **C.4 Zone**

This zone surrounds the core or C.5 zone, but less intensive development is permitted than in the C.B.D. core. Pure retail uses are expected to be less significant than office, warehouse, manufacturing and showroom types of development. The plot ratio control is 3½ to 1, and in order to encourage developers to provide more free space at ground level as plazas, arcades and setbacks, for the use and convenience of pedestrians, provision has been made in the Code for a special floor area bonus. Off-street loading and service lane provision is encouraged on the same basis.

(5) **C.5 Zone**

This zone embraces the core of the C.B.D. and is designed to provide for a great variety of retail, office, administrative, entertainment, institutional, residential, manufacturing and associated functions which serve the entire metropolitan region. The plot ratio at 5:1 is intended to maintain the high density of development in the Central Business District while encouraging better design and better distribution of multi-storey buildings. Floor space bonuses for the provision of tower blocks or free space at ground level are provided for.

(6) **Special Shopping Streets**

Suburban shopping centres are able to offer easy access, lower costs, modern premises, pleasant and safe surroundings and the segregation of cars from pedestrians. In order to bring these advantages to the city centre certain streets within these zones have been designated as shopping streets. On redevelopment, the provision of retail frontage at ground level will be compulsory and it is envisaged that plot ratio bonus provisions will encourage the development of pedestrian courts in conjunction with such retail activities. Banks may be included provided that display window type frontage is built at ground floor level.

(7) **Shopping Malls**

Difficulty of movement is a major factor in causing central decay and ways of relieving conflict between vehicles and between vehicles and pedestrians must be found. High Street, from Cashel Street to Hereford Street and Cashel Street, from High Street across Colombo Street almost to Oxford Terrace have exceptionally heavy pedestrian volumes and lend themselves to conversion to "pedestrian

malls". It is proposed that vehicular traffic, except for emergency services, be permitted in these areas only at specified times and that at all other times pedestrians should have complete freedom of movement.

(8) Residential Accommodation

Residential accommodation, apart from hotels and living quarters accessory to other predominant uses, is permitted above first floor level as a predominant use in C.4 and C.5 zones. Although the need for such permanent accommodation may not be great, it is felt that in view of the drift of population away from the inner areas of the city the possibility of providing for persons wishing to reside in the heart of the city should not be excluded. In the case of new buildings providing permanent accommodation upon upper floors, a plot ratio bonus has been incorporated.

Clause 7. INDUSTRIAL ZONES

(1) Introduction

The manufacturing districts are designed to provide sufficient space, in appropriate locations, to meet the expected needs of the city in the future for all types of manufacturing and related activities, having due regard for the need for a choice of sites. The zones are located so that those activities which involve undesirable or objectionable elements can be restricted to limited areas away from less offensive types of manufacturing or related activity, and residential and commercial areas. To protect manufacturing and related development against congestion, the bulk of buildings is limited and off-street space for parking and loading facilities is required.

(2) New Industrial Zones

Seven industrial zones have been created in the Scheme. They are classified on the basis of uses permitted rather than location. Some zones occur in both central and suburban areas.

Zone	Area (hectares)	General Location
I.1	20.3	Mainly associated with suburban commercial development
I.2	162.5	Central as well as outlying districts
I.2A	2.1	Special comprehensive layout and landscape zone -Shakespeare Road
I.2B	0.6	Wilsons Road/Opawa Road
I.3	115.3	Mainly inside the four belts
I.4	181.0	Woolston/Bromley and Central
I.4A	6.8	Deferred Industrial 4 zone – Bromley
I.5	61.3	Woolston/Bromley

The particular purposes of each zone and its controls are contained in the Code of Ordinances as Zone Statements.⁵

(3) Service Industry

Many service uses can appropriately be associated with both commercial and industrial activities. I.1 or service industry zones and in some instances I.2 zones, have been located near to the more important suburban commercial zones and in many cases are not physically separated from commercial zones. Predominant uses are, as far as is practicable, limited to those uses which supply a local need.

(4) Warehousing and Light Industry

Because of the need for storage close to the Central Business District and the Central Industrial Districts I.2 zones in central areas have been created primarily as warehousing areas close to rail and road facilities. In part, at least, warehousing has been used to provide a buffer between industrial and residential or commercial zoning. In addition, a number of well established I.2 zones are situated in the suburbs – namely Aranui, Papanui and Cranford Street. These zones, when fully developed, should provide employment for a local labour force (including female labour) and with the zoning controls imposed should be fully compatible with residential zones.

(5) Central Industrial Districts

(Districts immediately south and south-east of the Central Business District). A 1967 survey of vacant industrial land in the Central Industrial Area indicated that little more than half of the superseded zone was in fact used by industry.

Of the 180 hectares zoned industrial in the central area in the superseded scheme approximately 17 hectares will be lost to roadworks. Policy at the present review has been aimed at consolidating the superseded zone and relating its development to motorway and rail transport facilities and to the commerce of the city centre. The total area provided for industry in the Central Area (including 23 hectares designated for motorway) is 214 hectares in the reviewed scheme.

(6) Protection of Amenity in Residential Zones adjoining or Fronting Industrial Zones

As far as is possible buffer zones have been provided between industry and residential zones, but where this has been impracticable, bulk and location controls are framed to protect the interests of residents. Where industrial zones face onto residential or commercial development special front yard requirements are imposed and in some cases landscaping of industrial frontages.

(7) Bulk and Location

In general, bulk and location controls in industrial zones are framed to encourage a more open type of development as distance from the Central Business District

increases. Thus, permitted site coverage is greatest at 80% in the I.3 zone immediately south of the Central Business District and the lowest site coverage is in I.1 zones at 60%. Similarly minimum yard requirements and height restrictions are greatest in the areas near the residential zones. Off-street loading and parking requirements, although closely related to bulk and location, are also dependent upon transportation policy.

Clause 8. SPECIAL PROVISIONS FOR SERVICE STATIONS

Ordinance II, Clause 28, makes special provisions for service stations which are already established, but which are not necessarily predominant in the zones in which they are located. Such service stations are listed in Appendix N.

Clause 9. NON-CONFORMING USES

The non-conforming use is an authorised use established in an area before a planning scheme comes into force. Under the provisions of the Town and Country Planning Act, 1953, such a use has the protection of an "existing use" right, even though it may be incompatible with the predominant character of the zone. There is a danger in creating commercial or industrial "spot" zones to cover non-conforming uses, in that the owner of the property would be entitled to carry out any commercial or industrial business on the property appropriate to the "spot zone". Many of these uses would undoubtedly detract from the amenities of the neighbourhood, and in some cases more so than the original "existing use". The policy, therefore, is to use the "ladder" form of control. That is, when any non-conforming use ceases the succeeding use shall be as provided for in the zone or such other use which would tend to delay the effective operation of the scheme to a lesser degree or be restricted to one which would detract from the amenities of the neighbourhood to a lesser degree than the previous use, particularly where substantial existing buildings of a non-conforming nature are on the site. This policy will ultimately achieve uses more in character with the zone in which they are located.

PART V RECREATION RESERVES AND OPEN SPACES

Clause 1. INTRODUCTION

It is well recognised that the city is looked upon to provide open space and special

amenities not only for its own residents but also for a metropolitan population which works in the city and uses the C.B.D. as a service centre. Similarly city residents use facilities which are beyond the city administrative boundaries. It is difficult to relate the area and location of regional reserves to the distribution of population, because of the metropolitan influence, and for this reason standards relating to local reserves are more meaningful than those for reserves of a regional nature. Total population growth is not the sole criterion in assessing the distribution of open space. Distribution is dependent upon the age/sex structure and social customs of the local population. A young population requires sports grounds and children's play areas; an older age group requires passive and less vigorous recreation; a well-balanced age group requires a wide cross-section of facilities.

Clause 2. PRESENT STANDARDS

(1) General

Reserves and open spaces, both public and private, developed and undeveloped, held within the City boundaries are presented in the following table, the actual area held being related to the population of Christchurch City only:

Reserves of Regional Significance	348.6 hectares (including beach and foreshore reserves and Hagley Park)	2.1 hectares per 1,000 population
Reserves of Local Significance		
(a) Active or Organised	285.2 hectares	1.8 hectares per 1,000 population
(b) Passive	157.2 hectares	0.9 hectares per 1,000 population
Totals:	791 hectares	4.8 hectares per 1,000 population

(Figures as at 1967)

In addition to the above described land, there are large areas of open space outside the city which are administered by the Council. These include 426 hectares of scenic and hill reserves. The above standards are quantitative only and therefore are not necessarily a measure of the quality or intensity of usage of such areas by the community.

(2) Children's Playgrounds

The City Council has 33 playgrounds averaging 0.4 hectares in area; a total of 13 hectares. In addition there are 28 parks or passive reserves which contain children's play equipment.

(3) Active or Organised Sports

A survey of sporting participation in Christchurch revealed the sports in which the number of participants at present is larger than the number the present facilities could reasonably cater for. For some sports maximum utilisation of the facilities has been reached, and others are reaching this level. Sports in which the number of participants are large in relation to existing facilities are: Rugby League, Tennis, Archery, Rugby Union, Soccer, Softball, Cricket, and Men's Bowls. For some sports (Rugby Union, Rugby League, Soccer, Hockey, Softball and Lawn Tennis in particular), maximum utilisation of facilities is impossible or undesirable. For example, a rugby or soccer ground may support four games on any one day but over a whole season even a well drained, well tended ground like Lancaster Park oval deteriorates seriously under the pressure of two games a week. Other sports, which do not suffer from problems of ground upkeep may not be able to use their facilities to a maximum because of weather or organisational problems. During the survey most sporting bodies indicated that membership was growing at about 5% per annum. Soccer and League were slightly higher, especially in the junior grades, and hockey and bowls were slightly less. Croquet membership was declining.

(4) Golf

The Christchurch Metropolitan area has 485 hectares in golf course, of which 110 hectares are inside the city boundary. Golf has experienced a boom in popularity over the last 10 to 12 years so that facilities are seriously inadequate at present. The existing demand for membership of golf clubs is so high that most clubs have a waiting list of at least 5 years for prospective members.

(5) Indoor Recreation

Cowles Stadium is the only public building of its type in the city and is used intensively. Most of the facilities for badminton, squash, indoor basketball, etc., in the City are privately owned and are hard put to meet the present demand.

(6) Private Open Space

Included in the above table are certain areas which are owned and maintained by private organisations. In this category are: private golf courses, playing fields, tennis courts, bowling greens, etc. The total area is estimated at 122 hectares and the remaining 670 hectares are publicly owned.

Clause 3. POLICY — RECREATION AND OPEN SPACE

Within the city boundaries little flat land capable of easy development remains, and as a consequence the city in future cannot be expected to provide such a large percentage of the metropolitan open space. The city intends to acquire more land to be developed for recreation purposes, and details are contained in Part VI — Designations.

Subject to population density and family structure considerations it is the general policy of Council to establish children's playgrounds (2000m²) approximately 0.8 km apart in residential areas, and larger recreation reserves (4 hectares) approximately 1.6 km apart. This is in line with the policy suggested by the National Playing Fields Association. In many instances the childrens play areas will be associated with the larger recreational areas.

With respect to the standard for provision of open space per 1,000 of population for recreation facilities with a local influence only, it is intended that the present standards be maintained, and as land becomes available, improved.

The provision of larger recreational areas is considered to be of regional significance as the usage of most recreational facilities of this nature is not limited by local authority boundaries — persons from outside the City administrative boundaries using facilities within the City and vice versa. For this reason the area population relationship of such reserves is only significant when considering the metropolitan population. Specific proposals by the City to acquire and develop such areas are:

- (a) Queen Elizabeth Park development
- (b) Summit Road Protection Area

PART VI DESIGNATIONS

Land designated in the District Scheme is shown on the planning maps by distinctive notations, and land required by the City Council is indicated by the notation C.C.C. This section deals principally with areas not designated in the previous Scheme. A description of the general purpose of these designations is, therefore, necessary although the precise purpose for which each will be used will be determined when development takes place.

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Clause 1. **PUBLIC OPEN SPACE**

Areas designated as follows are intended to be developed as playing fields, passive reserves or promenade areas:

Rowan Avenue Tip: The area contained is approximately 42 hectares. The land is owned by the Council at present, but would be unsuitable for urban development for many years because of foundation problems. Possible future use as a golf course.

Charlesworth Street/Linwood Avenue/Humphreys Drive: The city already owns a considerable portion of this block and consolidation of the land holdings at this stage is important. The areas are low lying and low valued and initially may be suitable for Council refuse tipping purposes. Ultimately the land may be useful for recreational or associated uses, and will possibly serve the hill developments to the south east where flat and level land is not available.

Rat Island: 14 hectares adjoining the Avon River at Bridge Street, South Brighton.

The southern extremity of the New Brighton Spit, an area of about 16 hectares.

The old Mt Pleasant school site on Major Hornbrook Road, containing almost 1.6 hectares.

Parts of the Ministry of Works "Free Block" south east of Halswell Road.

A 8.3 hectares block east of Marine Parade and south of Shackleton Street.

Clause 2. **CHRISTCHURCH CITY COUNCIL PUBLIC WORKS**

Five City Council Works Yards are designated:

New Brighton	Works Yard	Western District	Works Yard
Southern District	Works Yard	Woolston	Works Yard
Central District	Works Yard		

Bexley Road/Avon River: This block south east of Birch Street is designated for the purposes of a future refuse tip. The land is low valued, of poor agricultural value and suffers from frequent flooding.

Housing Reclamation Areas: No decisions will be made pending legislation after which consideration of a special amendment to the Scheme may be necessary.

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Clause 3. **THE CIVIC CENTRE AND CATHEDRAL SQUARE**

The Civic centre is bounded by Durham Street, Kilmore Street and the Avon River. Provision has been made for a Town Hall, concert chamber, theatre, administration building, mayoral suite and council chamber.

Appendix M shows the proposed layout of Cathedral Square. The details of the plan are tentative and aspects are subject to modification in the light of design changes which are likely to occur before the time of construction.

Clause 4. **ROADING**

Proposals are contained in Part IX – Transportation.

Clause 5. **OTHER DESIGNATIONS**

Christchurch Drainage Board – Public works relating to the Sewage Treatment Plant. The area affected is approximately 120 hectares.

Heathcote River cut-off channel Maronan Street to Long Street Woolston.
Land in Truro Street Sumner – Public Utility.

M.E.D. A designation of 0.9 hectares in Packe Street is expected to be utilised for substation and related uses.

Ministerial Requirements – New requirements have been served on the Council on behalf of the following Government Departments: Post Office, Education, Defence, Electricity, Mines, Lands and Survey, Ministry of Works.

Public Off-Street Parking – see under Part IX – Transportation.

**PART VII
PUBLIC UTILITIES**

Public utility services have a direct bearing upon the cost and feasibility of urban growth, and their extent and limitations are critical in the allocation of land for new development.

The main public utility services and their limiting factors are:

Service	}	Limiting Factors
1. Foul sewer	}	Gravity, and the capacity of the reticulation and trunk systems, and disposal unit.
2. Stormwater disposal		
3. H.P. Water	}	Pressure and capacity of the system.
4. Gas		
5. Electric Power	}	Distance from the source or booster, and size of development to be serviced.
6. Telephone		
7. Refuse Disposal	}	Distance from tips to areas served.

To ensure economic use of public utilities and other public works and services, subdivision and building development is encouraged so far as is reasonably possible within areas already reticulated, before expansion elsewhere is permitted. The inclusion of portions of the deferred urban zones within the urban area will be based upon these principles.

PART VIII LAND SUBDIVISION

All subdivisional plans shall be prepared in accordance with the requirements of the Ordinances, and plans for the subdivision of blocks of undeveloped land shall conform to the street layouts adopted by Council for those blocks. Subdivisional standards set out in the Code of Ordinances are intended to set a limit on the minimum size of allotments, rather than set the standard to which most subdivisions conform. For this reason an effort has been made to encourage some variation in the size and shape of allotments by requiring a minimum average area of allotments in any subdivision, as well as an absolute minimum area for any allotment, and by providing for a minimum average frontage for allotments as well as an absolute minimum frontage. Subdivisional standards have been related to the bulk and location requirements for the predominant uses in each zone and for this reason standards for different zones vary in certain respects.

PART IX TRANSPORTATION

Clause 1. INTRODUCTION

The growth of a city is largely dependent on the efficiency of its roading system. There has not been any serious congestion in Christchurch until recent years, but it is obvious from a study of population and vehicle growth that congestion will become a more serious problem within a few years unless firm measures are taken to combat it.

Population and Vehicle Growth

In 1959, the City Council collaborated with the Regional Planning Authority in producing the Master Transportation Plan, in which data was assembled and estimates of urban and traffic growth made by considering land use and transportation needs to the year 1980. The plan recommended the creation of new traffic routes and the improvement of many miles of existing streets. Although this plan has been modified in the light of new research it still remains the basis of regional traffic planning.

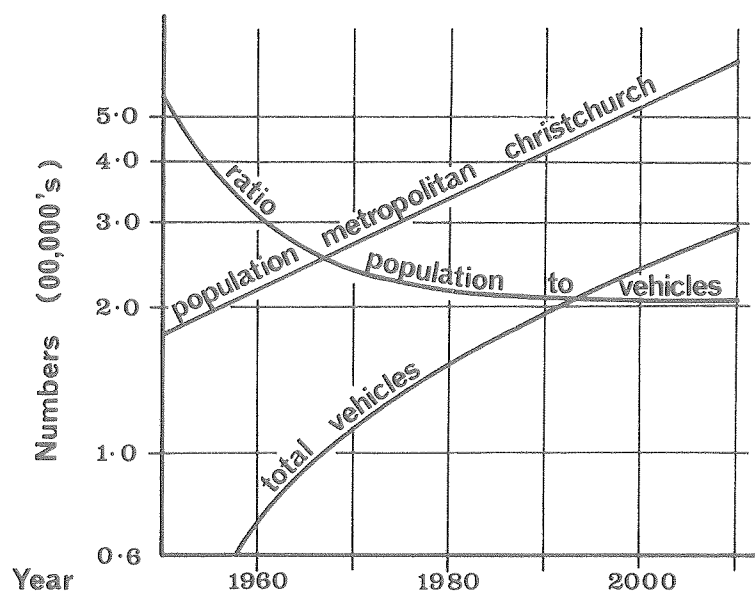
The city forms the largest centre of population in the Christchurch Region and it is here that the problems are most acute. It is therefore impossible to consider the city in isolation. The City of Christchurch District Scheme and the Regional Planning Scheme are complementary, and traffic planning is based on regional population and traffic growth, as summarised below:

	1959 Total	1980 Total	Growth Factor 1959 = 1.0
Region Population	196,000	310,000	1.59
Employment			
City Centre (CTD)	29,000	41,000	1.40
Remainder	40,000	73,000	1.80
Total	69,000	114,000	1.66
Vehicle Increase	60,000	144,000	2.39
Persons/Vehicle	3.2	2.2	
Persons/Car	4.1	2.6	
Daily Vehicle Trips – (Average occupancy 1.25 persons/vehicle)			
City Centre (CTD)	88,000	183,000	2.07
Remainder	122,000	325,000	2.66
Total	210,000	508,000	2.41

Daily Number Bus Passengers	60,000	70,000	1.19
Daily Bicycle (excluding school trips)	65,000	65,000	1.00

Note: The Central Traffic District (CTD) is that area bounded by Salisbury, Barbadoes, St. Asaph Streets, and Rolleston Avenue.

Source: Extracted from the Christchurch Regional Planning Scheme, Section 2-Communications, 1968.



Further data and conclusions are contained in the Christchurch City Council publication "Christchurch Development" and the Regional Planning Authority publication "Traffic in a New Zealand City" which form the basic planning data. Much of this data has since been updated and revised.

Communications, particularly road transportation, are inseparable from the growth of employment and land use. Adequate parking and access to property, loading facilities and areas where pedestrians are protected from the adverse effects of traffic are also essential to the well being of the city.

The most important areas and features of transportation planning are described in the following pages.

Clause 2. ROADS

(1) **Network of Principal Traffic Roads.** — The creation of a network of traffic roads will ensure the efficient transportation of people and goods, the effective use of funds for roadworks and the protection of dwelling and work areas from excessive traffic. This will necessitate the creation of different kinds of roads, each having its own standard and function. At one extreme will be the motorways, designed for the safe and efficient movement of large volumes of traffic, and aimed at reducing traffic on existing roads. At the other extreme will be roads purely to serve the properties alongside, relieved of as much through traffic as possible. These include pedestrian malls, residential streets, industrial and commercial streets and service lanes. There will, of course, be a considerable amount of overlapping of function, particularly in the middle categories (see Clause 2 [2]). A road may at present be required both to pass heavy through traffic and at the same time serve dense commercial or industrial development alongside, with the need to park at the kerbside and handle large volumes of pedestrians. It is not always easy to correct this situation, but wherever possible the network will aim to segregate such conflicting functions.

In the city centre, the principal changes proposed are a reduction in the number of intersections where conflict between major streams of traffic can occur, the adoption of a one-way street network, the introduction of a system of area traffic signal control, restriction of on-street and provision of off-street parking. Apart from the diagonal streets and those bounding the Avon River the central area consists largely of a uniform rectangular street pattern over which the traffic volumes are fairly evenly distributed. Traffic will be encouraged to use selected streets forming a larger and more uniform grid of a square rather than a rectangular pattern. Traffic volumes can then be reduced on the intermediate streets which include the principal shopping and service streets. The diagonal streets can also serve a less important traffic function when area control and one-way streets are introduced and greater freedom is provided for service vehicles and pedestrians.

Details of the road network are shown on the map of principal traffic routes, and the major elements of the network are described in the following section. The land required to improve existing roads or create new roads is shown on the zoning maps, and detailed plans of improvements are held in the City Engineer's Department.

(2) Major Elements of the Network

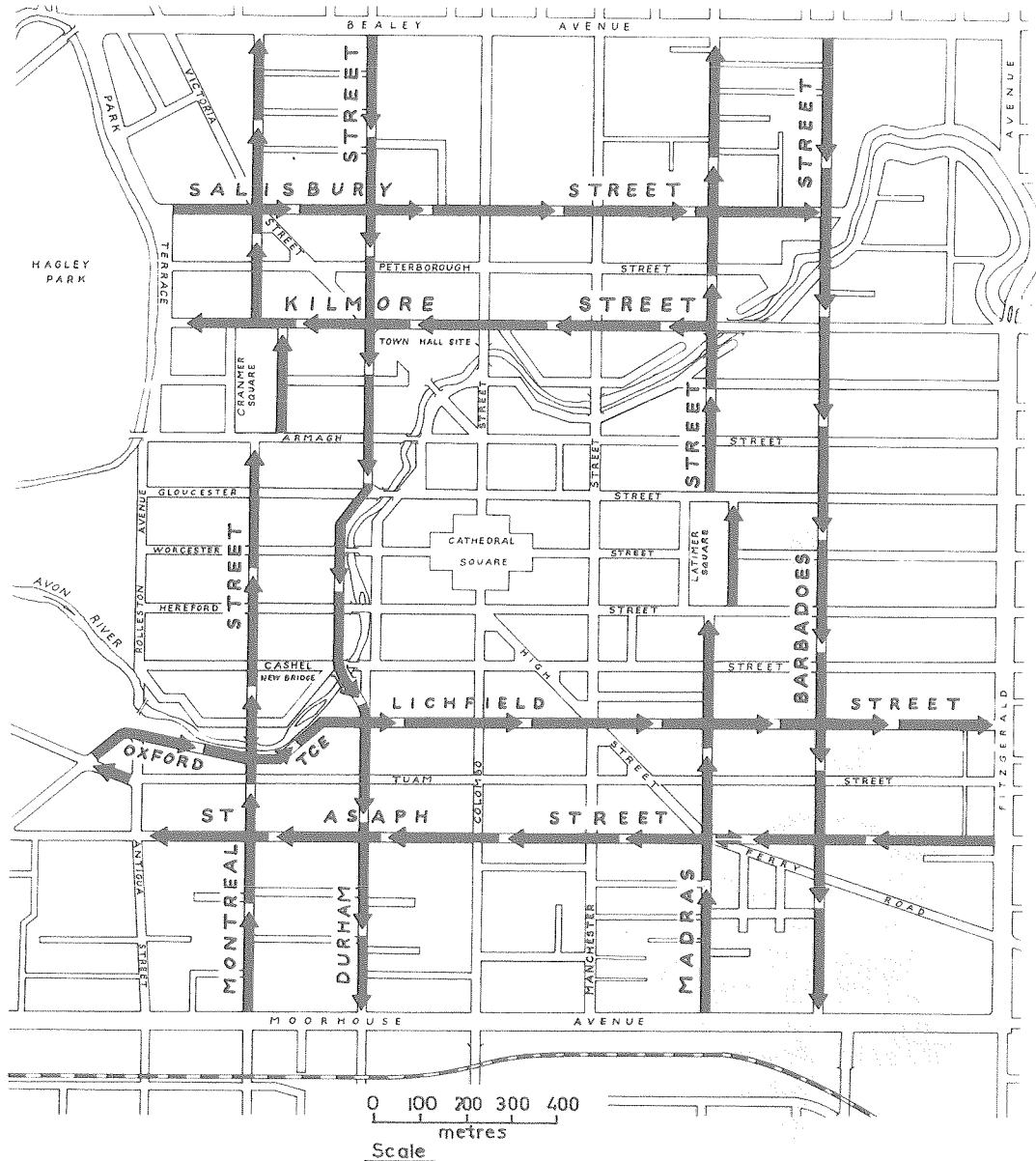
- (a) **Motorways.** Motorways form the major spine of the network. They will have grade separated junctions to the arterial and primary roads, and will be for use by motor vehicles only. There will be no direct access to

property alongside. As a result of these measures they will have a very high traffic capacity. A zone of protection has been designated for the purpose of reserving sufficient land for the construction of the motorway and associated structures, for accommodating services and relocated streets, and for landscaping. Within this zone the construction of new buildings and additions and alterations to existing buildings will be subject to special approval.

- (b) **Arterial Roads.** These are roads of considerable importance designed to carry traffic making longer trips and embody a high standard of construction and lighting. Junctions are not usually grade separated and unless declared “limited access roads” property access is permitted under conditions which do not materially reduce the road’s safety or efficiency. They will generally have a median strip and provide for at least four lanes of traffic with additional lanes at intersections. Arterial roads will not usually be less than 30.175 metres between boundaries, and may be considerably wider in rural areas. Access, parking and loading requirements will be aimed at maintaining a high standard of traffic efficiency. In residential zones larger front courts will be encouraged in an effort to preserve and encourage the garden landscape alongside, reduce noise, and provide greater safety and more pleasant surroundings for both residents and drivers.
- (c) **Limited Access Roads.** It is proposed to declare certain arterial and primary routes as limited access roads. At the time of declaration of a limited access road, alternative access will be provided to property fronting onto the road, or conditions may be required of accesses allowed to continue. All new development and subdivision alongside a limited access road must provide for ultimate frontage and access to an alternative Legal Road. Access in the meantime to be an approved, licensed access to the limited access road.
- (d) **Primary Roads.** Primary roads are slightly less important than arterial roads, but will carry a relatively high proportion of long trips and will be constructed to high standards of surface and alignment. Requirements on access, loading and parking may be less severe than on arterial roads, but will still aim at maintaining as high a standard of traffic efficiency as is consistent with the land use alongside. Wherever possible, these roads form the boundaries of “environmental areas” and efforts will be made to avoid the severance of facilities from the community they serve. In other cases the density of development alongside has created a situation where the primary road acts as a “spine” and other planning measures are necessary in order to contain both the through traffic and local activity.

- (e) **One Way Streets.** Approximately 16 kilometres of primary road within the four Avenues will be converted to one-way traffic flow. In all other respects these will come under the general classification of primary roads. Their purpose will be to distribute traffic destined for or traversing the central city areas, and to provide a high standard of access to and from the motorways.
- (f) **Secondary Roads.** Secondary roads act as local distributors and will include the more important local roads. They will often be bus routes. They are not intended to attract long trips which have no business within the area, but unavoidably high traffic volumes on some streets will necessitate control of access and loading. Secondary roads will generally be 20.117 metres wide and will be widened to this figure where necessary.
- (g) **Local Roads.** Local roads make up the balance of the city streets. They include the great majority of suburban and service roads in which traffic should be subordinated to other activities – if necessary by preventing through traffic. The safety, convenience and well-being of the users and inhabitants are all important. Depending on the adjacent land use they are usually considered as residential, industrial, commercial or shopping streets, and planning controls aim to emphasise and improve their particular function. Some widening of older streets will be undertaken, but not generally to widths greater than 16.459 metres, unless most of the street is already wider. In the case of residential cul-de-sacs and some industrial service roads, 12.192 metre streets may be permitted.
- (h) **Service Lanes.** Where direct vehicular access to property is difficult or undesirable because of conflict with traffic on the road outside the property, service lanes may be created. This applies particularly where there is a need to load or unload goods at times of peak traffic. Owners will be encouraged to co-operate with each other in the provision of service lanes and mutual loading facilities.
- (i) **Pedestrian Malls.** Pedestrian Malls are streets in which vehicular traffic is completely prohibited so that the street may be laid out to attract pedestrians and make for a safer environment. Where adequate service lanes cannot be provided access by trade vehicles will be retained at night or during selected off peak shopping hours. Adequate access for emergency service vehicles will be retained at all times.

As the Cashel/High Street mall is only shown as a proposal in principle



ONE-WAY STREET SYSTEM

on the planning maps and no code of ordinances or layout details are contained in the Scheme it will be necessary at some later date, so as to give persons affected rights of objection and appeal to the Town and Country Planning Appeal Board in respect of the full proposals, to proceed by way of:

- (a) A change to the scheme; or
- (b) under Section 170A of the Municipal Corporation Act 1955, and so give public notification of the detailed proposal before implementation.

It has however been necessary to show the proposed location of the mall in the current Review because of the effects upon the traffic flow in the balance of the central area network.

(3) Roading Standards for Subdivisions

(a) Residential Areas

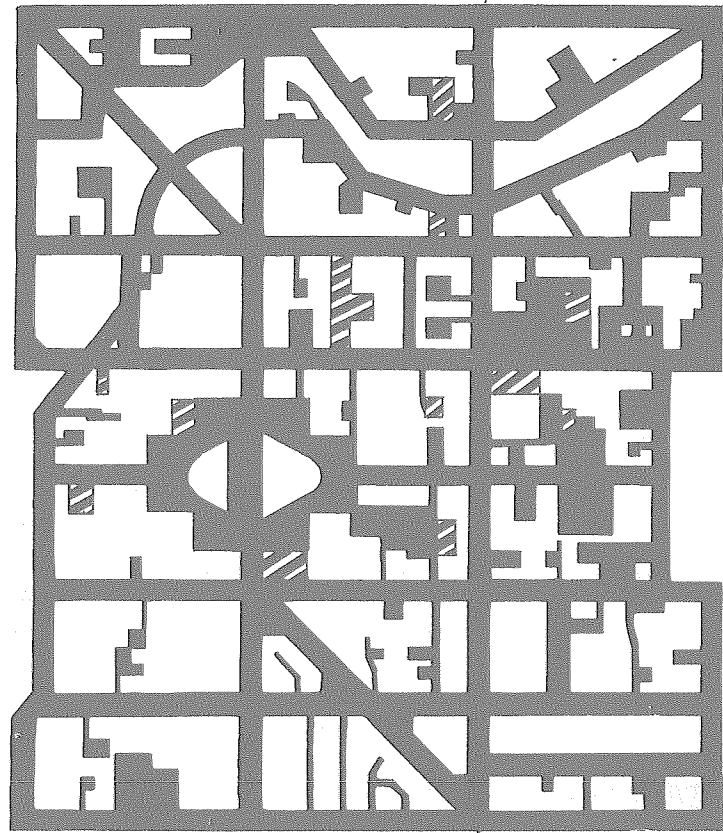
	Width	Turning Circle
Cul-de-sac shorter than 91.44m	bdy. to bdy.	24.384-24.993m diam.
	kerb to kerb	20.117m diam.
Cul-de-sac longer than 91.44m	bdy. to bdy.	27.432m diam.
	kerb to kerb	20.117m diam.
Local Roads	16.459m bdy. to bdy. 9.114m kerb to kerb	
Primary and Secondary Roads	18.288-20.117m bdy. to bdy. 20.973-14.021m kerb to kerb	


(b) Industrial and Commercial Areas


Streets not classified in (4) below	18.288-20.117m bdy. to bdy.
	12.192-14.021m kerb to kerb (Industrial)
	20.973-12.801m kerb to kerb (Commercial)

Variations in these widths may be permitted where there is difficult terrain.

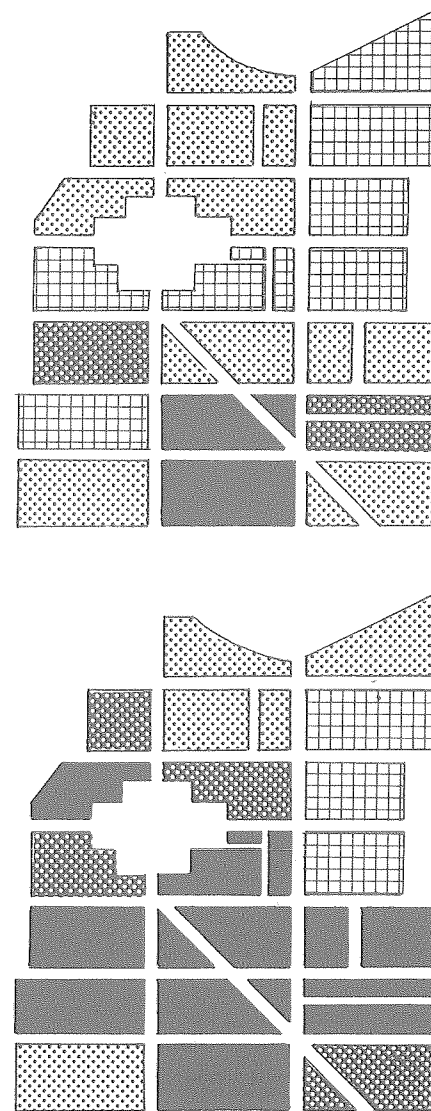
CENTRAL BUSINESS DISTRICT



 Roads, Parking Buildings & Parking Lots

 Parking with Offices over, Car Sales & Garages etc.


GROUND AREA DEVOTED TO TRAFFIC



Short Term

Spaces Required

 100 or less

 100 to 300

 300 to 500

 500 or more

Medium & Long Term

ADDITIONAL PARKING REQUIRED BY 1980



0 50 100 150 200 250 300 METRES
Scale

Parking Policy, Diagrammatic only

- (4) Classified Streets Detailed. Appendix H contains a list of all roads and streets classified as part of the Network of Principal Traffic Roads.

Clause 3. PARKING

Parking is an essential element of any overall transportation proposal and cannot be considered as an isolated problem. It is closely linked with the need to keep traffic moving, with access to buildings, with loading and with the economic and physical growth of both the city centre and suburbs. The successful implementation of the Master Transportation Plan depends upon the provision of the correct amount of parking of the right duration in the right places. Difficulty in finding a convenient place to park is not confined to the city centre, though it is here that the problem is most acute. On a typical weekday, approximately 13,000 parking spaces are used within the Central Business District; of these, at least 6,000 are on the street. Walking distances, particularly for all day parkers, are generally excessive. In the suburbs, many new developments are well provided for, but older areas, particularly shopping centres split by primary roads, are facing a major shortage.

The Central Business District is, and will continue to be, the major centre of employment. The number of vehicles entering this area is expected to increase by about 75% between 1968 and 1985 and this increase will require at least 10,000 more parking spaces. The provision of these spaces will be a major and expensive task, but there is no doubt that parking limits the intensity of activity in the city and without sufficient parking the city centre will suffer from congestion. To protect the investment in buildings, services and streets in the city centre it is necessary to pursue a vigorous policy of off-street parking. In order to strike a suitable balance between activity in the city centre and outer areas of the city the cost to the user should not be too high, the main criterion being the full use of off-street facilities rather than the full recovery of costs.

Parking requirements for any particular land use can be estimated either in terms of floor area or number of employed persons. The planning aim is to ensure that adequate parking is provided with all new development, both in the city and suburbs, to serve the expected demand for the next five years. In the central areas, where the acquisition of land for parking is difficult, parking policies will be sufficiently flexible to ensure that much of the demand beyond this period can also be met.

In general, the provision of off street parking is the responsibility of the developer; without parking, his enterprise will probably fail. If it survives, it may well be at the expense of traffic congestion due to on street parking. In the outer areas of the city such failure may be of little concern to the community as a whole. In the central city it is vital. The exact location of off street parking to

serve suburban needs is not generally critical. In the centre, however, it is all important. Control of the location, amount and type of parking (short, medium or long term) is essential if a balanced system of parking and access is to be achieved. Too much provision in the wrong place can be as bad as too little. Peak hour problems of access to and from parking areas and overloading of critical sections of the street network can create problems of traffic congestion greater than those the parking itself aims to relieve. For these reasons the provision of off street parking within the central core of the Central Business District must be a municipal responsibility based on a well defined policy.

The city has been divided into three areas in which a parking policy appropriate to the overall needs of the area will be followed:

- (a) A central core, for which off street parking is the responsibility of the Council and in which the amount private developers may provide will be strictly limited. This area corresponds to the Central Parking District as shown on the Parking Policy Diagram.
- (b) An intermediate area where responsibility will be shared by the developer and the Council. This corresponds to the area outside the Central Parking District as shown on the Parking Policy Diagram.
- (c) An outer area where developers must provide the total expected requirement. This area corresponds to all other zones.

Parking needs for the Central Business District vary from short term, largely for shoppers and business calls, through to all day commuter parking. It is essential to minimise traffic congestion and at the same time provide an acceptable standard of convenience for all motorists. Generally, only short term parking will be permitted in zone C5, long term parking, where greater walking distances are acceptable, being restricted to outer zones.

Designation of Parking Sites. Areas designated for public off street parking and ancillary purposes include:

- (a) The site at present occupied by the Lichfield Street parking building, near Plymouth Lane.
- (b) The site at present occupied by the Manchester Street-Gloucester Street parking building.
- (c) The site at present used for parking in Tuam Street between Colombo Street and Manchester Street on the south side.
- (d) A site within the block bounded by Colombo, Worcester, Manchester and Hereford Streets and the south east part of Cathedral Square.

- (e) A site within the block bounded by Worcester and Gloucester Streets, Oxford Terrace and Chancery Lane.
- (f) A site within the block bounded by Manchester Street and Kilmore Street and Cambridge Terrace.
- (g) A site occupied by Amuri Motors Ltd on Durham Street between Gloucester Street and Armagh Street.
- (h) A site between Hereford and Cashel Streets immediately west of Tatersalls Lane and 36.58 metres in width.

Clause 4. **LOADING AND ACCESS**

The ability of any street to carry its traffic efficiently and safely, depends to a large extent on conditions of vehicle access and loading to and from adjacent properties. It is essential that the principal streets and intersections in the network are kept free from the effects of random vehicle movements. Ordinances are designed to control the number, location and size of vehicle accesses to properties and to ensure that adequate loading facilities are provided off the street. Access to new development shall be kept clear from intersections by a distance depending on the classification of the street and the land use. The more important the traffic function of the streets concerned and the greater the potential of the land use to generate traffic, the greater the distance required. At the same time loading facilities must be designed to eliminate all vehicle manoeuvres involving backing to or from the street.

Strict controls will generally be applied to all classified streets as listed in Appendix H. In a few cases where the existing pattern of subdivision makes it impractical to provide manoeuvring space for off street loading in industrial areas, relaxation of these controls may be permitted on primary or secondary streets. Where traffic flows are too high to warrant a dispensation, amalgamation of titles may be necessary to provide sufficient space. On unclassified streets, which form the bulk of the city streets, such controls are not necessary since the primary function of the street is to serve the adjoining properties. Much greater freedom of loading and access is possible.

In central City areas, it is desirable that owners of property fronting onto classified roads or close to important intersections be encouraged to provide off street loading facilities to which access may be gained via service lanes. Bonuses of floor space are offered to developers to help achieve this aim.

Clause 5. **MAJOR PROPOSALS**

The following proposals are described in detail because of the need to stage construction, purchase land several years in advance, or because of the influence of these major proposals on adjacent land use.

(1) **STATE HIGHWAY MOTORWAYS**

These fall into three sections —

- (a) The Northern Motorway
 - (b) The Central Section
 - (c) The Southern Motorway
- (a) **The Northern Motorway** is determined by the need to:—
 - (i) relieve Papanui Road, Cranford Street and the other arterial routes to the north.
 - (ii) give rapid and convenient access between the city and the northern residential and recreational areas.
 - (iii) collect and distribute traffic conveniently to the Central Business District, initially by means of one-way streets and eventually by means of the central section of the motorway.
 - (b) **The Central Section of the Motorway** is determined by the need to:—
 - (i) pass close to the eastern side of the Central Business District and to utilise the existing streets on the side as distributors and collectors for traffic to and from the motorway.
 - (ii) minimise the disturbance to existing and proposed development and to conform with and encourage the growth of business and parking on the eastern side of the city centre.
 - (iii) link the northern section with the Southern and Opawa motorways.
 - (c) **The Southern Motorway** is determined by the need to:—
 - (i) give relief to Lincoln Road, Blenheim Road and Riccarton Road.
 - (ii) give free and convenient access to the Central Business District for traffic entering the city from the west and south.
 - (iii) utilise existing roads such as Brougham Street and the proposed one-way streets until the completion of the link to the Northern Motorway.

(2) **FENDALTON-AVONSIDE MOTORWAY**

This proposal is divided into three sections: The Western (Hagley Park), Central, and Avonside sections.

- (a) **The Western Section.** This section of road is needed to attract traffic to the central one-way streets and relieve the Bealey Avenue/Carlton Mill Road/Park Terrace intersection. The urgency of the problem and the desire to minimise possible harmful effects on Hagley Park have dictated that the road be built initially at surface level with direct access to Park Terrace. At the time of

construction of the Central Section, it may be grade separated from Park Terrace and feed directly into the elevated central motorway. Park Terrace, while acting for the time being as a major traffic route, will ultimately merely distribute traffic to the Rolleston Avenue area from Carlton Mill Road and for that reason has been classified as a secondary road south of Kilmore Street.

(b) **The Central Section.** This elevated section will probably not be needed before 1990, the distribution of traffic being efficiently carried out by the one-way streets, Kilmore and Salisbury Streets, until that time.

(c) **The Avonside Section.** This section will eventually become a necessary link in the network some time after 1985, and will provide a direct route from the west to Linwood Avenue and Woodham Road. Until that time traffic from the east will be encouraged to use Hereford and Gloucester Street and further south, Tuam Street. Avonside Drive will continue in approximately its present form.

(3) OPAWA MOTORWAY AND EXPRESSWAY

This route satisfies the need for a high standard road serving the industrial and residential areas to the south east, and for carrying goods and passengers to the port of Lyttelton. The predicted volume of traffic and the relationship to the rest of the network make motorway standard desirable as far as Ensors Road. Further east a limited access arterial road is proposed, forming a boundary between Woolston industrial area and the residential Opawa-Hillsborough District. The road will form one of the main approaches to the City, to a certain extent relieving Ferry Road of this function.

(4) BROUGHAM EXPRESSWAY AND WALTHAM ROAD

The planned growth of industry and associated increase in traffic south of Moorhouse Avenue make this arterial road a necessity. An extension eastwards will channel traffic to Opawa Road and relieve Waltham Road – itself to be widened between the intersection of Brougham Street and Moorhouse Avenue. This extension will also delay the more expensive construction of the Opawa Motorway.

(5) NEW BRIGHTON EXPRESSWAY

This arterial route already exists but because of the growth of traffic, considerable widening and improvements at intersections are planned.

(6) WOOLSTON-BURWOOD EXPRESSWAY

This is virtually a new route leading traffic from the south via a new rail and river bridge at Curries Road and linking several major arterials and centres of industry

and population by a limited access road which terminates at Travis Road. At present no adequate arterial road serves this area. The long term growth of population to the north, and growth of traffic to the port of Lyttelton are further reasons for this proposal.

(7) ONE-WAY STREETS AND AREA CONTROL

The existing rectangular layout of streets within the four Avenues presents major problems due to the short block lengths, particularly in the south-north direction. In addition, the uniform pattern is interrupted by Cathedral Square, Victoria Square and the Avon River. Traffic will be encouraged to use selected streets forming a more uniform grid of larger dimensions, leaving an intermediate grid free to serve its pedestrian and other local functions.

To achieve greater traffic carrying capacity, increased safety and a smooth flow of traffic, four pairs of one-way streets are proposed:—

In the north	– Salisbury Street (east-bound) and Kilmore Street (west-bound)
In the east	– Madras Street (north-bound) and Barbadoes Street (south-bound)
In the south	– Lichfield Street (east-bound) and St. Asaph Street (west-bound)
In the west	– Montreal Street (north-bound) and Durham Street/Cambridge Terrace (south-bound)

These one-way streets will provide easy access to and from parking facilities and the outer street system will provide direct access to the future motorways, and should delay the need for central city motorway construction for some years. An area-wide traffic signal system will be introduced progressively with the one-way street conversion. Under this scheme all traffic signals in the area will be co-ordinated and signal preferences will be given to traffic using the major routes.

(8) MINOR STREETS

There are frequent intersections with side streets on many of the routes which are to be improved to arterial standard. To prevent conflict with local traffic, to reduce accidents, and to compel through-traffic to use the arterials rather than residential streets, certain streets can be closed to through-traffic where they meet the major road and where local movement is not seriously impaired.

(9) PEDESTRIAN AREAS

It is proposed to ban vehicular traffic either entirely or for the major part of the working day from Seaview Road, New Brighton, east of Union Street, from Cashel Street between Colombo Street and Oxford Terrace, and between Colombo and High Streets, and from part of High Street between Cashel Street

+ and Hereford Street. In addition, it is proposed to alter the pattern of traffic movement and parking in Cathedral Square, relocate the major standing area for buses and make available large areas of Cathedral Square for the enjoyment of pedestrians. Every encouragement will be given to developers in other major shopping centres to provide pedestrian areas, and consideration will also be given to the creation of pedestrian malls in conjunction with comprehensive developments.

It is intended that all of these schemes should be implemented before 1975, in association with a policy of providing off-street parking to serve such areas. The stopping of streets and landscaping in conjunction with the new Town Hall complex in Victoria Square will proceed over the same period. A diagrammatic layout showing the principal changes in Cathedral Square is given in Appendix M. This layout is subject to drawing detail and traffic routing and is in principle only.

Clause 6. PROGRAMME OF WORKS

A programme has been evolved which is aimed at maintaining at least the present standard of service for motorists and spreading the financial commitment as evenly as possible. It has also been assumed that neighbouring local authorities and the Ministry of Works will carry out related works according to an agreed overall programme for implementing the Master Transportation Plan. It should lead to a properly balanced system at any point in time.

Proposals have been divided into five "Development Periods" set out in Appendix I. Period I considers immediate improvements which should be undertaken within the next three years; Periods II to IV inclusive represent successive five-year planning periods, and Period V indicates the major works required beyond 1985. In addition, these Development Periods have been related to the expected growth of population and increase in the use of motor vehicles. The population in the Region at the end of period one should be 275,000, with 300,000 at the end of period two, and 330,000 and 360,000 at the end of periods three and four respectively.

+ This programme represents the needs as presently understood but will require continual revision. Any "stretching" of the programme with respect to population and vehicle use would lead to a lower level of traffic convenience, and ultimately additional costs to the community. Individual works specified within each stage are not necessarily listed in order of their separate priorities.

Clause 7. MODES OF TRANSPORT

(1) PUBLIC TRANSPORT (BUSES)

The Public Transport system for Christchurch relies on a bus service utilising some 22 bus routes which radiate from Cathedral Square as the main major bus transfer point. Approximately 20% of all travel to the Central City area is by bus and an even larger proportion of the trips to work for central employees is made by this mode. The bus system will undergo considerable alteration both in routing and in the location of central bus stops as a consequence of the development of the one-way street system, the construction of the motorways and, in particular, the redesign of Cathedral Square. The road improvement proposals in this central city area have been prepared with due regard to their effect upon the bus services and it will be necessary for preferences to be granted to buses on some central streets and at certain intersections.

(2) RAIL TRANSPORT

Christchurch is a railhead on routes to Picton, Invercargill, the West Coast and the Port of Lyttelton. The transportation of people and goods by rail must affect the use of land and the generation of road transport. Industrial and warehouse zoning has been located wherever practicable adjacent to railway routes. Any effort to establish satellite or new towns beyond the Christchurch Urban area at some future date may well be influenced by the existing location of railway lines if rapid transit between these towns and the city is to be significant in moving commuters. The motorways will have a similar influence and fortunately they are located close to rail routes.

(3) SEA TRANSPORT

Roll-on/roll-off shipping services at Lyttelton and the possible later introduction of containerisation will have an impact on land use, roading and rail transport. To achieve maximum efficiency access to the port by both road and rail there must be no factors which may cause congestion at a future date.

(4) AIR TRANSPORT

The introduction of large cargo carrying aircraft will influence trade vehicle movements between the industrial areas and the airport and this is likely to be most noticeable on the Fendalton/Avonside motorway and the Wairakei Road routes. Industry is likely to establish at or near the Airport in Waimairi and Paparua Counties. In 1959 Christchurch Airport handled 250,000 passengers. By 1967 some 580,000 passengers passed through the Airport, and by 1975 it is estimated that about 3 million passengers will be handled. In order to cope with this anticipated increase it will be necessary to extend the existing terminal

facilities and other Airport facilities, as well as ensuring convenient access to all parts of the City from the Airport.

(5) BICYCLES

The number of bicycles on City streets is high by New Zealand standards, and although relative numbers can be expected to decline actual volumes are likely to remain the same in the foreseeable future. It will be necessary to take into account the major routes used by bicycles when introducing schemes such as one-way streets, and ultimately the motorways to ensure that cycle traffic is not unduly penalised.

PART X AMENITIES

It is the general purpose of the Scheme to promote and safeguard the amenities of every part of the District. In addition to normal zoning controls it is desired that certain areas of a special nature be protected against development which would be out of character with the proposals for the area. Cathedral Square, the Civic Centre and the pedestrian malls are all places of special pedestrian activity and civic importance and because of the intention of the Council to develop each with a special character of design it is important that owners and developers within or near these areas give special attention to the design, materials and siting of new buildings and the maintenance of existing developments. Similarly, other developments fronting or adjoining important public open spaces such as Victoria, Latimer, and Cranmer Squares, the Avon River Bank and Hagley Park should complement these open spaces with attractive layout, design and a high standard of maintenance.

Clause 1. CONTROL OF ADVERTISING

The purpose of outdoor advertising is to inform the travelling public of the availability of goods and services. The outdoor advertising industry is accepted as a local service to the community, and must be accepted as an established fact in modern commercial enterprise. In the interests of amenity and safety it is necessary as with all other uses, that there should be some form of control, but at the same time the industry is entitled to know what it may do as of right. Types of sign which might be regarded as necessities would include: shop names, and a

general indication of the trade carried on; professional and business names; notices of forthcoming events; public utility signs and notices. The controls on signs will be to:

- regulate the size and appearance of signs, the structures to which they may be affixed, and the sites on which they may be displayed;
- enable the Council to require the removal of signs, or the discontinuance of the use of sites so used, which in the opinion of the Council, are not in the interests of amenity or public safety, or are being displayed in contravention of the regulations; and
- enable the Council to treat different areas and buildings in different ways.

Clause 2. OBJECTS AND PLACES OF SPECIAL INTEREST

As a cultural and tourist centre, Christchurch depends in part on the attractions it offers by way of amenities of an architectural nature, or of scenic or historical interest. The city's origins and situation have given it a distinctive character, much of which is derived from buildings and other objects which remain as reminders of the past functions of the city. It is inevitable that these structures shall require increasing maintenance and repairs as they grow older, or may be threatened with destruction, but it is desirable that those buildings and other features which are worthy of preservation should be protected from any undesirable changes. Appendix K in the Code of Ordinances contains a list of features and places of historic interest or natural beauty which are to be registered, preserved and maintained so far as the powers of the Council permit. Their approximate location is indicated on the planning maps by triangular symbols. In addition, the control of the development of all land declared to be protected land under the provisions of Sec. 6 (1) of the Summit Road (Canterbury) Protection Act 1963, shown on the Planning Maps, shall be administered in accordance with the provisions of that Act.

Clause 3. VERANDAHS IN COMMERCIAL STREETS

Most shopping streets in the city at present have verandahs over the footpaths. These provide shelter for pedestrians and shop fronts and have come to be regarded as a necessary part of shopping areas. By providing protection they are complementary to the functions of footpaths as informal meeting places, and places from which pedestrians can view window displays and gain access to shops and offices. The provision of verandahs will be required on retailing properties in commercial zones facing those streets, or parts of streets, in which continuity of design and pedestrian shelter is required.

CODE OF ORDINANCES

ORDINANCE I
INTRODUCTORY

Clause 1. DOCUMENTS COMPRISING THE DISTRICT SCHEME

This Code of Ordinances, together with the Scheme Statement and planning maps comprise the review of the First Section of the City of Christchurch District Planning Scheme which was authorised by the Honourable Minister of Works on the 25th January, 1956. The Review incorporates the Second Section of the Scheme — Transportation — and the whole shall hereinafter be called the District Scheme.

Clause 2. CODE TO PREVAIL OVER BY-LAWS

The provisions of this code shall have effect notwithstanding any By-Law for the time being in force in the district, and where the provisions of this Code are inconsistent with the provisions of any By-law, the provisions of this Code shall prevail.

Clause 3. INTERPRETATION

(1) DEFINITIONS

In this Code of Ordinances and in each document relating to this Scheme, unless the context otherwise requires:

- “The Act” Means the Town and Country Planning Act 1953, and its amendments.
- “Accessory Building” In relation to any site means a building the use of which, in the opinion of the Council is incidental to that of any other building or buildings on the site, and in relation to a site on which no building has been erected is one which, in the opinion of the Council, is incidental to any permitted use. For the purposes of determining yard requirements an accessory building attached to a residential building shall be considered part of that building except where otherwise provided for in the Code.

- “Agricultural” Means the use of land for the purpose of horticulture, fruit growing, seed growing, or dairy farming; the breeding and keeping of livestock for the production of food, wool, skins or fur or for use in the farming of land; the use of land for grazing; its use as arable land, market gardens and nursery ground; and the use of land as woodlands where it is necessary or desirable in the interests of farming of the land or other land.
- “Apartment House” Means any residential building which contains two or more household units; and includes a block of flats, but does not include a semi-detached house, terrace house, travellers accommodation or a motor camp.
- “Arcade” Means an area at ground level covered by one or more floors, designed and located to the satisfaction of the City Engineer, for the use of pedestrians at all times, provided that not less than 75% of its periphery shall be devoted to retail frontage.
- “Boarding House” Means a residential building, not being a licensed hotel, in which board and/or lodging is provided or is intended to be provided for four or more boarders or lodgers, for reward or payment; and includes a private or unlicensed hotel and a private residential club.
- “Bonus-Floor Space” Means an allowance made by Council in the form of a credit of floor space, being additional floor space over and above that which may be provided under the Plot Ratio requirements of this Code of Ordinances.
- “Building” Means any structure whether temporary or permanent, movable or immovable and includes a swimming pool and also a fence or boundary or retaining wall which is more than 1.8 metres in height or which is used for advertising or for some purpose other than or in addition to its use as a fence or boundary or retaining wall.
- “Building Line Restriction” Means a restriction imposed on a site to ensure when new buildings are erected or existing buildings re-erected, altered or substantially rebuilt no part of any such building shall stand within such distance from the original or proposed centre line of that road as the Council specifies.
- “Camping Ground” Means a camping ground within the meaning of the Camping Ground Regulations 1936, and includes every area of land that would be a camping ground within the meaning of those

regulations if the words “and includes any building, whether permanent or temporary, occupied either wholly or in part as a temporary living place for human habitation” were added to the definition of the term “Living place” in Regulation 3 of those regulations.

“Carport” Means a car shelter used in conjunction with a residential building. Such shelter shall have no doors or walls on at least 50% of its perimeter.

“Central Business District” As delineated in Appendix J.

“Clubrooms” See “places of assembly”.

“Code” Means this Code of Ordinances.

“Conditional Use” In relation to land and to any building in any zone, means any use specified in these ordinances as a use that is permitted only if the Council consents and only subject to such conditions as the Council may impose whether generally or in respect of the particular use or in respect of the particular site.

“Corner Site” See “Sites”.

“Council” Means Christchurch City Council or any Committee, sub-committee, or person to whom the Council’s powers, duties and discretions under this Code have lawfully been delegated pursuant to the provisions of the Act.

“Coverage” Means that portion of a site which may be covered by buildings, including accessory buildings but not including fences, terraces, retaining walls or uncovered swimming pools, expressed as a percentage.

“Dairy” Means a shop selling food and beverages and deriving a substantial part of its trade from the retail sale of milk, bread, and other day to day requirements.

“Density Control” See “Persons per Acre”.

“Dwellinghouse” Means a detached residential building designed for or occupied exclusively as one household unit and includes accessory places attached to or forming part of the structure.

“Engineer” Means the City Engineer of Christchurch, his Deputy or Assistant, or any persons authorised by the City Engineer to

perform for the time being any of the City Engineer’s functions, or any officer or other person appointed by the Council to control any of the matters contained in this Code of Ordinances.

“Erection” In relation to any building, includes the re-erection or structural alteration of or the making of any addition to the building or the placing of the building on a site or the placing of the building from one position on a site on another position on the same site; and “erect” and “erected” have corresponding meanings.

“Existing” In relation to buildings and uses, means lawfully in existence at the time when the ordinance first became enforceable, and lawfully continuing in existence until the time of interpretation.

“Factory” Means a building or part of a building or land used for the packaging, processing, assembly or manufacturing of goods or materials for sale, gain or service.

“Flats” See “Apartment House”.

“Garage” Means a building or land used for the housing or care of self propelled vehicles but does not include “motor repair garage”.

“Height” In relation to a building means the difference between the mean ground level of that length of the side boundary which is adjacent to the building and –

(a) the highest point of the parapet or eaves in the case of a flat roof or sloping roof respectively, where the ridge is parallel to the boundary, or

(b) the mean level between the eaves and the highest point of the roof where the gable end is parallel to the boundary; provided that chimneys, ventilation shafts, water tanks, elevator lofts, steeples, towers and similar parts of a building as constitute only decorative features may be excluded from the height calculations if such features will have no undesirable effects on adjoining properties.

“Household Unit” Means a self-contained house or residence of a single household.

+	“Institution”	Means a building administered by an organisation for the purposes of public health, education or culture.		circumstances beyond the control of the licensed driver present in charge of the vehicle.
	“Interim Use”	Means a use that does not conflict with the present amenities of the neighbourhood in which it is located, and which may reasonably be established at that time and be continued until the date or occasion fixed in or under the District Scheme by the Council, for the prohibition of that use on that site, or for a different use of that site, to become enforceable.	“Persons per Acre”	In relation to residential development means the number of persons per acre of site calculated in accordance with the table set out at the foot of Appendix C.
	“Licensed Hotel”	Means any land or building for which a hotel premises or tavern premises licence has been issued or has been authorised in terms of the Sale of Liquor Act 1962, and its amendments.	“Places of Assembly”	Means land or buildings which are used in whole or in part for the assembly of persons for such purposes as deliberation, worship, entertainment, education or similar purposes and includes such buildings associated with public or private hotels or travellers’ accommodation.
	“Licensed Tourist Premises”	Means any land or building for which a tourist house premises licence has been issued or has been authorised in terms of the Sale of Liquor Act, 1962, and its amendments and includes any building providing temporary or permanent board and lodging which holds a restaurant licence.	“Plaza”	Means a compact area at ground level of at least 75 square metres and of minimum dimension 4.5 metres designed and located to the satisfaction of the City Engineer and conveniently situated for the use of pedestrians at all times, open to the sky or partially covered by any combination of clear or opaque roofing but not a structural floor.
	“Loading”	In relation to a vehicle includes the fuelling and unloading of it, and the adjustment or covering or tying of its load and the loading or adjustment of any part of its load.	“Plot Ratio”	Means unless otherwise specified in the code the gross floor area contained within all buildings which have been or are intended to be erected, divided by the area of the site on which they stand or are proposed to be erected. The gross floor area shall be the sum of the floor areas each measured to the outside of the structural frame or exterior walls of the building but it may exclude the floor area allocated to car parking, lift wells and machine rooms, stairwells, toilet rooms, tank rooms, boiler and heating rooms, bank vaults and basements not used for residential, shopping, office or industrial purposes.
	“Loading Space”	Means that portion of a parcel of land used for loading vehicles as required under this code.		
	“Lodging House”	See “Boarding House”.		
	“Minister”	Means the “Minister of Works”.		
	“Motel”	See “Travellers Accommodation”.		
	“Motor Camp”	See “Camping Ground”.	“Predominant Use”	In relation to land in any zone, means any use specified in these ordinances as a predominant use, being a use that is permitted as of right subject to compliance with all requirements of this Code.
	“Motor Repair Garage”	Means land or buildings used for the lubrication and repair of motor vehicles, but does not include the sale, by retail, of petroleum products.	“Private Hotel”	Means temporary accommodation (being unlicensed in terms of the Sale of Liquor Act 1962 and its amendments) for persons required generally to share service facilities.
	“Parking”	In relation to a vehicle includes the stopping or standing of the vehicle in the same place approximately, whether the driver is with it or not, whether the engine is running or not and whether the vehicle is capable of moving under its own power or not, but a vehicle shall not be deemed to be parked on a street if the period of standing is not more than five minutes or being more than five minutes is enforced by	“Recession Plane”	In relation to the height of buildings means a plane inclined at an angle from the centre line of a street or a site boundary through which no part of a building, unless otherwise specified, may protrude. (Refer Ordinance IV, Clause 3.)

“Residential Building”	Means a building or part of a building used or intended to be used for human habitation.	“Sign” (Advertising)	Includes every advertising or business device of whatever nature whether painted, written, printed, carved, inscribed, endorsed, projected onto or otherwise fixed to or upon any building, wall, hoarding, pole, structure, or erection of any kind whatsoever, or on any rock, stone, tree or other natural object, if such advertising or business device is visible from any public place.
“Semi-detached House”	Means a dwelling being the end unit of a group arranged in a single row, substantially parallel to the street and being on a separate title the household unit of which is bounded on one side only by a party wall.	“Site”	Means an area of land permitted by the scheme and by the general law to be used as a separate unit for one or more specified or ascertainable uses, and held in one Certificate of Title, and includes all related buildings and curtilages.
“Service Industry”	Includes such uses as builders’ storage yards, household appliances repair workshops, laundries, bakeries, catering depots, repair garages, including motor repair garages (but not including panel beating, spray painting or heavy engineering), cycle and motor cycle repair shops, lawnmower sharpening and repair workshops, steam cleaning and drycleaning depots, signwriting and signmaking, car rental firms, auction rooms, shoe repair and upholstery workshops, tradesmen’s depots, recording studios, duplicating services, printing works, jewellery manufacture, and any other use which in the opinion of the Council falls naturally into this group, and which will not detract from the amenities of the locality.	“Corner Site”	Means a site having a frontage of not less than the minimum prescribed by this Scheme for front sites in the particular zone in which the site is situated to each of two or more streets or private streets not less than 12 metres in width if the angle within the site between two such minimum frontages is not greater than 135 degrees.
“Service Lane”	Means land dedicated as service lane of minimum width 3.5 metres and maximum width 10.5 metres, used from time to time for the vehicular servicing of adjacent properties.	“Front Site”	Means a site having one frontage of not less than the minimum prescribed by this Scheme for the particular zone in which the site is situated to a street or private street.
“Service Station”	Means any site used for the retail sale of motor spirits and lubricating oils for motor vehicles and the sale of kerosene, diesel fuel, tyres, batteries and other accessories normally associated with motor vehicles and shall include premises for the mechanical repair and servicing of motor vehicles provided that the repairs undertaken on the premises shall be confined to the mechanical repair of motor vehicles (other than heavy diesel fuel vehicles) and domestic garden equipment and shall exclude panel beating, spray painting, heavy engineering such as engine reboring and crankshaft grinding, and car sales (where these are not a predominant use in the zone).	“Rear Site”	Means a site which is situated generally to the rear of another and which has not the frontage required for a front site for that use in the zone.
“Set Back”	In relation to commercial and industrial buildings means an area of open space at ground level (not constituting a plaza) for the use of pedestrians at all times being contiguous with the street footpath and extending along the entire street frontage.	“Street”	Includes “road” and means an area of land dedicated as street in accordance with the provisions of the Municipal Corporations Act 1954 and its amendments.
		“Shop”	Means any building or part of a building in which goods are sold or exposed for the sale by retail or are offered for hire, and includes premises for the repair of footwear, clothing and household equipment, banks, provided display window type frontage is built at ground level, hairdressers, land agents and auctioneers’ premises, and depots for the receipt or ordering or delivery of goods, and includes a motor showroom but does not include premises for the sale of fuel or oil for motor vehicles.
		“Shop Dwelling”	Means a shop contained in a dwelling-house permitted under this Ordinance, so long as the predominant use of the premises as a whole is that of a dwelling-house.

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- “Tavern” See “Licensed Hotel”.
- “Tower Block” Means a building having dimensions in plan not greater than 65% of each site boundary parallel to which the measurements are made, the block being built on the ground or on a podium of not more than three storeys.
- “Travellers’ Accommodation” Means land and one or more self-contained units principally for the day-to-day accommodation of travellers by road, and their vehicles, and includes motels, holiday or tourist flats and their accessory buildings, but does not include “private hotel” or “motor camp”.
- “Yard” Means a part of a site which is required by this Scheme to be unoccupied and unobstructed by buildings from the ground upwards, except as otherwise provided by this Code.
- “Front Yard” Means a yard between the street line and a line parallel thereto and extending across the full width of the site, provided that where part of the site is shown on the planning maps as proposed street or is subject to statutory widening the proposed street line (widening line) shall for the purposes of all front yard requirements, be substituted for the existing street line.
- “Rear Yard” Means a yard between the rear boundary of the site and a line parallel thereto extending across the full width of the site; provided that in the event of there being no rear boundary as in a triangular section, the boundaries of the rear yard shall be the converging side boundaries of the site and the arc of a circle drawn with the apex as centre and a radius of 9 metres.
- “Side Yard” Means a yard between a side boundary of the site and a line parallel thereto extending from the front yard (or the front boundary of the site if there be no front yard) to the rear yard (or, if there be no rear yard, the rear boundary of the site); or if there be two or more front yards, extending from yard to yard.

(2) INTERPRETATION OF DISTRICT SCHEME PLANNING MAPS

All zones, designations, roading proposals and other matters dealt with in the District Scheme are shown by distinctive notations on the Planning Maps, and unless otherwise specified or indicated on the face of each map, the following shall apply:

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- (a) Zone boundaries shown following the sides of streets, streams, drains or other physical features shall be deemed to follow the centre line of such streets, streams, drains or physical features.
- (b) Underlying zones for any designated land shall be deemed to be those within which the designation lies.
- (c) Important privately owned institutions, facilities or amenities are not designated on the planning maps but are referenced on each sheet in sloping letters, principally because they have some community significance, or are important landmarks and will assist in the interpretation of maps and identification of properties.
- (d) The base sheets used for the planning maps are the 5 chain series prepared by the Regional Planning Authority and generally show the physical boundaries of properties. The Council shall have the right to determine the exact locations of zone boundaries in the case of any errors or omissions.
- (e) The boundaries of towpaths, esplanade and foreshore reserves are not shown in all cases.
- (f) Railways and railway land has been left unshaded on the maps for the purposes of overall clarity, but shall be considered designated for the purposes of this Scheme.

Clause 4. IMPLEMENTATION OF DISTRICT SCHEME

(1) GENERAL OBLIGATIONS

Subject to the provisions of the Act and all Regulations made thereunder and to Clause 1 (4) of Ordinance II, and to any modification or dispensation granted in terms of any provision to that effect in the Code, no person shall use or permit the use of any land or building or undertake or permit any new work or any reconstruction, alteration, or modification of any existing work if the use, new work, reconstruction, alteration, or modification does not conform with the Scheme, or does not comply in all respects with the terms of any consent.

(2) APPLICATIONS FOR PERMITS OR APPROVALS

In addition to the information required by any By-law, the applicant for a permit for a building, subdivision or other work, when making his application shall:

- (a) Supply such drawings and information in detail as may be necessary to indicate that the proposed building, or other work will when erected or carried out comply in all respects with this Scheme, and in particular that

the prescribed provision has been made for off-street parking, loading and access for motor vehicles.

- (b) Supply where the application is for an approval for subdivision:
- (i) A scheme plan of subdivision, prepared by a registered surveyor on a scale approved by the Council, showing the allotments and their areas and dimensions, easements, street widening, streets, service lanes, accessways, reserves, topographical data and any other relevant information as shall be required by the Council. A proposed subdivision into not more than two allotments need not be prepared by a registered surveyor.
 - (ii) If the scheme plan of subdivision comprises lots fronting an existing street, one additional plan is required for the Christchurch Drainage Board and if new streets or rights-of-way are incorporated, further copies are required for the Post Office and Municipal Electricity Department.
- (c) Supply a legal description of the land concerned and the names of the owner or owners. In cases where the application is not made by the owner or on his or her behalf a statement that the applicant has a legal option to purchase the land must be supplied.

(3) APPLICATION OF REQUIREMENTS WHERE USES OR AREAS CHANGE

Every requirement of these Ordinances as to the use of any building or land or part thereof, being a requirement which does not attach to the building or land while it continues to be used for the same or a similar purpose as when this Ordinance first became enforceable, shall attach when the general character of the use of the building or site is changed, or when the area of the floor of the building is altered or when the curtilage of the building is altered.

(4) DISPENSING POWER OF THE COUNCIL

The Council may grant an application for the dispensation wholly or partly from or waiver of any provision of this District Scheme relating to:

- (a) The subdivision of land zoned for any urban purposes;
- (b) The height, bulk, density and location of buildings permitted on sites;
- (c) The provision of parking and loading spaces;
- (d) The design of buildings, verandahs and signs; and

- (e) Such other matters as may be specified in that behalf by any regulations for the time being in force under the Town Planning Act, 1953.

if, as a minimum requirement the Council is satisfied that:

- (a) It is not reasonable or practicable to enforce the provision in respect of a particular site;
- (b) The dispensation or waiver will not detract from the amenities of the neighbourhood and will have little town and country planning significance beyond the immediate vicinity of the land in respect of which the dispensation or waiver is sought; and
- (c) The written consent has been obtained of every person the interests of whom in the Council's opinion might be prejudiced by granting the dispensation or waiver, unless in the Council's opinion it is unreasonable in the circumstances existing to require such consent to be obtained.

(5) SERVING OF NOTICES

Every notice required by this Code to be served on any person shall be delivered to that person and may be delivered to him either personally or by posting it by registered letter addressed to that person at his last known place of abode or business in New Zealand. A notice so posted shall be deemed to have been served at the time when the registered letter would, in the ordinary course of post, be delivered.

ORDINANCE II

USE ZONING

Clause 1. GENERAL

(1) METHOD OF PRESENTATION

This Ordinance specifies the types of zones within the district, matters relating to the control of use within zones, predominant uses and special conditions which relate to predominant uses, conditional uses, bulk and location and other requirements relating to each zone.

(2) CLASSIFICATION OF ZONES

The zones constituted for the purposes of the Scheme are shown on the district planning map by distinctive notations.

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(3) CONTROL OF USE AND USES NOT EXPRESSLY MENTIONED

Any land or any building thereon may be used for any use at that time permitted for that site under the Act, or the use thereof may be changed to any use at that time permitted under this Code for that site, but in neither case for or to any other use; and every authorised use shall be subject to every ordinance that is applicable thereto. Any use not expressly mentioned in the District Scheme that falls naturally within a general class of uses authorised in respect of any zone, shall be deemed to be included in that class as if it had been expressly authorised; but in respect of any other use that is not expressly provided for within the district by Ordinance II hereof the Council shall determine in which zone or zones it may be permitted, and, in respect of that zone or each of those zones or partition of any zone, whether it shall be a predominant use or a conditional use or in what circumstances predominant and in what circumstances conditional and (where further conditions are required) what those conditions shall be, and when the prescribed zoning shall attach.

(4) ALTERATIONS OF EXISTING NON-CONFORMING BUILDINGS

An existing building which does not conform to any or all of the provisions of the District Scheme relating to the zone in which it is situated may be repaired, altered or modified (but not rebuilt) so long as the repair, alteration or modification does not increase the extent to which the building fails to conform to the provisions of this Scheme and does not tend to prevent, or in the case of alterations and modifications, delay the effective operation of the Scheme.

(5) DESIGNATED LAND

The use of any land or buildings situated within a designated area shall be limited to the use which is designated or reserved in respect thereof by symbols and description set out by notations on the District Planning Maps, provided that existing use rights are not thereby affected and owners and occupiers are entitled to continue the existing use of the land subject to the provisions of the District Scheme and any relevant Acts and Regulations, and subject also to interim use provisions as contained hereunder.

(6) INTERIM USE OF DESIGNATED LAND

Where any land is designated or reserved for a public work within the meaning of the Public Works Act 1928, or for a public reserve within the meaning of the Reserves and Domains Act 1953, the Council may, if the land is not required for immediate use for such purposes, use the land, or permit it to be used for any interim use provided that:

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- (a) The subdivision of any land, the carrying out of any work or erection of any buildings thereon shall not be allowed without the consent of the Minister, Local Authority or Council having financial responsibility for the proposed public work, or subject to such conditions or restrictions as the Minister, Local Authority or Council may impose.
- (b) Subject to the provisions of Sub-clause (a) above, where a use is not a predominant use in the underlying zone and in the opinion of Council the use will not detract in any way from the amenities of the neighbourhood generally, the application shall be treated as a conditional use.

(7) CHANGING LOCATIONS OF PROPOSED STREETS AND RESERVES

In accordance with subsection (5) of Section 33 of the Act the Council may, by agreement with the owners of the lands directly affected, vary the position of any proposed road, street, accessway or service lane, or the location or shape of any proposed reserve so long as the intention of the District Scheme in that respect is secured.

(8) REGULATION AND PROCEDURE IN RESPECT OF USES

- (a) **Predominant Uses.** Subject to the provisions of these Ordinances consent of the Council shall not be required under these Ordinances to the use of any land or building for any use specified and at that time permitted as a predominant use in the zone in which it is situated, if that use is in accordance with every requirement set forth in this Code in respect of it as a predominant use; any use which does not meet every requirement shall constitute a conditional use, except where otherwise specified in the Code of Ordinances.
- (b) **Conditional Uses.** Subject to the provisions of these Ordinances the use of any land or building for any use specified and permitted at that time as a conditional use in the zone in which it is situated is permitted subject in each case to the consent by resolution of the Council and to such conditions, restrictions, and prohibitions as to location, height, yards, position of buildings on sites, coverage, drainage, disposal of effluents, and preservation of amenities as are stipulated in the ordinance relating to the zone, and to such special conditions, restrictions, and prohibitions (whether in respect of the same matters or other matters) as the Council may think fit to impose.
- (c) **Procedure in Respect of Conditional Uses.** Conditional Uses are provided for under section 28c of the Act and the procedure for applications, objections, and other matters relating thereto is set out in Regulation 32 of the Town and Country Planning Regulations 1960.

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Clause 2. RURAL 1 ZONE (AGRICULTURAL)

(1) ZONE STATEMENT

The purpose of the zone is to secure the protection of a special rural area wherein only those uses which require large tracts of land and which do not result in close subdivision or settlement will be permitted. In this way the resources of the region, and in particular agricultural production, shall be maintained or increased, and more orderly development of urban growth encouraged.

(2) PREDOMINANT USES AND CONDITIONS

- (a) **Agricultural Uses** (see Definitions). The housing and keeping of animals in any building or pen shall not be permitted within 23m of any residential building or less than 12m from the boundary of any site. (The Council may, at its discretion, permit the keeping of animals within such distances respectively if the Council considers that no undue annoyance will be suffered by neighbours).
- (b) **Parks, recreation grounds and scenic reserves**
- (c) **Afforestation or forestry** All tailings, sawdust, spoil, waste and effluent shall be so disposed of as to minimize damage to property or disfigurement to the countryside.
- (d) **The mining and processing of materials occurring naturally in the zone** The sites of excavations, heaps, dumps, spoil, or other materials at any workings or plant which cause or are likely to cause damage to property or disfigurement to the countryside shall be progressively restored to a reasonably natural state by levelling or backfilling where possible and by the planting of grass or trees, and on completion of the work, by removal of plant and buildings.
- (e) **Uses which require a rural environment or which serve the needs of a rural population**
 - (i) Uses limited to institutions, rest homes or places of assembly.
 - (ii) Conditions as to layout, design, parking and access to the satisfaction of the City Engineer.
- (f) **Accessory buildings**
 - (i) To be used solely for the purpose of agriculture, or used for a purpose which is accessory to the use of land in the locality for agricultural purposes, such accessory uses being farm houses or farmworkers'

houses, essentially required to be sited on the farm in the interests of the efficient working of the farm, or

- (ii) Are temporary buildings to be used solely for the purposes of afforestation or quarrying of the land within which the building is sited, or
- (iii) Are accessory to the use of the site for recreational purposes such accessory uses being for toilets, changing sheds, shelters, clubrooms or for storing machinery and plant used in the maintenance of the site.
- (iv) Bulk and location requirements –

Type of Use	Maximum permitted height	Front Yards Minimum Depth	Rear Yards Minimum Depth	Side Yards Minimum Depth
Residential building	9m	4.5m	7.5m	3m and 1.8m with no yard less than 1.8m + 2/3 height above 4m
Accessory buildings to residential buildings	3.5m	6m	–	–
Building other than residential	15m	12m	1.8m + 2/3 height above 4m except that rear and side yards shall be not less than 12m where adjoining a residential zone	

(3) CONDITIONAL USES

Where the bulk and location only does not conform in all respects, the use shall be deemed to be a Conditional Use.

(4) LOADING, PARKING AND ACCESS REQUIREMENTS

Refer Ordinance V – Transportation.

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Clause 3. **RURAL 2 ZONE**
(MARKET GARDENING – DEFERRED URBAN)

(1) **ZONE STATEMENT**

The zone makes special provision for subdivision of land into allotments of not less than 8000 sq. metres. The zone is restricted to an area of high fertility and mild climate in the Moncks Spur area and is especially suitable for intensive market gardening. Consideration will be given to the inclusion of this zone within the urban area after 1976.

(2) **PREDOMINANT USES AND CONDITIONS**

(a) **Agricultural Uses (see Definitions)**

The housing or keeping of animals in any building or pen not less than 23m from any residential building or less than 12m from any boundary of the site. Provided however that the Council may, at its discretion permit the keeping of animals within such distances respectively if the Council considers that no undue annoyance will be suffered by neighbours.

(b) **Parks, recreation grounds and scenic reserves**

(c) **Accessory buildings**

(i) To be used solely for the purpose of agriculture, or used for a purpose which is accessory to the use of land in the locality for agricultural purposes, such accessory uses being farm houses or farmworkers' houses, essentially required to be sited on the farm in the interest of the efficient working of the farm, or

(ii) are accessory to the use of the site for recreational purposes and such accessory uses being for toilets, changing sheds, shelters, clubrooms or for storing machinery and plant used in the maintenance of the site.

(iii) Bulk and location requirements –

Type of Use	Maximum permitted height	Front Yards Minimum	Rear Yards Minimum	Side Yards Minimum
Front sites: Residential building	9m	4.5m	7.5m	3m and 1.8m with no yard less than 1.8m + 2/3 height above 4m

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Accessory buildings to residential buildings	3.5m	6m	—	—
Building other than residential	9m	6m	3m with no yard less than 1.8m + 2/3 height above 4m	
Rear sites:				
Residential building	9m	2 of 6m others 3m with no yard less than 1.8m + 2/3 height above 4m		
Accessory buildings to residential buildings	3.5m	—	—	—
Building other than residential	9m	2 of 6m others 3m with no yard less than 1.8m + 2/3 height above 4m		

(3) **CONDITIONAL USES**

Where the bulk and location only does not conform in all respects, the use shall be deemed to be a Conditional Use.

(4) **LOADING, PARKING AND ACCESS REQUIREMENTS**

Refer Ordinance V – Transportation.

Clause 4. **RURAL 3 ZONE**

Deleted because of Scheme variations and objections.

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Clause 5. RURAL 4 ZONE

(AGRICULTURAL – DEFERRED URBAN)

(1) ZONE STATEMENT

The zone is intended for eventual urban development. The zone is to remain Rural and be treated as a Rural 1 zone in the meantime, but is staged over the planning period for inclusion within the urban area. The zone is located near to the Estuary and includes areas of land which will require filling before urban development can take place.

(2) PREDOMINANT USES AND CONDITIONS

(a) Agricultural uses (see Definitions)

The housing and keeping of animals in any building or pen shall not be permitted within 23m of any residential building, or less than 12m from the boundary of any site. (The Council may, at its discretion, permit the keeping of animals within such distances respectively if the Council considers that no undue annoyance will be suffered by neighbours.)

(b) Parks, recreation grounds and scenic reserves

(c) Afforestation or forestry

All tailings, sawdust, spoil, waste and effluent shall be so disposed of as to minimise damage to property or disfigurement to the countryside.

(d) Accessory buildings

(i) To be used solely for the purpose of agriculture, or used for a purpose which is accessory to the use of land in the locality for agricultural purposes, such accessory uses being farm houses or farmworkers' houses, essentially required to be sited on the farm in the interests of the efficient working of the farm, or

(ii) are temporary buildings to be used solely for the purposes of afforestation or quarrying of the land within which the building is sited, or

(iii) are accessory to the use of the site for recreational purposes, such accessory uses being for toilets, changing sheds, shelters, clubrooms or for storing machinery and plant used in the maintenance of the site.

(iv) Bulk and location requirements –

Type of Use	Maximum Height	Front Yards Minimum Depth	Rear Yards Minimum Depth	Side Yards Minimum Depth
Residential building	9m	4.5m	7.5m	3m and 1.8m with no yard less than 1.8m + 2/3 height above 4m
Accessory building to residential building	3.5m	6m	—	—
Building other than residential	15m	12m	1.8m + 2/3 height above 4m except that rear and side yards shall be not less than 12m where adjoining a residential zone	

(3) CONDITIONAL USES

Where the bulk and location only does not conform in all respects, the use shall be deemed to be a Conditional Use.

(4) LOADING, PARKING AND ACCESS REQUIREMENTS

Refer Ordinance V – Transportation.

Clause 6. RURAL 5 ZONE

(1) ZONE STATEMENT

The land comprising this zone is principally designated land and is in the main an underlying zone not likely to be used for urban development. However, certain areas are likely to be developed for urban purposes associated with recreation facilities and places of assembly, and depending upon the designated use parts of the zone may ultimately become urban.

(2) PREDOMINANT USES AND CONDITIONS

- (a) **Agricultural uses (see Definitions)**
The housing and keeping of animals in any building or pen shall not be permitted within 23m of any residential building or less than 12m from the boundary of any site. (The Council may at its discretion permit the keeping of animals within such distances respectively if the Council considers that no undue annoyance will be suffered by neighbours.)
- (b) **Parks, recreation grounds and scenic reserves**
- (c) **Afforestation or forestry**
All tailings, sawdust, spoil, waste and effluent shall be so disposed of as to minimise damage to property, or disfigurement to the countryside.
- (d) **The mining and processing of materials occurring naturally in the zone**
The sites of excavations, heaps, dumps, spoil or other materials at any workings or plant which cause or are likely to cause damage to property or disfigurement to the countryside shall be progressively restored to a reasonably natural state by levelling or backfilling where possible and by the planting of grass or trees, and on completion of the work, by removal of plant and buildings.
- (e) **Refuse tips**
Compliance with all relevant statutes and by-laws.
- (f) **Accessory buildings including places of assembly**
 - (i) To be used solely for the purpose of agriculture, or used for a purpose which is accessory to the use of land in the locality for agricultural purposes, such accessory uses being farmhouses or farmworkers' houses, essentially required to be sited on the farm in the interest of the efficient working of the farm, or
 - (ii) are temporary buildings to be used solely for the purposes of afforestation or quarrying of the land within which the building is sited, or
 - (iii) are accessory to the use of the site for recreational purposes, such accessory uses being for toilets, changing sheds, shelters, clubrooms, places of assembly or for storing machinery and plant used in the maintenance of the site.

(iv) Bulk and location requirements –

Type of Use	Maximum Height	Front Yards Minimum Depth	Rear Yards Minimum Depth	Side Yards Minimum Depth
Residential building	9m	4.5m	7.5m	3m and 1.8m with no yard less than 1.8m + 2/3 height above 4m
Buildings accessory to residential buildings	3.5m	6m	—	—
Building other than residential	15m	12m	1.8m + 2/3 height above 4m except that rear and side yards shall be not less than 12m where adjoining a residential zone	

(3) CONDITIONAL USES

Where the bulk and location only does not conform in all respects, the use shall be deemed to be a Conditional Use.

(4) LOADING, PARKING AND ACCESS REQUIREMENTS

Refer Ordinance V – Transportation.

Clause 7. RESIDENTIAL 1 ZONE

(1) ZONE STATEMENT

This zone is designed primarily to provide for open character, single family, detached dwellings at lower densities than other residential zones. The districts comprise much of what was previously the Residential “A” zone, although several new areas have been added. Special provision has been made in the ordinance for a variety of uses other than residential, which may serve a local need, provide employment, or benefit from an open residential environment. Such uses have been made predominant subject to special conditions and the general purpose of certain such sub-clauses are explained in the scheme statement. The inclusion of

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(q) "other uses" is intended to allow for the establishment of certain uses which in many respects serve a need in Residential areas, but which should only be permitted under special conditions which preserve the amenities of the neighbourhood. Such examples as garden factories may provide employment for a local labour force and the establishment of a tavern is not completely excluded from the zone.

(2) PREDOMINANT USES AND CONDITIONS

The following shall be the predominant uses in Residential 1 zones together with special conditions, bulk and location and parking requirements.

(a) Single storey dwellings

- (i) Maximum site coverage
incl. accessory buildings 35%
- (ii) Maximum height 4.5m
- (iii) Minimum yard requirements:

Front Site	— front	4.5m	
	side	1.8m & 2.7m	
	rear	7.5m	
Rear Site		1 of 6m	others 3m
Corner Site	— front	4.5m & 4.5m	
	others	7.5m & 1.8m	or 2 of 6m

- (iv) Parking — One space per household unit.
- (v) Access — see Ordinance V — Transportation.
- (vi) Only one dwelling may be erected on any one site.

(b) Split level and two-storey dwellings

- (i) Maximum site coverage
incl. accessory buildings 35%
- (ii) Maximum height 9m
- (iii) Minimum yard requirements:

Front Site	— front	4.5m	
	side	3m & 1.8m	with no yard less than 1.8m + 2/3 height above 4m
	rear	7.5m	
Rear Site		1 of 6m	other yards 3m with no yard less than 1.8m + 2/3 height above 4m

Corner Site — front	4.5m & 4.5m	
others	7.5m & 1.8m	or 2 of 6m with no yard less than 1.8m + 2/3 height above 4m

- (iv) Parking — One space per household unit.
- (v) Access — see Ordinance V — Transportation.
- (vi) Only one dwelling may be erected on any one site.

(c) Semi-detached dwellings (see Definitions)

- (i) Maximum site coverage
incl. accessory buildings 35%
- (ii) Maximum height 7.5m
- (iii) Minimum yard requirements:

Front Site	— front	4.5m	
	side	3m	
	rear	6m	
Corner Site (one of two units)			
	front	4.5m & 4.5m	
	rear	6m	(yard to be opposite street frontage onto which both units front)

- (iv) Parking — One space per household unit.
- (v) Access — see Ordinance V — Transportation.

(d) Apartments

- (i) Limited to two apartments except as under (e) below
- (ii) Maximum site coverage
incl. accessory buildings 35%
- (iii) Minimum yard requirements:

Front Site	— front	4.5m	
	side	3m & 1.8m	with no yard less than 1.8m + 2/3 height above 4m if all garages are contained within the building
	rear	7.5m or 6m	

Rear Site	1 of 6m	other yards 3m with no yard less than 1.8m + 2/3 height above 4m
Corner Site – front	4.5m & 4.5m	or 2 of 6m with no yard less than 1.8m + 2/3 height above 4m
others	7.5m & 1.8m	

- (iv) Parking – One space per household unit
- (v) Access – See Ordinance V – Transportation

(e) **Comprehensive developments and homes for the aged**

- (i) Applications shall be only in respect of non-transient residential development.
- (ii) Minimum site area 8,000 sq. metres provided that convalescent homes and homes for the aged will be permitted on sites of less than 8,000 sq. metres.
- (iii) Maximum site coverage 35%.
- (iv) Density control 100 persons per hectare.
- (v) The developer shall submit to the Council building plans (in principle) and subdivisional plans of the development as a whole if required. The Council may waive or vary any of its standards relating to subdivision, bulk and location or roading provided that the buildings are designed and related to one another and to the site to the satisfaction of the Engineer, and comply with all relevant statutes, by-laws, ordinances, or other conditions which the Council may impose.
- (vi) Subdivisional plans shall be approved subject to the buildings being built as shown on the site plans, before title subdivision takes place.
- (vii) Parking – One space per household unit plus one space for each 5 units or part thereof.
- (viii) Access – See Ordinance V – Transportation.

(f) **Churches and other buildings used only as places of worship (for church halls see (g) below)**

- (i) Maximum site coverage
incl. accessory buildings 35%
- (ii) Maximum height 14m

(iii) **Minimum yard requirements:**

Front Site	– front	4.5m
	side	2 of 7.5m
	rear	9m
Rear Site	all	9m
Corner Site	– front	4.5m & 4.5m
	others	7.5m & 9m

- (iv) Parking – One space per 10 congregational seats plus one space per 2 staff.
- (v) Loading and access – see Ordinance V – Transportation.

(g) **Places of assembly, day nurseries, clubrooms, gymnasiums and church halls**

- (i) Design of buildings, sound-proofing and landscaping to be to the satisfaction of the City Engineer.
- (ii) If in the opinion of Council the use would detract from the amenities of the locality, it shall be deemed to be a conditional use.
- (iii) Maximum height 14m
- (iv) Maximum site coverage
incl. accessory buildings 35%
- (v) **Minimum yard requirements:**

Front Site	– front	4.5m
	side	2 of 9m
	rear	9m
Rear Site	– all	10.5m
Corner Site	– front	4.5m & 4.5m
	others	9m & 9m
- (vi) Parking – One space per 10 audience or participants plus one space per 2 staff or committee.
- (vii) Loading and access – see Ordinance V – Transportation.

(h) **Schools**

- (i) No building shall be erected within 10.5m of any site boundary.
- (ii) Parking – Provision of parking shall be determined from surveys and an estimated demand for each development.

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- (iii) Accessory buildings in yards to comply with requirements for residential accessory buildings.
 - (iv) Loading and access – see Ordinance V – Transportation.
- (i) **Institutions, public and private hospitals**
- (i) No building shall be erected within 9m of any site boundary.
 - (ii) Maximum site coverage including accessory buildings 40%.
 - (iii) Maximum height 15m.
 - (iv) Parking – One space per 5 patient beds plus one space per each resident doctor, senior nursing or other staff.
 - (v) Loading and access – see Ordinance V – Transportation.
- (j) **Shop dwellings**
- (i) Provided that in the opinion of the Council the development would be in the public interest.
 - (ii) Uses to be limited to a dairy.
 - (iii) Any one shop to be limited in gross retail floor space to 75m².
 - (iv) Bulk and location, parking and loading requirements to comply with those for a dwellinghouse.
- (k) **Shops for the sale of unprocessed food and produce grown on the site**
- (i) The shop to be built and sited to the satisfaction of the City Engineer, complying in all respects with relevant by-laws, statutes and ordinances.
 - (ii) Design of building to accord with the residential character of the area and provided, in the opinion of the Council, there would be no detraction from the amenity of the locality.
 - (iii) Parking, loading and access as required by Council.
 - (iv) Compliance with the City Health Inspector's requirements.
- (l) **Parks, recreation grounds and scenic reserves**
- (i) No land or building to be used for purposes involving any operation which in the opinion of Council would be detrimental to the amenities of the neighbourhood.
- (ii) Buildings to comply with conditions relating to “Places of Assembly” above.
 - (iii) Parking – provision of parking shall be determined from surveys and an estimated demand for each development.
- (m) **Professional offices**
- (i) Limited to Registered Medical Practitioners, Physiotherapists, Dentists and Veterinary Surgeons (providing there is no boarding of animals).
 - (ii) Bulk and location as for a dwellinghouse.
 - (iii) Design of buildings to be in accordance with residential character of the area.
 - (iv) Parking – 3 spaces per professional person.
 - (v) Loading and access – refer Ordinance V – Transportation.
- (n) **Conversion of existing dwellings into self-contained apartments**
- (i) Density control 75 persons per hectare.
 - (ii) If more than two apartments are created, the application shall be deemed a conditional use.
 - (iii) Maximum site coverage including accessory buildings 35% where buildings are being extended.
 - (iv) Premises to be maintained to the satisfaction of the City Engineer.
 - (v) Conversion shall be of single storey buildings only. Multi-storey buildings shall be deemed to be a conditional use.
 - (vi) Side yards – 1.5m & 2.5m minimum (after conversion).
 - (vii) Conversions to be limited to dwellings with a total floor space (after conversion) of 110m² and over.
 - (viii) Parking – One space per household unit.
 - (ix) Access – see Ordinance V – Transportation.
- (o) **Garages for hire, for the housing of cars of nearby residents**
- (i) Compliance with all relevant ordinances, statutes and by-laws.
 - (ii) Maximum site coverage 35%.

- (iii) Subject to the development being landscaped to the satisfaction of the City Engineer.
- (iv) Access and general design and construction details as for Ordinance V (4) (d).

(p) Farming

- (i) Limited to market gardening and nursery gardens.
- (ii) Compliance with all relevant statutes and by-laws.

(q) Other uses

Any use not listed as predominant but excluding any retail or wholesale establishment or any industry listed in Appendices A and B, notwithstanding the provisions of sub-clause (j) of this ordinance, and provided that:

- (i) In the opinion of the Council the use would not detract from the amenities of the locality by reason of dust, smoke, smell, fumes, noise or other noxious matter, or by design which would detract from the residential character of the neighbourhood.
- (ii) Minimum site area 2.5 hectares, provided that non-compliance with this sub-clause shall not deem an application to be a conditional use.
- (iii) Maximum site coverage including accessory buildings 35%.
- (iv) Compliance with all relevant ordinances, statutes and by-laws.
- (v) Minimum frontage 30m.
- (vi) A 12m landscaped strip to be maintained along all boundaries.
- (vii) No building within 45m of an existing residential building, or 30m from an undeveloped site.
- (viii) Bulk, location and parking requirement to be at the discretion of the Council.
- (ix) Access and loading – see Ordinance V – Transportation.
- (x) The traffic efficiency of adjoining streets not being unduly affected.

(r) Car parks in the immediate vicinity of commercial or industrial zones

- (i) A 1.1m landscaped strip to be provided where car park adjoins residential sites.

- (ii) Gates to be provided to the car park and access limited to normal hours of business.
- (iii) Subject to all conditions relating to car parks contained in Ordinance V – Transportation.

(s) Buildings accessory to buildings or the use of land for any of the foregoing purposes

- (i) Total floor area of accessory buildings shall not exceed 85m² or the minimum area needed to meet the requirements of this code, whichever is the greater.
- (ii) The floor area of any one building shall not exceed 65m² or the minimum area needed to meet the requirements of this code, whichever is the greater.
- (iii) A building not exceeding 40m² floor area may be allowed situated on the same site as a single unit dwellinghouse only and used for the storage only of plant and materials in connection with the business of the person permanently residing on the site provided that the use right shall be restricted to the applicant to whom approval is granted.
- (iv) Accessory buildings may be sited in any yard other than a front yard, provided that they comply with the by-laws, except that a garage may not be sited less than 6m from the front boundary, provided that in respect of single-storey dwellings, split-level and two-storey dwellings, garages may be erected forward of the dwelling provided that all conditions contained in the by-laws are met.
- (v) A garage attached to a single family dwelling may be erected in a side yard provided that it is behind the front line of the dwelling and at least 6m from the street line and that vehicle access to the rear of the site is retained.
- (vi) Maximum height 2.7m where the building is sited 1m or less from the boundary. Maximum height 3.5m where the building is sited more than 1m from the boundary except in side yards where 1.5m is required under the by-laws.
- (vii) Buildings to comply with all relevant ordinances, statutes and by-laws.
- (viii) In the opinion of the Council neither the building nor the use to which it is put will cause undue annoyance in any manner to any adjacent neighbours.

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(3) **CONDITIONAL USES**

- (a) Any predominant use which does not comply in respect of the bulk and location, parking, loading and access requirements laid down for such use shall be deemed to be a conditional use.
- (b) Any substantial reconstruction of, alterations or additions to licensed hotels and taverns existing as at 17th August, 1970 and occupying in excess of 8,000m² (site area).

Clause 8. **RESIDENTIAL 1A ZONE**

(1) **ZONE STATEMENT**

This zone consists of four separate blocks of land situated generally in the eastern section of the district. These areas may be generally described as Ferrymead, Ferry Road-Linwood Avenue, Bexley and Travis swamp area. Each of the four blocks comprising this zone is capable of being developed independently of the others and each is within the greater Christchurch area, and relatively close to the city centre. Development of the land in the zone has been neglected to date, largely because of its low-lying nature and technical difficulties of development, particularly in respect of drainage. The land has limited agricultural value, but subject to solution of the technical problems is well suited to urban uses. As each area is already adjacent to existing services, development for urban purposes would not entail economic extension of services. The zone is intended primarily for Residential 1 type of development with associated reserves and commercial development. Most uses within the zone are conditional uses, in order to ensure that each area within the zone is developed as a comprehensive whole and also to ensure that development is staged to follow the provision of sewer and stormwater and other services.

(2) **PREDOMINANT USES AND CONDITIONS**

- (a) **Agricultural uses (see definitions):**
The housing and keeping of animals in any building or pen shall not be permitted within 23m of any residential building or less than 12m from the boundary of any site. In the event of failure to comply with these conditions, the use shall be deemed to be a conditional use.
- (b) **Parks, recreation grounds and scenic and wild-life reserves**

(c) **Public refuse tips**

(d) **Accessory buildings:**

- (i) To be used solely for the purpose of agriculture, or used for a purpose which is accessory to the use of land in the locality for agricultural purposes, such accessory uses being farm houses or farmworkers' houses, essentially required to be sited on the farm in the interests of the efficient working of the farm, or
- (ii) are temporary buildings to be used solely for the purpose of afforestation or quarrying of the land within which the building is sited, or
- (iii) are accessory to the use of the site for recreational purposes, such accessory uses being for toilets, changing sheds, shelters, clubrooms or for storing machinery and plant used in the maintenance of the site.
- (iv) Bulk and location requirements:

Type of Use	Maximum Height	Front Yards Minimum Depth	Rear Yards Minimum Depth	Side Yards Minimum Depth
Residential building	9m	4.5m	7.5m	3m and 1.8m with no yard less than 1.8m + 2/3 height above 4m
Accessory buildings to residential buildings	3.5m	6m	—	—
Building other than residential	15m	12m	1.8m + 2/3 height above 4m except that rear and side yards shall be not less than 12m where adjoining a residential zone	

Where the bulk and location only does not conform in all respects, the use shall be deemed to be a conditional use.

(3) **CONDITIONAL USES**

- (a) All uses listed as predominant uses in Residential 1 zones.
- (b) Retail shops (excluding car sales), service and repair work shops, professional and commercial offices, provided that these uses shall only be established as part of a commercial centre serving the surrounding residential area.

(c) Conditions:

- (i) The normal conditions for the foregoing uses shall be those as set out for such uses in the Residential 1 zone, in respect of (a) above, and in respect of (b) above shall be as set out for such uses in a Commercial 1 zone. Provided that these conditions or any of them may be departed from if the applicant is able to show special circumstances, if the intention of such conditions is effectively met, and if the proposed departure from such conditions would not have a detrimental effect on the existing and foreseeable future amenities of the neighbourhood.
- (ii) A use shall be permitted only if it forms part of a comprehensive scheme of development on any one of the four areas constituting this zone and would not adversely affect the future development of part of the zone in accordance with the intentions of the zone PROVIDED that the Council shall before approving such comprehensive scheme of development, be satisfied that the Christchurch Drainage Board requirements as to development feasibility and maintenance, where such development involves the construction of or the major alteration or diversion of water ways, canals, or the like will be met.
- (iii) In considering an application for a Conditional Use under the provisions of this zone, the Council shall take into account the staging of development of the whole of each area in the zone and the availability of services within such area and in particular the availability of sewer and stormwater services in the area.

(4) SUBDIVISIONS

Any subdivision shall be a conditional use, and on consideration of any such conditional use, the provisions of 3 (c) (ii) and (iii) above, shall apply.

Clause 9. RESIDENTIAL 2 ZONE

(1) ZONE STATEMENT

This zone statement is situated on the fringe of the older inner area residential districts between the Residential 1 zone and zones of higher density. The age of the original houses in the zone ranges generally from 40 to 70 years. The general purpose of the zone is to further encourage redevelopment of the area at a moderate density of up to 100 persons per hectare on some sites, see Appendix C.

There is no limit to the number of apartments on any one allotment provided that the bulk and location requirements are complied with and the maximum density control of 100 persons per hectare is not exceeded. Comprehensive developments are again included and travellers' accommodation and private and licensed hotels are also included, subject to special conditions.

(2) PREDOMINANT USES AND CONDITIONS

The following shall be the predominant uses in Residential 2 zones together with special conditions, bulk and location and parking requirements.

(a) Single storey dwellings

- (i) Maximum site coverage
incl. accessory buildings 40%
- (ii) Maximum height 4.5m
- (iii) Minimum yard requirements:
- | | | | |
|-------------|---------|-------------|----------------|
| Front Site | — front | 4.5m | |
| | side | 1.8m & 2.7m | |
| | rear | 7.5m | |
| Rear Site | | 1 of 6m | other yards 3m |
| Corner Site | — front | 4.5m & 4.5m | |
| | others | 7.5m & 1.8m | or 2 of 6m |
- (iv) Parking — One space per household unit.
- (v) Access — See Ordinance V — Transportation.

(b) Split level and two-storey dwellings

- (i) Maximum site coverage
incl. accessory buildings 40%
- (ii) Maximum height 9m
- (iii) Minimum yard requirements:
- | | | | |
|------------|---------|-----------|--|
| Front Site | — front | 4.5m | |
| | side | 3m & 1.8m | with no yard less than 1.8m +
2/3 height above 4m |
| | rear | 7.5m | |

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Rear Site	1 of 6m	other yards 3m with no yard less than 1.8m + 2/3 height above 4m
Corner Site – front	4.5m & 4.5m	or 2 of 6m with no yard less than 1.8m + 2/3 height above 4m
others	7.5m & 1.8m	

- (iv) Parking – One space per household unit.
- (v) Access – see Ordinance V – Transportation.

(c) **Semi-detached dwellings** (see Definitions)

- (i) Maximum site coverage incl. accessory buildings 40%
- (ii) Maximum height 7.5m
- (iii) Minimum yard requirements:

Front site – front	4.5m	
side	3m	
rear	6m	
Corner site (one of two units)		
front	4.5m & 4.5m	
rear	6m	(yard to be opposite street frontage onto which both units front)

- (iv) Parking – One space per household unit.
- (v) Access – see Ordinance V – Transportation.

(d) **One-storey apartments**

- (i) Density control 100 persons per hectare.
- (ii) Spacing between blocks: There shall be no limit to the number of separate blocks including single unit blocks erected on any one site; provided that if more than one block is erected on the same site there shall be a distance of not less than 9m between each block; and provided further that in the case of blocks not parallel in plan the average distance between blocks must be not less than 9m with no part of any block encroaching within 4.5m of any other block.

- (iii) Maximum site coverage – 40% including all accessory buildings.
- (iv) Maximum height 4.5m.
- (v) Maximum attached units: No more than 3 attached units may be built in any one block; provided that there shall be no limit to the number of attached units in one block if a step in plan of at least 2.7m measured at right angles to the long axis of the block is made to each outer wall at each vertical division between units, or every alternate division between units. Where a block of apartments is sited parallel to the street in the form of terrace houses, maximum length 40m.
- (vi) Minimum yard requirements:

Front Site: Front yards: 4.5m – provided that where in the opinion of the Council a block has or could have more than one road frontage this provision shall apply to each frontage.

Rear yards: 7.5m – provided that in the case of blocks not parallel to the boundary the average distance from the rear boundary of the site to any wall of any unit shall be not less than 7.5m, with no part of the building encroaching within 6m of the rear boundary and provided also that if not less than half the required off-street parking spaces form part of the main building these distances may be reduced by 3m.

Side yards: Shall be computed according to the number of units without a step in plan erected substantially parallel to the longest boundary.

Where only two units are erected on a site, side yards shall be 1.8m and 3m with no yard less than 1.8m + two-thirds height above 4m.

Where there is one unit between steps in plan or between end walls or between a step in plan and an end wall the minimum width of the two side yards together shall be not less than 4.8m; provided that no unit shall be erected within 1.8m of any side boundary; and that at least one side yard shall be not less than 3m in width.

Where there are two units between steps in plan or between end walls or between a step in plan and an end wall the minimum width of the two side yards together shall be not less than 7.5m; provided that no unit shall be erected within 1.8m of any side boundary; and that at least one side yard shall be not less than 3m in width.

Where a block has three units without a step in plan the minimum width of two side yards together shall be not less than 10.5m; provided that no unit shall be erected within 3m of any side boundary.

Rear Site: The provisions of (v) above shall not apply provided that one yard shall be 6m and other yards 3m.

Corner Sites: The provisions of (v) above shall not apply provided that all front yards shall be 4.5m – other yards 6m and 3m or two of 4.5m.

(vii) Parking – one space per household unit plus one space per 5 units or part thereof. Only one space per unit need be capable of being covered or be in the form of a carport or garage. The balance of the spaces may occupy any usable yard space and these additional spaces need not be accessible at all times. Carport or garage spaces must be accessible at all times.

(viii) Access – see Ordinance V – Transportation.

(e) Two or three storey apartments

(i) Density control 100 persons per hectare.

(ii) Maximum site coverage including accessory buildings 40%.

(iii) Maximum attached units – each floor to conform to (d) (v) above.

(iv) Minimum yard requirements:

Front Site: Front: The same provisions as for one-storey blocks shall apply.

Rear: The minimum distance from the rear boundary of the site to the nearest part of any wall of any unit shall be not less than 7.5m; provided that in the case of blocks not parallel to the boundary the average distance from the rear boundary of the site to any wall of any unit shall be not less than 7.5m with no part of the building encroaching within 6m of the rear boundary, and provided also that if not less than half the required off-street parking spaces form part of the building or are located elsewhere on the site to the satisfaction of the City Engineer, these distances may be reduced by 1.5m and provided also that no rear yard shall be less than 1.8m + 2/3 height above 4m.

Side: The same provisions as for one-storey blocks shall apply except that no side yard shall be less than 1.8m + two-thirds height above 4m.

Rear Site: The provisions of (iii) above shall not apply provided that one yard shall be 6m others 3m and provided also that no side yard shall be less than 1.8m + two-thirds height above 4m.

Corner Site: The provisions of (iii) above shall not apply provided that all front yards shall be 4.5m – other yards 6m and 3m or 2 of 4.5m provided further that no side yard shall be less than 1.8m + two-thirds height above 4m.

(v) Parking – one space per household unit plus one space per 5 units or part thereof. Only one space per unit need be capable of being covered or be in the form of a carport or garage. The balance of the spaces may occupy any usable yard space and these additional spaces need not be accessible at all times. Carport or garage spaces must be accessible at all times.

(vi) Access – see Ordinance V – Transportation.

(f) Apartments more than three storeys

(i) Density control 100 persons per hectare.

(ii) Maximum site coverage
incl. accessory buildings 40%

(iii) Minimum yard requirements:

Front Site	– front	4.5m	
	rear & side	1.8m	+ 2/3 height above 4m
Rear Site	– all yards	1.8m	+ 2/3 height above 4m
Corner Site	– front	4.5m & 4.5m	
	others	1.8m	+ 2/3 height above 4m

(iv) Parking – one space per household unit, plus one space per 5 units or part thereof. Only one space per unit need be capable of being covered or be in the form of a carport or garage. The balance of the spaces may occupy any usable yard space and these additional spaces need not be accessible at all times. Carport or garage spaces must be accessible at all times.

(v) Access – see Ordinance V – Transportation.

(g) Travellers' accommodation

(i) Density control 100 persons per hectare.

(ii) Every site shall have a permanent resident caretaker.

(iii) Compliance with all relevant statutes and by-laws.

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- (iv) Compliance with the requirements of subclauses (d) (e) or (f) (whichever is applicable) as to siting and parking.
- (v) No person shall use any land for travellers' accommodation unless the same is licensed (where required under the by-laws) by the Council.

(h) Comprehensive developments and homes for the aged

- (i) Applications shall be only in respect of non-transient residential developments.
- (ii) Density control 100 persons per hectare.
- (iii) Maximum site coverage including accessory buildings 40%.
- (iv) Minimum site area 8,000m² provided that convalescent homes and homes for the aged will be permitted on sites of less than 8,000m².
- (v) The developer shall submit to the Council building and subdivisional plans (in principle) of the development as a whole if required. The Council may waive or vary any of its standards relating to subdivision, bulk and location or roading provided that the buildings are designed and related to one another and to the site to the satisfaction of the Engineer, and comply with all relevant statutes, by-laws, ordinances or other conditions which the Council may impose.
- (vi) Subdivisional plans shall be approved subject to the buildings being built as shown on the site plans before title subdivision takes place.
- (vii) Parking – one space per household unit plus one space for each 5 units or part thereof.
- (viii) Access – see Ordinance V – Transportation.

(i) Private hotels, hostels and boarding houses

- (i) Density control 100 persons per hectare.
- (ii) Maximum site coverage incl. accessory buildings 40%
- (iii) Maximum height 12m
- (iv) Minimum yard requirements:

Front Site – front	4.5m	
side	3m	+ 2/3 height above 4m
rear	7.5m	

Rear Site 2 of 7.5m others 3m provided that no side yard shall be less than 3m + 2/3 height above 4m.

Corner Site – All front yards 4.5m other yards 6m and 3m or 2 of 4.5m provided that no side yard shall be less than 3m + 2/3 height above 4m.

- (v) Parking – one space per 5 guest beds plus one space per 2 staff.
- (vi) Access – see Ordinance V – Transportation.

(j) Licensed hotels and taverns

- (i) Minimum site area – 8,000m² provided that an application for a development on a site less than 8,000m² shall be deemed a conditional use.
- (ii) Minimum yard requirements:

Front 6m.

Side and rear 12m with a 3m landscaped strip along all boundaries, except that where adjoining sites are occupied by public buildings, hostels, travellers' accommodation, places of assembly or similar uses which do not involve permanent residence; or where adjoining sites are zoned Industrial, Commercial or designated as public open space or similar, the minimum side and rear yard requirements shall be 4.5m + two-thirds height above 4m of the building with no landscaping requirement.
- (iii) If in the opinion of the Council a need does not exist or that the proposed development will detract from the amenities of the area, the application shall be deemed to be a conditional use.
- (iv) Parking – 40 spaces per 100m² of bar or public space plus 1 space per 5 guest beds plus 1 space per 2 staff.
- (v) Loading and Access – see Ordinance V – Transportation.

(k) Churches and other buildings used only as places of worship (for church halls see (l) below)

- (i) Maximum site coverage incl. accessory buildings 40%

- (ii) Maximum height 14m
- (iii) Minimum yard requirements:
- | | | |
|-------------|---------|-------------|
| Front Site | — front | 4.5m |
| | side | 2 of 7.5m |
| | rear | 9m |
| Rear Site | — all | 9m |
| Corner Site | — front | 4.5m & 4.5m |
| | others | 7.5m & 9m |
- (iv) Parking — one space per 10 congregational seats plus one space per 2 staff.
- (v) Loading and access — see Ordinance V — Transportation.
- (l) **Places of public assembly, day nurseries, clubrooms, church halls and gymnasiums.**
- (i) Design of buildings, sound-proofing and landscaping to be to the satisfaction of the Engineer.
- (ii) Provided that in the opinion of Council the use would not detract from the amenities of the neighbourhood.
- (iii) Maximum site coverage
incl. accessory buildings 40%
- (iv) Maximum height 14m
- (v) Minimum yard requirements:
- | | | |
|-------------|---------|-------------|
| Front Site | — front | 4.5m |
| | side | 2 of 9m |
| | rear | 9m |
| Rear Site | — all | 10.5m |
| Corner Site | — front | 4.5m & 4.5m |
| | others | 9m & 9m |
- (vi) Parking — one space per 10 audience or participants, plus one space per 2 staff or committee.
- (vii) Loading and access — see Ordinance V — Transportation.
- (m) **Schools**
- (i) No building shall be erected within 10.5m of a site boundary.
- (ii) Parking — shall be determined from surveys and an estimated need for each development.
- (iii) Loading and access — see Ordinance V — Transportation.
- (n) **Institutions, public and private hospitals**
- (i) No building shall be erected within 9m of any site boundary.
- (ii) Maximum site coverage
incl. accessory buildings 40%
- (iii) Maximum height 15m
- (iv) Parking — one space per 5 patient beds plus one space per each resident doctor, senior nursing, or other staff.
- (v) Loading and access — see Ordinance V — Transportation.
- (o) **Shop Dwellings**
- (i) Provided that in the opinion of the Council, the development would be in the public interest.
- (ii) Use to be limited to a dairy.
- (iii) Any one shop to be limited in gross retail floor space to 75m².
- (iv) Bulk and location, parking and loading and access requirements to comply with those for a dwellinghouse.
- (p) **Shops for the sale of unprocessed food and produce grown on the site**
- (i) The shop to be built and sited to the satisfaction of the City Engineer, complying in all respects with relevant by-laws, statutes and ordinances.
- (ii) Design of building to accord with the residential character of the area and provided, in the opinion of the Council, there would be no detraction from the amenity of the locality.
- (iii) Parking, loading and access requirements as required by Council.
- (iv) Compliance with the City Health Inspector's requirements.

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(q) Parks, recreation grounds and scenic reserves

- (i) No land or building to be used for purposes involving any operation which, in the opinion of Council, would be detrimental to the amenities of the neighbourhood.
- (ii) Buildings to comply with the conditions relating to “places of assembly” above.
- (iii) Parking shall be determined from surveys and an estimated demand for each development.

(r) Professional offices

- (i) Limited to Registered Medical Practitioners, Physiotherapists, Dentists and Veterinary Surgeons (providing there is no boarding of animals).
- (ii) Design of buildings to be in accordance with the residential character of the area.
- (iii) Bulk and location as for a dwellinghouse.
- (iv) Parking – 3 spaces per professional person.
- (v) Access – see Ordinance V – Transportation.

(s) Conversions of existing dwellings into self-contained apartments

- (i) Density control – 100 persons per hectare.
- (ii) Maximum site coverage including accessory buildings – 40% where buildings are extended.
- (iii) Conversion of existing dwellings into not more than four apartments to comply with all relevant by-laws and statutes; or to more than four apartments provided that in all cases each apartment contains a floor area of not less than 55m² and complies with all relevant by-laws and statutes.
- (iv) The premises to be maintained to the satisfaction of the City Engineer.
- (v) Conversions shall be of single storey dwellings only; the conversion of a multi-storey building shall be deemed to be a conditional use.
- (vi) Side yards – 1.5m & 2.5m minimums (after conversion).
- (vii) Conversion shall be limited to dwellings with a total floor space (after conversion) of 110m² and over.

(viii) Parking – one space per household unit.

(ix) Access – see Ordinance V – Transportation.

(t) Garages for hire for the housing of cars of nearby residents

- (i) Compliance with all relevant ordinances, statutes and by-laws.
- (ii) Maximum site coverage – 40%.

(u) Farming

- (i) Limited to market gardening and nursery gardens.
- (ii) Compliance with all relevant statutes and by-laws.

(v) Car parks in the immediate vicinity of commercial or industrial zones

- (i) A 1.1m landscaped strip to be provided where car park adjoins residential sites.
- (ii) Gates to be provided to the car parks and access limited to the normal hours of business.
- (iii) Subject to all conditions relating to car parks contained in Ordinance V – Transportation.

(w) Buildings accessory to buildings or the use of land for any of the foregoing purposes.

- (i) Total floor area of accessory buildings shall not exceed 85m² or the minimum area needed to meet the requirements of this code, whichever is the greater.
- (ii) The floor area of any one building shall not exceed 65m² or the minimum area needed to meet the requirements of this code, whichever is the greater.
- (iii) A building not exceeding 40m² floor area may be allowed situated on the same site as a single unit dwellinghouse only and used for the storage only of plant and materials in connection with the business of the person permanently residing on the site provided that the use right shall be restricted to the applicant to whom the approval is granted.
- (iv) Accessory buildings may be sited in any yard other than a front yard, provided that they comply with the by-laws, except that a garage may

not be sited less than 6m from the front boundary, provided that in respect of single-storey dwellings, split-level and two-storey dwellings, garages may be erected forward of the dwelling provided that all conditions contained in the by-laws are met.

- (v) A garage attached to a single family dwelling may be erected in a side yard provided that it is behind the front line of the dwelling and at least 6m from the street line and that vehicle access to the rear of the site is retained.
- (vi) Maximum height – 2.7m where the building is sited 1m or less from the boundary. Maximum height 3.5m where the building is sited more than 1m from the boundary except in side yards where 1.5m is required under the by-laws.
- (vii) Compliance with all relevant ordinances, statutes and by-laws.
- (viii) In the opinion of the Council neither the building nor the use to which it is put will cause undue annoyance in any manner to any adjacent neighbours.

(x) **Licensed tourist premises.**

- (i) Applicable only where the site area is less than 2 acres. Where the site area is 2 acres or more the provisions as for licensed hotels and taverns shall apply.
- (ii) Maximum plot ratio – 0.4 (including all building service areas).
- (iii) Maximum site coverage – 40%.
- (iv) No more than 30% of the total floor space of the development shall be occupied by social activity space for bars, restaurant, dining, conference rooms and similar activities.
- (v) Minimum yard requirements:

Front Site – front 10.5m with landscaping to the satisfaction of the Director of Reserves.

Side & rear 4.5m + 2/3 height above 4m with a minimum of 10.5m, whichever is the greater.

Corner Site – front 6m with landscaping to the satisfaction of the Director of Reserves.

Other yards 4.5m + 2/3 height above 4m with a minimum of 10.5m.

Rear Site – all yards 4.5m + 2/3 height above 4m with a minimum of 6m, whichever is the greater.

(vi) **Parking:**

- (a) Accommodation Block – One space per 5 guest beds, plus one space per 2 staff.
- (b) Other Activities – One space per 10 audience or participants and one space per 2 staff

Notwithstanding the totals required for (a) (b), the total parking requirement shall be not less than one space per bedroom unit.

- (vii) Loading and access – vehicular access shall not be permitted from arterial road frontages. Vehicular egress shall not be permitted onto arterial road frontages. Also see Ordinance V – Transportation.
- (viii) Not less than 20% of the site area to be landscaped to the satisfaction of the Director of Reserves.

(3) **CONDITIONAL USES**

Any predominant use which does not comply in respect of the bulk and location, parking, loading and access requirements laid down for such use shall be deemed to be a Conditional Use.

Clause 10. **RESIDENTIAL 3 ZONE**

(1) **ZONE STATEMENT**

The main portion of this zone lies on the Central Business District side of the Residential 2 zone and contains areas of the city which were first developed 50-80 years ago. The population of the area has undergone a gradual decline in the last few decades. The general purpose of the ordinance is to encourage redevelopment of the area at a density of up to 150 persons per hectare on some sites (see Appendix C). There is no limit to the number of apartments on any one allotment

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provided the maximum density control of 150 persons per hectare is not exceeded, and the bulk and location and all relevant by-laws are complied with. In addition to the Central Residential 3 zone, similar zones are located close to important suburban commercial centres, centres of employment and special amenity areas such as Sumner, Redcliffs and New Brighton foreshores. Comprehensive developments, private hotels, motels and licensed hotels are also included, subject to special conditions.

(2) PREDOMINANT USES AND CONDITIONS

The following shall be the predominant uses in Residential 3 zones together with special conditions, bulk and location and parking requirements.

(a) Single storey dwellings

- (i) Maximum site coverage
incl. accessory buildings 50%
- (ii) Maximum height 4.5m
- (iii) Minimum yard requirements:
 - Front Site – front 4.5m
 - side 1.8m & 2.7m
 - rear 7.5m
 - Rear Site 1 of 6m other yards 3m
 - Corner Site – front 4.5m & 4.5m
 - others 7.5m & 1.8m or 2 of 6m

- (iv) Parking – one space per household unit.
- (v) Access – see Ordinance V – Transportation.

(b) Split level and two storey dwellings

- (i) Maximum site coverage
incl. accessory buildings 50%
- (ii) Maximum height 9m
- (iii) Minimum yard requirements:
 - Front Site – front 4.5m
 - side 3m & 1.8m with no yard less than 1.8m + 2/3 height above 4m
 - rear 7.5m

- Rear Site 1 of 6m other yards 3m with no yard less than 1.8m + 2/3 height above 4m
- Corner Site – front 4.5m & 4.5m
- others 7.5m & 1.8m or 2 of 6m with no yard less than 1.8m + 2/3 height above 4m

- (iv) Parking – one space per household unit.
- (v) Access see Ordinance V Transportation

(c) Semi detached dwellings (see definition)

- (i) Maximum site coverage
incl. accessory buildings 50%
- (ii) Maximum height 7.5m
- (iii) Minimum yard requirements:
 - Front Site – front 4.5m
 - side 3m
 - rear 6m
 - Corner Site (one of two units)
 - front 4.5m & 4.5m
 - rear 6m

(Yard to be opposite street frontage onto which both units front)

- (iv) Parking – one space per household unit.
- (v) Access – see Ordinance V – Transportation.

(d) One storey apartments

- (i) Density control – 150 persons per hectare.
- (ii) Spacing between blocks: There shall be no limit to the number of separate blocks including single-unit blocks erected on any one site; provided that if more than one block is erected on the same site there shall be a distance of not less than 9m between each block; and provided further that in the case of blocks not parallel in plan the average distance between blocks must be not less than 9m with no part of any block encroaching within 4.5m of any other block.

- (iii) Maximum site coverage including accessory buildings – 50%.
- (iv) Maximum height – 4.5m.
- (v) Maximum attached units – No more than three attached units may be built in any one block; provided that there shall be no limit to the number of attached units in one block if a step in plan of at least 2.7m measured at right angles to the long axis of the block is made to each outer wall at each vertical division between units or every alternate vertical division between units. Where a block of apartments is sited parallel to the street in the form of terrace houses, maximum length 40m.
- (vi) Minimum yard requirements:

Front Site:

Front yards: 4.5m provided that where in the opinion of the Council a block has or could have more than one road frontage this provision shall apply to each frontage.

Rear yards: 7.5m provided that in the case of blocks not parallel to the boundary the average distance from the rear boundary of the site to any wall of any unit shall be not less than 7.5m with no part of the building encroaching within 6m of the rear boundary, and provided also that if not less than half the required off-street parking spaces form part of the main building these distances may be reduced by 3m.

Side yards: Side yards shall be computed according to the number of units without a step in plan erected substantially parallel to the longest boundary.

Where only two units are erected on a site, side yards shall be 1.8m and 3m with no yard less than 1.8m + two-thirds height above 4m.

Where there is one unit between steps in plan or between end walls or between a step in plan and an end wall the minimum width of the two side yards together shall be not less than 4.8m provided that no unit shall be erected within 1.8m of any side boundary; and that at least one side yard shall be no less than 3m in width.

Where there are two units between steps in plan or between end walls or between a step in plan and an end wall the minimum width of the two side yards together shall be not less than 7.5m; provided that no unit shall be erected within 1.8m of any side boundary; and that at least one side yard shall be not less than 3m in width.

Where a block has three units without a step in plan the minimum width of the two side yards together shall be not less than 10.5m; provided that no unit shall be erected within 3m of any side boundary.

Rear Site: The provisions of (v) above shall not apply provided that one yard shall be 6m and the other yards 3m.

Corner Site: The provisions of (v) above shall not apply provided that all front yards shall be 4.5m – other yards 6m and 3m or 2 of 4.5m.

- (vii) Parking – one space per household unit plus one space per 5 units or part thereof. Only one space per unit need be capable of being covered or be in the form of a carport or garage. The balance of the spaces may occupy any usable yard space and these additional spaces need not be accessible at all times. Carport or garage space must be accessible at all times.
- (viii) Access – see Ordinance V – Transportation.

(e) Two or three storey apartments

- (i) Density control – 150 persons per hectare.
- (ii) Maximum site coverage including accessory buildings – 50%.
- (iii) Maximum attached units – each floor to conform to (d) (v) above.
- (iv) Minimum yard requirements:

Front Site:

Front Yards: The same provisions as for one storey blocks shall apply.

Rear Yards: The minimum distance from the rear boundary of the site to the nearest part of any wall of any unit shall be not less than 7.5m; provided that in the case of blocks not parallel to the boundary the average distance from the rear boundary of the site to any wall of any unit shall be not less than 7.5m with no part of the building encroaching within 6m of the rear boundary, and provided also that if not less than half the required off-street parking spaces form part of the building or are located elsewhere on the site to the satisfaction of the City Engineer, these distances may be reduced by 1.5m; provided that no rear yard shall be less than 1.8m + two-thirds height above 4m.

Side Yards: The same provisions as for one storey blocks shall apply except that no yard shall be less than 1.8m + two-thirds height above 4m.

Rear Site:

The provisions of (iii) above shall not apply, provided that one yard shall be 6m others 3m and provided also that no side yard shall be less than 1.8m + 2/3 height above 4m.

Corner Site:

The provisions of (iii) above shall not apply provided that all front yards shall be 4.5m other yards 6m and 3m or 2 of 4.5m provided further that no side yard shall be less than 1.8m + two-thirds height above 4m.

- (v) Parking – one space per household unit plus one space per 5 units or part thereof. Only one space per unit need be capable of being covered or be in the form of a carport or garage. The balance of the spaces may occupy any usable yard space and these additional spaces need not be accessible at all times. Carport or garage spaces must be accessible at all times.
 - (vi) Access – see Ordinance V – Transportation.
- (f) **Apartments more than three storeys**
- (i) Density control – 150 persons per hectare.
 - (ii) Maximum site coverage
incl. accessory buildings 50%
 - (iii) Minimum yard requirements:

Front Site	– front	4.5m	
	rear & side	1.8m	+ 2/3 height above 4m
Rear Site	– all yards	1.8m	+ 2/3 height above 4m
Corner Site	– front	4.5m & 4.5m	
	other yards	1.8m	+ 2/3 height above 4m
 - (iv) Parking – one space per household unit plus one space per 5 units or part thereof. Only one space per unit need be capable of being covered or be in the form of a carport or garage. The balance of the spaces may occupy any usable yard space and these additional spaces need not be accessible at all times. Carport or garage spaces must be accessible at all times.
 - (v) Access – see Ordinance V – Transportation.

(g) Travellers' accommodation

- (i) Density control – 150 persons per hectare.
- (ii) Every site shall have a permanent resident caretaker.
- (iii) Compliance with all relevant statutes and by-laws.
- (iv) Compliance with the requirements of sub-clause (d) (e) or (f)(whichever is applicable) as to siting and parking.
- (v) No person shall use any land for travellers' accommodation unless the same is licensed (where required under the by-laws) by the Council.

(h) Comprehensive developments including homes for the aged

- (i) Applications shall be only in respect of non-transient residential development.
- (ii) Density control – 150 persons per hectare.
- (iii) Minimum site area 8,000m² provided that convalescent homes and homes for the aged will be permitted on sites of less than 8,000m².
- (iv) Maximum site coverage including accessory buildings – 50%.
- (v) The developer shall submit to the Council building and subdivisional plans (in principle) of the development as a whole if required. The Council may waive or vary any of its standards relating to subdivision, bulk and location or roading provided that the buildings are designed and related to one another and to the site to the satisfaction of the Engineer, and comply with all relevant statutes, by-laws, ordinances or other conditions which the Council may impose.
- (vi) Subdivisional plans shall be approved subject to the buildings being built as shown on the site plans before title subdivision takes place.
- (vii) Parking – one space per household unit plus one space for each 5 units or part thereof.
- (viii) Access – see Ordinance V – Transportation.

(i) Private hotels, hostels and boarding houses

- (i) Density control – 150 persons per hectare.
- (ii) Maximum site coverage
incl. accessory buildings 50%

- (iii) Maximum height 12m
- (iv) Minimum yard requirements:
- | | | | |
|-------------|-------------------|-----------|---|
| Front Site | — front | 4.5m | |
| | side | 3m | + 2/3 height above 4m |
| | rear | 7.5m | |
| Rear Site | | 2 of 7.5m | others 3m provided that no side yard shall be less than 3m + 2/3 height above 4m |
| Corner Site | — all front yards | 4.5m | other yards 6m and 3m or 2 of 4.5m provided that no side yard shall be less than 3m + 2/3 height above 4m |
- (v) Parking — one space per 6 guest beds plus one space per 2 staff.
- (vi) Access — see Ordinance V — Transportation.

(j) Churches and other buildings used only as places of worship (for church halls see (k) below)

- (i) Maximum site coverage incl. accessory buildings 50%
- (ii) Maximum height 14m
- (iii) Minimum yard requirements:
- | | | |
|-------------|---------|-------------|
| Front Site | — front | 4.5m |
| | side | 2 of 7.5m |
| | rear | 9m |
| Rear Site | — all | 9m |
| Corner Site | — front | 4.5m & 4.5m |
| | others | 7.5m & 9m |
- (iv) Parking — one space per 10 congregational seats plus one space per 2 staff.
- (v) Loading and access — see Ordinance V — Transportation.

(k) Places of public assembly, day nurseries, clubrooms, gymnasiums and church halls

- (i) Design of buildings, sound proofing and landscaping to be to the satisfaction of the Engineer.
- (ii) Provided that in the opinion of Council the use would not detract from

the amenities of the neighbourhood.

- (iii) Maximum site coverage incl. accessory buildings 50%
- (iv) Maximum height 14m
- (v) Minimum yard requirements:
- | | | |
|-------------|---------|-------------|
| Front Site | — front | 4.5m |
| | side | 2 of 9m |
| | rear | 9m |
| Rear Site | — all | 10.5m |
| Corner Site | — front | 4.5m & 4.5m |
| | others | 9m & 9m |
- (vi) Parking — one space per 10 audience or participants, plus one space per 2 staff or committee.
- (vii) Loading and access — see Ordinance V — Transportation.

(l) Schools

- (i) Minimum yard requirements: assembly halls, gymnasiums, boiler houses and accessory buildings exceeding 65m² in gross floor area — all yards 7.5m.
Other buildings — front yard 4.5m,
rear and side yards — 4.5m + 2/3 height above 4m.
- (ii) Parking — shall be determined from surveys and an estimated demand for each development.
- (iii) Loading and access — see Ordinance V — Transportation.

(m) Institutions, public and private hospitals

- (i) No building shall be erected within 9m of any site boundary.
- (ii) Maximum site coverage incl. accessory buildings 50%.
- (iii) Maximum height 15m.
- (iv) Parking — one space per 5 patient beds plus one space per each resident doctor or senior nursing or other staff.
- (v) Loading and access — see Ordinance V — Transportation.

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(n) Licensed hotels and taverns

- (i) Minimum site area – 8,000m² provided that an application for a development on a site less than 8,000m² shall be deemed a conditional use.
- (ii) Minimum Yard Requirements:
Front 6m.
Side and rear 12m with a 3m landscaped strip along all boundaries except that where adjoining sites are occupied by public buildings, hostels, travellers accommodation, places of assembly or similar uses which do not involve permanent residence; or where adjoining sites are zoned industrial, commercial or designated as public open space or similar, the minimum side and rear yard requirements shall be 4.5m + 2/3 height above 4m of the building, with no landscaping requirement.
- (iii) If in the opinion of the Council a need does not exist or that the proposed development will detract from the amenities of the area the application shall be deemed a conditional use.
- (iv) Parking – 40 spaces per 100m² of bar or public space, plus one space per 5 guest beds plus one space per 2 staff.
- (v) Loading and access – see Ordinance V – Transportation.

(o) Shop dwellings

- (i) Provided that in the opinion of the Council the development would be in the public interest.
- (ii) Use to be limited to a dairy.
- (iii) Any one shop to be limited in gross retail floor space to 75m².
- (iv) Bulk and location, parking and loading and access requirements to comply with those for a dwellinghouse.

(p) Shops for the sale of unprocessed food and produce grown on the site

- (i) The shop to be built and sited to the satisfaction of the City Engineer, complying in all respects with relevant by-laws, statutes and ordinances.
- (ii) Design of building to accord with the residential character of the area and provided in the opinion of the Council there would be no detraction from the amenities of the locality.

(iii) Parking, loading and access requirements as required by Council.

(iv) Compliance with the City Health Inspector's requirements.

(q) Parks, recreation grounds and scenic reserves

- (i) No land or building to be used for purposes involving any operation which, in the opinion of Council, would be detrimental to the amenities of the neighbourhood.
- (ii) Buildings to comply with the conditions relating to “places of assembly” above.
- (iii) Parking shall be determined from surveys and an estimated demand for each development.

(r) Professional offices

- (i) Limited to Registered Medical Practitioners, Physiotherapists, Dentists and Veterinary Surgeons (providing there is no boarding of animals).
- (ii) Design of buildings to be in accordance with the residential character of the area.
- (iii) Bulk and location as for a dwellinghouse.
- (iv) Parking – 3 spaces per professional person.
- (v) Access – see Ordinance V – Transportation.

(s) Conversions of existing dwellings into self-contained apartments

- (i) Density control – 150 persons per hectare.
- (ii) Maximum site coverage including accessory buildings – 50% where buildings are extended.
- (iii) Conversion of existing dwellings into not more than four apartments to comply with all relevant by-laws and statutes, or to more than four apartments provided that in all cases each apartment contains a floor area of not less than 55m² and complies with all relevant by-laws and statutes.
- (iv) The premises to be maintained to the satisfaction of the City Engineer.
- (v) Conversions shall be of single storey dwellings only, the conversion of a multi-storey building shall be deemed to be a conditional use.

- (vi) Side yards – 1.5m & 2.5m minimum (after conversion).
- (vii) Conversion shall be limited to dwellings with a total floor space (after conversion) of 110m² and over.
- (viii) Parking – one space per household unit.
- (ix) Access – see Ordinance V – Transportation.
- (t) **Garages for hire for the housing of cars of nearby residents**
- (i) Compliance with all relevant ordinances, statutes and by-laws.
- (ii) Maximum site coverage – 50%.
- (u) **Farming**
- (i) Limited to market gardening and nursery gardens.
- (ii) Compliance with all relevant statutes and by-laws.
- (v) **Car parks in the immediate vicinity of commercial or industrial zones**
- (i) A 1.1m landscaped strip to be provided where car park adjoins residential sites.
- (ii) Gates to be provided to the car parks and access limited to the normal hours of business.
- (iii) Subject to all conditions relating to car parks contained in Ordinance V – Transportation.
- (w) **Buildings accessory to buildings or the use of land for any of the foregoing purposes.**
- (i) Total floor area of accessory buildings shall not exceed 85m² or the minimum area needed to meet the requirements of this code, whichever is the greater.
- (ii) The floor area of any one building shall not exceed 65m² or the minimum area needed to meet the requirements of this code, whichever is the greater.
- (iii) A building not exceeding 40m² floor area may be allowed situated on the same site as a single unit dwelling house only and used for the storage only of plant and materials in connection with the business of the person permanently residing on the site, provided that the use right shall be restricted to the applicant to whom the approval is granted.
- (iv) Accessory buildings may be sited in any yard other than a front yard, provided that they comply with the by-laws, except that a garage may not be sited less than 6m from the front boundary, provided that in respect of single-storey dwellings, split level and two-storey dwellings, garages may be erected forward of the dwelling provided that all conditions contained in the by-laws are met.
- (v) A garage attached to a single family dwelling may be erected in a side yard provided that it is behind the front line of the dwelling and at least 6m from the street line and that vehicle access to the rear of the site is retained.
- (vi) Maximum height – 2.7m where the building is sited 1m or less from the boundary. Maximum height 3.5m where the building is sited more than 1m from the boundary except in side yards where 1.5, is required under the by-laws.
- (vii) Compliance with all relevant ordinances, statutes and by-laws.
- (viii) In the opinion of the Council neither the building nor the use to which it is put will cause undue annoyance in any manner to any adjacent neighbours.
- (x) **Licensed tourist premises**
- (i) Applicable only where the site area is less than 8,000m². Where the site area is 8,000m² or more the provisions as for licensed hotels and taverns shall apply.
- (ii) Maximum plot ratio – 0.5 (including all building service areas).
- (iii) Maximum site coverage – 50%.
- (iv) No more than 30% of the total floor space of the development shall be occupied by social activity space for bars, restaurants, dining, conference rooms and similar activities.
- (v) Minimum yard requirements:
- Front Site – front 10.5m with landscaping to the satisfaction of the Director of Reserves.
Side and rear 3m + 2/3 height above 4m with a minimum of 9m, whichever is the greater.

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- Corner Site — front 6m with landscaping to the satisfaction of the Director of Reserves.
Other yards 3m + 2/3 height above 4m with a minimum of 9m.
- Rear Site — all yards 3m + 2/3 height above 4m with a minimum of 6m, whichever is the greater.
- (vi) Parking:
- (a) Accommodation Block — One space per 5 guest beds, plus one space per 2 staff
- (b) Other Activities — One space per 10 audience or participants and one space per 2 staff.

Notwithstanding the totals required for (a) and (b), the total parking requirement shall be not less than one space per bedroom unit.

- (vii) Loading and access — vehicular access shall not be permitted from arterial road frontages. Vehicular egress shall not be permitted on to arterial road frontages. Also see Ordinance V — Transportation.
- (viii) Not less than 20% of the site area to be landscaped to the satisfaction of the Director of Reserves.

(3) CONDITIONAL USES

Any predominant use which does not comply in respect of the bulk and location, parking, loading and access requirements laid down for such use, shall be deemed to be a conditional use.

Clause 11. RESIDENTIAL 4 ZONE

(1) ZONE STATEMENT

These residential zones adjoin the central commercial and industrial districts and contain some of the oldest housing areas in the City. It is desirable that the most intensive urban renewal takes place in this zone. The general purpose of the zone is to encourage redevelopment of the area, and in accordance with the policy of

progressively increasing residential densities towards the centre of the city a maximum density control of 255 persons per hectare is provided for (refer Appendix C.)

(2) PREDOMINANT USES AND CONDITIONS

The following shall be the predominant uses in Residential 4 zones, together with special conditions, bulk and location and parking requirements.

(a) Single storey dwellings

- (i) Maximum site coverage
incl. accessory buildings 60%
- (ii) Maximum height 4.5m
- (iii) Minimum yard requirements:
- | | | | |
|-------------|---------|-------------|----------------|
| Front Site | — front | 4.5m | |
| | side | 1.8m & 2.7m | |
| | rear | 7.5m | |
| Rear Site | | 1 of 6m | other yards 3m |
| Corner Site | — front | 4.5m & 4.5m | |
| | others | 7.5m & 1.8m | or 2 of 6m |
- (iv) Parking — one space per household unit.
- (v) Access — see Ordinance V — Transportation.

(b) Split level and two storey dwellings

- (i) Maximum site coverage
incl. accessory buildings 60%
- (ii) Maximum height 9m
- (iii) Minimum yard requirements:
- | | | | |
|------------|---------|-----------|--|
| Front Site | — front | 4.5m | |
| | side | 3m & 1.8m | with no yard less than 1.8m + 2/3 height above 4m |
| | rear | 7.5m | |
| Rear Site | | 1 of 6m | other yards 3m with no yard less than 1.8m + 2/3 height above 4m |

Corner Site — front 4.5m & 4.5m
 others 7.5m & 1.8m or 2 of 6m with no yard less than 1.8m + 2/3 height above 4m

- (iv) Parking — one space per household unit.
 (v) Access — see Ordinance V — Transportation.

(c) Semi-detached dwellings (see definitions)

(i) Maximum site coverage
 incl. accessory buildings 60%

(ii) Maximum height 7.5m

(iii) Minimum yard requirements:

Front Site — front 4.5m
 side 3m
 rear 6m

Corner Site (1 of 2 units)
 front 4.5m & 4.5m
 rear 6m (yard to be opposite street frontage onto which both units front).

- (iv) Parking — One space per household unit.
 (v) Access — see Ordinance V — Transportation.

(d) One storey apartments

- (i) Density control — 225 persons per hectare.
 (ii) Spacing between blocks: There shall be no limit to the number of separate blocks including single-unit blocks erected on any one site; provided that if more than one block is erected on the same site there shall be a distance of not less than 9m between each block; and provided further that in the case of blocks not parallel in plan the average distance between blocks must be not less than 9m with no part of any block encroaching within 4.5m of any other block.
 (iii) Maximum site coverage including accessory buildings — 60%.
 (iv) Maximum height — 4.5m.

- (v) Maximum attached units — No more than 3 attached units may be built in any one block; provided that there shall be no limit to the number of attached units in one block if a step in plan of at least 2.7m measured at right angles to the long axis of the block is made to each outer wall at each vertical division between units or every alternate vertical division between units. Where a block of apartments is sited parallel to the street in the form of terrace houses, maximum length 40m.

- (vi) Minimum yard requirements:

Front Site:

Front yards: 4.5m provided that where in the opinion of the Council a block has or could have more than one road frontage this provision shall apply to each frontage.

Rear yards: 7.5m provided that in the case of blocks not parallel to the boundary the average distance from the rear boundary of the site to any wall of any unit shall be not less than 7.5m with no part of the building encroaching within 6m of the rear boundary and provided also that if not less than half the required off-street parking spaces form part of the main building these distances may be reduced by 3m.

Side yards: Side yards shall be computed according to the number of units without a step in plan erected substantially parallel to the longest boundary.

Where only two units are erected on a site, side yards shall be 1.8m and 3m with no yard less than 1.8m + 2/3 height above 4m.

Where there is one unit between steps in plan or between end walls or between a step in plan and an end wall the minimum width of the two side yards together shall be not less than 4.8m; provided that no unit shall be erected within 1.8m of any side boundary; and that at least one side yard shall be not less than 3m in width.

Where there are two units between steps in plan or between end walls or between a step in plan and an end wall the minimum width of the two side yards together shall be not less than 7.5m; provided that no unit shall be erected within 1.8m of any side boundary; and that at least one side yard shall be not less than 3m in width.

Where a block has three units without a step in plan the minimum width of the two side yards together shall be not less than 10.5m; provided that no unit shall be erected within 3m of any side boundary.

Rear Site: The provisions of (v) above shall not apply provided that one yard shall be 6m and the other yards 3m.

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Corner Site: The provisions of (v) above shall not apply provided that all front yards shall be 4.5m other yards 6m and 3m or 2 of 4.5m.

(vii) Parking – one space per household unit plus one space per 5 units or part thereof. Only one space per unit need be capable of being covered or be in the form of a carport or garage. The balance of the spaces may occupy any usable yard space and these additional spaces need not be accessible at all times. Carport or garage spaces must be accessible at all times.

(viii) Access – see Ordinance V – Transportation.

(e) **Two or three storey apartments**

(i) Density control – 225 persons per hectare.

(ii) Maximum site coverage incl. accessory building 60%.

(iii) Maximum attached units – each floor to conform to (d) (v) above.

(iv) Minimum yard requirements:

Front Site

Front yards: The same provisions as for one storey blocks shall apply.

Rear yards: The minimum distance from the rear boundary of the site to the nearest part of any wall of any unit shall be not less than 7.5m; provided that in the case of blocks not parallel to the boundary the average distance from the rear boundary of the site to any wall of any unit shall be not less than 7.5m with no part of the building encroaching within 6m of the rear boundary, and provided also that if not less than half the required off-street parking spaces form part of the building or are located elsewhere on the site to the satisfaction of the City Engineer, these distances may be reduced by 1.5m provided also that no rear yard shall be less than 1.8m + 2/3 height above 4m.

Side yards: The same provisions as for one storey blocks shall apply except that no yard shall be less than 1.8m + 2/3 height above 4m.

Rear Site – The provisions of (iii) above shall not apply, provided that one yard shall be 6m others 3m and provided also that no side yard shall be less than 1.8m + 2/3 height above 4m.

Corner Site – The provisions of (iii) above shall not apply provided that all front yards shall be 4.5m other yards 6m and 3m or 2 of 4.5m provided further that no side yard shall be less than 1.8m + 2/3 height above 4m.

(v) Parking – one space per household unit plus one space per 5 units or part thereof. Only one space per unit need be capable of being covered or be in the form of a carport or garage. The balance of the spaces may occupy any usable yard space and these additional spaces need not be accessible at all times. Carport or garage spaces must be accessible at all times.

(vi) Access – see Ordinance V – Transportation.

(f) **Apartments more than three storeys**

(i) Density control – 225 persons per hectare.

(ii) Maximum site coverage
incl. accessory buildings 60%

(iii) Minimum yard requirements:

Front Site	– front	4.5m	
	side & rear	1.8m	+ 2/3 height above 4m
Rear Site	– all	1.8m	+ 2/3 height above 4m
Corner Site	– front	4.5m & 4.5m	
	other yards	1.8m	+ 2/3 height above 4m

(iv) Parking – one space per household unit plus one space per 5 units or part thereof. Only one space per unit need be capable of being covered or be in the form of a carport or garage. The balance of the spaces may occupy any usable yard space and these additional spaces need not be accessible at all times. Carport or garage spaces must be accessible at all times.

(v) Access – see Ordinance V – Transportation.

(g) **Travellers' accommodation**

(i) Density control – 225 persons per hectare.

(ii) Every site shall have a permanent resident caretaker.

(iii) Compliance with all relevant statutes and by-laws.

(iv) Compliance with the requirements of subclause (d) (e) or (f) (whichever is applicable) as to siting and parking.

(v) No person shall use any land for travellers' accommodation unless the same is licensed (where required under the by-laws) by the Council.

† (h) **Comprehensive developments and homes for the aged**

- (i) Applications shall be only in respect of non-transient residential development.
- (ii) Density control – 225 persons per hectare.
- (iii) Maximum site coverage incl. accessory buildings 60%.
- (iv) Minimum site area 8,000m² provided that convalescent homes and homes for the aged will be permitted on sites of less than 8,000m².
- (v) The developer shall submit to the Council building and subdivisional plans (in principle) of the development as a whole if required. The Council may waive or vary any of its standards relating to subdivision, bulk and location or roading provided that the buildings are designed and related to one another and to the site to the satisfaction of the Engineer, and comply with all relevant statutes, by-laws, ordinances or other conditions which the Council may impose.
- (vi) Subdivisional plans shall be approved subject to the buildings being built as shown on the site plans before title subdivision takes place.
- (vii) Parking – one space per household unit plus one space for each 5 units or part thereof.
- (viii) Access – see Ordinance V – Transportation.

(i) **Private hotels, hostels and boarding houses**

- (i) Density control – 225 persons per hectare.
- (ii) Maximum site coverage
incl. accessory buildings 60%
- (iii) Minimum yard requirements:

Front Site	– front	4.5m	
	side	3m	+ 2/3 height above 4m
	rear	7.5m	
Rear Site	–	2 of 7.5m	others 3m provided that no side yard shall be less than 3m + 2/3 height above 4m
Corner Site	– all front yards	4.5m, other yards 6m & 3m or 2 of 4.5m	
			provided that no side yard shall be less than 3m + 2/3 height above 4m.

- (iv) Parking – one space per 5 guest beds plus one space per 2 staff.

- (v) Access – see Ordinance V – Transportation.

(j) **Churches and other buildings used only as places of worship (for church halls see (k) below)**

- (i) Maximum site coverage
incl. accessory buildings 60%

- (ii) Maximum height 14m

- (iii) Minimum yard requirements:

Front Site	– front	4.5m
	side	2 of 7.5m
	rear	9m

Rear Site	– all	9m
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Corner Site	– front	4.5m & 4.5m
	others	7.5m & 9m

- (iv) Parking – one space per 10 congregational seats plus one space per 2 staff.

- (v) Loading and access – see Ordinance V – Transportation.

(k) **Places of public assembly, day nurseries, clubrooms, gymnasiums and church halls**

- (i) Design of buildings, sound proofing and landscaping to be to the satisfaction of the Engineer.

- (ii) Provided that in the opinion of Council the use would not detract from the amenities of the neighbourhood.

- (iii) Maximum site coverage
incl. accessory buildings 60%

- (iv) Maximum height 14m

- (v) Minimum yard requirements:

Front Site	– front	4.5m
	side	2 of 9m
	rear	9m

Rear Site	– all	10.5m
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Corner Site – front 4.5m & 4.5m
others 9m & 9m

- (vi) Parking – one space per 10 audience or participants plus one space per 2 staff or committee.
- (vii) Loading and access – see Ordinance V – Transportation.

(l) Schools

- (i) No building shall be erected within 10.5m of a site boundary.
- (ii) Parking – shall be determined from surveys and an estimated demand for each development.
- (iii) Loading and access – see Ordinance V – Transportation.

(m) Institutions, public and private hospitals

- (i) No building shall be erected within 9m of any site boundary.
- (ii) Maximum site coverage including accessory buildings – 60%.
- (iii) Maximum height – 15m.
- (iv) Parking – one space per 5 patient beds plus one space per each resident doctor or senior nursing or other staff.
- (v) Loading and access – see Ordinance V – Transportation.

(n) Licensed hotels and taverns

- (i) Minimum site area – 8,000m² provided that an application for a development on a site less than 8,000m² shall be deemed a conditional use.
- (ii) Minimum yard requirements:

Front 6m.

Side and rear 12m with a 3m landscaped strip along all boundaries, except that where adjoining sites are occupied by public buildings, hostels, travellers accommodation, places of assembly or similar uses which do not involve permanent residence; or where adjoining sites are zoned Industrial, Commercial or designated as public open space or similar, the minimum side and rear yard requirements shall be 4.5m + 2/3 height above 4m of the building, with no landscaping requirement.

- (iii) If in the opinion of the Council a need does not exist or the proposed development will detract from the amenity of the area the application shall be deemed to be a conditional use.
- (iv) Parking – 40 spaces per 100m² of bar or public space, plus one space per 5 guest beds, plus one space per 2 staff.
- (v) Loading and access – see Ordinance V – Transportation.

(o) Shop dwellings

- (i) Provided that in the opinion of the Council, the development would be in the public interest.
- (ii) Use to be limited to a dairy.
- (iii) Any one shop to be limited in gross retail floor space to 75m².
- (iv) Bulk and location, parking and loading and access requirements to comply with those for a dwellinghouse.

(p) Parks, recreation grounds and scenic reserves

- (i) No land, or building to be used for purposes involving any operation which, in the opinion of Council, would be detrimental to the amenities of the neighbourhood.
- (ii) Buildings to comply with the conditions relating to “places of assembly” above.
- (iii) Parking shall be determined from surveys and an estimated demand for each development.

(q) Professional offices

- (i) Limited to Registered Medical Practitioners, Physiotherapists, Dentists and Veterinary Surgeons (providing there is no boarding of animals).
- (ii) Design of buildings to be in accordance with the residential character of the area.
- (iii) Bulk and location as for a dwellinghouse.
- (iv) Parking – 3 spaces per professional person.
- (v) Access – see Ordinance V – Transportation.

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- (r) **Conversion of existing dwellings into self-contained apartments**
 - (i) Density control 225 persons per hectare.
 - (ii) Maximum site coverage including accessory buildings – 60% where buildings are extended.
 - (iii) Conversion of existing dwellings into not more than four apartments to comply with all relevant by-laws and statutes, or to more than four apartments provided that in all cases each apartment contains a floor area of not less than 55m² and complies with all relevant by-laws and statutes.
 - (iv) The premises to be maintained to the satisfaction of the City Engineer.
 - (v) Conversions shall be of single storey dwellings only. The conversion of a multi-storey building shall be deemed to be a conditional use.
 - (vi) Side yards – 1.5m and 2.5m minimum (after conversion).
 - (vii) Conversion shall be limited to dwellings with a total floor space (after conversion) of 110m² and over.
 - (viii) Parking – one space per household unit.
 - (ix) Access – see Ordinance V – Transportation.
- (s) **Garages for hire for the housing of cars of nearby residents**
 - (i) Compliance with all relevant ordinances, statutes and by-laws.
 - (ii) Maximum site coverage 60%.
- (t) **Farming**
 - (i) Limited to market gardening and nursery gardens.
 - (ii) Compliance with all relevant statutes and by-laws.
- (u) **Car parks in the immediate vicinity of commercial or industrial zones**
 - (i) A 1.1m landscaped strip to be provided where car park adjoins residential sites.
 - (ii) Gates to be provided to the car parks and access limited to the normal hours of business.
 - (iii) Subject to all conditions relating to car parks contained in Ordinance V – Transportation.

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- (v) **Buildings accessory to buildings or the use of land for any of the foregoing purposes**
 - (i) Total floor area of accessory buildings shall not exceed 85m² or the minimum area needed to meet the requirements of this code, whichever is the greater.
 - (ii) The floor area of any one building shall not exceed 65m² or the minimum area needed to meet the requirements of this code, whichever is the greater.
 - (iii) A building not exceeding 40m² floor area may be allowed situated on the same site as a single unit dwelling house only and used for the storage only of plant and materials in connection with the business of the person permanently residing on the site, and provided that the use right shall be restricted to the applicant to whom the approval is granted.
 - (iv) Accessory buildings may be sited in any yard other than a front yard, provided that they comply with the by-laws, except that a garage may not be sited less than 6m from the front boundary, provided that in respect of single-storey dwellings, split-level and two-storey dwellings, garages may be erected forward of the dwelling provided that all conditions contained in the by-laws are met.
 - (v) A garage attached to a single family dwelling may be erected in a side yard provided that it is behind the front line of the dwelling and at least 6m from the street line and that vehicle access to the rear of the site is retained.
 - (vi) Maximum height 2.7m where the building is sited 1m or less from the boundary. Maximum height 3.5m where the building is sited more than 1m from the boundary except in side yards where 1.5m is required under the by-laws.
 - (vii) Compliance with all relevant ordinances, statutes and by-laws.
 - (viii) In the opinion of the Council neither the building nor the use to which it is put will cause undue annoyance in any manner to the adjacent neighbours.
- (w) **Licensed tourist premises**
 - (i) Applicable only where the site area is less than 8,000m². Where the site area is 8,000m² or more the provisions as for licensed hotels and taverns shall apply.

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- (ii) Maximum plot ratio – 0.6 (including all building service areas).
- (iii) Maximum site coverage – 60%.
- (iv) No more than 30% of the total floor space of the development shall be occupied by social activity space for bars, restaurants, dining, conference rooms and similar activities.
- (v) Minimum yard requirements:
 - Front Site – front 10.5m with landscaping to the satisfaction of the Director of Reserves.
Side and rear 3m + 2/3 height above 4m with a minimum of 7.5m, whichever is the greater.
 - Corner Site – front 6m with landscaping to the satisfaction of the Director of Reserves.
Other yards 3m + 2/3 height above 4m with a minimum of 7.5m.
 - Rear Site – all yards 3m + 2/3 height above 4m with a minimum of 6m, whichever is the greater.
- (vi) Parking:
 - (a) Accommodation Block – One space per 5 guest beds, plus one space per 2 staff.
 - (b) Other Activities – One space per 10 audience or participants and one space per 2 staff.

Notwithstanding the totals required for (a) and (b), the total parking requirement shall be not less than one space per bedroom unit.
- (vii) Loading and access – vehicular access shall not be permitted from arterial road frontages. Vehicular egress shall not be permitted on to arterial road frontages. Also see Ordinance V – Transportation.
- (viii) Not less than 20% of the site area to be landscaped to the satisfaction of the Director of Reserves.

(3) CONDITIONAL USES

Any predominant use which does not comply in respect of the bulk and location, parking, loading and access requirements laid down for such use, shall be deemed to be a conditional use.

Clause 12. RESIDENTIAL 5 ZONE

(1) ZONE STATEMENT

This zone is situated on the western and northern boundaries of the Central Business District and east of Latimer Square. In parts of the zone, institutional, educational and cultural buildings are closely associated with large well developed residential properties and some high-rise flats. It is not only desirable that the present character be preserved, but that the buildings which have reached the end of their economic life be redeveloped in a way that adds to the cultural atmosphere, and also increases the population density. The present net density approaches 85 persons per hectare west of the river, and it is undesirable that density should drop because there are advantages in having a residential population close to the Central Business District and adjacent to Hagley Park.

Predominant uses and bulk and location controls are similar to those of the Residential 4 Zone, with an increase in the density control to 250 persons per hectare (see Appendix C), and relaxation of controls upon the development of public buildings, institutions, churches and similar buildings compared with other residential zones.

(2) PREDOMINANT USES AND CONDITIONS

The following shall be the predominant uses in Residential 5 zones, together with special conditions, bulk and location and parking requirements.

(a) Single storey dwellings

- (i) Maximum site coverage
incl. accessory buildings 65%
- (ii) Maximum height 4.5m
- (iii) Minimum yard requirements:
 - Front Site – front 4.5m
side 1.8m & 2.7m
rear 7.5m
 - Rear Site 1 of 6m other yards 3m
 - Corner Site – front 4.5m & 4.5m
others 7.5m & 1.8m or 2 of 6m
- (iv) Parking – one space per household unit.
- (v) Access – see Ordinance V – Transportation.

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(b) Split level and two-storey dwellings

- (i) Maximum site coverage
incl. accessory buildings 65%
- (ii) Maximum height 9m
- (iii) Minimum yard requirements:
- | | | | |
|-------------|---------|-------------|---|
| Front Site | — front | 4.5m | with no yard less than 1.8m +
2/3 height above 4m. |
| | side | 3m & 1.8m | |
| | rear | 7.5m | |
| Rear Site | | 1 of 6m | other yards 3m with no yard
less than 1.8m + 2/3 height
above 4m. |
| Corner Site | — front | 4.5m & 4.5m | or 2 of 6m with no yard less
than 1.8m + 2/3 height above
4m. |
| | others | 7.5m & 1.8m | |
- (iv) Parking — one space per household unit.
- (v) Access — see Ordinance V — Transportation.

(c) Semi-detached dwellings (see Definitions)

- (i) Maximum site coverage
incl. accessory buildings 65%
- (ii) Maximum height 7.5m
- (iii) Minimum yard requirements:
- | | | | |
|--------------------------------|---------|-------------|--|
| Front Site | — front | 4.5m | |
| | side | 3m | |
| | rear | 6m | |
| Corner Site (one of two units) | front | 4.5m & 4.5m | (Yard to be opposite street
frontage onto which both
units front). |
| | rear | 6m | |
- (iv) Parking — one space per household unit.
- (v) Access — see Ordinance V — Transportation.

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(d) One-storey apartments

- (i) Density control 250 persons per hectare.
- (ii) Spacing between blocks: There shall be no limit to the number of separate blocks including single-unit blocks erected on any one site; provided that if more than one block is erected on the same site there shall be a distance of not less than 9m between each block; and provided further that in the case of blocks not parallel in plan the average distance between blocks must be not less than 9m with no part of any block encroaching within 4.5m of any other block.
- (iii) Maximum site coverage including accessory buildings 65%.
- (iv) Maximum height 4.5m.
- (v) Maximum attached units — No more than 3 attached units may be built in any one block; provided that there shall be no limit to the number of attached units in one block if a step in plan of at least 3m measured at right angles to the long axis of the block is made to each outer wall at each vertical division between units or every alternate vertical division between units. Where a block of apartments is sited parallel to the street in the form of terrace houses, maximum length 40m.
- (vi) Minimum Yard requirements:
- Front Site**
Front Yards: 4.5m provided that where in the opinion of the Council a block has or could have more than one road frontage this provision shall apply to each frontage.
- Rear Yards: 4.5m provided that in the case of blocks not parallel to the boundary the average distance from the rear boundary of the site to any wall of any unit shall be not less than 7.5m with no part of the building encroaching within 6m of the rear boundary, and provided also that if not less than half the required off-street parking spaces form part of the main building these distances may be reduced by 3m.
- Side Yards: Side yards shall be computed according to the number of units without a step in plan erected substantially parallel to the longest boundary. Where only two units are erected on a site, side yards shall be 1.8m and 3m with no yard less than 1.8m + 2/3 height above 4m.
- Where there is one unit between steps in plan or between end walls or between a step in plan and an end wall the minimum width of the two side yards together shall be not less than 4.5m; provided that no unit shall be erected within 1.8m of any side boundary; and that at least one side yard shall be no less than 3m in width.

Where there are two units between steps in plan or between end walls or between a step in plan and an end wall the minimum width of the two side yards together shall be not less than 7.5m; provided that no unit shall be erected within 1.8m of any side boundary; and that at least one side yard shall be not less than 3m in width.

Where a block has three units without a step in plan the minimum width of the two side yards together shall be not less than 10.5m; provided that no unit shall be erected within 3m of any side boundary.

Rear Site: The provisions of (v) above shall not apply provided that one yard shall be 6m and the other yards 3m.

Corner Site: The provisions of (v) above shall not apply provided that all front yards shall be 4.5m – other yards 6m and 3m or 2 of 4.5m.

- (vii) Parking – one space per household unit, plus one space per 5 units or part thereof. Only one space per unit need be capable of being covered or be in the form of a carport or garage. The balance of the spaces may occupy any usable yard space and these additional spaces need not be accessible at all times. Carport or garage spaces must be accessible at all times.
- (viii) Access – see Ordinance V – Transportation.

(e) Two or three-storey apartments

- (i) Density control 250 persons per hectare.
- (ii) Maximum site coverage including accessory buildings 65%.
- (iii) Maximum attached units – each floor to conform to (d) (v) above.
- (iv) Minimum yard requirements:

Front Site

Front Yards: The same provisions as for one-storey blocks shall apply.

Rear Yards: The minimum distance from the rear boundary of the site to the nearest part of any wall of any unit shall be not less than 7.5m; provided that in the case of blocks not parallel to the boundary the average distance from the rear boundary of the site to any wall of any unit shall be not less than 7.5m with no part of the building encroaching within 6m of the rear boundary, and provided also that if not less than half the required off-street parking spaces form part of the building, or are located elsewhere on the site to the satisfaction of the

City Engineer, these distances may be reduced by 1.5m, provided also that no rear yard shall be less than 1.8m + 2/3 height above 4m.

Side Yards: The same provisions as for one-storey blocks shall apply except that no yard shall be less than 1.8m + 2/3 height above 4m.

Rear Site: The provisions of (iii) above shall not apply provided that one yard shall be 6m others 3m and provided also that no side yard shall be less than 1.8m + 2/3 height above 4m.

Corner Site: The provisions of (iii) above shall not apply provided that all front yards shall be 4.5m other yards 6m and 3m or 2 of 4.5m provided further that no side yard shall be less than 1.8m + 2/3 height above 4m.

- (v) Parking – one space per household unit plus one space per 5 units or part thereof. Only one space per unit need be capable of being covered or be in the form of a carport or garage. The balance of the spaces may occupy any usable yard space and these additional spaces need not be accessible at all times. Carport or garage spaces must be accessible at all times.
- (vi) Access – see Ordinance V – Transportation.

(f) Apartments more than three-storeys

- (i) Density control 250 persons per hectare.
- (ii) Maximum site coverage including accessory buildings 65%.
- (iii) Minimum yard requirements:

Front Site	– front	4.5m	
	side & rear	1.8m	+ 2/3 height above 4m
Rear Site	all yards	1.8m	+ 2/3 height above 4m
Corner Site	– front	4.5m & 4.5m	
	others	1.8m	+ 2/3 height above 4m

- (iv) Parking – one space per household unit plus one space per 5 units or part thereof. Only one space per unit need be capable of being covered or be in the form of a carport or garage. The balance of the spaces may occupy any usable yard space and these additional spaces need not be accessible at all times. Carport or garage spaces must be accessible at all times.
- (v) Access – see Ordinance V – Transportation.

† (g) **Travellers' accommodation**

- (i) Density control 250 persons per hectare.
- (ii) Every site shall have a permanent resident caretaker.
- (iii) Compliance with all relevant statutes and by-laws.
- (iv) Compliance with the requirements of subclause (d) (e) or (f) (whichever is applicable) as to siting and parking.
- (v) No person shall use any land for travellers' accommodation unless the same is licensed (where required under the by-laws) by the Council.

(h) **Private hotels, hostels and boarding houses**

- (i) Density control 250 persons per hectare.
- (ii) Maximum site coverage
incl. accessory buildings 65%
- (iii) Minimum yard requirements:

Front Site	— front	4.5m	
	side	3m	+ 2/3 height above 4m
	rear	7.5m	
Rear Site	—	2 of 7.5m	others 3m provided that no side yard shall be less than 3m + 2/3 height above 4m.
Corner Site	—	All front yards 4.5m other yards 6m and 3m or 2 of 4.5m provided that no side yard shall be less than 3m + 2/3 height above 4m	

- (iv) Parking — one parking space per 5 guest beds plus one space per 2 staff.
- (v) Access — see Ordinance V — Transportation.

(i) **Churches and other buildings used only as places of worship (for church halls see (j) below)**

- (i) Maximum site coverage
incl. accessory buildings 65%
- (ii) Maximum height 14m
- (iii) Minimum yard requirements:

Front Site	— front	4.5m
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	side	2 of 6m
	rear	7.5m
Rear Site	— all	7.5m
Corner Site	— front	4.5m & 4.5m
	others	6m & 7.5m

- (iv) Parking — one space per 10 congregational seats plus one space per 2 staff.
- (v) Loading and access — see Ordinance V — Transportation.

(j) **Places of public assembly, day nurseries, clubrooms, gymnasiums and church halls.**

- (i) Design of buildings, sound-proofing and landscaping to be to the satisfaction of the Engineer.
- (ii) Provided that in the opinion of Council the use would not detract from the amenities of the neighbourhood.
- (iii) Maximum site coverage
incl. accessory buildings 65%
- (iv) Minimum yard requirements:

Front Site	— front	4.5m
	side	2 of 7.5m
	rear	7.5m
Rear Site	— all	9m
Corner Site	— front	4.5m & 4.5m
	others	7.5m & 7.5m

- (v) Maximum height 14m.
- (vi) Parking — one space per 10 audience or participants plus one space per 2 staff or committee.
- (vii) Loading and access — see Ordinance V — Transportation.

(k) **Schools**

- (i) No building shall be erected within 10.5m of a site boundary.
- (ii) Parking shall be determined from surveys and an estimated demand for each development.
- (iii) Loading and access — see Ordinance V — Transportation.

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(l) Institutions, public and private hospitals

- (i) No building shall be erected within 9m of any site boundary.
- (ii) Maximum site coverage including accessory buildings 65%.
- (iii) Maximum height 15m.
- (iv) Parking – one space per 5 patient beds plus one space per each resident doctor, senior nursing or other staff.
- (v) Loading and access – see Ordinance V – Transportation.

(m) Licensed hotels and taverns

- (i) Minimum site area 8,000m² that an application for a development on a site less than 8,000m² shall be deemed a conditional use.
- (ii) Minimum yard requirements:
Front 6m
Side and rear 12m with a 3m landscaped strip along all boundaries, except that where adjoining sites are occupied by public buildings, hostels, travellers accommodation, places of assembly or similar uses which do not involve permanent residence; or where adjoining sites are zoned industrial, commercial or designated as public open space or similar, the minimum side and rear yard requirements shall be 4.5m + 2/3 height above 4m of the building, with no landscaping requirement.
- (iii) If in the opinion of the Council, a need does not exist or that the proposed development will detract from the amenity of the area the application shall be deemed to be a conditional use.
- (iv) Parking – 40 spaces per 100m² of bar or public space, plus one space per 5 guest beds plus one space per 2 staff.
- (v) Loading and access – see Ordinance V – Transportation.

(n) Shop dwellings

- (i) Provided that in the opinion of the Council, the development would be in the public interest.
- (ii) Use to be limited to a dairy.
- (iii) Any one shop to be limited in gross retail floor space to 75m².

- (iv) Bulk and location, parking, loading and access requirements to comply with those for a dwellinghouse.

(o) Parks, recreation grounds and scenic reserves

- (i) No land or building to be used for purposes involving any operation which, in the opinion of Council would be detrimental to the amenities of the neighbourhood.
- (ii) Buildings to comply with the conditions relating to “Places of Assembly” above.
- (iii) Parking shall be determined from surveys and an estimated demand for each development.

(p) Professional offices

- (i) Limited to Registered Medical Practitioners, Physiotherapists, Dentists and Veterinary surgeons (providing there is no boarding of animals).
- (ii) Design of buildings to be in accordance with the residential character of the area.
- (iii) Bulk and location as for a dwellinghouse.
- (iv) Parking – 3 spaces per professional person.
- (v) Access – see Ordinance V – Transportation.

(q) Conversions of existing dwellings into self-contained apartments

- (i) Density control 250 persons per hectare.
- (ii) Maximum site coverage including accessory buildings 65% where buildings are extended.
- (iii) Conversion of existing dwellings into not more than four apartments to comply with all relevant by-laws and statutes, or to more than four apartments provided that in all cases each apartment contains a floor area of not less than 55m² and complies with all relevant by-laws and statutes.
- (iv) The premises to be maintained to the satisfaction of the City Engineer.
- (v) Conversions shall be of single-storey dwellings only. The conversion of a multi-storey building shall be deemed to be a conditional use.
- (vi) Side yards – 1.5m and 2.5m minimum (after conversion).

- (vii) Conversion shall be limited to dwellings with a total floor space (after conversion) of 110m² and over.
- (viii) Parking – one space per household unit.
- (ix) Access – see Ordinance V – Transportation.
- (r) **Garages for hire for the housing of cars of nearby residents**
- (i) Compliance with all relevant ordinances, statutes and by-laws.
- (ii) Maximum site coverage 65%.
- (s) **Car parks in the immediate vicinity of commercial or industrial zones**
- (i) A 1.1m landscaped strip to be provided where car park adjoins residential sites.
- (ii) Gates to be provided to the car parks and access limited to the normal hours of business.
- (iii) Subject to all conditions relating to car parks contained in Ordinance V – Transportation.
- (t) **Buildings accessory to buildings or the use of land for any of the foregoing purposes**
- (i) Total floor area of accessory buildings shall not exceed 85m² or the minimum area needed to meet the requirements of this code, whichever is the greater.
- (ii) The floor area of any one building shall not exceed 65m² or the minimum area needed to meet the requirements of this code whichever is the greater.
- (iii) A building not exceeding 40m² floor area may be allowed situated on the same site as a single unit dwellinghouse only and used for the storage only of plant and materials in connection with the business of the person permanently residing on the site, provided that the use right shall be restricted to the applicant to whom the approval is granted.
- (iv) Accessory buildings may be sited in any yard other than a front yard, provided that they comply with the by-laws, except that a garage may not be sited less than 6m from the front boundary, provided that in respect of single-storey dwellings, split-level and two-storey dwellings, garages may be erected forward of the dwelling provided that all conditions contained in the by-laws are met.
- (v) A garage attached to a single family dwelling may be erected in a side yard provided that it is behind the front line of the dwelling and at least 6m from the street line and that vehicle access to the rear of the site is retained.
- (vi) Maximum height 2.7m where the building is sited 1m or less from the boundary. Maximum height 3.5m where the building is sited more than 1m from the boundary except in side yards where 1.5m is required under the by-laws.
- (vii) Compliance with all relevant ordinances, statutes and by-laws.
- (viii) In the opinion of the Council neither the building nor the use to which it is put will cause undue annoyance in any manner to any adjacent neighbours.
- (u) **Licensed tourist premises**
- (i) Applicable only where the site area is less than 8,000m². Where the site area is 8,000m² or more the provisions as for licensed hotels and taverns shall apply.
- (ii) Maximum plot ratio – 0.8 (including all building service areas).
- (iii) Maximum site coverage – 60%.
- (iv) No more than 30% of the total floor space of the development shall be occupied by social activity space for bars, restaurants, dining, conference rooms and similar activities.
- (v) **Minimum yard requirements:**
- | | |
|-------------|--|
| Front Site | – front 10.5m with landscaping to the satisfaction of the Director of Reserves. |
| | Side and rear 3m + 2/3 height above 4m with a minimum of 7.5m, whichever is the greater. |
| Corner Site | – front 6m with landscaping to the satisfaction of the Director of Reserves. |
| | Other yards 3m + 2/3 height above 4m with a minimum of 7.5m. |

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Rear Site — all yards 3m + 2/3 height above 4m with a minimum of 6m, whichever is the greater.

(vi) Parking:

(a) Accommodation Block — One space per 5 guest beds, plus one space per 2 staff.

(b) Other Activities — One space per 10 audience or participants and one space per 2 staff.

Notwithstanding the totals required for (a) and (b), the total parking requirement shall be not less than one space per bedroom unit.

(vii) Loading and access — vehicular access shall not be permitted from arterial road frontages. Vehicular egress shall not be permitted onto arterial road frontages, Also see Ordinance V — Transportation.

(viii) Not less than 20% of the site area to be landscaped to the satisfaction of the Director of Reserves.

(3) CONDITIONAL USES

Any predominant use which does not comply in respect of the bulk and location, parking, loading and access requirements laid down for such use, shall be deemed to be a conditional use.

Clause 12a. RESIDENTIAL 5A ZONE

(1) ZONE STATEMENT

This zone is situated on the western boundaries of the Central Business District. In parts of the zone, institutional, educational and cultural buildings are closely associated with large well developed residential properties and some high-rise flats. It is not only desirable that the present character be preserved, but that the buildings which have reached the end of their economic life be redeveloped in a way that adds to the cultural atmosphere, and also increases the population density. The present net density approaches 85 persons per hectare west of the river, and it is undesirable that density should drop because there are advantages

in having a residential population close to the Central Business District and adjacent to Hagley Park.

In order to ensure that the cultural and residential aspects of this special area are retained and extended, predominant uses are limited to those of a residential, cultural, institutional or educational nature. "Places of Assembly" and certain other uses have been made conditional.

(2) PREDOMINANT USES AND CONDITIONS

The following shall be the predominant uses in Residential 5A zones, together with special conditions, bulk and location and parking requirements.

(a) Single storey dwellings

(i) Maximum site coverage
incl. accessory buildings 65%

(ii) Maximum height 4.5m

(iii) Minimum yard requirements:

Front Site	— front	4.5m	
	side	1.8m & 2.7m	
	rear	7.5m	

Rear Site	1 of 6m	other yards 3m
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Corner Site	— front	4.5m & 4.5m	
	others	7.5m & 1.8m	or 2 of 6m

(iv) Parking — one space per household unit.

(v) Access — see Ordinance V — Transportation.

(vi) Special Amenity Control — see Ordinance VII and Appendix P.

(b) Split level and two-storey dwellings

(i) Maximum site coverage
incl. accessory buildings 65%

(ii) Maximum height 9m

(iii) Minimum yard requirements:

Front Site	— front	4.5m	
	side	3m & 1.8m	with no yard less than 1.8m + 2/3 height above 4m
	rear	7.5m	

Rear Site	1 of 6m	other yards 3m with no yard less than 1.8m + 2/3 height above 4m
Corner Site – front	4.5m & 4.5m	or 2 of 6m with no yard less than 1.8m + 2/3 height above 4m
others	7.5m & 1.8m	

- (iv) Parking – one space per household unit.
- (v) Access – see Ordinance V – Transportation.
- (vi) Special Amenity Control – see Ordinance VII and Appendix P.

(c) Semi-detached dwellings (see Definitions)

- (i) Maximum site coverage incl. accessory buildings 65%
- (ii) Maximum height 7.5m
- (iii) Minimum yard requirements:

Front Site – front	4.5m	
side	3m	
rear	6m	
Corner Site (one of two units)		
front	4.5m & 4.5m	
rear	6m	(Yard to be opposite street frontage onto which both units front).

- (iv) Parking – one space per household unit.
- (v) Access – see Ordinance V – Transportation.
- (vi) Special Amenity Control – see Ordinance VII and Appendix P.

(d) One-storey apartments

- (i) Density control 250 persons per hectare.
- (ii) Spacing between blocks: There shall be no limit to the number of separate blocks including single-unit blocks erected on any one site; provided that if more than one block is erected on the same site there shall be a distance of not less than 9m between each block; and provided further that in the case of blocks not parallel in plan the

average distance between blocks must be not less than 9m with no part of any block encroaching within 4.5m of any other block.

- (iii) Maximum site coverage including accessory buildings 65%.
- (iv) Maximum height 4.5m.
- (v) Maximum attached units – No more than 3 attached units may be built in any one block; provided that there shall be no limit to the number of attached units in one block if a step in plan of at least 2.7m measured at right angles to the long axis of the block is made to each outer wall at each vertical division between units or every alternate vertical division between units. Where a block of apartments is sited parallel to the street in the form of terrace houses, maximum length 40m.
- (vi) Minimum yard requirements:

Front Site

Front Yards: 4.5m provided that where in the opinion of the Council a block has or could have more than one road frontage this provision shall apply to each frontage.

Rear Yards: 7.5m provided that in the case of blocks not parallel to the boundary the average distance from the rear boundary of the site to any wall of any unit shall be not less than 7.5m with no part of the building encroaching within 6m of the rear boundary, and provided also that if not less than half the required off-street parking spaces form part of the main building these distances may be reduced by 3m.

Side Yards: Side yards shall be computed according to the number of units without a step in plan erected substantially parallel to the longest boundary. Where only two units are erected on a site, side yards shall be 1.8m and 3m with no yard less than 1.8m + 2/3 height above 4m.

Where there is one unit between steps in plan or between end walls or between a step in plan and an end wall the minimum width of the two side yards together shall be not less than 4.8m; provided that no unit shall be erected within 1.8m of any side boundary; and that at least one side yard shall be no less than 3m in width.

Where there are two units between steps in plan or between end walls or between a step in plan and an end wall the minimum width of the two side yards together shall be not less than 7.5m; provided that no unit shall be erected within 1.8m of any side boundary; and that at least one side yard shall be not less than 3m in width.

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Where a block has three units without a step in plan the minimum width of the two side yards together shall be not less than 10.5m; provided that no unit shall be erected within 3m of any side boundary.

Rear Site The provisions of (v) above shall not apply provided that one yard shall be 6m and the other yards 3m.

Corner Site The provisions of (v) above shall not apply provided that all front yards shall be 4.5m – other yards 6m and 3m or 2 of 4.5m.

- (vii) **Parking** – one space per household unit, plus one space per 5 units or part thereof. Only one space per unit need be capable of being covered or be in the form of a carport or garage. The balance of the spaces may occupy any usable yard space and these additional spaces need not be accessible at all times. Carport or garage spaces must be accessible at all times.
- (viii) **Access** – see Ordinance V – Transportation.
- (ix) **Special Amenity Control** – see Ordinance VII and Appendix P.

(e) Two or three-storey apartments

- (i) Density control 250 persons per hectare.
- (ii) Maximum site coverage including accessory buildings 65%.
- (iii) Maximum attached units – each floor to conform to (d) (v) above.
- (iv) Minimum yard requirements:

Front Site

Front Yards: The same provisions as for one-storey blocks shall apply.

Rear Yards: The minimum distance from the rear boundary of the site to the nearest part of any wall of any unit shall be not less than 7.5m; provided that in the case of blocks not parallel to the boundary the average distance from the rear boundary of the site to any wall of any unit shall be not less than 7.5m with no part of the building encroaching within 6m of the rear boundary, and provided also that if not less than half the required off-street parking spaces form part of the building, or are located elsewhere on the site to the satisfaction of the City Engineer, these distances may be reduced by 1.5m, provided also that no rear yard shall be less than 1.8m + 2/3 height above 4m.

Side Yards: The same provisions as for one-storey blocks shall apply except that no yard shall be less than 1.8m + 2/3 height above 4m.

Rear Site – The provisions of (iii) above shall not apply provided that one yard shall be 6m others 3m and provided also that no side yard shall be less than 1.8m + 2/3 height above 4m.

Corner Site – The provisions of (iii) above shall not apply provided that all front yards shall be 4.5m other yards 6m and 3m or 2 of 4.5m provided further that no side yard shall be less than 1.8m + 2/3 height above 4m.

- (v) **Parking** – one space per household unit plus one space per 5 units or part thereof. Only one space per unit need be capable of being covered or be in the form of a carport or garage. The balance of the spaces may occupy any usable yard space and these additional spaces need not be accessible at all times. Carport or garage spaces must be accessible at all times.
- (vi) **Access** – see Ordinance V – Transportation.
- (vii) **Special Amenity Control** – see Ordinance VII and Appendix P.

(f) Apartments more than three-storeys

- (i) Density control 250 persons per hectare.
- (ii) Maximum site coverage including accessory buildings 65%.
- (iii) Minimum yard requirements:

Front Site	–front	4.5m	+ 2/3 height above 4m
	side & rear	3m	
Rear Site	all yards	3m	+ 2/3 height above 4m
Corner Site	– front	4.5m & 4.5m	+ 2/3 height above 4m
	others	3m	

- (iv) **Parking** – one space per household unit plus one space per 5 units or part thereof. Only one space per unit need be capable of being covered or be in the form of a carport or garage. The balance of the spaces may occupy any usable yard space and these additional spaces need not be accessible at all times. Carport or garage spaces must be accessible at all times.
- (v) **Access** – see Ordinance V – Transportation.
- (vi) **Special Amenity Control** – see Ordinance VII and Appendix P.

(g) Hostels

- (i) Density control 250 persons per hectare.
- (ii) Maximum site coverage
incl. accessory buildings 65%
- (iii) Minimum yard requirements:
- | | | | |
|-------------|-------------------|------------|---|
| Front Site | — front | 4.5m | |
| | side | 3m | + 2/3 height above 4m |
| | rear | 7.5m or 3m | + 2/3 height above 4m
whichever is the greater. |
| Rear Site | | 2 of 7.5m | others 3m provided that no
side yard shall be less than 3m
+ 2/3 height above 4m |
| Corner Site | — All front yards | 4.5m | other yards 6m and 3m or 2 of
4.5m provided that no side yard shall be less than 3m +
2/3 height above 4m |
- (iv) Parking — one parking space per 5 boarders plus one space per 2 staff.
- (v) Access — see Ordinance V — Transportation.
- (vi) Special Amenity Control — see Ordinance VII and Appendix P.

(h) Churches and other buildings used only as places of worship

- (i) Maximum site coverage
incl. accessory buildings 65%
- (ii) Maximum height 14m
- (iii) Minimum yard requirements:
- | | | |
|-------------|---------|-------------|
| Front Site | — front | 4.5m |
| | side | 2 of 6m |
| | rear | 7.5m |
| Rear Site | — all | 7.5m |
| Corner Site | — front | 4.5m & 4.5m |
| | others | 6m & 7.5m |
- (iv) Parking — one space per 10 congregational seats plus one space per 2 staff.
- (v) Loading and Access — see Ordinance V — Transportation.
- (vi) Special Amenity Control — see Ordinance VII and Appendix P.

(i) Schools

- (i) No building shall be erected within 10.5m of the site boundary.
- (ii) Parking shall be determined from surveys and an estimated demand for each development.
- (iii) Loading and access — see Ordinance V — Transportation.
- (iv) Special Amenity Control — see Ordinance VII and Appendix P.

(j) Institutions

- (i) No building shall be erected within 9m of any site boundary.
- (ii) Maximum site coverage including accessory buildings 65%.
- (iii) Maximum height 15m.
- (iv) Parking shall be determined from surveys and an estimated demand for each development.
- (v) Loading and access — see Ordinance V — Transportation.
- (vi) Special Amenity Control — see Ordinance VII and Appendix P.

(k) Conversions of existing dwellings into self-contained apartments

- (i) Density control 250 persons per hectare.
- (ii) Maximum site coverage including accessory buildings 65% where buildings are extended.
- (iii) Conversion of existing dwellings into not more than four apartments to comply with all relevant by-laws and statutes, or to more than four apartments provided that in all cases each apartment contains a floor area of not less than 55m² and complies with all relevant by-laws and statutes.
- (iv) The premises to be maintained to the satisfaction of the City Engineer.
- (v) Conversions shall be of single-storey dwellings only. The conversion of a multi-storey building shall be deemed to be a conditional use.
- (vi) Side yards — 1.5m and 2.5m minimum (after conversion).
- (vii) Conversion shall be limited to dwellings with a total floor space (after conversion) of 110m² and over.

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- (viii) Parking – one space per household unit.
 - (ix) Access – see Ordinance V – Transportation.
 - (x) Special Amenity Control – see Ordinance VII and Appendix P.
- (l) Buildings accessory to buildings or the use of land for any of the foregoing purposes
- (i) Total floor area of accessory buildings shall not exceed 85m² or the minimum area needed to meet the requirements of this code, whichever is the greater.
 - (ii) The floor area of any one building shall not exceed 65m² or the minimum area needed to meet the requirements of this code, whichever is the greater.
 - (iii) A building not exceeding 40m² floor area may be allowed situated on the same site as a single unit dwellinghouse only and used for the storage only of plant and materials in connection with the business of the person permanently residing on the site, provided that the use right shall be restricted to the applicant to whom the approval is granted.
 - (iv) Accessory buildings may be sited in any yard other than a front yard, provided that they comply with the by-laws, except that a garage may not be sited less than 6m from the front boundary, provided that in respect of single-storey dwellings, split-level and two-storey dwellings, garages may be erected forward of the dwelling provided that all conditions contained in the by-laws are met.
 - (v) A garage attached to a single family dwelling may be erected in a side yard provided that it is behind the front line of the dwelling and at least 6m from the street line and that vehicle access to the rear of the site is retained.
 - (vi) Maximum height 2.7m where the building is sited 1m or less from the boundary. Maximum height 3.5m where the building is sited more than 1m from the boundary except in side yards where 1.5m is required under the by-laws.
 - (vii) Compliance with all relevant ordinances, statutes and by-laws.
 - (viii) In the opinion of the Council neither the building nor the use to which it is put will cause undue annoyance in any manner to any adjacent neighbours.

(3) CONDITIONAL USES

- (a) Places of public assembly, day nurseries, clubrooms, gymnasiums and church halls.
- (b) Conditions Relating to Conditional Uses
The Council shall, in exercising its powers to grant conditional uses, give special attention to the preservation of the amenities of the area. Where the site is shown in Appendix P as being subject to Special Amenity Control, applications shall be considered in the light of the policies expressed in Part X of the Scheme Statement and Ordinance VII.
- (c) Bulk and Location
The requirements shall, subject to conditions imposed by (b) above provide for the same general standards in the R.5 zone.
- (d) Except as elsewhere provided by this scheme any predominant use which does not comply in respect of the bulk and location, parking, loading and access requirements laid down for such use, shall be deemed to be a conditional use.

Clause 13. RESIDENTIAL 6 ZONE

(1) ZONE STATEMENT

This zone comprises: (a) three part blocks east of the Central Business District, containing the Central Fire Station, several churches, the Girl Guides and Y.W.C.A. buildings, and a number of commercial uses; (b) the west end of the block bounded by Manchester Street, Oxford Terrace, Kilmore Street and Madras Street. Area (a) will eventually be isolated from the Residential 5 zone by the Motorway, and area (b) adjoins the colonnade of poplars along the Avon River bank. Redevelopment is encouraged by allowing offices to be established in new buildings only, provided that at least half the total floor space is used for residential purposes.

(2) PREDOMINANT USES AND CONDITIONS

The following shall be the predominant uses in a Residential 6 zone, together with special conditions, bulk and location and parking requirements.

† (a) **Semi-detached dwellings** (see Definitions)

- (i) Maximum site coverage
incl. accessory buildings 65%
- (ii) Maximum height 7.5m
- (iii) Minimum yard requirements:
- | | | |
|------------|---------|------|
| Front Site | – front | 4.5m |
| | side | 3m |
| | rear | 6m |

Corner Site (one of two units)		
	front	4.5m & 4.5m
	rear	6m

(Yard to be opposite street frontage onto which both units front).

- (iv) Parking – one space per household unit.
- (v) Access – see Ordinance V – Transportation.

(b) **One-storey apartments**

- (i) Density control 250 persons per hectare.
- (ii) Spacing between blocks: There shall be no limit to the number of separate blocks including single-unit blocks erected on any one site; provided that if more than one block is erected on the same site there shall be a distance of not less than 9m between each block; and provided further that in the case of blocks not parallel in plan the average distance between blocks must be not less than 9m with no part of any block encroaching within 4.5m of any other block.
- (iii) Maximum site coverage including accessory buildings 65%.
- (iv) Maximum height 4.5m
- (v) Maximum attached units – No more than three attached units may be built in any one block; provided that there shall be no limit to the number of attached units in one block if a step in plan of at least 2.7m measured at right angles to the long axis of the block is made to each outer wall at each vertical division between units or every alternate vertical division between units. Where a block of apartments is sited parallel to the street in the form of terrace houses, maximum length 40m.

(vi) **Minimum yard requirements:**

Front Site

Front Yards: 4.5m provided that where in the opinion of the Council a block has or could have more than one road frontage this provision shall apply to each frontage.

Rear Yards: 7.5m provided that in the case of blocks not parallel to the boundary the average distance from the rear boundary of the site to any wall of any unit shall be not less than 7.5m with no part of the building encroaching within 6m of the rear boundary, and provided also that if not less than half the required off-street parking spaces form part of the main building these distances may be reduced by 3m.

Side Yards: Side yards shall be computed according to the number of units without a step in plan erected substantially parallel to the longest boundary.

Where only two units are erected on a site, side yards shall be 1.8m and 3m with no yards less than 1.8m + 2/3 height above 4m.

Where there is one unit between steps in plan or between end walls or between a step in plan and an end wall, the minimum width of the two side yards together shall be not less than 4.8m; provided that no unit shall be erected within 1.8m of any side boundary; and that at least one side yard shall be not less than 3m in width.

Where there are two units between steps in plan or between end walls or between a step in plan and an end wall the minimum width of the two side yards together shall be not less than 7.5m; provided that no unit shall be erected within 1.8m of any side boundary; and that at least one side yard shall be not less than 3m in width.

Where a block has three units without a step in plan the minimum width of the two side yards together shall be not less than 10.5m; provided that no unit shall be erected within 3m of any side boundary.

Rear Site – The provisions of (v) above shall not apply provided that one yard shall be 6m and the other yards 3m.

Corner Site – The provisions of (v) above shall not apply provided that all front yards shall be 4.5m – other yards 6m and 3m or 2 of 4.5m.

- (vii) Parking – one space per household unit plus one space per 5 units or

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part thereof. Only one space per unit need be capable of being covered or be in the form of a carport or garage. The balance of the spaces may occupy any usable yard space and these additional spaces need not be accessible at all times. Carport or garage spaces must be accessible at all times.

(viii) Access – see Ordinance V – Transportation.

(c) Two or three-storey apartments

- (i) Density control 250 persons per hectare.
- (ii) Maximum site coverage including accessory buildings 65%.
- (iii) Maximum attached units – each floor to conform to (b) (v) above.
- (iv) Minimum yard requirements:

Front Site

Front Yards: The same provisions as for one-storey blocks shall apply.

Rear Yards: The minimum distance from the rear boundary of the site to the nearest part of any wall of any unit shall be not less than 7.5m; provided that in the case of blocks not parallel to the boundary the average distance from the rear boundary of the site to any wall of any unit shall be not less than 7.5m with no part of the building encroaching within 6m of the rear boundary, and provided also that if not less than half the required off-street parking spaces form part of the building or are located elsewhere on the site to the satisfaction of the City Engineer, these distances may be reduced by 1.5m, provided that no rear yard shall be less than 1.8m + 2/3 height above 4m.

Side Yards: The same provisions as for one-storey blocks shall apply except that no yard shall be less than 1.8m + 2/3 height above 4m.

Rear Site – The provisions of (iii) above shall not apply, provided that one yard shall be 6m others 3m and provided also that no side yard shall be less than 1.8m + 2/3 height above 4m.

Corner Site – The provisions of (iii) above shall not apply provided that all front yards shall be 4.5m other yards 6m and 3m or 2 of 4.5m provided further that no side yard shall be less than 1.8m + 2/3 height above 4m.

(v) Parking – one space per household unit plus one space per 5 units or

part thereof. Only one space per unit need be capable of being covered or be in the form of a carport or garage. The balance of the spaces may occupy any usable yard space and these additional spaces need not be accessible at all times. Carport or garage spaces must be accessible at all times.

(vi) Access – see Ordinance V – Transportation.

(d) Apartments more than three-storeys

- (i) Density control 250 persons per hectare.
- (ii) Maximum site coverage
incl. accessory buildings 65%
- (iii) Minimum yard requirements:

Front Site – front	4.5m	
rear & side	1.8m	+ 2/3 height above 4m
Rear Site – all yards	1.8m	+ 2/3 height above 4m
Corner Site – front	4.5m & 4.5m	
others	1.8m	+ 2/3 height above 4m
- (iv) Parking – one space per household unit plus one space per 5 units or part thereof. Only one space per unit need be capable of being covered or be in the form of a carport or garage. The balance of the spaces may occupy any usable yard space and these additional spaces need not be accessible at all times. Carport or garage spaces must be accessible at all times.
- (v) Access – see Ordinance V – Transportation.

(e) Travellers' accommodation

- (i) Density control 250 persons per hectare.
- (ii) Every site shall have a permanent resident caretaker.
- (iii) Compliance with all relevant statutes and by-laws.
- (iv) Compliance with the requirements of subclause (b) (c) or (d) (whichever is applicable) as to siting and parking.
- (v) No person shall use any land for travellers' accommodation unless the same is licensed (where required under the by-laws) by the Council.

(f) Private hotels, hostels and boarding houses

- (i) Density control 250 persons per hectare.
- (ii) Maximum site coverage including accessory buildings 65%.
- (iii) Minimum yard requirements:
- | | | | |
|-------------|---|-----------|--|
| Front Site | -- front | 4.5m | + 2/3 height above 4m |
| | side | 3m | |
| | rear | 7.5m | |
| Rear Site | | 2 of 7.5m | others 3m provided that no side yard shall be less than 3m + 2/3 height above 4m |
| Corner Site | -- All front yards 4.5m other yards 6m and 3m or 2 of 4.5m provided that no side yard shall be less than 3m + 2/3 height above 4m | | |
- (iv) Parking -- one parking space per 5 guest beds plus one space per 2 staff.
- (v) Access -- see Ordinance V -- Transportation.

(g) Churches and other buildings used only as places of worship (for church halls see (h) below)

- (i) Maximum site coverage incl. accessory buildings 65%
- (ii) Maximum height 14m
- (iii) Minimum yard requirements:
- | | | |
|-------------|----------|-------------|
| Front Site | -- front | 4.5m |
| | side | 2 of 6m |
| | rear | 7.5m |
| Rear Site | -- all | 7.5m |
| Corner Site | -- front | 4.5m & 4.5m |
| | others | 6m & 7.5m |
- (iv) Parking -- one space per 10 congregational seats plus one space per 2 staff.
- (v) Loading and access -- see Ordinance V -- Transportation.

(h) Places of public assembly, day nurseries, clubrooms, gymnasiums, and church halls

- (i) Design of buildings, sound-proofing and landscaping to be to the satisfaction of the Engineer.
- (ii) Provided that in the opinion of Council the use would not detract from the amenities of the neighbourhood.
- (iii) Maximum site coverage incl. accessory buildings 65%
- (iv) Maximum height 14m
- (v) Minimum yard requirements:
- | | | |
|-------------|----------|-------------|
| Front Site | -- front | 4.5m |
| | side | 2 of 7.5m |
| | rear | 7.5m |
| Rear Site | -- all | 9m |
| Corner Site | -- front | 4.5m & 4.5m |
| | others | 7.5m & 7.5m |
- (vi) Parking -- one space per 10 audience or participants plus one space per 2 staff or committee.
- (vii) Loading and access -- see Ordinance V -- Transportation.

(i) Schools

- (i) No building shall be erected within 10.5m of a site boundary.
- (ii) Parking shall be determined from surveys and an estimated demand for each development.
- (iii) Loading and access -- see Ordinance V -- Transportation.

(j) Institutions, public and private hospitals

- (i) No building shall be erected within 9m of any site boundary.
- (ii) Maximum site coverage including accessory buildings 65%.
- (iii) Maximum height 15m.

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- (iv) Parking — one space per 5 patient beds plus one space per each resident doctor, or senior nursing or other staff.
- (v) Loading and access — see Ordinance V — Transportation.

(k) Licensed hotels and taverns

- (i) Maximum site coverage
incl. accessory buildings 65%
- (ii) Minimum yard requirements:
Front Site — front 4.5m
side 3m + 2/3 height above 4m
rear 7.5m
Rear Site 2 of 7.5m others 3m provided that no
side yard shall be less than 3m
+ 2/3 height above 4m
Corner Site — All front yards 4.5m other yards 6m and 3m or 2 of
4.5m provided that no side yard shall be less than 3m +
2/3 height above 4m
- (iii) Parking — 40 spaces per 100m² of bar or public space, plus one space
per 5 guest beds plus one space per 2 staff.
- (iv) Loading and access — see Ordinance V — Transportation.

(l) Professional offices in a residential building

- (i) Offices may establish in new buildings erected for that purpose.
- (ii) Provided that at least half the total floor space shall be in residential
use.
- (iii) Bulk and location as for apartments.
- (iv) Parking — one space per household unit plus 2 spaces per 100m² of
total office space.

(m) Conversion of existing dwellings into self-contained apartments

- (i) Density control 250 persons per hectare.
- (ii) Maximum site coverage including accessory buildings 65% where
buildings are extended.
- (iii) Conversion of existing dwellings into not more than four apartments to

comply with all relevant by-laws and statutes, or to more than four
apartments provided that in all cases each apartment contains a floor
area of not less than 55m² and complies with all relevant by-laws and
statutes.

- (iv) The premises to be maintained to the satisfaction of the City Engineer.
- (v) Conversions shall be of single-storey dwellings only. The conversion of a
multi-storey building shall be deemed to be a conditional use.
- (vi) Side yards — 1.5m & 2.5m minimum (after conversion).
- (vii) Conversion shall be limited to dwellings with a total floor space (after
conversion) of 110m² and over.
- (viii) Parking — one space per household unit.
- (ix) Access — see Ordinance V — Transportation.

(n) Buildings accessory to buildings or the use of land for any of the foregoing
purposes

- (i) Total floor area of accessory buildings shall not exceed 85m² or the
minimum area needed to meet the requirements of this code, whichever
is the greater.
- (ii) The floor area of any one building shall not exceed 65m² or the
minimum area needed to meet the requirements of this code whichever
is the greater.
- (iii) A building not exceeding 40m² floor area may be allowed situated on
the same site with a single unit dwelling house only and used for the
storage only of plant and materials in connection with the business of
the person permanently residing on the site, provided that the use right
shall be restricted to the applicant to whom the approval is granted.
- (iv) Accessory buildings may be sited in any yard other than a front yard,
provided that they comply with the by-laws except that a garage may
not be sited less than 6m from the front boundary, provided that in
respect of single-storey dwellings, split-level and two-storey dwellings,
garages may be erected forward of the dwelling provided that all
conditions contained in the by-laws are met.
- (v) A garage attached to a single family dwelling may be erected in a side
yard provided that it is behind the front line of the dwelling and at least
6m from the street line and that vehicle access to the rear of the site is
retained.

- (vi) Maximum height 2.7m where the building is sited 1m or less from the boundary. Maximum height 3.5m where the building is sited more than 1m from the boundary except in side yards where 1.5m is required under the by-laws.
- (vii) Compliance with all relevant ordinances, statutes and by-laws.
- (viii) In the opinion of the Council neither the building nor the use to which it is put will cause undue annoyance in any manner to any neighbours.

(o) Licensed tourist premises

- (i) Applicable only where the site area is less than 8,000m². Where the site area is 8,000m² or more the provisions as for licensed hotels and taverns shall apply.
- (ii) Maximum plot ratio – 0.8 (including all building service areas).
- (iii) Maximum site coverage – 60%.
- (iv) No more than 30% of the total floor space of the development shall be occupied by social activity space for bars, restaurants, dining, conference rooms and similar activities.

(v) Minimum yard requirements:

- Front Site – Front 10.5m with landscaping to the satisfaction of the Director of Reserves
Side and rear 3m + 2/3 height above 4m with a minimum of 7.5m, whichever is the greater.
- Corner Site – Front 6m with landscaping to the satisfaction of the Director of Reserves.
Other yards 3m + 2/3 height above 4m with a minimum of 7.5m.
- Rear Site – all yards 3m + 2/3 height above 4m with a minimum of 6m, whichever is the greater.

(vi) Parking:

- (a) Accommodation Block – One space per 5 guest beds, plus one space per 2 staff.
- (b) Other Activities – One space per 10 audience or participants and one space per 2 staff.

Notwithstanding the totals required for (a) and (b), the total parking requirement shall be not less than one space per bedroom unit.

- (vii) Loading and access – vehicular access shall not be permitted from arterial road frontages. Vehicular egress shall not be permitted on to arterial road frontages. Also see Ordinance V – Transportation.
- (viii) Not less than 20% of the site area to be landscaped to the satisfaction of the Director of Reserves.

(3) CONDITIONAL USES

Any predominant use which does not comply in respect of the bulk and location, parking, loading and access requirements laid down for such use, shall be deemed to be a conditional use.

Clause 14. RECREATION 1 ZONE

(1) ZONE STATEMENT

This zone, comprising 6.7 hectares at Taylors Mistake, is intended as a beach holiday area and shall either be developed by the Council, or by private enterprise in conformance with the scheme of development in principle shown in Appendix E. The development scheme proposal is a positive step to enable the valley to be developed in accordance with an overall scheme rather than in a piecemeal manner under full control of the local authority as to details and design. A viable comprehensive scheme will consider road access, public parking, public recreation, sewage disposal, the existing bach site situation and any modifications or changes, in respect of bach sites in the valley, as a whole. The purpose of creating the special zone therefore, is to ensure that all the above aspects are considered together and staged according to an overall plan, the details of which will be published at a future date.

(2) PREDOMINANT USES AND CONDITIONS

(a) Parks, recreation grounds and accessory buildings

- (i) No land or buildings shall be used for purposes involving any operation which, in the opinion of Council will be detrimental to the amenities of the neighbourhood.

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- (ii) Compliance with conditions related to "Places of Assembly" in R.1 zones.

(b) Other development

To be in accordance with a comprehensive scheme of development to be published at a later date.

(3) CONDITIONAL USES

Any predominant use which does not comply in respect of bulk and location and parking requirements.

Clause 15. COMMERCIAL 1 ZONE

(1) ZONE STATEMENT

These commercial zones shall be known as local centres and their general purpose is to provide day-to-day shopping facilities and associated services for a 65% trade area containing a population of up to 3000 persons. The gross retail floor space is expected to range up to 1850m² (gross). Predominant uses are related to the sale of foodstuffs and other goods and services which are generally regarded as necessities. An upper limit on the size of centres is proposed to ensure that they remain at a lower level than intermediate and district centres.

(2) PREDOMINANT USES AND CONDITIONS

(a) Retail shops, including banks but excluding car sales

- (i) Maximum gross floor space for one self-contained unit – 750m².
- (ii) Maximum site coverage including accessory buildings 60%. Provided that a bonus of increased site coverage may be permitted if development takes place in accordance with an approved comprehensive scheme of development providing parking, access and service lanes for the whole block. For the purposes of computing site coverage land dedicated as service lane or street under the requirements of this ordinance shall be regarded as part of the site.
- (iii) Maximum height – 9m.

- (iv) Yards: front – If, in the opinion of Council the provision of off-street parking is impracticable or footpath widening is necessary a set-back of up to 7.5m may be required to enable footpath widening or a kerb set back for on-street parking.

side – 4.5m where immediately adjoining a residential zone.

rear – 6m.

- (v) Where residential accommodation is combined with a commercial use 85m² of open space per unit shall be provided about the building.
- (vi) Parking – five spaces per 100m² gross floor space provided that the Council may by resolution on the recommendation of the City Engineer grant a dispensation under this provision where the development fronts onto a minor (local) road, or where there is ample off-street parking already available in the vicinity, or where the development is of a single shop with a gross floor area of less than 200m² and provided also that no such dispensation shall be given to allow fewer than two spaces per 100m² of gross floor space.
- (vii) Loading and access – see Ordinance V – Transportation.

(b) Professional and commercial offices

- (i) Maximum site coverage including accessory buildings 60% provided that a bonus of increased site coverage may be granted as under (a) (ii) above.
- (ii) Yards: front – If, in the opinion of Council, the provision of off-street parking is impracticable or footpath widening is necessary a set back of up to 7.5m may be required to enable footpath widening or a kerb set back for on-street parking.
side – 4.5m where immediately adjoining a residential zone.
rear – 6m.
- (iii) Maximum height 9m.
- (iv) Where residential accommodation is combined with a commercial use 85m² of open space per unit shall be provided about the building.
- (v) Parking – two spaces per 100m² gross floor space.
- (vi) Loading and access – see Ordinance V – Transportation.

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(c) Service and repair workshops

- (i) Provided that the use must fall naturally into the group of uses listed as service industry, and the use serves a local need.
- (ii) Provided that in the opinion of the Council the use will not detract from the amenities of the locality and continuity of retail frontage is maintained.
- (iii) Maximum site coverage including accessory buildings 60% provided that a bonus of increased site coverage may be permitted as under (a) (ii) above.
- (iv) Maximum height 9m.
- (v) Yards: front – If, in the opinion of Council the provision of off-street parking, is impracticable or footpath widening is necessary a set-back of up to 7.5m may be required to enable footpath widening or a kerb set back for on-street parking.
side – 4.5m where immediately adjoining a residential zone.
rear – 6m.
- (vi) Parking – two spaces per 100m² gross floor space.
- (vii) Loading and access – see Ordinance V – Transportation.

(d) Libraries, public administrative buildings

- (i) Maximum site coverage including accessory buildings 60% provided that a bonus of increased site coverage may be permitted as under (a) (ii) above.
- (ii) Maximum height – 9m.
- (iii) Yards: front – 6m.
side – 4.5m where immediately adjoining a residential zone.
rear – 6m.
- (iv) Parking – two spaces per 100m² gross floor space.
- (v) Loading and access – see Ordinance V – Transportation.

(e) Clubrooms and places of assembly

- (i) Maximum site coverage including accessory buildings 60%.
- (ii) Maximum height – 9m.
- (iii) Yards: front – 6m.
side & rear – 7.5m where immediately adjoining a residential zone.
- (iv) Parking – one space per 10 spectators or participants plus one space per 2 staff.
- (v) Loading and access – see Ordinance V – Transportation.

(f) Residential accommodation in association with any of the above predominant uses

- (i) Compliance with all relevant ordinances, statutes and by-laws.
- (ii) 85m² of open space per unit shall be provided about the building.
- (iii) Provided that only one household unit may be associated with any one commercial unit.
- (iv) Parking – one space per household unit plus one space per each 5 units or part thereof.
- (v) Loading and access – see Ordinance V – Transportation.

(g) Service stations

- (i) Maximum site coverage including accessory buildings 60%.
- (ii) No building shall be sited within 4.5m + 2/3 height of such building above 9m, where adjoining a residential zone.
- (iii) Provided that the continuity of retail frontage is not unduly affected.
- (iv) The property shall be landscaped to the satisfaction of the City Engineer.
- (v) Petrol pumps (if applicable) shall be sited a minimum of 4.5m from the front boundary.
- (vi) Parking – 5 spaces per 100m² of floor space.
- (vii) Loading and access – see Ordinance V – Transportation.

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- (h) Buildings accessory to buildings or the use of land for any of the foregoing purposes
- (i) Maximum height 3.5m.
 - (ii) Compliance with all relevant statutes and by-laws.
 - (iii) Where the building is sited within any side or rear yard the bulk and location requirements shall be as for residential zones.

(3) CONDITIONAL USES

Any predominant use which does not comply in respect of the bulk and location, parking, loading and access requirements laid down for such uses shall be deemed to be a conditional use.

Clause 16. COMMERCIAL 1A ZONE

(1) ZONE STATEMENT

These commercial zones shall be known as intermediate shopping centres, and are generally larger than the Commercial 1 zones. Predominant uses and conditions are essentially the same as Commercial 1 zones, with the exception that there is no 750m² maximum gross floor area for retail units. The population within the 65% trade area is expected to range up to 7000 persons and the floor space up to 4,700m². A wider range of retail and associated services than in Commercial 1 zones is therefore envisaged.

(2) PREDOMINANT USES AND CONDITIONS

As for Commercial 1 zones, except that Clause 15 (2) (a) (i) relating to the maximum floor space for one self-contained unit shall not apply.

(3) CONDITIONAL USES

Any predominant use which does not comply in respect of the bulk and location, parking, loading and access requirements laid down for such uses.

Clause 17. COMMERCIAL 2 ZONE

(1) ZONE STATEMENT

These commercial zones shall be known as district centres and their general purpose is to serve large areas of the city with special as well as day-to-day retail services. It is expected that a gross retail floor space of 4,700m² to 14,000m² will be reached and that the 65% trade area will contain a population in excess of 15,000 persons. In most circumstances parking shall be off-street and vehicle/pedestrian segregation is encouraged in all zones.

(2) PREDOMINANT USES AND CONDITIONS

- (a) Retail and wholesale shops, banks, warehouses and auction rooms; and
- (b) Professional, commercial and administrative offices
(Note: conditions relate to [a] and [b])

- (i) Provided that the continuity of retail shopping frontage is not unduly affected.
- (ii) Maximum site coverage including accessory buildings 60% provided that a bonus of increased site coverage may be permitted if development takes place in accordance with an approved comprehensive scheme of development providing parking, access and service lanes for the whole block. For the purposes of computing site coverage, land dedicated as service lane or street under the requirements of this ordinance shall be regarded as part of the site.
- (iii) Maximum height 12m.
- (iv) Yards: front —If, in the opinion of Council the provision of off-street parking is impracticable or footpath widening is necessary a set back of up to 7.5m may be required to enable footpath widening or a kerb set back for on-street parking.
 - side —Where adjoining a residential zone 4.5m + 2/3 of the height above 9m.
 - rear —Where adjoining a residential zone 6m.

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- (v) Parking:
 - (a) 5 spaces per 100m² gross floor space provided that the Council may by resolution on the recommendation of the City Engineer grant a dispensation under this provision where the development fronts onto a minor (local) road, or where there is ample off-street parking already available or where the development is of a single shop, warehouse or auction room with a gross floor area of less than 200m² and provided also that no such dispensation shall be given to allow fewer than 4 spaces per 100m² of gross floor space.
 - (b) 3 spaces per 100m² of floor space.
 - (vi) Loading and access – see Ordinance V – Transportation.
 - (c) **Service and repair workshops**
 - (i) The use must fall naturally into the group of uses listed as service industry, and the use must serve a local need.
 - (ii) Provided that in the opinion of the Council the use will not detract from the amenities of the locality and continuity of retail frontage is maintained.
 - (iii) Maximum site coverage including accessory buildings 60% provided that a bonus of increased site coverage may be permitted as under (a) (ii) above.
 - (iv) Maximum height 12m.
 - (v) Yards: front –If, in the opinion of Council, the provision of off-street parking is impracticable or footpath widening is necessary a setback of up to 7.5m may be required to enable footpath widening or a kerb set back for on-street parking
 - side –Where adjoining a residential zone 4.5m + 2/3 the height above 9m.
 - rear –Where adjoining a residential zone 6m.
 - (vi) Parking – 3 spaces per 100m² gross floor space.
 - (vii) Loading and access – see Ordinance V – Transportation.
 - (d) **Libraries, public administrative buildings, museums and art galleries**
 - (i) Maximum site coverage including accessory buildings 60%.
 - (ii) Maximum height 12m.
 - (iii) Yards: front –6m.
 - side –4.5m + 2/3 the height above 9m where immediately adjoining a residential zone.
 - rear – 6m.
 - (iv) Parking – two spaces per 100m² of gross floor space.
 - (v) Loading and access – see Ordinance V – Transportation.
 - (e) **Clubrooms, places of assembly**
 - (i) Maximum site coverage including accessory buildings 60%.
 - (ii) Maximum height 12m.
 - (iii) Yards: front –6m.
 - side & rear – where adjoining a residential zone 7.5m.
 - (iv) Parking – one space per 10 spectators or participants plus one space per 2 staff.
 - (v) Loading and access – see Ordinance V – Transportation.
 - (f) **Residential accommodation in association with any of the above predominant uses**
 - (i) Compliance with all relevant ordinances, statutes and by-laws.
 - (ii) 85m² of open space per unit shall be provided about the building.
 - (iii) Provided that only one household unit may be associated with any one commercial unit.
 - (iv) Parking – one space per household unit plus one space per each 5 units or part thereof.
 - (v) Loading and access – see Ordinance V – Transportation.
 - (g) **Service stations, motor repair garages and car sales yards, car parks and car parking buildings**
 - (i) Maximum site coverage including accessory buildings 60%.
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- (ii) No building shall be sited within 4.5m + 2/3 height of such building above 9m, where adjoining a residential zone.
- (iii) Provided that the continuity of retail frontage is maintained.
- (iv) The property shall be landscaped to the satisfaction of the City Engineer.
- (v) Petrol pumps (if applicable) shall be sited a maximum of 4.5m back from the front boundary.
- (vi) Parking – 5 spaces per 100m² of floor space.
- (vii) Loading and access – see Ordinance V – Transportation.

(h) Licensed hotels and taverns

- (i) Maximum site coverage including accessory building – 60%.
- (ii) Maximum height – 12m.
- (iii) Yards: front – 6m.
side & rear – 12m where adjoining a residential zone with a 3m landscaped strip along the boundary.
- (iv) Parking – 40 spaces per 100m² of bar or public space, plus one space per 5 guest beds, plus one space per 2 staff.
- (v) Loading and access – see Ordinance V – Transportation.

(i) Buildings accessory to buildings or to the use of land for any of the foregoing purposes

- (i) Maximum height 3.5m.
- (ii) Compliance with all relevant statutes and by-laws.
- (iii) Where the building is sited within any required side or rear yard, the bulk and location requirements shall be as for residential zones.

(3) CONDITIONAL USES

Any predominant use which does not comply in respect of the bulk and location, parking, loading and access requirements laid down for such use, shall be deemed to be a conditional use.

Clause 18. COMMERCIAL 3 ZONE

(1) ZONE STATEMENT

This zone is designed to blend with the special amenity area which will link Victoria Square with the Public Hospital and Hagley Avenue via the Avon River, and will also act as a transition zone between the Central Business District and residential zones to the west and north. It has a low site coverage and a low plot ratio to promote an open type of development of limited intensity. The zone contains the proposed Government and Postal Centre, the Supreme Court and associated buildings and the complex of Christchurch City Council buildings which include the proposed Town Hall. A full range of other predominant uses are permitted including hotels and places of assembly, but it is hoped that the presence of major administrative establishments will ultimately attract certain types of professional office. The provision of off-street parking is the joint responsibility of the developer and the Christchurch City Council the standards hereunder being that portion to be provided by the developer. Additional parking over and above the ordinance requirements shall not be permitted unless in conformity with Council's overall parking policy.

(2) PREDOMINANT USES AND CONDITIONS

- (a) Professional, commercial and administrative offices including banks; and
- (b) Institutions and churches; and
- (c) Halls, libraries and similar public buildings; and
- (d) Cafes, coffee bars and restaurants
(Note: conditions relate to [a] – [d])

- (i) Maximum plot ratio 1.5
- (ii) Maximum site coverage including accessory buildings 70%.
- (iii) Yards: front – 1.5m with landscaping to the satisfaction of the Engineer provided that if buildings are set back more than 1.5m from the street line and landscaped, a floor space bonus of 7.5m² for every 1m² of set back (beyond 1.5m) shall be granted pursuant to Ordinance II, Clause 18 (3) – Bonuses. Sites with frontage to more than one street shall be required to set back 1.5m on one frontage only.

side & rear – where immediately adjoining residential zone – 4.5m + 2/3 of the height of the building above 9m.

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- (iv) Provided that no residential building shall be converted to such uses.
 - (v) Parking –
 - (a) 1 space per 100m² of gross floor space.
 - (b) 1 space per 20 spectators or congregation seats, 1 space per 5 residents or beds, plus 1 space per 4 staff.
 - (c) 1 space per 100m² of gross floor space plus 1 space per 4 staff.
 - (d) 1 space per 8 seats plus 1 space per 4 staff.
 - (vi) Loading and access – see Ordinance V – Transportation.
- (e) Licensed and private hotels, residential and non-residential club-rooms, travellers' accommodation
- (i) Maximum plot ratio 1.5.
 - (ii) Maximum site coverage including accessory buildings 70%.
 - (iii) Yards: front – 1.5m with landscaping to the satisfaction of the Engineer provided that if buildings are set back more than 1.5m from the street line and landscaped, a floor space bonus of 7.5m² for every 1m² of set back (beyond 1.5m) shall be granted pursuant to Ordinance II, Clause 18 (3) – Bonuses. Sites with frontage to more than one street shall be required to set back 1.5m on one frontage only.

side & rear – where immediately adjoining a residential zone – 4.5m + 2/3 of the height of the building above 9m.
 - (iv) Parking:

Hotels and taverns – one space per 8 guest beds plus 10 spaces per 100m² of bar space plus one space per 4 staff.

Travellers' accommodation – one space per household unit plus one space per 4 staff.

Clubrooms – one space per 10 spectators or audience seats plus one space per 4 staff.
 - (v) Loading and access – see Ordinance V – Transportation.
- (f) Apartments, boarding houses
- (i) Maximum plot ratio 1.5.
- +
- (ii) Maximum site coverage including accessory buildings 70%.
 - (iii) Yards: front – 1.5m with landscaping to the satisfaction of the Engineer provided that if buildings are set back more than 1.5m from the street line and landscaped, a floor space bonus of 7.5m² for every 1m² of set back (beyond 1.5m) shall be granted pursuant to Ordinance II, Clause 18 (3) – Bonuses. Sites with frontage to more than one street shall be required to set back 1.5m on one frontage only.

side & rear – where immediately adjoining a residential zone – 4.5m + 2/3 of the height of the building above 9m.
 - (iv) Parking – one space per household unit or one space per 6 boarders, plus one space per each 5 units or part thereof, plus one space per 4 staff.
- (g) Any service industry (see Definitions), printing and publishing and motor vehicle showrooms and ancillary workshops
- (i) Maximum plot ratio 1.5.
 - (ii) Maximum site coverage including accessory buildings 70%.
 - (iii) Yards: front – 1.5m with landscaping to the satisfaction of the Engineer provided that if buildings are set back more than 1.5m from the street line and landscaped, a floor space bonus of 7.5m² for every 1m² of set back (beyond 1.5m) shall be granted pursuant to Ordinance II, Clause 18 (3) – Bonuses. Sites with frontage to more than one street shall be required to set back 1.5m on one frontage only.

side & rear – where immediately adjoining a residential zone – 4.5m + 2/3 of the height of the building above 9m.
 - (iv) Provided that in the opinion of the Council the proposed use will not detract from the amenities of the area.
 - (v) Provided that no residential building shall be converted for such uses.
 - (vi) Landscaping to be to the satisfaction of the Engineer.
 - (vii) Parking –

Up to 1000m² of floor space
one space per 100m² or
one space per 200m² plus one space per 2 staff.

Over 1000m² of floor space
 The first 1000m² as above, and thereafter:
 one space per 100m² or
 one space per 300m² plus one space per 2 staff.

A reduction of two spaces is permitted as of right.

(viii) Loading and access — see Ordinance V — Transportation.

(h) Car parks and car parking buildings in association with any predominant use

(i) Loading and access — see Ordinance V — Transportation.

(ii) Provided that the number of parking spaces shall not exceed the requirements in this ordinance.

(iii) No building shall be sited within 4.5m + 2/3 the height above 9m of a residential zone.

(i) Buildings accessory to buildings or to the use of land for any of the foregoing purposes

(i) Maximum height 3.5m.

(ii) Compliance with all relevant statutes and by-laws.

(iii) Where the building is sited within any required side or rear yard the bulk and location requirements shall be as for residential zones.

(3) BONUSES

A bonus in the form of floorspace may be added to that floor space which would be permitted under the zone plot ratio for the provision by the developer of low site coverage, tower block design, special landscape features or permanent residential accommodation in association with the other uses of the site. The maximum increase in plot ratio shall be 1.0.

(4) CONDITIONAL USES

Any predominant use which does not comply in respect of the bulk and location, parking, loading and access requirements laid down for such use, shall be deemed to be a conditional use.

Clause 19. COMMERCIAL 4 ZONE

(1) ZONE STATEMENT

This zone surrounds the core or Commercial 5 zone, but less intensive development is permitted than in the Central Business District core. Pure retail uses are expected to be less significant than offices, warehouses, manufacturing and showroom types of development. The plot ratio control at 3.5 to 1 is lower than that for the Commercial 5 zone but floor space bonuses are offered where developers meet certain code requirements. Certain streets within the zone have been designated as shopping streets, the provision of retail frontage at ground level being compulsory. The provision of off-street parking is the joint responsibility of the developer and the Christchurch City Council, the standards hereunder being that portion to be provided by the developer. Additional parking over and above the Ordinance requirements shall not be permitted unless in conformity with Council's overall parking policy.

(2) PREDOMINANT USES AND CONDITIONS

(a) Professional, commercial and administrative offices; and

(b) Retail shops including banks and garages with showrooms; and

(c) Licensed and private hotels, and taverns; and

(d) Theatres, halls, places of entertainment or public and private assembly, residential and non-residential clubs; and

(e) Churches, institutions and other public buildings; and

(f) Any industry except those listed in Appendices A or B; and

(g) Printing and publishing; and

(h) Warehouses and auction rooms; and

(i) Permanent residential accommodation above ground floor level
 (Note: conditions relate to [a] — [i])

(i) Maximum plot ratio 3.5.

(ii) Recession Plane — no building shall exceed the height defined by a recession plane of 65° as follows:

Streets over 20m in width — inclined from a line 10m from the side line.

Streets 20m or less in width — inclined from the centre line.

Except that tower blocks may exceed a recession plane of 65°.

(iii) Parking –

- (a) & (b) one space per 100m² of gross floor space.
- (c) 10 spaces per 100m² of bar space plus one space per 8 guest beds plus one space per 2 staff.
- (d) & (e) Institutions – one space per 5 beds plus one space per senior staff member.
- Residential & Non-residential Clubs – one space per 10 members plus one space per 4 staff.
- Libraries & similar – one space per 100m² plus one space per 4 staff.
- Other uses – one space per 20 spectators, audience or congregational seats plus one space per 4 staff.

(iv) Loading and access – see Ordinance V – Transportation.

(v) Provided that where any site fronts a designated shopping street the entire ground floor frontage shall be devoted to retail selling space (includes banks with display window type frontage).

(j) Car parks and car parking buildings in association with any predominant use above, and car sales yards

- (i) Loading and access – see Ordinance V – Transportation.
- (ii) Provided that the number of parking spaces shall not exceed the requirements in this Ordinance.
- (iii) No building shall be sited within 4.5m + 2/3 the height above 9m of a residential zone.
- (iv) The property shall be sealed and landscaped to the satisfaction of the Engineer.

(k) Buildings accessory to buildings or to the use of land for any of the foregoing purposes

- (i) Compliance with all relevant statutes and by-laws.

(3) BONUSSES

A bonus in the form of floor space may be added to that floor space which would be permitted under the zone plot ratio for the provision by the developer of

plazas, arcades, set backs, service lanes (over and above mandatory set backs and service lanes), tower blocks or residential accommodation (excluding transient, temporary accommodation and caretakers' residences) according to the following table providing the provision is in accordance with a layout plan approved by the Council. The maximum increase in plot ratio, where more than one development feature is provided, is 1.5.

The bonus ratio means that amount of floor space that may be granted per square metre of development feature which qualifies for a bonus.

Development Feature	Special Limitations	Bonus Ratio	Maximum Increase in Plot Ratio
Plazas, including connecting links between plazas and open areas, unless definable as arcades	Applicable only where development adjoins a designated shopping street, or in the opinion of the Council lies on an important pedestrian desire line	7.5 : 1	1.5
Arcades		5 : 1	1.0
Set backs (building set back for full height)		7.5 : 1	0.5
Set backs (at ground floor only)		2.5 : 1	0.5
Service lanes		7.5 : 1	1.0
Tower blocks		Bonus equals site area in m ²	1.0
Residential accommodation (excluding transient, temporary accommodation or caretakers' residences)		1 : 1	1.0

(4) CONDITIONAL USES

Any predominant use which does not comply in respect of the bulk and location, parking, loading and access requirements laid down for such uses shall be deemed to be a conditional use.

Clause 20. COMMERCIAL 5 ZONE

(1) ZONE STATEMENT

This zone embraces the core of the Central Business District and is designed to provide for a great variety of retail, office, administrative, entertainment, institutional, residential, manufacturing, and associated functions which serve the entire metropolitan region. The plot ratio of 5.0:1 permits a greater intensity of development than in the outer zones, in order that it may retain its position as the centre of social and economic activities in the city. In order to encourage developers to provide more free space at ground level as plazas, arcades, and set backs, for the use and convenience of pedestrians, provision has been made for a special floor area bonus. Off-street loading and service lane provision is encouraged on the same basis. Certain streets within the zone have been designated as shopping streets, the provision of retail frontage at ground level being compulsory. In addition, developers fronting certain pedestrian areas (namely parts of High Street, Cashel Street and Cathedral Square) are encouraged to comply with special recession planes, their particular purpose being to encourage buildings which will admit sunlight, reduce wind funnelling and break the monotony of an unbroken street facade. Responsibility for parking rests with the Council and a limit has been imposed on the number of spaces a developer may provide.

(2) PREDOMINANT USES AND CONDITIONS

- (a) Professional, commercial and administrative offices; and
- (b) Retail shops including banks; and
- (c) Licensed and private hotels and taverns; and
- (d) Theatres, halls, places of entertainment or public and private assembly, residential and non-residential clubs; and
- (e) Churches, institutions and other public buildings; and
- (f) Workrooms for the manufacture of goods but excluding industries in Appendices A or B; and

- (g) Printing and publishing; and
- (h) Permanent residential accommodation above ground floor level (Note: conditions relate to [a] – [h]).
 - (i) Maximum plot ratio 5.0.
 - (ii) Recession Plane – no building shall exceed the height defined by a recession plane of 65° as follows:
 - Streets over 20m in width – inclined from a line 10m from the side line.
 - Streets 20m or less in width – inclined from the centre line.
 Except that tower blocks may exceed a recession plane of 65°.
 - (iii) Provided that where any site fronts a designated shopping street the entire ground floor frontage shall be devoted to retail selling space (includes banks with a display window type frontage).
 - (iv) Parking – one space per 400m² of floor space with a maximum of 10 spaces, and a minimum of no spaces.
 - (v) Loading and access – see Ordinance V – Transportation.
- (i) Buildings accessory to buildings or to the use of land for any of the foregoing purposes
 - (i) Compliance with all relevant statutes and by-laws.

(3) BONUSES

A bonus in the form of floor space may be added to that floor space which would be permitted under the zone plot ratio for the provision, by the developer, of plazas, arcades, set backs, service lanes (over and above mandatory set backs and service lanes), tower blocks and residential accommodation (excluding transient, temporary accommodation or caretakers' residences) according to the following table providing the provision is in accordance with a layout plan approved by the Council. The maximum increase in plot ratio where more than one development feature is provided is 1.5.

The bonus ratio means that amount of floor space that may be granted per metre of development feature which qualifies for a bonus.

Development Feature	Special Limitation	Bonus Ratio	Maximum Increase in Plot Ratio
Plazas, including connecting links between plazas and open areas, unless definable as arcades	Applicable only where development adjoins a designated shopping street, or in the opinion of the Council lies on an important pedestrian desire line	7.5 : 1	1.5
Arcades		5 : 1	1.0
Set Backs (at ground floor only)		2.5 : 1	0.5
Set backs (building set back for full height)		7.5 : 1	0.5
Service lanes		7.5 : 1	1.0
Tower blocks		Bonus equals site area in m ²	1.0
Residential accommodation (excluding transient, temporary accommodation or caretakers' residences)		1 : 1	1.0

(4) CONDITIONAL USES

Any predominant use which does not comply in respect of the bulk and location, parking, loading and access requirements laid down for such use, shall be deemed to be a conditional use.

Clause 21. INDUSTRIAL 1 ZONE

(1) ZONE STATEMENT

These zones in most cases adjoin Suburban Commercial zones and are designed to provide for service industry and other similar uses which meet a local need or are associated with the uses in the commercial zones. Parking in association with any use shall be the full responsibility of the developer.

(2) PREDOMINANT USES AND CONDITIONS

- (a) Service industry (refer Definitions); and
- (b) Banks; and
- (c) Wholesale storage; and
- (d) Car sales yards

(note: conditions relate to [a] – [d]).

- (i) Maximum site coverage including accessory buildings 60%.
- (ii) Maximum height 9m.
- (iii) Minimum yard requirements:

front: Where fronting a residential zone (across a street) an amenity set back of 6m with landscaping of frontages to the satisfaction of the Engineer shall be provided, except that the Council may consent to a reduced front yard where:

- (a) development involving temporary or permanent residential accommodation does not exist and is unlikely on sites across the street, or
- (b) the frontage of industrial buildings is so designed or stepped as to provide the equivalent area in landscaping without a corresponding loss of amenity.

side: Where adjoining a residential zone 4.5m.

rear: Where immediately adjoining a residential zone 7.5m provided that for rear sites the sides adjoining a residential zone shall be deemed to be rear yards unless otherwise determined by the Council.

- (iv) Parking – (a) – (c) 2 spaces per 100m² of gross floor space plus an additional one space per 100m² of gross floor space where a showroom is incorporated in the development and the development is other than a single unit with a gross floor area not exceeding 200m², provided that the Engineer may, at his discretion, grant a dispensation from the additional one space per 100m² of gross floor space where the development fronts a minor road or there is, in the opinion of the Engineer, ample off-street parking available in the vicinity.
 - (d) 2 spaces per 100m² of gross floor space.
- (v) Loading and access – see Ordinance V – Transportation.

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(e) Service stations

- (i) Maximum site coverage including accessory buildings 60%.
- (ii) No building shall be sited within 4.5m + 2/3 height of such building above 9m, where adjoining a residential zone.
- (iii) Petrol pumps shall be sited a minimum of 4.5m back from the front boundary.
- (iv) Parking – 5 spaces per 100m².
- (v) Loading and access – see Ordinance V – Transportation.

(f) Licensed hotels and taverns

- (i) Maximum site coverage including accessory buildings 60%.
- (ii) Maximum height 9m.
- (iii) Minimum yard requirements:
 - front: 6m with landscaping of frontages to the satisfaction of the Engineer.
 - side & rear: No building to be sited within 12m of a residential zone, a 3m landscaped strip to be provided along boundaries adjoining residential zones.
- (iv) Parking – 40 spaces per 100m² of bar space plus one space per 4 guest beds, plus one space per 2 staff.
- (v) Loading and access – see Ordinance V – Transportation.

(g) Living quarters for a resident caretaker or other person whose employment is such that he is required to live on the premises

- (i) A minimum of 85m² of open space at ground level shall be provided about the building for the exclusive use of the caretaker and his family.
- (ii) Parking – one space per household unit.

(h) Buildings accessory to buildings or to the use of land for any of the foregoing purposes

- (i) Maximum height 3.5m.
- (ii) Compliance with all relevant ordinances, statutes and by-laws.

(3) CONDITIONAL USES

Any predominant use which does not comply in respect of bulk and location, parking, loading and access requirements laid down for such use, shall be deemed to be a conditional use.

Clause 22. INDUSTRIAL 2 ZONE

(1) ZONE STATEMENT

These zones provide for light industry, warehousing and service industry and are located both near the Central Industrial District and in suburban areas. The central zones have been created primarily as warehousing areas close to rail and motorway facilities, while other zones such as Aranui and Papanui should provide employment for a local labour force when fully developed. The Industrial 2 zones have also been used to provide a buffer or zone of transition between heavy or noxious industry and residential zones. Low site coverage only is permitted to encourage open development, maintain access to buildings and to limit the intensity of development. Set back, and in some cases, landscaping requirements are made where industrial zones front or are adjacent to residential zones.

(2) PREDOMINANT USES AND CONDITIONS

- (a) Any industry not contained in Appendices A and B; and
- (b) Industries contained in Appendices A and B if by the nature of the industrial process or buildings containing the process, the objectionable elements are removed. Eligibility to be determined by the Council; and
- (c) Warehouses and bulk stores excluding wet skin or hide stores or bulk stores for fuel and oil; and
- (d) Showrooms and offices associated with any predominant use above; and
- (e) Banks; and
- (f) Motor repair garages and car sales yards
(Note: conditions relate to [a] – [f]).

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- (i) Provided that in the opinion of the Council, the use would not cause to be emitted any smoke, fumes, noise or other noxious matter likely to cause annoyance or nuisance to nearby properties or by reason of materials, construction or design tend to detract from the amenities of the neighbourhood.
 - (ii) Maximum site coverage including accessory buildings 70%.
 - (iii) Maximum height 30m.
 - (iv) Minimum yard requirements:
 - front: Where fronting a residential zone (across a street) an amenity set back of 6m with landscaping of frontages to the satisfaction of the Engineer shall be provided, except that the Council may consent to a reduced front yard where:
 - (a) development involving temporary or permanent residential accommodation does not exist and is unlikely on sites across the street, or
 - (b) the frontage of industrial buildings is so designed or stepped, as to provide the equivalent area in landscaping without a corresponding loss of amenity.
 - side: Where adjoining a residential zone 4.5m + 2/3 height above 9m.
 - rear: Where adjoining a residential zone 7.5m with no yard less than 4.5m + 2/3 height above 9m.
 - (v) Parking:
 - Up to 1000m² of gross floor space:
 - (a) two spaces per 100m² or
 - (b) one space per 200m² plus one space per 2 staff for warehouse or predominantly warehouse uses.
 - Over 1000m² of gross floorspace – the first 1000m² as above, and thereafter:
 - (a) 1.5 spaces per 100m² or
 - (b) one space per 300m² plus one space per 2 staff in the case of warehouse or predominantly warehouse uses.

A reduction of 2 spaces is permitted as of right. However, in the case of very small developments the applicant shall make available any yard space for use as parking and access.
 - (vi) Loading and access – see Ordinance V – Transportation.
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- (g) Licensed and private hotels, taverns, residential and non-residential clubrooms
 - (i) Maximum site coverage including accessory buildings 70%.
 - (ii) Maximum height 30m.
 - (iii) Minimum yard requirements:
 - front: 6m with landscaping of frontages to the satisfaction of the Engineer.
 - side & rear – No building within 18m of a residential zone.
 - (iv) Parking – 40 spaces per 100m² of bar space plus one space per 4 guest beds plus one space per 2 staff.
 - (v) Loading and access – see Ordinance V – Transportation.
- (h) Service Stations
 - (i) Maximum site coverage including accessory buildings 60%.
 - (ii) No building shall be sited within 4.5m + 2/3 height of such building above 9m, where adjoining a residential zone.
 - (iii) Petrol pumps shall be sited a minimum of 4.5m from the front boundary.
 - (iv) Parking – 5 spaces per 100m² of floor space.
 - (v) Loading and access – see Ordinance V – Transportation.
- (i) Living quarters for a resident caretaker or other person whose employment is such that he is required to live on the premises
 - (i) A minimum of 85m² of open space at ground level shall be provided about the building for the exclusive use of the caretaker and his family.
 - (ii) Parking – one space per household unit.
- (j) Canteens, coffee bars, cake shops, restaurants, dining rooms, recreation and other facilities for the convenience of workers in the zone
 - (i) Maximum site coverage including accessory buildings 70%.
 - (ii) Maximum height 9m.

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- (iii) Minimum yard requirements:
front: 6m.
side & rear: Where immediately adjoining residential zone 4.5m.
- (iv) Parking — Recreation facilities one space per 20 spectators plus one space per 2 participants. Others — one space per 5 seats plus one space per 2 staff.
- (v) Loading and access — see Ordinance V — Transportation.
- (k) Buildings accessory to buildings or to the use of land for any of the foregoing purposes
 - (i) Maximum height 3.5m.
 - (ii) Compliance with all relevant ordinances, statutes and by-laws.

(3) SPECIAL CONDITIONS

The following special conditions shall relate to that portion of Industrial 2 land, between Helenca Avenue and Pages Road adjoining the rear boundaries of those residential properties fronting Bickerton Street.

- (a) No building shall be sited closer than 7.5m from the rear boundaries of the residential properties fronting Bickerton Street.
- (b) Buildings sited less than 50m from the rear boundaries of the said residential properties fronting Bickerton Street shall be one storey only with an extreme height at the pitch of the roof of no more than 12m. The building will be of good design and pleasing appearance on the Bickerton Street side and will be constructed of building materials in conformity with the Council's by-laws for this type of building.
- (c) No smoke nuisance shall be created and no offensive, noisy or noxious trade or manufacture shall be carried out upon the land referred to in (b) above.
- (d) The land between the 7.5m building line restriction and residential properties shall be planted, kept planted and maintained to the approval of the Council and save for such planting, shall be used only for such car parking as the Council may from time to time approve.
- (e) The trees and shrubs to be planted within the first 4.5m from the back boundary of the Bickerton Street sections shall be of such types and sited as may be agreed upon between the representatives of the residential property owners and the industrial property owners and failing agreement shall be determined by the Council's Director of Reserves.

(4) CONDITIONAL USES

Any predominant use which does not comply in respect of the bulk and location, parking, loading and access requirements laid down for such use, shall be deemed to be a conditional use.

Clause 23. INDUSTRIAL 2A ZONE

(1) ZONE STATEMENT

This zone lies in the locality that is situated between the Railway yards and Mowbray Street on the north and the Opawa Motorway corridor on the south and on the east approximately between Wilsons Road and the proposed Waltham Motorway interchange on the west. Part of the area along the Mowbray Street frontage and also along part of the frontage of both Wilsons Road and Waltham Road is zoned and used for industrial purposes. The rest of the area is still used for residential purposes. It is nevertheless a locality that as a whole, is likely to be subject to redevelopment. Because of this the Industrial 2A zone fronting Shakespeare Road, which is not considered particularly desirable for residential purposes, is designed so that it may form an attractive and integrated part of the redevelopment of the locality as a whole when, and as it redevelops. To this end access by trucks is not to be permitted off Shakespeare Road, and so far as is practicable, other vehicular access to properties on Shakespeare Road is to be confined to some six or seven points along the road as indicated on the redevelopment plan included in this Code as Appendix O. Set back on buildings and landscaping on the Shakespeare Road frontage are required and the way in which these may be provided is also indicated on the plan included as Appendix O. The uses permitted in the zone are similar to those permitted in the Industrial 2 zones, one of which adjoins it in Mowbray Street.

(2) PREDOMINANT USES AND CONDITIONS

- (a) Any industry except those specified in Appendices A and B; and
- (b) Warehouses and bulk stores but excluding wet skin or hide stores or bulk stores for fuel and oil; and
- (c) Living quarters for a resident caretaker or other person whose employment is such that he is required to live on the premises; and

(d) **Buildings accessory to buildings or to the use of land for any of the foregoing purposes**

(Note: conditions relate to [a] – [d]).

- (i) All conditions set out hereunder shall be read in conjunction with the redevelopment plan for the zone which is included in this Code as Appendix O. This redevelopment plan serves to illustrate the way in which the development of the zone is to be carried out. Any person wishing to redevelop the zone or any part of it may submit an alternative plan for consideration by the Council. Any such plan must comply with, and incorporate the requirements demonstrated in the plan included as Appendix O and set out in the conditions included hereunder.
- (ii) There shall be no entry or exit to properties within the zone from Shakespeare Road for trucks and other heavy commercial vehicles and no crossings for vehicles, other than cars, will be provided off Shakespeare Road.
- (iii) Entry and exit to properties within the zone for trucks and other heavy commercial vehicles, and all loading and unloading of goods shall be at the rear, by way of a service lane designed to serve all properties as may be necessary within the zone, as illustrated in the redevelopment plan included as Appendix O. Provided that where any property has a frontage to both Shakespeare Road and Mowbray Street, entry and exit to such a property for trucks and other heavy commercial vehicles shall be by way of Mowbray Street only.
- (iv) Provision shall be made for car parking and for combined access points to the car parking areas along the Shakespeare Road frontage as illustrated on the redevelopment plan included as Appendix O.
- (v) Landscaping shall be provided and maintained to the satisfaction of the Council along the Shakespeare Road frontage, between the street line and the car parking areas.
- (vi) Parking:
 - Up to 1000m² gross floor space:
 - (a) two spaces per 100m² or
 - (b) one space per 200m² plus one space per 2 staff for warehouse or predominantly warehouse uses.
 - Over 1000m² gross floor space the first 1000m² as above, and thereafter:
 - (a) 1.5 spaces per 100m² or

- (b) one space per 300m² plus one space per 2 staff in the case of warehouse or predominantly warehouse uses.

A reduction of two spaces is permitted as of right.

- (vii) Maximum height 12m.
- (viii) Maximum site coverage – after provision has been made for service lane, off-street loading and unloading of goods, off-street car parking and landscaping as provided for in the conditions heretofore described the coverage may be 100% on the balance of the land.
- (ix) Provided that in the opinion of the Council, any use permitted in the zone would not cause to be emitted any smoke, fumes, noise or other noxious matter likely to cause annoyance or nuisance to nearby properties or by reason of materials, construction or design tend to detract from the amenities of the neighbourhood.

(3) **CONDITIONAL USES**

Any predominant use which does not comply with any or all of the conditions heretofore prescribed for predominant uses shall be deemed to be a conditional use.

Clause 23 (a). **INDUSTRIAL 2B ZONE**

(1) **ZONE STATEMENT**

This zone is a small pocket of land 6000m² (approximately) in area which will be largely isolated from the Residential zones when the Opawa Motorway link between Wilsons Road and Opawa Road is formed. The land use at the present time is of mixed character, there being both recent and old residential uses, commercial and industrial development. It is desired that the ultimate use of the block should be for medium to light industry, but that strict amenity conditions shall be imposed to ensure that the transition from industry to residential shall occur without any ill effects upon existing residential uses and without causing any further erosion of residential zones (by industry and commerce) to the west and south.

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(2) **PREDOMINANT USES AND CONDITIONS**

- (a) Additions, alteration and renovation of existing residential buildings, subject to compliance with all relevant conditions for Residential 2 zones.

(3) **CONDITIONAL USES**

All those uses listed as predominant in Industrial 2 zones. In considering the application the Council shall have regard to the conditions listed in Industrial 2 zones for each use respectively and in addition shall:

- (i) Require new development to set back 6m on all street frontages with landscaping to the satisfaction of the Director of Reserves.
- (ii) Ensure that no unreasonable nuisance or detraction from amenities shall be caused to remaining residential uses in the zone and that the view of development from the future motorway will be visually pleasant.
- (iii) Exercise control over the traffic creating potential of proposed land uses to ensure no undue traffic interference with the function of the motorway.

Clause 24. **INDUSTRIAL 3 ZONE**

(1) **ZONE STATEMENT**

These zones are located in and near the inner City and are areas of intensive employment. The labour force is engaged largely in the production of goods and services closely related to Central Business District commercial functions. The zones are well located in relation to future motorway and rail transport facilities, and are designed to provide for industries not listed in Appendices A and B. Because of the general character of the zone a greater intensity of development is permitted than in Industrial 2 zones, and site coverage is limited to 80%.

(2) **PREDOMINANT USES AND CONDITIONS**

- (a) Any industry except those specified in Appendices A and B; and
- (b) Industries contained in Appendices A and B; if by the nature of the industrial process or buildings containing the process the objectionable elements are removed. Eligibility to be determined by the Council; and
- (c) Warehouses and bulk stores but excluding wet skin or hide stores or bulk stores for fuel and oil; and
- (d) Showrooms and offices associated with any predominant use above; and
- (e) Banks; and
- (f) Motor repair garages and car sales yards
(Note: conditions relate to [a] – [f]).
- (i) Provided that in the opinion of the Council the use would not cause to be emitted any smoke, fumes, noise or other noxious matter likely to cause annoyance or nuisance to nearby properties or by reason of materials, construction or design, tend to detract from the amenities of the neighbourhood.
- (ii) Maximum site coverage including accessory buildings 80%.
- (iii) Maximum height 30m.
- (iv) Recession plane 60° from centre line of street or 10m from the site frontage, whichever is the lesser.
- (v) Minimum yard requirements (applicable only where fronting across a street, or adjoining a residential zone);
- front: an amenity set back of 6m with landscaping of frontages to the satisfaction of the Engineer shall be provided, except that the Council may consent to a reduced front yard where:
- (a) development involving temporary or permanent residential accommodation does not exist and is unlikely on sites across the street, or
- (b) the frontage of industrial buildings is so designed or stepped, as to provide the equivalent area in landscaping without a corresponding loss of amenity.
- side: 4.5m + 2/3 height above 9m.
- rear: 7.5m with no yard less than 4.5m + 2/3 height above 9m.

- (vi) Parking:
- (a)–(e) Up to 1,000m² gross floor space:
- (a) two spaces per 100m², or
- (b) one space per 200m² plus one space per 2 staff for warehouse or predominantly warehouse uses.
- Over 1,000m² gross floor space – the first 1,000m² as above, and thereafter:
- (a) 1.5 spaces per 100m², or
- (b) one space per 300m² plus one space per 2 staff in the case of warehouse or predominantly warehouse uses.
- A reduction of two spaces is permitted as of right. However, in the case of very small developments the applicant shall make available any yard space for use as parking and access.
- (f) 5 spaces per 100m² of floor space.
- (vii) Loading and access – see Ordinance V – Transportation.
- (g) **Licensed and private hotels, taverns, residential and non-residential clubrooms**
- (i) Maximum site coverage including accessory buildings 80%.
- (ii) Maximum height 30m.
- (iii) Minimum yard requirements:
- front: 6m with landscaping of frontages to the satisfaction of the Engineer.
- side & rear: No building within 18m of a residential zone.
- (iv) Parking – 40 spaces per 100m² of bar space plus one space per 4 guest beds plus one space per 2 staff.
- (v) Loading and access – see Ordinance V – Transportation.
- (h) **Service stations**
- (i) Maximum site coverage including accessory buildings 60%.
- (ii) No building shall be sited within 4.5m + 2/3 height of such building above 9m, where adjoining a residential zone.
- (iii) Petrol pumps shall be sited a minimum of 4.5m from the front boundary.
- (iv) Parking – 5 spaces per 100m² of floor space.
- (v) Loading and access – see Ordinance V – Transportation.
- (i) **Living quarters for a caretaker or other person whose employment is such that he is required to live on the premises**
- (i) A minimum of 85m² of open space at ground level shall be provided about the building for the exclusive use of the caretaker and his family.
- (ii) Parking – one space per household unit.
- (j) **Canteens, coffee bars, cake shops, restaurants, dining rooms, recreation and other facilities for the convenience of workers in the zone**
- (i) Maximum site coverage including accessory buildings 80%.
- (ii) Maximum height 9m.
- (iii) Minimum yard requirements:
- front: 6m.
- side & rear: Where immediately adjoining a residential zone 4.5m.
- (iv) Parking – Recreation facilities: one space per 10 spectators plus one space per 2 participants. Others: one space per 4 seats plus one space per 2 staff.
- (v) Loading and access – see Ordinance V – Transportation.
- (k) **Buildings accessory to buildings or to the use of land for any of the foregoing purposes**
- (i) Maximum height 3.5m.
- (ii) Compliance with all relevant statutes, ordinances and by-laws.
- (3) **CONDITIONAL USES**
- Any predominant use which does not comply in respect of the bulk and location, parking, loading and access requirements laid down for such use, shall be deemed to be a conditional use.

Clause 25. INDUSTRIAL 4 ZONE

(1) ZONE STATEMENT

This zone provides for relatively heavy, non-noxious industry and warehousing which needs direct rail access or proximity to principal traffic routes. Any industry, excepting those falling within Appendix A, is listed as predominant. The zones are, in the main, separated from residential zones by light industrial or other transition zones.

(2) PREDOMINANT USES AND CONDITIONS

- (a) Any industry except those specified in Appendix A; and
- (b) Industries contained in Appendix A; if by the nature of the industrial process or building containing the process, the noxious elements are removed. Eligibility to be determined by the Council; and
- (c) Warehouses and bulk stores; and
- (d) Showrooms and offices associated with any predominant use above; and
- (e) Banks; and
- (f) Motor repair garages and car sales yards
(Note: conditions relate to [a] – [f]).
 - (i) Maximum site coverage including accessory buildings 70%.
 - (ii) Maximum height 30m.
 - (iii) Recession plane 60° from the centre line of the street or 10m from the site boundary, whichever is the lesser.
 - (iv) Minimum yard requirements (applicable only where fronting or adjoining a residential or commercial zone):
 - front: 6m to be landscaped to the satisfaction of the Engineer where, in the opinion of the Council, such provision is necessary, provided that the front yard shall be deemed to begin not less than 10m from the centre line of the street.
 - side: 4.5m + 2/3 height above 9m.
 - rear: 7.5m with no yard less than 4.5m + 2/3 height above 9m.

- (v) Parking:
 - Up to 1,000m² gross floor space:
 - (a) two spaces per 100m², or
 - (b) one space per 200m² plus one space per 2 staff for warehouse or predominantly warehouse uses.
 - Over 1,000m² gross floor space – the first 1,000m² as above, and thereafter:
 - (a) 1.5 spaces per 100m², or
 - (b) one space per 300m² plus one space per 2 staff in the case of warehouse or predominantly warehouse uses.

A reduction of two spaces is permitted as of right. However, in the case of very small developments the applicant shall make available any yard space for use as parking and access.
- (vi) Loading and access – see Ordinance V – Transportation.
- (g) Licensed hotels and taverns
 - (i) Maximum site coverage including accessory buildings 70%.
 - (ii) Maximum height 30m.
 - (iii) Recession plane 60° from the centre line of the street or 10m from the site boundary, whichever is the lesser.
 - (iv) Minimum yard requirements:
 - front: 6m with landscaping of frontages to the satisfaction of the Engineer.
 - side & rear: no building to be sited within 12m of a residential zone, a 3m landscaped strip to be provided along boundaries adjoining residential zones.
 - (v) Parking – 40 spaces per 100m² of bar space plus one space per 4 guest beds plus one space per 2 staff.
 - (vi) Loading and access – see Ordinance V – Transportation.
- (h) Service stations
 - (i) Maximum site coverage including accessory buildings 60%.
 - (ii) No building shall be sited within 4.5m + 2/3 height of such building above 9m, where adjoining a residential zone.

- (iii) Petrol pumps shall be sited a minimum of 4.5m from the front boundary.
- (iv) Parking – 5 spaces per 100m² of floor space.
- (v) Loading and access – see Ordinance V – Transportation.
- (i) Living quarters for a caretaker or other person whose employment is such that he is required to live on the premises
- (i) A minimum of 85m² of open space at ground level shall be provided about the building for the exclusive use of the caretaker and his family.
- (ii) Parking – one space per household unit.
- (j) Canteens, coffee bars, cake shops, restaurants, dining rooms, recreation and other facilities for the convenience of workers in the zone
- (i) Maximum site coverage including accessory buildings 70%.
- (ii) Maximum height 9m.
- (iii) Minimum yard requirements:
front – 6m.
side & rear – where immediately adjoining a residential zone 4.5m.
- (iv) Parking – Recreation facilities – one space per 10 spectators plus one space per 2 participants. Others – one space per 4 seats plus one space per 2 staff.
- (v) Loading and access – see Ordinance V – Transportation.
- (k) Buildings accessory to buildings or to the use of land for any of the foregoing purposes
- (i) Maximum height 3.5m.
- (ii) Compliance with all relevant ordinances, statutes and by-laws.

(3) CONDITIONAL USES

Any predominant use which does not comply in respect of the bulk and location, parking, loading and access requirements laid down for such use, shall be deemed to be a conditional use.

Clause 26. INDUSTRIAL 4A ZONE

Uses and conditions to be resolved.

Clause 27. INDUSTRIAL 5 ZONE

(1) ZONE STATEMENT

The Industrial 5 zones are intended to provide for heavier types of industry, including those which are classed as noxious. The zones are located in the Woolston Industrial District and are separated from residential, commercial, and designated land by light industrial zones or features which form adequate physical barriers.

(2) PREDOMINANT USES AND CONDITIONS

As for Industrial 4 zones, except that (a) shall read – “Any industry specified in Appendices A or B” and licensed hotels and taverns shall be excluded from the zone.

(3) CONDITIONAL USES

Any predominant use which does not comply in respect of the bulk and location, parking, loading and access requirements laid down for such uses shall be deemed to be a conditional use.

Clause 28. SPECIAL PROVISIONS FOR SERVICE STATIONS

(1) CONDITIONS

Each service station listed and described in Appendix N and designated on the planning maps by the symbol shown at the foot of such maps as representing a service station, shall be a predominant use for the zone in which it is situated,

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within the site specified for that service station, where it complies with the following requirements:

- (i) Maximum site coverage including accessory buildings 60%.
- (ii) No building shall be sited closer to a residential zone than 4.5m + 2/3 height of such building above 4.5m.
- (iii) The property shall be landscaped to the satisfaction of the Engineer.
- (iv) Petrol pumps shall be sited a minimum of 4.5m from the front boundary.
- (v) Parking – 5 spaces per 100m² of floor space.
- (vi) Loading and access – see Ordinance V – Transportation.

(2) CONDITIONAL USES

- (a) Where any such service station does not comply with all or any of the above requirements, the use shall be a conditional use on the specified site.
- (b) Where any service station listed in Appendix N applies to expand on to any land adjoining its site, any such expansion shall be a conditional use.

ORDINANCE III

SUBDIVISIONAL REQUIREMENTS

Clause 1. GENERAL

- (a) **Predominant Uses.** Land shall be so subdivided as to meet the site requirements of predominant uses for which the subdivision is intended, and the layout, levels and general topography of the site shall be such that the erection of such buildings and access thereto shall be practicable.
- (b) **Conditions of Approval.** The Council may approve a proposed subdivision subject to any conditions contained in this Code or any empowering Act or By-law with respect to levels, drainage, easements, services, dedications, amalgamation of titles, reserves, or any other conditions or restrictions. A scheme of subdivision shall be approved by Council subject to the Plan for Deposit in the Land Transfer Office at Christchurch being received in the offices of the Christchurch City Council within 6 months or such extended period as Council considers reasonable, provided there is continuous active development on the subdivision.

Notwithstanding that a scheme of subdivision may comply with the requirements of these ordinances the Council shall not approve the scheme if the arrangement of sites or shape of any proposed site is not in conformity with good subdivisional design.

- (c) **Applications for Approval.** Refer Ordinance I Clause 4 (2) for applications for approval.
- (d) **Public Utilities.** The Council may adopt standards of subdivision for public utilities other than those required for predominant uses in any zone.
- (e) **Corner Rounding.** If a corner lot is included in any subdivision the corner must be rounded off to a radius of not less than 5.5 metres in any Rural or Residential zone, and rounded off to a radius of 5.5 metres or cut back 3.5 metres along each street line in a Commercial or Industrial zone.
- (f) A proposed or declared Limited Access Road can not be used for legal frontage for subdivisional purposes. Any land adjoining a Limited Access Road can not be subdivided unless legal frontage to an alternative road is provided.

Clause 2. RURAL ZONES

- (a) Rural 1, Rural 4, Rural 5 Zones. No land shall be subdivided unless the subdivision is necessary to improve the utilisation of the land for the predominant uses specified in Ordinance II.
- (b) Rural 2 Zone. Council may approve subdivision of land into allotments of not less than 8000 sq metres provided that:
 - (i) In the opinion of the Council the shape of the proposed allotments will not prejudice the possibility of future roading and subdivision of the locality as a whole.
 - (ii) The minimum frontage shall be 50 metres except in the case of a rear section where the access strip shall be not less than 6 metres in width and the minimum dimension of the allotment shall be 50 metres, the average width being not less than 60 metres.

Clause 3. RESIDENTIAL ZONES

- (a) Standards (excluding Residential 1A zones)

Front Lots:

Use	Area		Dimensions		
	Minimum	Average	Minimum Frontage	Average Frontage	Minimum Depth
Dwellings & Apartments	500m ²	550m ²	15m	16.75m	20m
Reduced Standards (to assist in better utilisation of land locked or small blocks of land)	400m ²	Maximum number of lots to reduced standards 1 front, 1 rear			
Semi-detached Dwellings (one site)	400m ²		12m		18m

Rear Lots:

Use	Area (excl. Access Strips)			Access Strip	
	Minimum	Average	Dimensions	Minimum Width	Length
Dwellings & Apartments	600m ²	675m ²	Refer (c) below	3.5m—1 lot 4.5m—2 lots 6m —3 or more lots	60m Max.
Reduced Standards (to assist in better utilisation of land locked or small blocks of land)	550m ²	Maximum number of lots to reduced standards 1 front, 1 rear			

Corner Lots:

Use	Area	Dimensions	
	Minimum	Minimum Width	Minimum Depth
Dwellings & Apartments	600m ²	18m	18m
Semi-detached Dwellings (one site)	400m ²	12m	18m (for corner sites depth shall be measured parallel with party walls)

- (b) Calculation of Average Area. Average areas shall be calculated for front lots and rear lots separately. Corner lots and access strips to rear lots shall be excluded from the calculation. For calculation purposes every lot 750 sq. metres or over shall be treated as a 750 sq. metres lot. Surveyors shall supply an average area calculation schedule where required.
- (c) Design of Lots and Minimum Areas
 - (i) A front lot with side boundaries diverging or opening out from the street may have a minimum frontage of 6 metres if the site width at a distance of 9 metres from the street is not less than 14 metres.

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- (ii) A corner lot shall have a minimum frontage of 34 metres comprising two contiguous straight lines each not less than 15 metres in length, the included angle between to be not more than 135°.
 - (iii) A rear lot shall be one which does not comply as a front or corner site and shall have an average width in any direction of at least 18 metres with a minimum width of 15 metres for the purposes of area calculation. Where a rear lot adjoins a large permanent open space the minimum area and dimensions shall be as for a front lot except that the area shall be not less than 550 sq. metres exclusive of access strip.
- (d) **Rights of Way**
- (i) Where, in the opinion of the Engineer, it would not be practical or economical to require a new street to be constructed, the Council may allow a subdivision with more than 3 rear lots on one mutual right-of-way subject to any or all conditions contained in Appendix L.
 - (ii) The minimum width of a right-of-way shall be increased where, in the opinion of the Engineer, it is desirable because of topography.
 - (iii) Wherever practicable the access strips comprising a mutual right-of-way shall be the same width.
 - (iv) A right-of-way to two or more rear lots may be reduced in width to not less than 4 metres provided that, in the opinion of the Engineer, sufficient widths for passing places have been provided.
- (e) **Separate Titles for Apartment Houses.** The Council may approve a subdivision in all zones except Residential 1 zones, to standards other than those specified in Clause 3, sub-clauses (a), (b), (c), (d), making provision for separate titles for apartment houses provided that:
- (i) The developer shall submit to the Council for approval simultaneously, both subdivisional and building plans for the development of the site.
 - (ii) The buildings shall be erected prior to subdivision taking place.
 - (iii) The common walls between proposed units shall be divided equally by the common vertical boundaries between proposed lots, and party wall easements shall be created over the vertical fire walls and the buildings as a whole shall comply with the relevant statutes, by-laws and ordinances.
 - (iv) Adequate provision shall be made for all necessary easements such as those providing legal frontage, practicable access to parking spaces, clotheslines, front and rear entrances and utility services.
 - (v) The issuing of separate titles would, in the opinion of the Engineer, be in the best interests of the occupants or residents.

(vi) For the purposes of this sub-clause single separated units which are designed and built according to the requirements of the predominant use "apartments" in residential zones shall be included.

- (f) **Comprehensive Developments** A comprehensive development shall consist of groups of single family dwellings, or single family dwellings intermingled with other forms of residential development and shall conform with requirements specified for such developments in Residential zones.
- (g) **Residential 1A Zones.** All subdivision shall be conditional uses pursuant to Ordinance II Clause (8).

Clause 4. COMMERCIAL ZONES

(a) Standards

Minimum area	– 250 sq. metres	Provided in the opinion of Council adequate provision has been made for car parking, loading and access and subject also to all limitations imposed as to access by Ordinance V.
Minimum frontage	– 6 metres	
Minimum depth	– 18 metres	

- (b) **Blocks of Shops within Residential Zones.** Where shop sites are provided for in new subdivisions the minimum depth and minimum width of a block shall both be 18 metres provided that the minimum frontage or depth may be reduced if in the opinion of Council, adequate provision has been made for car parking, loading and access and subject also to all limitations imposed as to access by Ordinance V.
- (c) **The Council may approve subdivisions to other standards subject to:**
 - (i) Suitable buildings being designed and built to suit the proposed lots.
 - (ii) Compliance with all requirements as to loading, parking and access contained in this Code.
 - (iii) Compliance with all relevant by-laws and statutes, with particular reference to fire partitions and party walls.
 - (iv) All lots adjoining residential land being capable of complying with side yard and rear yard requirements.

† Clause 5. **INDUSTRIAL ZONES**

- (a) **Standards.** As for (a) and (c) of Clause 4 above; provided that the frontage to a rear industrial site may be reduced to 4 metres if the access strip is less than 40 metres in length and the area exclusive of access strip is less than 1000 sq. metres.

ORDINANCE IV

**BUILDINGS – SITING, COVERAGE, HEIGHT,
ALTERATIONS AND BUILDING LINES**

Clause 1. **GENERAL AS TO USE OF SITES FOR BUILDINGS**

- (a) **Land to be Suitable for Proposed Use.** Notwithstanding conformity with the zoning requirements of these ordinances, no building shall be altered, erected or placed, and no use shall be established on any land which is not suitable for the use proposed; and for the purpose of determining whether any land is suitable for any particular use, regard shall be had to the best use of the land and its economic servicing and development, to earthquake fault lines, to liability to flooding, erosion, or landslip, to stability of foundations, and to safety, health and amenity.
- (b) **Special Building Lines.**
- (i) Notwithstanding the provisions of this ordinance, where the scheme prescribes a special building line on any site, except as an interim use as defined in Ordinance II, Clause 1 (6) hereof, no building or accessory building or part of either shall at any time be erected on that part of the site between the building line and the street or boundary to which it is related, except that buildings fronting Colombo Street may encroach beyond the special building line at first floor level, with the exception of that part of Colombo Street situated between Hereford Street and Gloucester Street.
- (ii) For special conditions – Industrial 2 land adjoining Bickerton Street refer Ordinance II Clause 22 (3).
- (c) **Street Widening or Realignment.** Where a new street or street widening is proposed any front yard requirement prescribed under this code shall be measured as though the proposed street boundary were the front boundary.
- (d) **Areas and Coverage Generally.** The permitted minimum site areas and yard areas and the proportionate part of the land which is permitted to be covered by buildings shall be those specified in these ordinances, and no person shall so reduce or diminish any site, or cause or permit any site to be so used, reduced or diminished, that the areas thereof that are not built over will be smaller than are prescribed by these ordinances. The area of any

Buildings

access strip shall not be included in the calculation of site coverage for a rear site.

- (e) **Residential Buildings on Rear Sites.** Where more than one residential unit uses or has rights over the same access to a rear site or sites, the owners shall construct and maintain an adequate driveway or footpath or both, giving access to the site and buildings thereon, and the owners shall provide wherever reasonably necessary artificial light to illuminate the drive and footpath to the same standard as the street.
- (f) **Minimum Residential Building Sites.** Notwithstanding the requirements of these ordinances as to area and frontage, a dwellinghouse may be erected in a residential zone on a site comprising the whole of a parcel of land which, being a front site, contains an area of not less than 300m² with street frontage of not less than 9 metres if it is held in a separate certificate of title or conveyance issued or executed pursuant to a subdivision approved by the Council before this scheme was recommended by the Council, and is not in the same ownership as any adjoining land.

Clause 2. REQUIREMENTS AS TO YARDS

(1) NORMAL REQUIREMENTS

- (a) **Yards to be provided.** Except as expressly provided in or under this scheme, front, side and rear yards shall be provided on each site in each zone, as required by this code. The bulk and location requirements for each zone are specified in Ordinance II.
- (b) **Yards to remain unoccupied and unobstructed.** Except as expressly authorised under this Scheme, no person shall erect any building on any front yard or side yard or any required yard on a rear or corner section and all such yards shall be unoccupied and unobstructed from the general ground level upwards, except in the following cases:
 - (i) The eaves of any building may project over any land, but such eaves must not project more than 0.6m over any required yards.
 - (ii) Porches or windbreaks opposite a doorway may project into any required yards, other than a front yard, of single-storey dwellings, split level and two-storey dwellings, apartments and travellers' accommodation in all residential and rural zones, but such porches or windbreaks must not project more than 0.9m into such yards nor be

longer than 1.8m parallel to the boundary, and provided that vehicle access to the rear of a front site is retained on one of the side yards.

- (iii) Bay windows may project into any required yards of single-storey dwellings, split level and two-storey dwellings, apartments and travellers' accommodation in all residential and rural zones, but such bay windows must not project more than 0.6m into such yards nor be longer than 3m parallel to the boundary, and provided that vehicle access to the rear yard of a front site is retained on one of the side yards.
- (iv) Chimneys may project into any required yards of single-storey dwellings, split level and two-storey dwellings and travellers' accommodation in all residential and rural zones, but such chimneys must not project more than 0.6m into such yards nor be longer than 1.8m parallel to the boundary, and provided that vehicle access to the rear yard of a front site is retained on one of the side yards.
- (v) External stairways may project into any required yards, other than a front yard, of single-storey dwellings, split level and two-storey dwellings, apartments and travellers' accommodation in all residential and rural zones, but such stairways must not project more than 0.9m into such yards and any landing must not exceed 1.8m in length and provided that vehicle access to the rear yard of a front site is retained on one of the side yards.

Provided that in the case of an existing dwelling with a side yard of less than 1.8m, neither porches nor stairways shall be permitted within that side yard.

Provided also that in the case of existing single-storey dwellings where the side yard is not under 1.5m, additions not exceeding 40 per cent of existing wall length may be added to the front or rear yard as of right, provided, however, that compliance is made as regards front and rear yard provisions in the Scheme.

Provided also that accessory buildings may be erected upon any required side or rear yard or any required yard on a rear section, provided also that in the case of a front section no part of the accessory building shall be nearer to the street than the front of the main part of the residential building except as provided for under accessory buildings in residential zones.

- (c) **Yards provided are to relate to one site only.** No portion of a yard or other space provided to meet requirements in respect of one site shall be taken into account in computing the area of any yard or space provided to meet requirements in respect of any other site.

† (2) EXCEPTIONS TO NORMAL REQUIREMENTS

- (a) When owner provides land for accessway or service lane. Where land for a service lane or accessway is provided at the rear or at the side of the site, the rear yard requirements or the side yard requirements, as the case may be, shall be diminished correspondingly.
- (b) Adjoining shop sites in Residential zones. Where in a residential zone two shops adjoin, each may have one side yard only.

Clause 3. HEIGHTS OF BUILDINGS

(1) RECESSION PLANES

At the street frontage of any site the term “recession plane” means the plane commencing at the middle line of the street and subtending an angle of 65° (Commercial zones) or 60° (Industrial zones) with a horizontal plane passing through the nominal kerb level adjacent to the site. The recession plane shall extend the full length of the site and shall incline towards the site.

In any industrial or commercial zone the height of every building (including its parapet, cornice, roof ridge, or other solid element), or other structure or part therefore, shall be restricted so that every part thereof shall lie below the recession plane except as provided below. In determining the width of a street and the middle line of a street with respect to a given site in an industrial or commercial zone, all streets more than 20 metres in width shall be considered to be 20 metres in width, and the middle line taken at 10 metres from the front boundary of the lot.

In the case of a corner site fronting streets of different widths, the middle line of the narrower street shall be deemed to lie at the same distance from the site as the middle line of the wider street for a distance of 30 metres from the corner or the length of the frontage to the narrower street, whichever is the lesser.

In determining whether any building or structure or part thereof lies below the recession plane, the following shall not be taken into account:

- (a) Lift wells, elevator and stair bulkheads, roof water tanks, and cooling towers (together with their enclosures); provided that the maximum dimension thereof parallel to the middle line of the street shall not exceed 6 metres.

- (b) Chimneys and flues: provided that the maximum dimension thereof parallel to the street shall not exceed an aggregate of 4.5 metres for any 30 metres of frontage.
- (c) Tower blocks, where indicated in Ordinance II.
- (d) Spires, flagpoles, aerials, wire chain, link, or other open or transparent fences.
- (e) A one-storey structure located in a rear yard when permitted by the use ordinance for the zone, including any of the following:
- (i) A basement or first floor used for accessory off-street parking spaces.
 - (ii) A ground floor used for retail or commercial purposes.
 - (iii) A one-storey detached accessory building.
 - (iv) A wall along a boundary of a site.
- (f) Dedicated streets which function as service lanes only are exempt from the requirements of this Clause.

(2) HEIGHT OF RESIDENTIAL BUILDINGS

The maximum height of residential buildings and their accessory buildings shall be measured in accordance with the definition of height in Ordinance I Clause 3, provided that where adjoining sites are substantially different in level, where the building is not substantially parallel to the boundaries, or where the roof pitch exceeds 35° the Engineer may calculate maximum height by imposing a 55° recession plane from any point on the side boundaries.

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ORDINANCE V TRANSPORTATION

Clause 1. GENERAL

Ordinance V sets out the obligation of every owner and occupier wishing to construct or substantially reconstruct or add to or alter any building or use, such obligation being with respect to the provision of off-street parking, loading facilities and access to the property from the street on to which it fronts. No building permit will be issued until the Engineer is satisfied, either from plans submitted or from legal undertakings, that the applicant will comply fully with this ordinance, or will be able to comply when requested to do so, and will also comply with all other relevant ordinances, statutes, and by-laws.

Clause 2. PARKING

(1) PARKING OF VEHICLES – GENERAL

- (a) **Obligation of Owner or Occupier.** Every owner or occupier who constructs or who substantially reconstructs or adds to any building or changes the use of any site, shall make provision for off-street public or private parking in accordance with the requirements of Ordinance II for vehicles used in conjunction with the site (whether by occupiers, employees, or invitees, customers, or other persons), or shall make provision sufficiently close to the site but not on a street.
- (b) **Counting of Spaces.** The assessment of the number of spaces provided by any developer shall be in accordance with the dimensions and vehicle characteristics set out in Clause 2 (4) of this Ordinance.
- (c) **Diminution of Land Available.** Where a parking site exists associated with any use, either on one or more titles, the number of spaces shall not be diminished as a result of extensions, additions or alterations to less than the number required by the Ordinance with respect to the existing use, or

alternatively where the number is already less than the requirement, the number of spaces shall not be further diminished. Parking spaces consistent with the Ordinance shall in any case be provided with respect to the extension, addition or alteration.

- (d) **Yard Space may be Used.** The provision for parking in respect of any site may be made as part of the yard space of that site, except in the case of front yards of residential property. (See Clause 2 (3) (d).)
- (e) **Amalgamation of Titles.** Where all or part of the parking or access to parking is provided or crosses a title separate from the development, and the sale of one title would result in a contravention of the Ordinances relating to parking or access, the Council may require the titles concerned to be amalgamated. Subject to the Council being satisfied that there is no likelihood of a parking area being disposed of to another owner, the Council will permit the creation of jointly used sites. A reduction in the individual parking provision may then be granted.

(2) PROVISION OF PUBLIC PARKING

- (a) **Ordinance and By-Laws.** Parking for the use of the public, either in the form of a parking lot or parking buildings, shall conform as regards layout, access and any other requirements of this Ordinance and any relevant by-laws.
- (b) **Council Policy.** Public parking provided either by parking lot or by a building in excess of the requirements of Ordinance II for C3, C4 and C5 zones, or as a facility having no direct relation to any adjoining land use, constitutes a conditional use and shall comply with the parking policy expressed in the Scheme Statement. Public parking may be developed either by the Council or private enterprise or jointly. Council may from time to time as opportunity offers or necessity dictates, acquire at suitable places, by agreement or compulsorily, such areas of land as may be necessary to achieve the aims of the parking policy, and develop that land and apply it to that use either exclusively or in combination with any other use, and with, so far as may be practicable, the co-operation of private enterprise.
- (c) **Jointly Used Parking Sites.** Council may permit two or more developers to construct a public parking site for their common use, the number of spaces to be the sum of their individual requirements, unless it can be shown that the parking demand of one or more of the developers occurs at a different time of the day from that of the remaining developers. In this case a partial or complete dispensation may be allowed in respect of the parking requirement for one or more of the developers. Developers may also enter into an agreement to use an existing parking facility when their parking

demand occurs at a different time from that of the owner(s) of the facility or where there is sufficient capacity to accommodate the additional parking. Council reserves the right to re-impose the individual requirement should circumstances change with respect to the right of any developer to use the joint parking site, and may require a legal undertaking or other form of guarantee from the parties concerned, acknowledging their responsibility to provide and maintain the amount of parking required under Ordinance II.

(d) **Council may Waive Requirements or Require Developers to Enter into an Agreement.** Where the configuration of the site or the manner of development of a group of small sites make impossible or delay the provision of public parking spaces, or where it is unlikely that the parking spaces can be satisfactorily provided or where the floor area of the proposed building is less than 200m² and the site is not part of a major development and at the same time vehicles parking on street in connection with the site would not create an undue traffic hazard, one of the following alternatives, or any combination of the following alternatives may apply:

(i) Council may fully or partially waive the requirement under Clause 4 (4), Ordinance I, taking account of:

The number of workers likely to be employed on the site;

The number of calls likely to be made by servicing and delivery vehicles to the site;

The number of calls likely to be made by visitors in cars to the site;

The amount, if any, of parking that the adjacent streets can properly be expected to provide;

The amount, if any, of public off-street parking that may, or is planned to, be available in the neighbourhood.

Any physical characteristics of the site or adjoining streets that may affect the ability of the site to provide for off-street parking space; and
The likelihood of a future change or intensification of land use on the site.

(ii) Council may immediately accept a cash payment in lieu of provision of parking, the rate to be the reasonable cost of constructing a parking space, including the cost of access and land as determined from time to time; such payment to be used either by Council or a nominated agency to provide parking spaces as close as possible to the developer's property within twelve months of acceptance of the payment.

(iii) Council may require the developer to enter into a bond to put into effect one of the following alternatives:—

- (a) Make a cash payment in lieu of parking provision to Council or nominated agency when required, or
- (b) Physically provide the parking spaces when required, or
- (c) Enter into an agreement with other adjacent developers to provide and maintain a jointly used parking site.

The exact time and manner of discharging the bond shall be decided by, or be executed to the satisfaction of the Council.

(e) **Assessing Parking Requirements.** In assessing the number of spaces to be provided with respect to the floor area of any building, vehicle accesses and parking spaces, or staircases and lift wells, contained within the building shall not be included in the area. Where the number of spaces required is based on the number of employees, guests, audience, staff, tables, units of accommodation or any other factor not directly related to floor area, the developer shall indicate the total expected. The Council will have the power to re-assess the total should it be deemed unreasonably low, and base the parking requirement on the amended total.

(f) **Multiple Uses on One Site.** Where several activities are proposed by one developer on any site, each of which requires a parking provision, Council may permit a reduction in the total requirement of spaces where such activities do not generate a maximum parking demand at the same time.

(3) PROVISION OF PRIVATE PARKING

(a) **Private Parking for Dwelling Units.** The layout of private parking for dwelling units, including dwelling units in association with commercial or industrial uses, also other uses where the parking spaces are not intended for use by the public shall conform with the provisions of this Ordinance.

The provisions of this clause do not apply where the requirement of private parking for any use is deemed to have been provided within an associated public car park.

(b) **Residential off-street Parking – Multiple Units.** Where three or more units are proposed, or where the addition of more units to an existing development would bring the total to three or more, provision for parking together with access and turning space shall be such as to ensure that vehicles are not required to reverse either onto or off the street.

(c) **Site Coverage – Residential.** Required parking spaces shall be deemed to be covered for purposes of assessing the site coverage in the case of residential uses and must be capable of compliance with by-laws and the Code as though an accessory building were to be erected. For this purpose each

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parking space shall be considered as 18m².

- (d) **Use of Yards for Parking.** The provision of parking in respect of any residential site, including hotels, hostels or travellers' accommodation, may be made as part of the yard space of that site, except that no car space shall be sited within 6 metres of the road boundary, except as provided for under accessory buildings in residential zones.

(4) DESIGN OF PARKING AREAS

- (a) **Vehicle Dimensions.** Parking spaces provided under this Ordinance shall be of sufficient size and suitably laid out to accommodate a "90 Percentile Design Motor Car" as defined by the Government Transport Department. The dimensions and turning circle of this vehicle are shown in Figure I of Appendix F.

Design for any critical access conditions, such as a ramp included as part of a parking building, shall be adequate for a "99 Percentile Motor Car", as defined by the Government Transport Department. The dimensions and turning circle of this vehicle are shown in Figure II of Appendix F.

- (b) **Typical Layouts.** The layout adopted will depend on the area and shape of the land or floor space available and the purpose for which parking is required (i.e. short, medium, or long term parking) and whether for general public use or staff. There are usually several alternative methods of achieving a satisfactory parking layout having adequate access and manoeuvring space. The layouts shown in Appendix G are suitable for most conditions.
- (c) **Queuing Space.** Adequate queuing space shall be provided for vehicles entering a parking area where conflict with parking vehicles is likely to arise. This shall be not less than 6 metres for accesses serving 50 to 100 spaces, and 15 metres for more than 100 spaces.
- (d) **General Design and Constructional Details.** All public parking areas, car sales yards and private parking in association with commercial or industrial uses shall comply with the following general requirements:—
- (i) The parking area shall be formed and sealed or otherwise maintained so as not to create a dust nuisance or permit vehicles to carry deleterious material such as mud, stone chip or gravel onto the public street or footpath, provided that for residential development this requirement shall apply only where there are three or more units on a site.
- (ii) Stormwater originating from the parking area shall be adequately

disposed of either within the site or by pipe to the street channels or stormwater drains.

- (iii) Vehicles using the parking area shall be prevented from entering or leaving the site except by the accessways provided, or from approaching and damaging boundary fences.
- (iv) Any areas not used for car parking shall be landscaped.
- (v) The parking area shall not be left open outside the normal hours of the associated predominant use where to do so would create a nuisance.
- (vi) Where the parking area adjoins residential property a 1.8 metre high fence shall be erected.
- (vii) All of the above shall be provided and maintained to the satisfaction of the Engineer.
- (viii) Accessways to all parking areas shall be substantially at the level of the back of the footpath for a distance of 6m measured from the street boundary.
- (ix) The maximum grade of any internal ramps used by motor vehicles for access to any required parking area or any other public parking area shall be 1 in 7.

Clause 3. LOADING

(1) OBLIGATIONS OF OWNER OR OCCUPIER

- (a) **Off-street Loading to be Provided.** Except in the case of single and double unit residential properties, or as described in Clause 3 (1) (b), every owner or occupier who constructs or who substantially reconstructs or adds to any buildings or changes the use of any site, shall make adequate provision on his own property, or by mutual agreement on an adjacent property, for the loading and unloading of all goods associated with the site.
- (b) **Council may Waive Requirements or Require Developers to Enter into an Agreement.** Where the configuration of the site precludes the provision of off-street loading, the floor area of the building is not greater than 200m² and the site is not part of a major development, and at the same time kerbside loading would not cause an undue traffic hazard then:

- (i) Council may fully or partially waive the requirement under Clause 4 (4), Ordinance I.
- (ii) Council may require the developer to enter into an agreement with other adjacent developers to provide and maintain a jointly used loading area, or sign a bond in lieu.

(c) **Yard Space may be Used.** The provision of loading areas in respect of any site may be made as part of the yard space of that site.

(2) LOADING REQUIREMENTS TO DEPEND ON CLASS OF ROAD

(a) **Properties Fronting Classified Roads.** Where a property fronts on to an arterial, primary, or secondary road, as determined by Appendix H and illustrated in the plan of the Principal Road Network, off-street loading facilities, together with access and turning space, shall be designed so that it is not necessary to reverse vehicles either onto or off the street. The area and layout required shall conform to Clause 3 (3) (a) of this Ordinance. Where the expected volume of traffic on the road giving access to the property will not exceed 5,000 vehicles per day within 10 years and where there are no over-riding local traffic considerations, the Engineer may grant a dispensation to allow the provision of a loading dock or other approved loading facility in respect of properties fronting on to primary (but not one-way) and secondary streets. The dimensions of any loading dock shall be as specified in Clause 3 (3) (b) of this Ordinance.

(b) **Properties Fronting Unclassified Roads.** Where a property fronts on to an unclassified road, off-street loading facilities may be in the form of a loading dock as defined in Clause 3 (3) (b). If the number of loading vehicles and volume of traffic on the road is so small as not to warrant this provision, the Engineer may permit kerbside loading where there are no local traffic considerations which preclude this.

(c) **On all Roads.** The method of loading shall at no time cause the footpath or access to adjacent property to be blocked, nor shall it create a traffic hazard on the road.

(3) DESIGN OF LOADING AREAS

(a) **Vehicle Dimensions and Layout.** The layout adopted will depend on the area and shape of the land available, the purpose for which loading is required, and functional design of the building. The layout shall generally be of sufficient size to accommodate the following design vehicles:—

- (i) In all industrial and commercial zones except C1:
“90 Percentile Two-Axled Truck” as defined by the Government

Transport Department. The dimensions and turning circle of this vehicle are shown as Figure III of Appendix F.

(ii) In Zone C1:

“90 Percentile Two-Axled Truck” as specified for other industrial and commercial zones except that where the development is for a single isolated shop of less than 2000m² gross floor space the design vehicle may be reduced to a “99 Percentile Motor Car” as defined by the Government Transport Department. The dimensions and turning circle of this vehicle are shown as Figure II of Appendix F.

(iii) For the purposes of this Ordinance the “90 Percentile Two-Axled Truck” and the “99 Percentile Motor Car” shall be taken as having a height of 3m.

(b) **Loading Docks Facing Streets.** Where loading docks are permitted to front directly onto the street their position shall conform with the access requirements of this ordinance. The minimum dimensions for a loading dock shall be 3.5m wide and 7.5m deep, measured from the street boundary. Access to any loading dock shall be substantially at footpath level for a distance of not less than 7.5m from the street boundary.

(c) **General Design and Construction Details.** All loading or manoeuvring areas shall conform to the relevant requirements laid down in Clause 2 (4) (d) of this Ordinance.

Clause 4. ACCESS TO PROPERTY

(1) OBLIGATION OF OWNER OR OCCUPIER

(a) **Access to be Provided.** Except where, in the opinion of the Engineer, this provision need not apply, every owner or occupier shall provide vehicular access to his property for parking or loading over his own land or by mutual right-of-way or service lane. Where the use does not generate sufficient traffic to warrant a specially constructed access, a standard culvert and crossing or crossings shall be provided as described in Clause 4 (3). In the case of major developments a “drive-in” type access may be required as defined in Clause 4 (2) (b).

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- (b) **Responsibilities of Council and Developer.** All work on culverts and crossings within the legal road, except on hillside roads where special conditions apply, shall be done by the Council at the expense of the owner. This shall be done on a prepaid basis, the rates being the standard cost of construction of the culvert and crossing as determined from time to time. In the case of drive-in accesses, the rate shall be the actual cost of constructing the kerb and channel, formation and surfacing of the access within the road reserve. The cost of erecting signs, signals and any other traffic or pedestrian measures will normally be borne by the developer.
- (c) **Maintenance within the Legal Road.** The ordinary maintenance of a culvert and crossing or drive-in access is the responsibility of the Council within the legal road, but any person responsible for damaging a residential culvert and crossing is liable for the cost of restoration.
- (d) **Standards of Construction for Accessways.** All accessways to commercial and industrial properties shall comply with the following general requirements:—
- (i) The accessway shall be formed and sealed so as to adequately prevent deleterious material such as mud, stone, chip and gravel being carried onto a public street or footpath. The requirements of this paragraph will be met if the first 12 metres of accessway measured from the street boundary is so treated.
 - (ii) Stormwater originating from the property shall be disposed of within the property or by sump and pipe to the street channel or stormwater drain.
 - (iii) Accessways shall not remain open outside of the normal hours of the associated predominant use where to do so would create a nuisance.
- (e) **Drive-in Facilities.** Where the use of the property requires drive-in facilities such as in service stations or bottle stores, the location of accesses and the layout of the site shall be subject to specific approval to ensure that:—
- (i) Interference with pedestrians is kept to a minimum.
 - (ii) Use of the site is consistent with smooth traffic flow in the adjoining street.

Proposals shall be subject to the approval of the Engineer who will from time to time publish general requirements.

- (f) **Mutual Rights of Way and Service Lanes.** Where there is restriction of access to land through the provisions of any part of this Ordinance, or where direct access is undesirable because of conflict with pedestrians or vehicular traffic, or for any other reason deemed sufficient, the Council may acquire as opportunity arises or necessity dictates, by agreement or compulsorily, such

area of land from adjoining owners as may be necessary for the creation of service lanes, or may conduct negotiations for the creation of mutual rights of way to serve the property or properties affected by the restriction and any other properties which it deems desirable.

(2) ACCESS DEPENDS ON CLASS OF ROAD AND TRAFFIC GENERATION

- (a) **Network of Traffic Roads.** The form of access to the property and the location of accesses with respect to road intersections shall be as set out in subsequent clauses having particular regard to the class of road on to which the property fronts, and where applicable, the class of road intersecting that road to form a nearby intersection. The class of road shall be as determined by Appendix H and illustrated in the plan of the Principal Road Network.
- (b) **Major Developments.** Where, in the opinion of the Engineer, the use of a site is likely to generate more than 50 vehicle movements on 36 metres of frontage in any one typical hour during the first five years of its use, or where the nature of potential conflict between vehicle and pedestrian traffic dictates, the developer may be required to provide a drive-in access. All details of drive-in accesses shall be subject to approval by the Engineer. The general requirements are set out in Clause 4 (3) (d) of this Ordinance. In the event of a proposed development generating traffic which could, in the opinion of the Engineer, unduly overload the street or streets in front, or adjacent streets and intersections, the Council may impose conditions of access and traffic control to meet the desired level of traffic service or, where this is impracticable, a permit may be refused.

(3) DESIGN OF ACCESSES

- (a) **General.** Access from the carriageway to the property shall normally be gained by culvert and crossing. In the case of major developments, access shall be by a continuation of the carriageway kerb into the property. This latter form of access is known as a drive-in access.

There are two types of culverts and crossings — “Residential” and “Commercial”. The residential type is built to carry car traffic and the commercial type is built for heavier traffic. “Crossing” refers to the pavement between the channel and the property boundary while “culvert” refers to the channel crossing.

- (b) **Residential Standards.** The permissible length of residential crossings is set down in Clause 4 (3) (e) of this Ordinance. Only one crossing is permitted unless the frontage is greater than 18 metres but a second crossing may be permitted if the two crossings will enable vehicles to drive in and off the

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property without reversing on the footpath. In no circumstances is the total length of crossings to exceed one third of the frontage length. A crossing contiguous with a side boundary must not exceed 3.6 metres in length.

- (c) **Commercial Standards.** Where vehicle access is required to commercial or industrial property or where access for vehicles heavier than car traffic is required to residential property, this shall be by means of a culvert and crossing constructed to commercial standard, as required by the Engineer. The permissible lengths of commercial crossings are set down in Clause 4 (3) (e) of this Ordinance. A crossing contiguous with a side boundary must not exceed 4.5m in length.
- (d) **Drive-in Accesses.** All details of drive-in accesses shall be subject to the specific approval of the Engineer. The following general requirements will normally apply:
- (i) The number, spacing and length of accesses and the direction of flow shall be as determined to suit the particular development and traffic pattern of the road or roads onto which the property fronts.
 - (ii) The formation level shall be substantially the same as the carriageway from which access is gained.
 - (iii) The access shall be cambered and constructed to suitable falls to satisfactorily handle stormwater.
 - (iv) The access shall be formed and surfaced to a standard capable of carrying the design volume and weight of traffic.
 - (v) A kerb and channel shall be laid across the footpath each side of the access, commencing at the property boundary and curving into the line of the existing roadside kerb, to a line and length determined by the Engineer.
 - (vi) The developer may be required to paint direction arrows or other traffic markings on the access, or erect traffic or pedestrian barriers or warning signs at the side of the access and shall generally co-operate with the Engineer in determining and putting into effect any traffic direction measures that may be required
- (e) **Length of Crossings.** Developers of property having frontage to any road from which direct access is permitted are entitled to crossing lengths equal in total to one quarter (1/4) of their frontage on that road or one third (1/3) in the case of commercial or industrial properties fronting a street having a carriageway width of less than 9 metres or for residential properties providing drive-in – drive-out or double access.

The minimum lengths of crossings are:—

	Residential	Commercial or Industrial
(i) On local roads	2.4m	3.6m
(ii) On secondary roads	3m	* 3.6m
(iii) On primary or arterial roads	3.6m	* 4.2m

provided that the minimum length of crossing installed for any residential development comprising two or more units sharing the one access shall be 3.6m

*This minimum may be increased by two feet where, in the opinion of the Engineer, local traffic considerations or the type of vehicle commonly used to serve the property justify this increase.

Where a property fronts onto more than one street and subject to satisfying all other requirements, a developer may amalgamate all or part of his crossing entitlement for each frontage. The disposition of the accesses so created shall be at the discretion of the Engineer.

- (f) **Distance of Access from Intersections.** In built-up areas, no access to any commercial or industrial property (or to any other property where in the opinion of the Engineer this provision is necessary) shall be sited closer to any intersection than the value given in the following table. Distances are measured in metres to the intersecting kerb-line. Greater distances may be required in rural areas.

FRONTAGE ROAD	Arterial or Motorway Ramp	INTERSECTING ROAD		
		Primary	Secondary	Local
Arterial	60m	45m	30m	30m
Primary	45m	45m	30m	30m
Secondary	30m	30m	30m	15m
Local	15m	15m	15m	15m

Notwithstanding the above, the Engineer may grant a dispensation under Clause 4 (4), Ordinance I in respect of properties fronting onto a primary (but not one-way) secondary or local road if, in his opinion:

- (i) The expected traffic volume on the road giving access to the property will not exceed 5,000 vehicles per day within 10 years; or
- (ii) The expected traffic generation from the property is so small as to have no significant effect on the safety or efficient operation of the intersection; or
- (iii) There are no other local traffic requirements which would preclude this dispensation; or

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- (iv) The volume of traffic carried by an intersecting local road is of minor importance compared with the traffic using the access and is unlikely to rise.

Clause 5. DISCRETIONARY POWERS

Where in this Ordinance, any dispensation or waiver is granted, the procedure shall be as set out in Ordinance I, Clause 4 (4).

ORDINANCE VI

AIRPORT SAFETY PROVISIONS AND N.Z.B.C. TRANSMISSION CORRIDOR

Clause 1. CHRISTCHURCH AIRPORT, SAFETY ZONING PROVISIONS

- (a) The safety zoning provisions for flight operations at Christchurch Airport are included in the Scheme in accordance with a policy of maintaining standards of airport safety consistent with Department of Civil Aviation standards.
- (b) The land that lies under the various clearance surfaces specified for safety zoning provisions for flight operations is shown for the purpose of this Scheme on the District Planning Maps by distinctive notations and where only one line appears on a planning map, the land affected by the safety zoning provision lies on that side of the line indicated by plus sign symbols.
- (c) No building, mast, pole, tree or other object shall penetrate any of the approach slopes, the horizontal surfaces and surrounding sloping planes as generally shown on the District Planning Map, and defined in detail in the Christchurch International Airport Development Plan Report of 19th October, 1965, and such amendments as are approved by the Department of Civil Aviation; provided that where there is any conflict between these height control limits, the lowest height restriction shall prevail.
- (d) Provided further, that limited infringement of the said height control limits may be permitted in exceptional cases subject to the prior written consent of the Director of Operations and Technical Services, Department of Civil Aviation and subject to any conditions he may require.
- (e) For the purpose of this Scheme, the mean level of the landing area of Christchurch Airport as a height of 32 metres above mean sea level.

Clause 2. **WIGRAM AIRFIELD, PROVISION FOR OBSTRUCTION CLEARANCE AREAS**

- (a) The following provisions for obstruction clearance areas at Wigram Airfield are included in the Scheme in accordance with the requirements of the Minister of Works under the provisions of Section 21 of the Town and Country Planning Act, 1953 and its amendments.
- (b) Notwithstanding any height restriction specified under Ordinance II, no building, structure, mast, pole, tree or other object shall:
- (i) Penetrate a plane rising at a gradient of 1 in 50 from the nearest point on the effective flying field boundary to a horizontal distance of 2,286 metres, that is, to a height of 45 metres above the airfield.
 - (ii) Penetrate a plane rising at a gradient of 1 in 7 from the nearest point on the effective flying field boundary or on the edge of the 1 in 50 gradient whichever is applicable, to a height of 45 metres above the airfield.
 - (iii) Penetrate a horizontal surface at a height of 45 metres above the airfield and extending out to a distance of 3,200 metres from the nearest point on the effective flying field boundary.

Provided that where two or more of any of these height restrictions apply at the same place then the lowest height restriction is predominant; provided further that limited infringement of the aforesaid height restrictions may be permitted in exceptional cases subject always to the prior written consent of the Secretary of Defence and to any conditions he may require.

Clause 3. **N.Z.B.C. TRANSMISSION CORRIDOR**

No building or structure shall be erected so as to obstruct or encroach upon the transmission corridor as shown on the Planning Maps.

ORDINANCE VII

AMENITIES

Clause 1. **OBJECTS AND PLACES OF HISTORIC OR ARCHITECTURAL INTEREST OR NATURAL BEAUTY**

- (a) **Designation and Registration.** In respect of any object or place of historical or scientific interest or natural beauty which is specified in the scheme statement as intended to be preserved, or listed in Appendix K, the Council shall enter particulars thereof in a register to be kept at the office of the Council, and shall forthwith notify the owner and occupiers of land upon which any such object or place is situated that it has been registered and is required under the scheme to be preserved. The register shall be open during office hours for inspection by persons interested.
- (b) **Preservation.** No person shall, without written consent of the Council, wilfully destroy, remove, damage or alter in any way any object or place registered by the Council as aforesaid.
- (c) **Cancellation of Registration.** The Council may at any time cancel such registration and shall thereupon make an appropriate alteration in the register and notify accordingly the owner or occupier of the land upon which such object or place is situated.
- (d) **Permission for Alterations.** In making its decision on the question of whether demolition; alterations or additions to or of a listed building or structure shall be permitted, the City Council before reaching its decision shall refer the matter to:—
- (i) The New Zealand Institute of Architects — Christchurch Branch and
 - (ii) The Historic Places Trust,

for a recommendation as to the desirability or otherwise of permitting the owner or occupier or any other person to demolish, alter or add to the building or structure and the reasons thereof.

The owner or occupier of the building, or any other persons affected, shall have a right of appeal against the Council's decisions.

Amenities

Clause 2. SPECIAL AREAS

Where a special building line has been imposed for amenity reasons, as with Oxford Terrace, the developer shall landscape the frontage of his site to the satisfaction of the City Engineer.

Clause 2(a) SPECIAL AMENITY CONTROL

Not yet resolved.

Clause 3. CONTROL OF ADVERTISING

(1) GENERAL

Without in any way derogating from or limiting the generality of the application of any by-law of the Council, it is expressly declared that this part of the Code of Ordinances is complementary to and not in substitution for, the by-laws of the Council relating to the control and licensing of signs and advertising.

For the purposes of this Ordinance –

“Poster” includes any poster, placard, handbill, writing, picture, painting, engraving, carving, illuminated sign, or other device for attracting attention of passers-by, whether affixed to or incorporated with or painted onto any building or part thereof or other erection and whether permanently or temporarily so affixed or incorporated or painted thereon.

“Signboard” means a board, hoarding, signboard, billboard, or other erection primarily intended or adapted for the display of posters; and includes any poster displayed on a signboard.

(2) RURAL AND RESIDENTIAL ZONES

(a) No sign shall be erected, or constructed or displayed in any Residential or Rural zone other than:—

- (i) Any sign not exceeding 0.4m² in area and serving only to direct traffic or to denote the name of the street, the number of any premises, the name of any residential building, or the name, character, or purposes of any premises or the location or timetable or other details of any public utility or facility.
 - (ii) Signs not exceeding 1.8m² in area erected in connection with a church, school, public museum, library, hospital, nursing home or convalescent home.
 - (iii) Any sign not exceeding 1.1m² in area advertising the disposal of land or premises provided such a sign shall be erected for a period not exceeding 6 months, and shall be sited to the satisfaction of the Engineer.
 - (iv) Any sign not exceeding 1.1m² in area advertising an auction sale to be held on the premises on which the sign is erected, provided that such sign shall be so erected not more than 21 days before and 3 days after the advertised date of the auction.
 - (v) Any sign not exceeding 0.2m² in area attached to a residential building used for professional or business purposes and bearing only the name, occupation and hours of attendance or business of a person so using the building.
 - (vi) Traffic signs erected by or with the permission of the Council.
 - (vii) A maximum area of 1.8m² of signs for a shop dwelling (dairy) provided that any sign displayed shall relate to the name or function of the business and no sign shall be permitted above verandah level.
 - (viii) Any sign not exceeding 1.8m² in area erected in connection with any licensed hotel or service station and any sign not exceeding 0.5m² in area erected in connection with travellers accommodation or any private hotel provided that the Council may permit a larger sign to be erected in connection with any licensed hotel, private hotel or travellers accommodation if it considers such larger sign to be in the public interest.
- (b) If at any time the Council, having regard to the amenities of, or to the view from, any neighbourhood, is of the opinion that the erection, construction or display of any signboard or poster ought not to be permitted, the Council may by resolution prohibit the erection, construction, or display of any such signboard or poster.
- (c) Notwithstanding that a sign may comply with the above requirements, if at any time the Council, having regard to considerations of traffic safety, or the requirements of traffic control or of any “Special Areas” or “Special Buildings”, is of the opinion that the erection, construction or display of any

sign should be modified or ought not to be permitted, the Council may by resolution modify or prohibit the erection, construction, or display of any such sign and may, in a like manner, require the modification or removal of any existing sign.

(3) COMMERCIAL AND INDUSTRIAL ZONES

- (a) No sign shall be erected or displayed in any Commercial or Industrial zone so as to be obtrusively visible from a Residential Zone.
- (b) **Prohibition of signs affecting traffic safety.** If at any time the Council, having regard to consideration of traffic safety or to the requirements of traffic control, is of the opinion that the erection, construction or display of any sign ought not to be permitted, the Council may, by resolution, prohibit the erection, construction or display of any such sign, or may in like manner require the removal of any existing sign.
- (c) **Prohibition of signs affecting amenities.** If at any time the Council is of the opinion that the erection, construction or display of a sign will detrimentally affect the amenities of any land, or will tend to depreciate the value of adjoining property, or will detrimentally affect fire egress from any building, or will be visually inappropriate to the neighbourhood, the Council may, by resolution, prohibit the erection, construction or display of the sign and may, in a like manner, require the removal of any existing sign.

(4) SPECIAL PROCEDURE FOR APPLICATION FOR SIGNS AND FOR REQUIREMENTS FOR THE REMOVAL OF EXISTING SIGNS

The procedure referred to in this ordinance shall be followed in cases where the Council:—

- (a) Refuses permission for the erection, construction or display of a sign, or
- (b) Gives its consent to the erection, construction or display of a sign on terms unacceptable to the applicant, or
- (c) Prohibits the display, or requires the removal of an existing sign, upon the grounds that the sign would or (in the case of an existing sign) does, in its opinion, conflict with the requirements of these ordinances relating to traffic safety, amenities or fire egress.

In any of such cases the applicant or the owner of an existing sign shall, on having been informed in writing of such decision and of the reasons therefore, have the right to refer the decision to the Council or to a Committee thereof constituted for the purpose and to state a case seeking a reversal or alteration of that decision.

Clause 4. VERANDAHS IN COMMERCIAL ZONES

Every building which adjoins or fronts a designated shopping street, shall, on its erection or on being reconstructed or altered in a way that substantially changes the appearance of its face, be provided with a verandah designed in compliance with all relevant by-laws and placed within such minimum or maximum heights as the Council may prescribe, but each so related to its neighbours as to provide continuity, and each having a fascia within such limits of depths as the Council may require, provided that no such verandah shall be supported by posts on the street.

Clause 5. HARMONY IN DESIGN AND EXTERNAL APPEARANCE OF BUILDINGS

No structure, sign excavation or other work shall be sited, or made or finished (notwithstanding that the design and materials may comply with the Council's building by-laws) or shall be left unfinished or allowed to fall into such a condition, and no land shall be allowed to deteriorate to, or remain in such a condition that it would, in the opinion of the Council be visually inappropriate to the neighbourhood, or would otherwise interfere with the amenities of the neighbourhood or would tend to depreciate private or public values therein.

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APPENDIX A

INDUSTRIES REQUIRING SEGREGATION BECAUSE OF NOXIOUS OR DANGEROUS ASPECTS

Abattoirs and slaughterhouses
Acetylene – gas manufacture
Acids manufacture
Aerosol packers and manufacturers
Aluminium alloy manufacture
Alkali – waste works
Ammonia manufacture
Ammunition manufacture
Animal by-products manufacture
Arsenic recovery works
Artificial manure manufacture
Battery manufacture
Bearing manufacture
Boiler makers
Boiling down works
Bone crushing
Bisulphide of carbon works
Candle manufacture
Celluloid works
Cement – packing, bag cleaning works
Chemicals manufacture
Chlorine works
Coke manufacture
Detergent manufacture
Distillation of coal, wood and cones
Explosive manufacture and storage
Fat rendering
Fell mongering
Fertilizer works
Fireworks manufacture and storage
Fire clay products manufacture
Fish curing and preserving
Fluoride works
Fuel oil refining and storage
Fur curing and tanning
Gas(coal) manufacture
Gelatine manufacture
Glue manufacture
Gunpowder manufacture

Hydrochloric acid manufacture
Incinerator works
Knacker yards
Lampblack manufacture
Lead works
Lacquer manufacture
Leather tanning
Lime manufacture
Linoleum manufacture
Manure (artificial) manufacture
Meat works – killing, freezing and packing
Oil distillation and refining
Oxygen – gas manufacture
Paint manufacture
Paper and pulp manufacture
Pyridine works
Railway workshops
Raw material plastics manufacture
Sausage casing manufacture
Smelting metals (all types)
Soap manufacture
Steel works
Stock yards
Sulphur – chloride manufacture
Sulphur – dioxide manufacture
Sulphuric acid works
Tallow – melting and refining
Tanning and curing
Tar manufacture, refining, mixing
Timber treatment
Turpentine manufacture
Varnish manufacture
Whaling stations
White lead manufacture
Wool scouring
Zinc chloride manufacture
Zinc works

or any other industry that is, or under any conditions may become, noxious or dangerous in relation to adjacent areas.

APPENDIX B

INDUSTRIES REQUIRING SEGREGATION BECAUSE OF NOISE, SMOKE, SMELL, EFFLUENT, VIBRATION, DUST, GLARE OR OTHER LIKE OBJECTIONABLE ASPECTS

Aeroplane manufacture or assembly
Agriculture machinery manufacture
Animal foods manufacture
Asbestos cement products manufacture
Asbestos manufacture
Asphalt manufacture, refining, storage or mixing
Bacon and ham curing
Bags and sacks manufacture
Bitumen manufacture – refining, storage or mixing
Boat building
Boiler works
Bottling and bottle manufacture
Brass foundry
Brewery
Brick and tile manufacture
Briquette manufacture
Burnt clay products
Cable manufacture
Carpet manufacture
Casein manufacture
Cement manufacture
Cooperage works
Coal briquette
Cold storage
Concrete – central mixing plant
Constructional engineer's workshop or yard
Creosote manufacture and treatment
Die casters and die makers
Dried milk manufacture
Disinfectant manufacture
Distillation of spirits
Drugs manufacture
Dyes manufacture
Electroplating works
Electric power generating station
Engineer's (constructional) workshop or yard

Felt manufacture
Flax milling
Flock mills – shoddy or mungo manufacture
Flour milling
Gas storage
Glass manufacture
Glass products manufacture excluding glass
bevelling and mirror manufacture
Glucose manufacture
Graving dock
Grain elevator
Grain milling
Grain threshing and crushing
Gravel, sand or shingle pits
Hides, wool and tallow warehouse
Ink manufacture
Iron stove, range and grate manufacture
except electric and gas stoves
Iron works and foundry
Jam manufacture
Junk yard, scrap metal, bottles, etc.
Malting
Margarine manufacture
Match manufacture
Motor body building or assembly
Motor car wrecking
Nail manufacture
Oil reclamation
Oil cake manufacture
Oil storage
Oils-essence or extract manufacture
Oils-vegetable manufacture
Packing case manufacture
Panel beating works
Paper manufacture
Patent fuel manufacture

Petrol storage
Plaster of Paris manufacture
Plywood manufacture
Polishes manufacture
Post splitting and sleeper and prop cutting
Pumice pit
Quarry – road metal, gravel, sand, shingle,
marble, building stone
Roading contractor's workshop or yard
Rubber goods manufacture
Rug manufacture
Sacks and bags manufacture
Sauce and pickle manufacture
Sawmill
Scrap metal yard
Seed cake manufacture
Seed Cleaning
Sheep dip manufacture
Sheet metal manufacture
Shell crushing
Shoddy manufacture
Spray painting
Stains manufacture
Starch manufacture
Stone crushing
Stone cutting or dressing (except
monumental masonry)
Stone quarrying
Stove, range and grate manufacture
excluding gas and electric ranges
Sugar refining
Tar storage
Timber yard (wholesale)
Tinplate manufacture
Varnish blending
Veneer manufacture
Vinegar manufacture
Wallboard (other than fibrous
plaster) manufacture
Wire manufacture
Woodbox manufacture
Wood shaving packing manufacture
Wool, hides and tallow warehouse
Woollen mills where slipe pulling is carried out

Wrought iron works
Yeast manufacture

or any other industry that is, or under any conditions may
become objectionable in relation to adjacent areas.

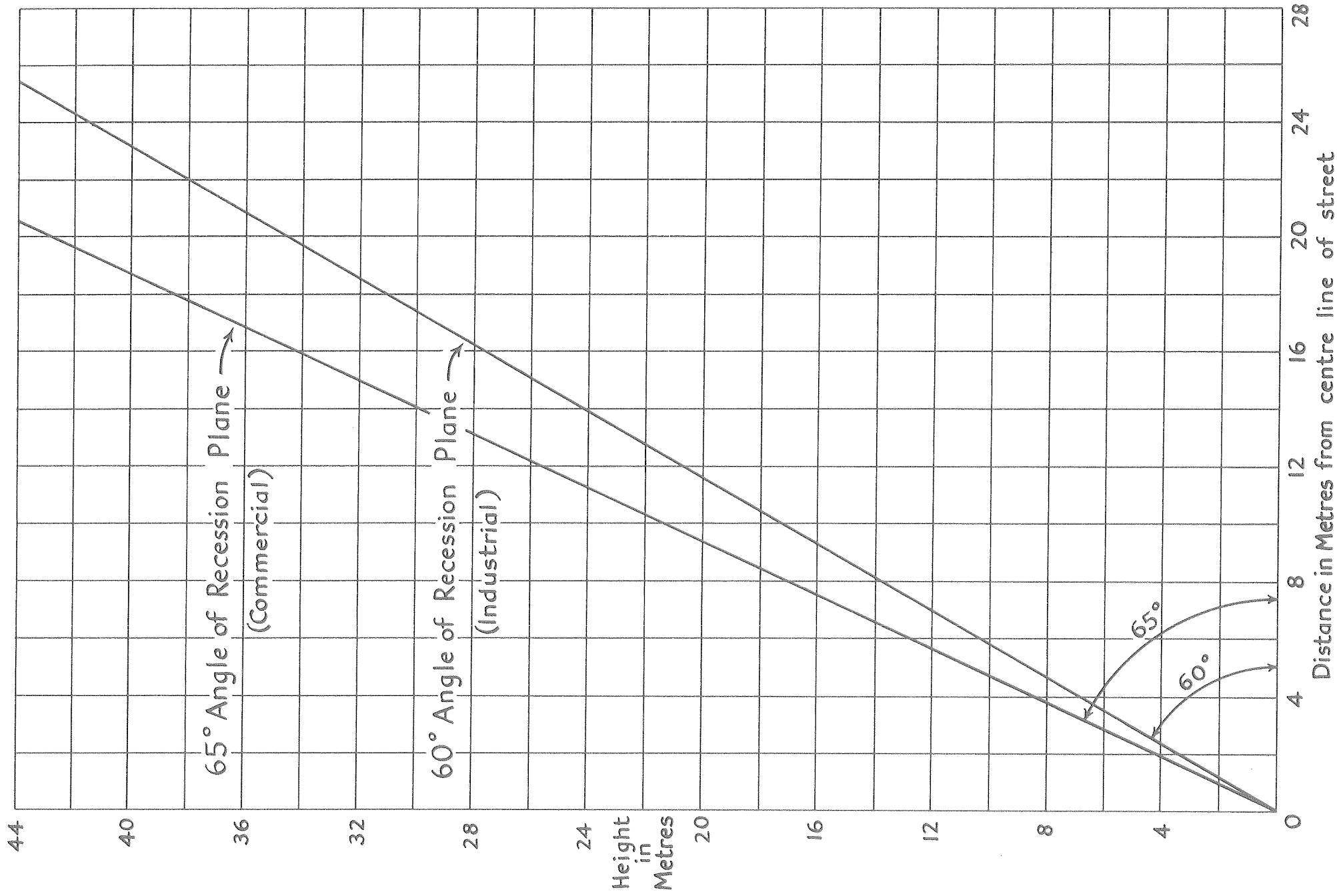
APPENDIX C

BUILDING DENSITY IN RESIDENTIAL ZONES

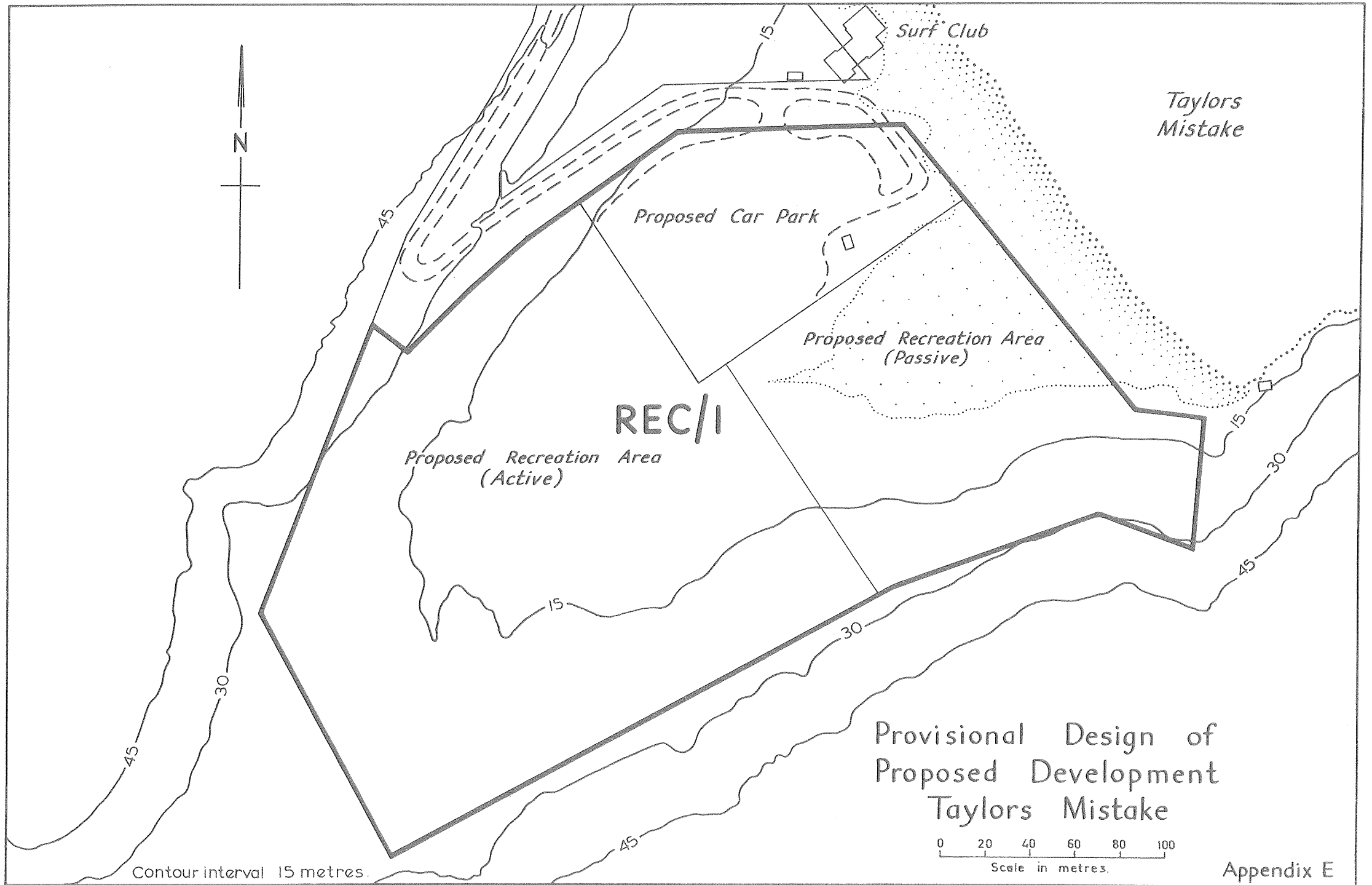
Areas of Typical Sections	Perch Equivalent	RESIDENTIAL 2		RESIDENTIAL 3		RESIDENTIAL 4		RESIDENTIAL 5 & 6	
		No. of persons at 100 p.p.ha.	40% site coverage m ²	No. of persons at 150 p.p.ha.	50% site coverage m ²	No. of persons at 225 p.p.ha.	60% site coverage m ²	No. of persons at 250 p.p.ha.	65% site coverage m ²
400m ²	16 perches	4	160m ²	6	200m ²	9	240m ²	10	260m ²
500m ²	20 perches	5	200m ²	8	250m ²	11	300m ²	13	320m ²
600m ²	24 perches	6	240m ²	9	300m ²	14	360m ²	15	390m ²
800m ²	32 perches	8	320m ²	12	400m ²	18	480m ²	20	520m ²
4000m ²	1 acre	40	1600m ²	60	2000m ²	90	2400m ²	100	2600m ²

For the purpose of assessing site density the following occupancy standards per unit shall be used:

ONE BEDROOM FLATS		TWO BEDROOM FLATS		THREE BEDROOM FLATS		LARGER
Less than 12m ²	Over 12m ²	Average less than 12m ²	Average over 12m ²	Average less than 12m ²	Average over 12m ²	
1 person	1.5 persons	2 persons	2.5 persons	2.5 persons	3 persons	+ 0.5 persons per additional bedroom

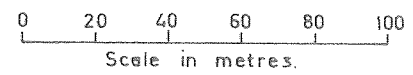


Permitted height relative to distance from centre line of street with a recession plane of 60° and 65°

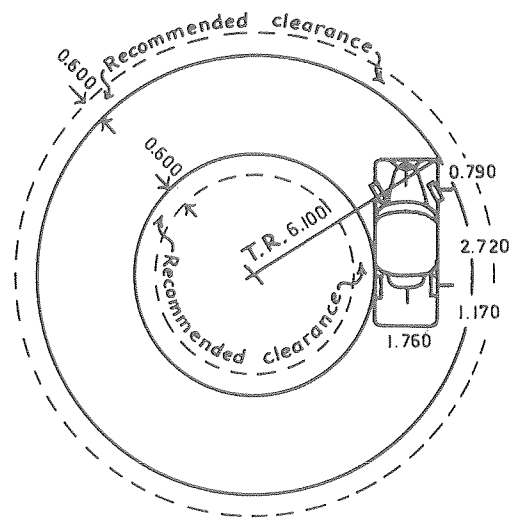


Contour interval 15 metres.

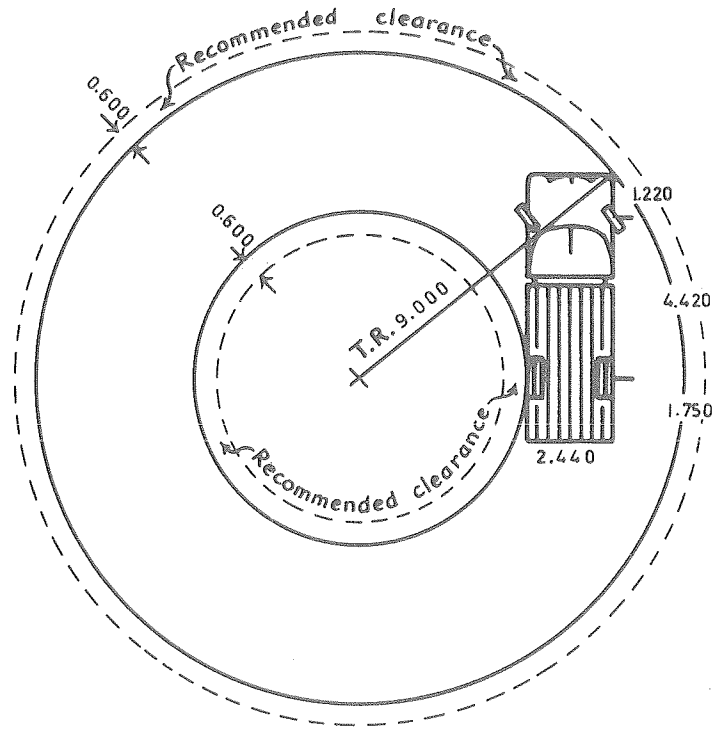
Provisional Design of
Proposed Development
Taylors Mistake



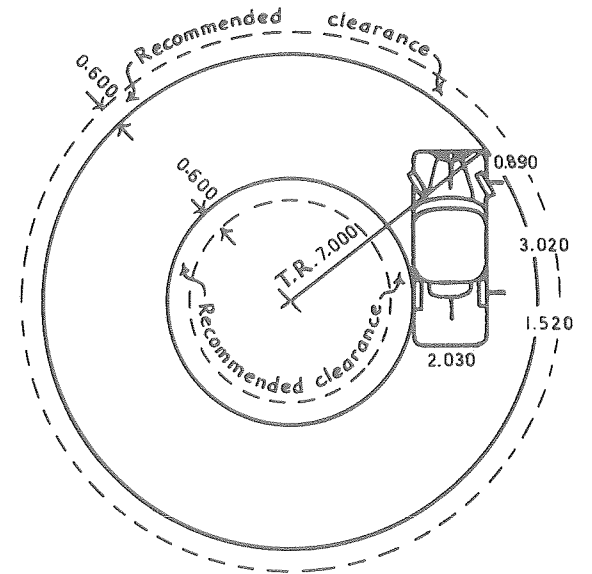
Appendix E



90 Percentile Design Motor Car
Figure I

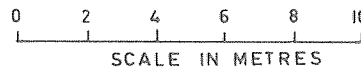


90 Percentile Two-axled Truck
Figure III

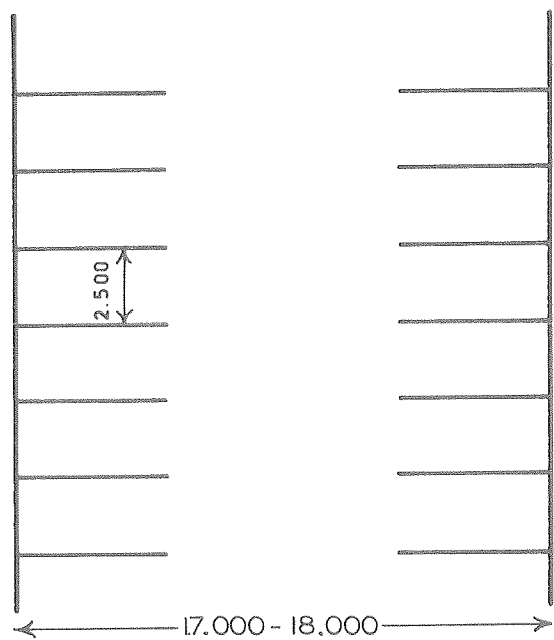


99 Percentile Design Motor Car
Figure II

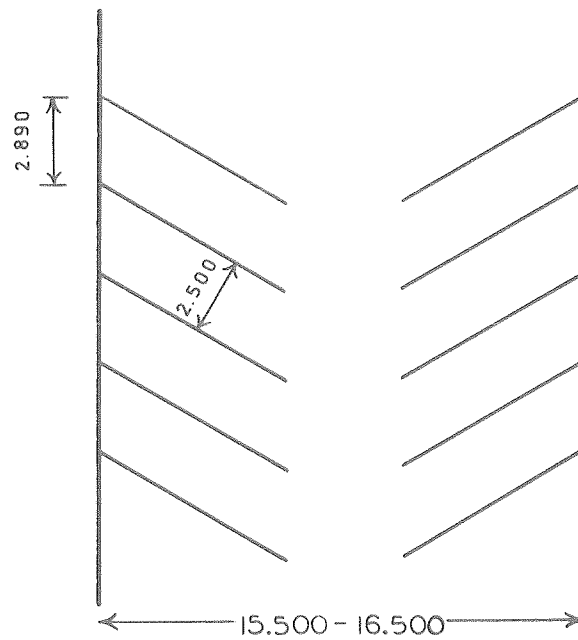
Standard Design Vehicles



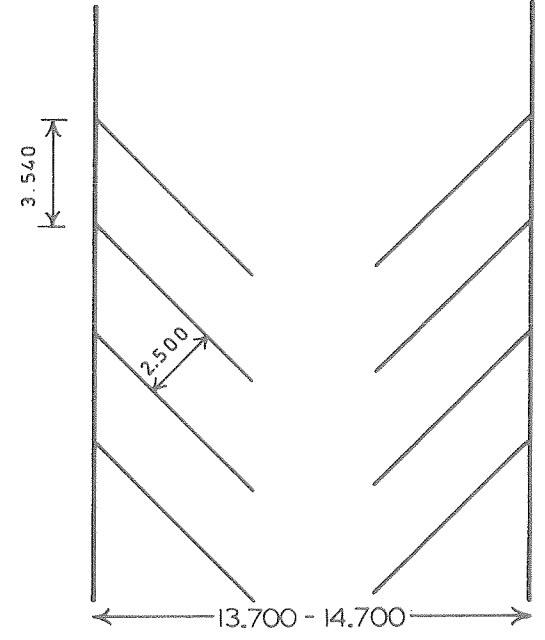
Figs. I-III
Appendix F



90°



60°



45°

Typical Parking Layouts

*Note : Larger dimensions suitable for shopper parking and other casual use.
Smaller dimensions suitable for private or staff parking.*

APPENDIX H

CLASSIFICATION OF PRINCIPAL ROADS

Akaroa Street	S		Butterfield Avenue	S	Hay Street to McGregors Road
Aldwins Road	A		Byron Street	S	East of Gasson Street
Annex Road	P*	(to be relocated LAP)		P	West of Gasson Street
Antigua Street	P	South of Tuam Street			
Armagh Street	P	Montreal Street to east side of Cranmer Square	Cambridge Terrace	P	Cashel Street to Gloucester Street
Avondale Road	S		Carlton Mill Road	P	
Avonside Drive	P	West of Linwood Avenue	Cashmere Road	P	
	S	Swanns Road bridge to Retreat Road	Caspian Street	S	West of Rockinghorse Road
Aynsley Terrace	S		Cathedral Square	S	East of Colombo Street
			Causeway, The	LAA	
			Cave Terrace	S	
Barbadoes Street	P	Moorhouse Ave. to Purchas Street	Centaurus Road	P	
	S	Purchas Street to Warrington Street	Clifton Terrace	S	Below Panorama Road
Barrington Street	P		Colombo Street	P	South of Lichfield Street and between Kilmore Street and Purchas Street
Bassett Street	S	South of Parnell Street		S	Lichfield to Kilmore Streets
Beach Road	P		Condell Avenue	S	
Bealey Avenue	A		Coronation Street	S	
Bellview Terrace	P		Courtenay Street	P	
Beresford Street	S		Cranford Street	P	
Berwick Street	P		Cranmer Square	P	East side
Bexley Road	P*		Cresswell Avenue	S	Gayhurst Road-Kingsford Street
Birdwood Avenue	S		Cuthberts Road	S	
Blighs Road	S	Wairakei to Idris Roads			
	P	Idris to Papanui Roads			
Bower Avenue	S		Deans Avenue	A	
Bowhill Road	S	Keyes Road to Marine Parade	Disraeli Street	P	
Breezes Road	S	East of Avondale Road	Durham Street	P	South of Bealey Avenue
Bridge Street	LAP	Burwood Expressway to Kibblewhite Street		S	Bealey Ave. via a new road to Springfield Road
Bridle Path Road	P		Dyers Road and deviation	LAA	Tunnel Road-Bexley Road
Briggs Road	S			P*	South of Tunnel Road Deviation
Brougham Street and extensions	A				
Buckleys Road	A		Edgeware Road	S	West of Cranford Street
Burlington Street	P				
Burnbrae Street	S				
Burwood Road	P				

Ensors Road	P	St. Martins to Opawa Road	Hoon Hay Road	P	
	A	Opawa Road to Ferry Road	Hugh Street	P	
Estuary Road	S		Humphreys Drive	LAA	
Evans Pass Road	P		Huxley Street	P	West of Burlington Street
Ferry Road	LAP	East of Dyers Road	Idris Road	P	
	P	Ensors Road – Charlesworth Street	Ilam Road	S	
	A	Wilson's Road – Ensors Road	Innes Road	P	
Fitzgerald Avenue	A		Jerrold Street	A	
Frankleigh Street	P				
Frosts Road	LAA				
Garlands Road	P	East of Opawa Road	Kerrs Road	P	
Gasson Street	P	South of Byron Street	Keyes Road	S	
Gayhurst Road	S		Kilmore Street	P	
Glandovey Road	P		King Edward Terrace	P	Part, extending to 10 chains from Garlands Road
Gloucester Street	P	Rolleston Avenue – Durham Street			
	S	Durham Street to Madras Street			
	P	Madras Street to Linwood Avenue			
	S	North of Linwood Avenue	Lake Terrace Road	S	West of Burwood Road
Greers Road	P	North of Grahams Road	Latimer Square	P	East of Burwood Road
	S	South of Grahams Road	Lichfield Street	P	East side
			Lincoln Road	P	
			Linwood Avenue	A	West of St Johns Street
Hagley Avenue	P			LAA	East of St Johns Street
Halswell Road	P		Locksley Avenue	P	North of proposed bridge
Harewood Road	P		Lyttelton Street	S	
Hargood Street	S				
Harman Street	P		McBratneys Road	S	
Harrow Street	P		MacGregors Road	S	North of Butterfield Street
Hawke Street	S		Madras Street	P	Moorhouse Avenue to Purchas Street
Hay Street	S		Main Road	P	East of McCormacks Bay Road
Heaton Street	P			LAA	Humphreys Drive to McCormacks Bay Road
Heberden Avenue	S				
Hendersons Road	S				
Hereford Street	P	Rolleston Avenue to Durham Street			
	S	Durham Street to Madras Street			
	P	East of Madras Street	Main North Road	P	Papanui Road to Cranford Street
Hills Road	S	Warrington Street northwards		A	North of Cranford Street
	P	Avalon to Warrington Streets	Major Hornbrook Road	P	

Taylor's Mistake Road	S	
Tennyson Street	S	
Trafalgar Street	S	Rutland to Courtenay Streets
Travis Road	LAA	Bassett Street to Frosts Road.
	A	Burwood Road to Bassett Street
	S	East of Frosts Road
Tuam Street	P	East of Fitzgerald Avenue
	P	Antigua Street to Hagley Avenue.
Union Street	S	South of Owles Terrace
Wainoni Road	S	
Wairakei Road	P	
Wairarapa Terrace	P	North of Leinster Road
Wakefield Avenue	P	
Waltham Road	A	Brougham Street to Moorhouse Avenue
	P	South of Brougham Street
Warrington Street	P	
Westminster Street	S	Courtenay to Cranford Street
Whitmore Street	P	
Wilson's Road	S	Waltham to Ferry Roads
	P	Waltham Road Southwards
Woodham Road	A	
Worcester Street	S	North of Linwood Avenue

List of Abbreviations

LAP – Limited Access Primary

P – Primary Roads

LAA – Limited Access Arterial

A – Arterial

S – Secondary Roads

* This denotes a possible change of classification resulting from the construction of a new road.

APPENDIX I

STAGING OF ROAD WORKS

This schedule does not include statutory street widening.

	Length Kilometres			
DEVELOPMENT PERIOD I	New	Widen	DEVELOPMENT PERIOD II	
URBAN ARTERIALS			MOTORWAYS	
1. Waltham Road, widen 2 lane (Hastings Street to Moorhouse Avenue)			1. Southern (Addington) NRB	2.57
			2. Fendalton (Hagley)	<u>1.13</u>
				<u>3.70</u>
BRIDGES AND APPROACHES			URBAN ARTERIALS	
1. Durham Street over Avon River	—	—	1. Brougham Street widen 4 lane (Antigua Street to Waltham Road)	— 1.61
2. Kilmore Street over Avon River	—	—	2. Jerrold Street realign 4 lane (Lincoln Road — Antigua Street)	— 1.29
3. Ensors Road over Heathcote River	—	—	3. Lincoln Road widen 4 lane (Wrights Road to Jerrold Street)	— 0.97
PRIMARY ROADS			4. Brougham Street extension 4 lane (Waltham to Opawa Roads)	0.80 —
1. Rossall Street (realign. Strowan Road)	—	0.32	5. Waltham Road widen 4 lane (Hastings Street to Moorhouse Avenue)	— 0.97
2. Carlton Mill Road (realign. Rossall Street)	—	0.16	6. Ensors Road widen 2 lane (Opawa to Ferry Roads)	— 0.97
3. Springfield Road (devn. Durham Street widen)	0.16	0.16	7. Aldwins Road widen 4 lane (Ferry Road to Linwood Ave)	<u>— 1.29</u>
4. Barbadoes St. (impts. Barbadoes Street)	—	0.16		<u>0.80 7.10</u>
5. Hills Road (realign. Whitmore Street)	—	0.32	BRIDGES	
6. Montreal Street (devn. Cranmer Square)	0.16	—	1. Montreal Street — rail and Moorhouse Avenue.	— —
7. Madras Street (devn. Latimer Square)	0.16	—	2. Durham Street — rail and Moorhouse Avenue	— —
8. Antigua Street (extn. Strickland Street)	0.16	—	3. Kerrs Road — over Avon River	— —
9. Waltham Road (Rodgers to Hastings Streets)	—	0.48	LIMITED ACCESS ROADS PRIMARY	
10. Ensors Road (devn. Aldwins Road)	0.16	—	1. Rutherford Street extension 2 lane (Ferry to Dyers Roads)	— —
11. One way street conversions, central city area: Lichfield Street and St Asaph Street Madras Street and Barbadoes Street Salisbury Street and Kilmore Street	—	—		
	<u>0.80</u>	<u>1.60</u>		

PRIMARY ROADS

1. Innes Road (widen 20m)	—	0.48
2. Rutherford Street (widen 20m)	—	0.97
3. Rutherford Street (extn. to Dyers Road)	0.48	—
4. St. Martins Road (realign Gamblins Road)	—	0.16
5. Disraeli Street/Sandyford Street impts.	0.32	—
6. Byron Street (extn. Hugh Street)	0.16	—
7. Milton Street (impts near Colombo Street)	—	0.32
8. Frankleigh Street (devn. Milton Street)	—	0.32
9. Garlands Road (widen to 20m)	—	0.48
10. One way street conversions, central city area: Montreal Street and Durham Street — Cambridge Tce.		
	<u>0.96</u>	<u>2.73</u>

DEVELOPMENT PERIOD III

MOTORWAYS

1. Northern (part Waltham Interchange) NRB	0.97	—
2. Northern (St. Albans) NRB	<u>4.00</u>	<u>—</u>
	<u>4.97</u>	<u>—</u>

LIMITED ACCESS ROADS, ARTERIALS

1. Frosts Road extensions 2 lane (Travis Road — Avon River)	0.80	—
2. Bexley Road (new route) 2 lane (Avon River — Pages Road)	1.60	—
3. Bexley Road (new route) 2 lane (Pages — Dyers Roads) (All known as Woolston-New Brighton Expressway)	1.60	—
	<u>4.00</u>	<u>—</u>

URBAN ARTERIALS

1. Buckleys Road widen 4 lane (Linwood to Woodham Roads)	—	1.29
2. Linwood Avenue widen 4 lane (Buckleys — Dyers Roads)	—	2.41
3. Northcote Road widen 4 lane (Railway to Main North Road)	—	0.80
4. Deans Avenue widen 4 lane (Riccarton to Fendalton Roads)	—	0.64
5. Pages Road widen 4 lane (Woodham to New Brighton Roads)	<u>—</u>	<u>0.97</u>
	<u>—</u>	<u>6.11</u>

BRIDGES

1. Frosts Road extn. (Avon River near Barkers Road)	—	—
2. Northcote Road over railway (with W.C.C.)	—	—

PRIMARY ROADS

1. Halswell Road — Hoon Hay Road (impts. at Hoon Hay Road)	<u>0.16</u>	<u>—</u>
	<u>0.16</u>	<u>—</u>

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DEVELOPMENT PERIOD IV

MOTORWAYS

1. Northern Central (Waltham Road to Bealey Avenue) NRB	1.61	—
2. Avonside (Fitzgerald Avenue to Woodham Road)	1.13	—
3. Opawa (Waltham to Ensors Roads)	<u>1.13</u>	—
	<u>3.87</u>	—

LIMITED ACCESS ROADS, ARTERIALS

1. Dyers Road widen 4 lane (Linwood Avenue to Bexley Road)	—	2.90
2. Dyers Road widen 4 lane (Ferry Road to Linwood Avenue)	—	0.80
3. Opawa Expressway 4 lane (Ensors Road — City Boundary)	<u>1.61</u>	—
	<u>1.61</u>	<u>3.70</u>

URBAN ARTERIALS

1. Woodham Road widen 4 lane (Linwood Avenue to Pages Road)	—	1.93
2. Ensors Road widen 4 lane (Opawa to Ferry Roads)	—	—
	—	<u>1.93</u>

BRIDGES

1. Ensors Road — over railway	—	—
2. Antigua Street — underpass to railway	—	—

DEVELOPMENT PERIOD V

MOTORWAYS

1. Southern — Sydenham	2.58	—
2. Fendalton — Central	1.13	—
3. Fendalton/Avonside Link	<u>0.32</u>	—
	<u>4.03</u>	—

LIMITED ACCESS ROADS ARTERIALS

1. Linwood Avenue extension 2 lane (realign. Humphreys Drive)	1.61	—
2. Frosts Road 4 lane (Travis Road to Avon River)	—	0.80
3. Bexley Road 4 lane (Avon River to Pages Road)	—	1.61
4. Bexley Road 4 lane (Pages Road to Dyers Road)	—	<u>1.61</u>
	<u>1.61</u>	<u>4.02</u>

URBAN ARTERIALS

1. Moorhouse Avenue — Ferry Road 4 lane (Fitzgerald Avenue to Ensors Road)	—	1.61
2. Linwood Avenue widen 4 lane (Avonside Drive — Buckleys Road)	—	1.29
3. Deans Avenue widen 4 lane (Blenheim to Riccarton Roads)	<u>0.80</u>	<u>0.97</u>
	<u>0.80</u>	<u>3.87</u>

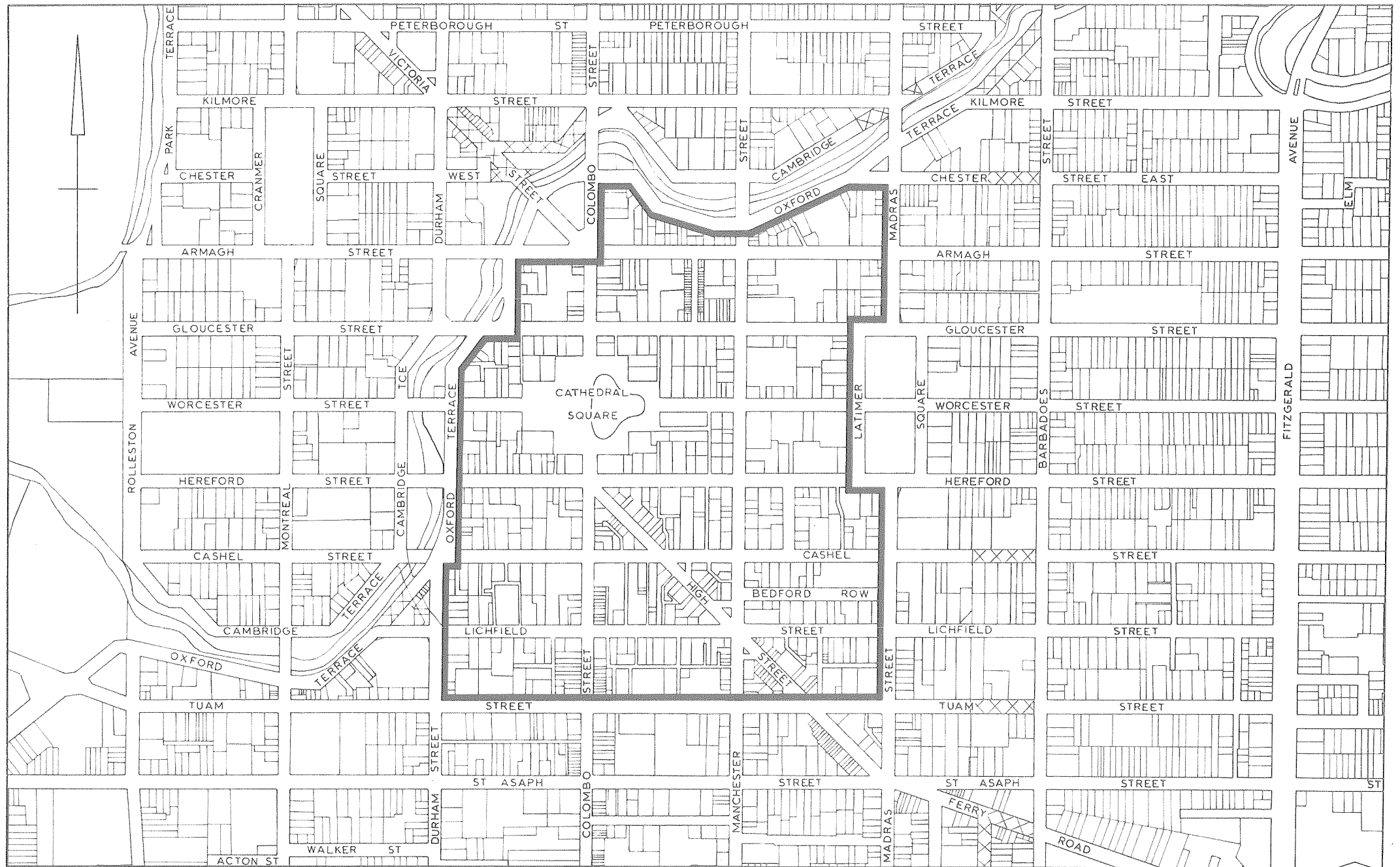
BRIDGES

1. Curries Road — over railway and Heathcote River	—	—
2. Lincoln Road — over railway	—	—
3. Linwood Avenue extn. — Heathcote River	—	—
4. Frosts Road extn. duplication — Avon River	—	—

LIMITED ACCESS ROADS PRIMARY

1. Annex Road — realignment	<u>1.61</u>	—
	<u>1.61</u>	—

+



0 50 100 150 200 250 300
SCALE IN METRES

Central Business District

APPENDIX K

The following is the list of Objects and Places of Historical or Scientific Interest or Natural Beauty, pursuant to Ordinance VII Clause I

Churches, Bridges and Buildings

1. Trinity Church Avonside, Avonside Drive east of Stanmore Road
2. Baptist Tabernacle, cnr Oxford Terrace and Madras Street, brick
3. Victoria Street Bridge Victoria Square
4. Provincial Council Chambers and Offices. All the main buildings, (i.e. stone Chamber and wooden and stone offices), Durham and Armagh Streets
5. The Old Council Chambers, (i.e. Chamber of Commerce building), cnr Worcester Street and Oxford Terrace
6. All Saints Cathedral, Cathedral Square, stone 1867
7. Trinity Congregational Church, cnr Manchester and Worcester Streets, 1864
8. St Johns, east cnr Latimer Square and Madras Street, stone 1863
9. Chapel, Sacred Heart Convent, cnr Ferry Road and Barbadoes Street
10. Roman Catholic Cathedral, Barbadoes Street
11. Technical College Assembly Hall, Moorhouse Avenue
12. St Paul's Presbyterian Church, cnr Madras and Cashel Streets, masonry
13. Worcester Street Bridge
14. Bridge of Remembrance, Cashel Street
15. "Blackheath" terrace houses, Durham Street south
16. St Michael's belfry, lyche gate, south cnr. Oxford Terrace and Lichfield Street
17. Worcester Chambers (formerly Digbys), Worcester Street north side just west of Cambridge Terrace
18. Pegasus Press, Oxford Terrace (original timber house)
19. St Andrew's Presbyterian Church, cnr Oxford Terrace and Tuam Street, timber
20. Antigua Street footbridge
21. University of Canterbury, all stone buildings except Registry, Worcester/Hereford Streets
22. Canterbury Museum, Rolleston Avenue
23. McDougall Art Gallery, Botanic Gardens
24. Christ's College, Rolleston Avenue: the Big School, the Hare Memorial Library and the Dining Hall
25. Armagh Street Bridge (to Hagley Park)
26. Old Normal School, north east cnr Montreal and Kilmore Streets
27. Bishops Court, Park Terrace
28. Teachers' Training College (masonry part), cnr Montreal and Peterborough Streets
29. Fleming House, cnr Bealey Avenue and Park Terrace
30. Weston House, cnr Peterborough Street and Park Terrace
31. Victoria Street Clock Tower, south of intersection of Montreal, Victoria and Salisbury Streets
32. Durham Street Methodist Church, cnr Chester and Durham Streets, stone 1863
33. Plunket Society Rooms (old Fire Station), Oxford Terrace north and east of Colombo Street
34. St Luke's, north east cnr Kilmore and Manchester Streets, stone
35. McLean Institute original building "Holly Lea", (now Dental Nurses' Hostel) Manchester Street
36. Ministry of Works building, south east cnr Worcester St and Cathedral Square
37. Theosophical Hall, Cambridge Terrace (Cecil Wood)
38. West Christchurch, University Cricket Pavilion, Hagley Oval
39. Occidental Hotel, Hereford Street
40. Antigua Boat Sheds
41. Headquarters of Girl Guides, Armagh Street (early wooden portion)
42. Cranmer Bridge Club, Cranmer Square
43. St Luke's Vicarage, Kilmore Street
44. Community of the Holy Name, Church of England, Barbadoes Street
45. New Regent Street shops

All triangle open spaces, with lawn and trees at all intersections of:—

1. Victoria Street
2. High Street
3. Park Terrace
4. Oxford Terrace
5. Cambridge Terrace

All Public Open Space, and in particular:—

1. Latimer Square (both parts)
2. Cranmer Square
3. Church Square
4. Both Avon River banks and slopes thereto, etc.

Mill Islands in Avon River

Near Hereford Street and Lichfield Street

Plaques and Statues

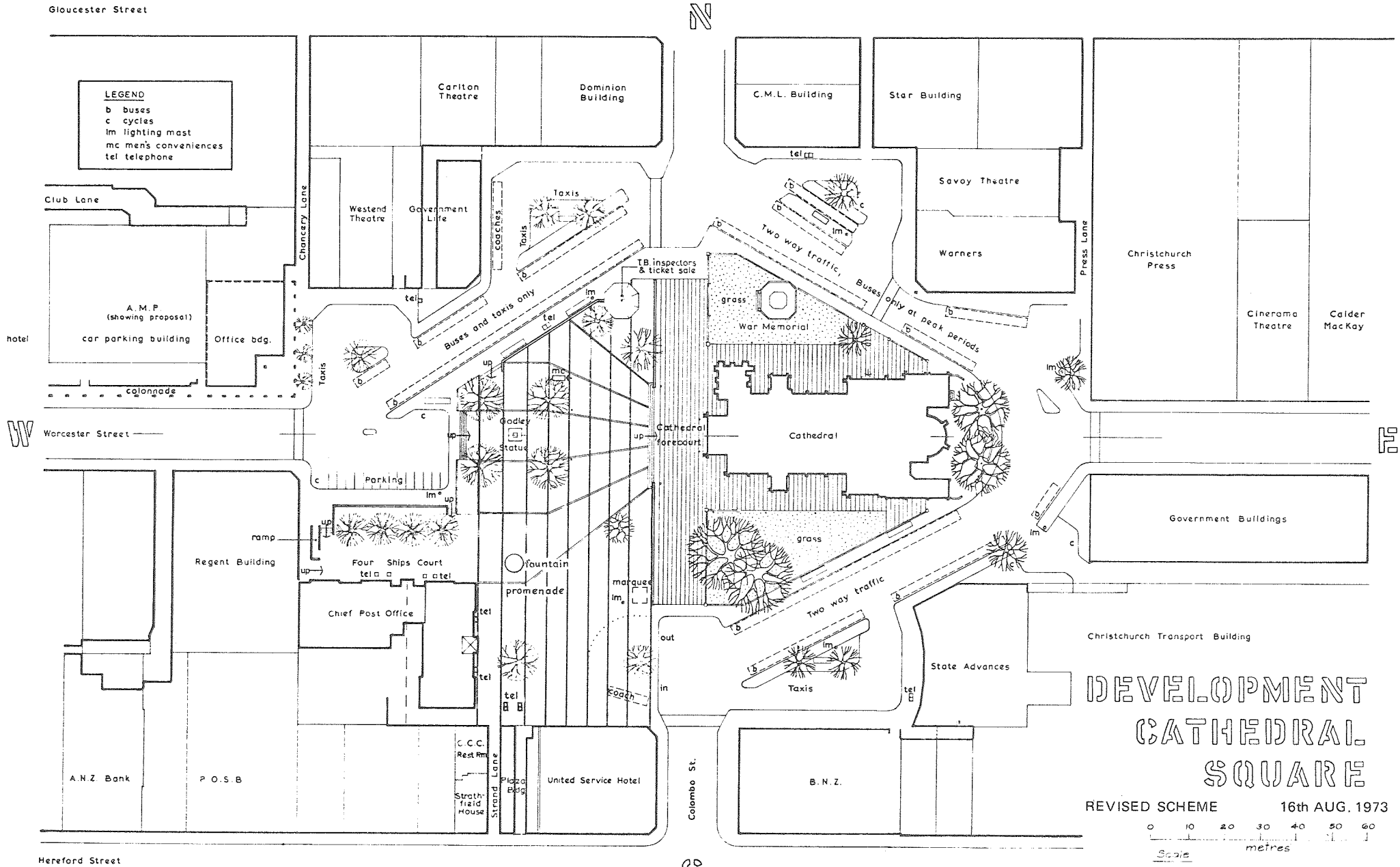
All plaques and statues shall be preserved.

APPENDIX L

CONDITIONS RELATING TO RIGHTS-OF-WAY

Pursuant to Ordinance III any or all of the following conditions may be imposed by the Christchurch City Council upon giving permission to any person to lay out or make any private street or private way or grant or reserve a right-of-way over any private way situated within the city boundaries.

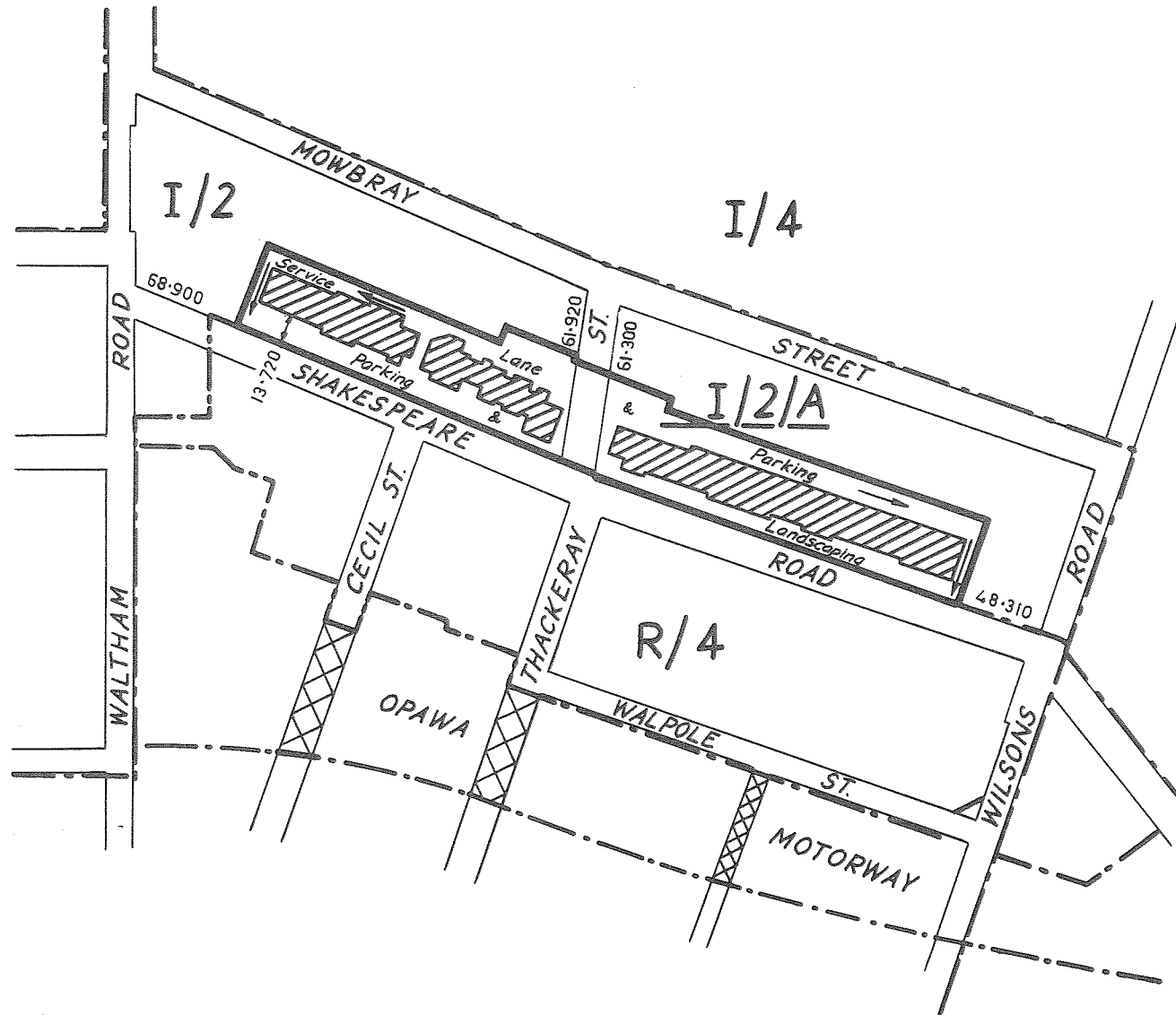
1. The right-of-way shall be formed to the satisfaction of the City Engineer.
2. The right-of-way shall be paved and sealed to dedicated roading standards to a width of at least 3m with passing places at entrances or turnoffs to rear lots at angles and at no greater interval than 80 metres apart.
3. The right-of-way having a blind end shall have a turning place or turning places for vehicles.
4. The right-of-way shall be properly drained and graded to the satisfaction of the City Engineer.
5. The right-of-way shall have sewage and stormwater sewers installed with junctions and laterals laid to the boundary of the right-of-way at each turnoff, unless other drainage arrangements are provided to the satisfaction of the City Engineer and the Christchurch Drainage Board.
6. The right-of-way shall have a high pressure water main installed to the satisfaction of the City Engineer.
7. The right-of-way shall have a paved and sealed footpath separated from the paved and sealed carriageway by kerbing and channelling to be formed to the satisfaction of the City Engineer.
8. The right-of-way shall be provided with electric lighting by the M.E.D. up to street lighting standards.
9. The right-of-way shall have a lamp or lamps installed to the satisfaction of the City Engineer and such lamp or lamps shall be maintained and lit in manner similar to lamps in the public streets of the City.
10. The right-of-way shall have a gate or gates erected and maintained at the street entrance or entrances to the right-of-way or in such position as the City Engineer decides, of the full width thereof and that when erected, such gate or gates be closed against the public from sundown of each day until sunrise of the next day.
11. The registered users of the right-of-way shall maintain the right-of-way to the satisfaction of the City Engineer and the liability and apportionment of costs of maintenance shall be written into the transfer granting or reserving the right-of-way:—
 - (a) Excluding lighting;
 - (b) Excluding high pressure water mains;
 - (c) Excluding stormwater and sewage sewers.
12. The unformed part of the right-of-way shall be landscaped and planted with suitable shrubs.



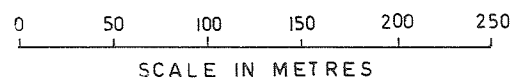
APPENDIX N

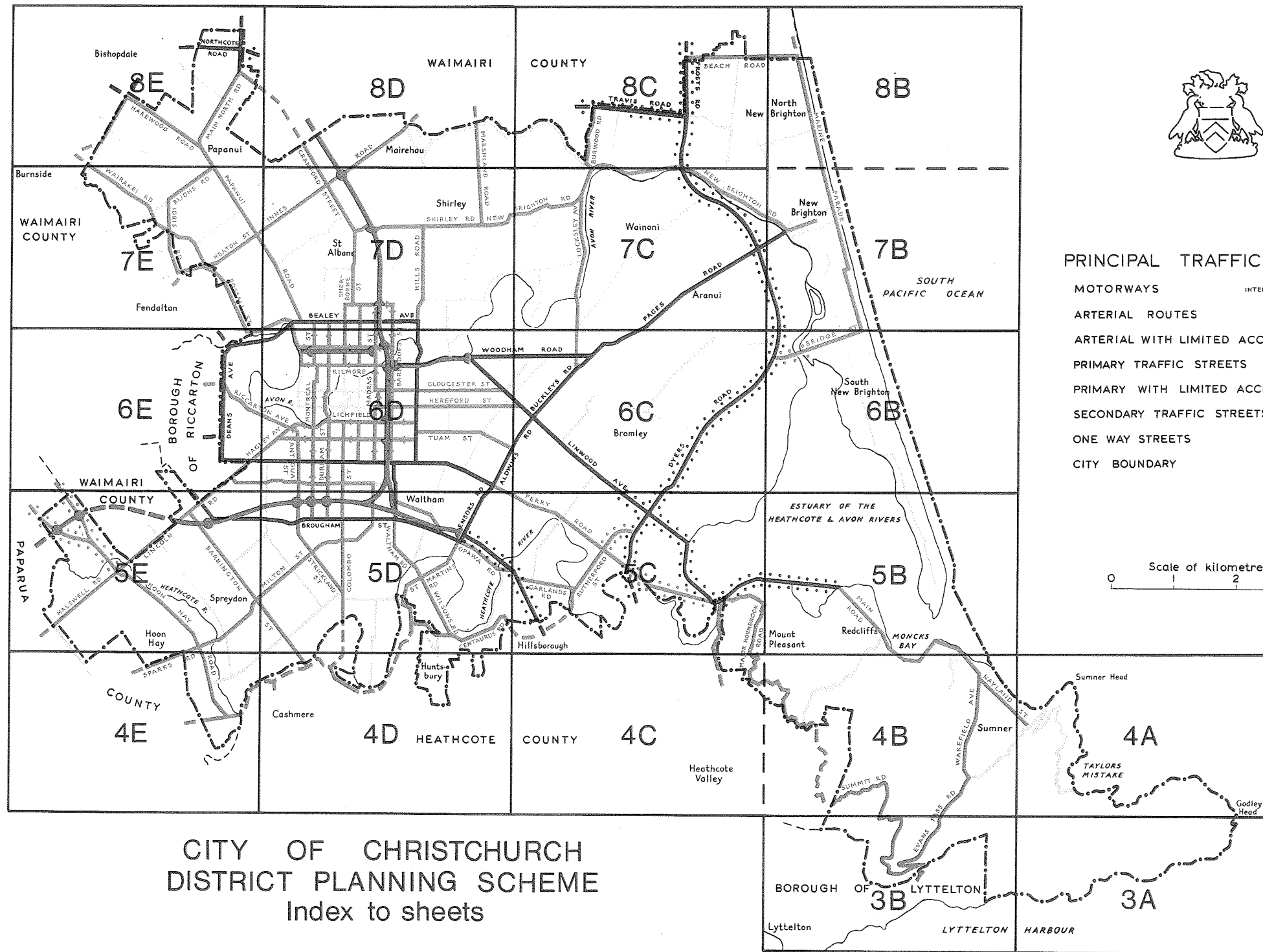
List of Service Stations pursuant to Ordinance II Clause (28).

NAME	LOCATION	NAME	LOCATION
Amuri Motors Ltd Archibalds Garage Ltd.	Durham/Gloucester/Armagh Sts 24 Oxford Tce	Marine Service Station Ltd Mullalys Auto Centre	Wakefield Ave Cnr Ferry Rd & Hopkins St
Barrington Service Station Bealey Avenue Servicentre Ltd C.D. Beatson Ltd Bexley Garage Blighs Road Service Station Bower Service Station Limited	Cnr Barrington St & Stourbridge St 268 – 270 Bealey Ave 153 Cranford St 615 Pages Rd Cnr Idris & Blighs Rds 500 New Brighton Rd	New Zealand Motor Corporation Ltd New Zealand Motor Corporation Ltd Newtons Motors Ltd North Avon Service Station Ltd	49-59 Worcester St & 54 Gloucester St 150 Armagh St & 141 Gloucester St 250 Stanmore Rd 71 North Avon Rd
Cambridge Service Limited H.A.S. Cook Limited Cresswell Motors Ltd	Cnr Canon & Sherborne Sts Cnr Wainoni Rd & Bickerton St 90 Cresswell Ave	Quinlivan Motors Ltd Palmside Service Station Ltd Parade Garage R.M. Payton	Cnr Opawa Rd & Hawford St 287 Hoon Hay Rd Cnr North Avon Rd & North Parade 29 Halswell Rd
Dallington Service Station Ltd	Cnr Gloucester St & Woodham Rd	Radley Services Ltd Randall Motors (1969) Ltd	619 Ferry Rd 60 Bridge St
East End Service Station Ltd Edgeware Service Station Ltd Estuary Services Ltd	Cnr Ferry Rd & Grafton St Cnr Edgeware Rd & Cranford St 1105 Ferry Rd	Spaxton Motors Ltd Stadium Motors Ltd Stanmore Motors Ltd Stan Wheatley Ltd St. Martins Garage Ltd	91 Beach Rd 169 Pages Rd 261-263 Stanmore Rd Cnr Hills Rd & Avalon St Cnr Centaurus Rd & Albert Tce
Ferry Road Services Ltd	417-419 Ferry Rd	Tench Brothers Ltd	237-243 Cambridge Tce & 150 Kilmore St
Geoff Owen Motors Ltd Gloucester Motors Ltd	457 Linwood Ave 332 Gloucester St	Urquharts Service Station Ltd	961 Colombo St
Hagley Auto Services Ltd Halliday Motors Ltd Harman Motors Ltd Hayes Garage Ltd Hoon Hay Services Ltd Hutchinson Motors Ltd	161 Victoria St 116 Marshland Rd Cnr Colombo St & Stanley St 111-115 Milton St 7 Halswell Rd 290-292 Colombo St	Wainoni Motors Ltd Wairakei Service Station Westminster Motors Ltd Woolston Motors Ltd	175 Wainoni Rd Cnr Wairakei Rd & Manor Pl. 235-237 Westminster St 608-610 Ferry Rd
Linwood Avenue Service Stn Ltd	Cnr Linwood Ave & Cashel St		
Mairehau Service Stn Ltd	Cnr Mahars Rd & Innes Rd		



Comprehensive Layout in Principle
Industrial 2/A Zone





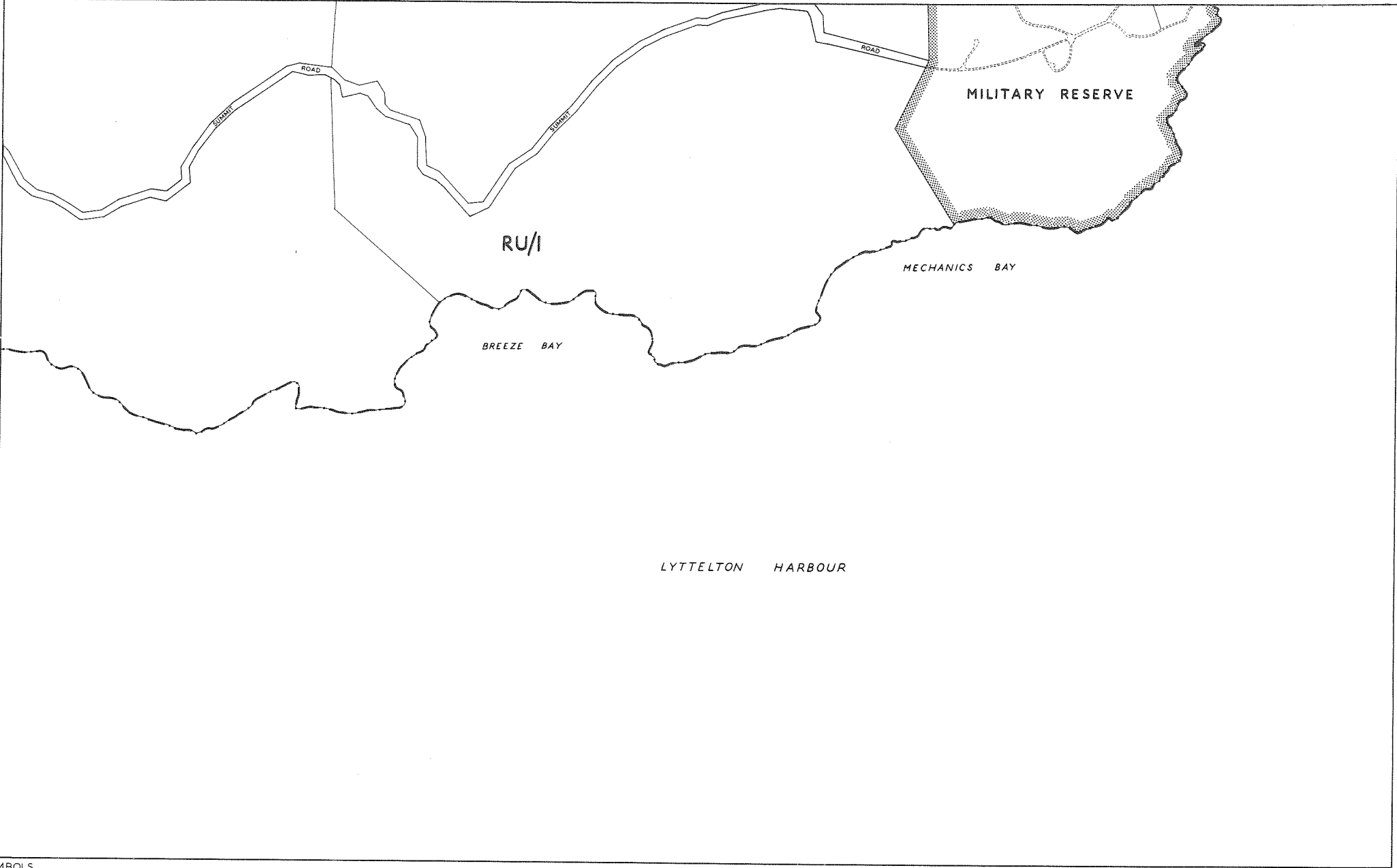
PRINCIPAL TRAFFIC ROUTES

- MOTORWAYS
- ARTERIAL ROUTES
- ARTERIAL WITH LIMITED ACCESS
- PRIMARY TRAFFIC STREETS
- PRIMARY WITH LIMITED ACCESS
- SECONDARY TRAFFIC STREETS
- ONE WAY STREETS
- CITY BOUNDARY



**CITY OF CHRISTCHURCH
DISTRICT PLANNING SCHEME
Index to sheets**

4A



3B

SYMBOLS

<p>CITY BOUNDARY ZONE BOUNDARY DESIGNATED AREA STREET TO BE STOPPED OR CLOSED TO VEHICULAR TRAFFIC</p>	<p>ONE WAY STREET SHOPPING STREET SPECIAL BUILDING LINE LIMITED ACCESS</p>	<p>AIRPORT CLEARANCE BOUNDARIES OBJECTS, PLACES OF ARCHITECTURAL OR HISTORICAL INTEREST SERVICE STATIONS (APPENDIX "N") OPERATIVE</p>
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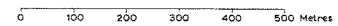
ZONES

RESIDENTIAL	R/1 to R/6
COMMERCIAL	C/1 to C/5
INDUSTRIAL	I/1 to I/5
RURAL	RU/1 to RU/5
RECREATION	REC/1

DESIGNATIONS, PROPOSED WORKS (OTHER THAN ROADING)

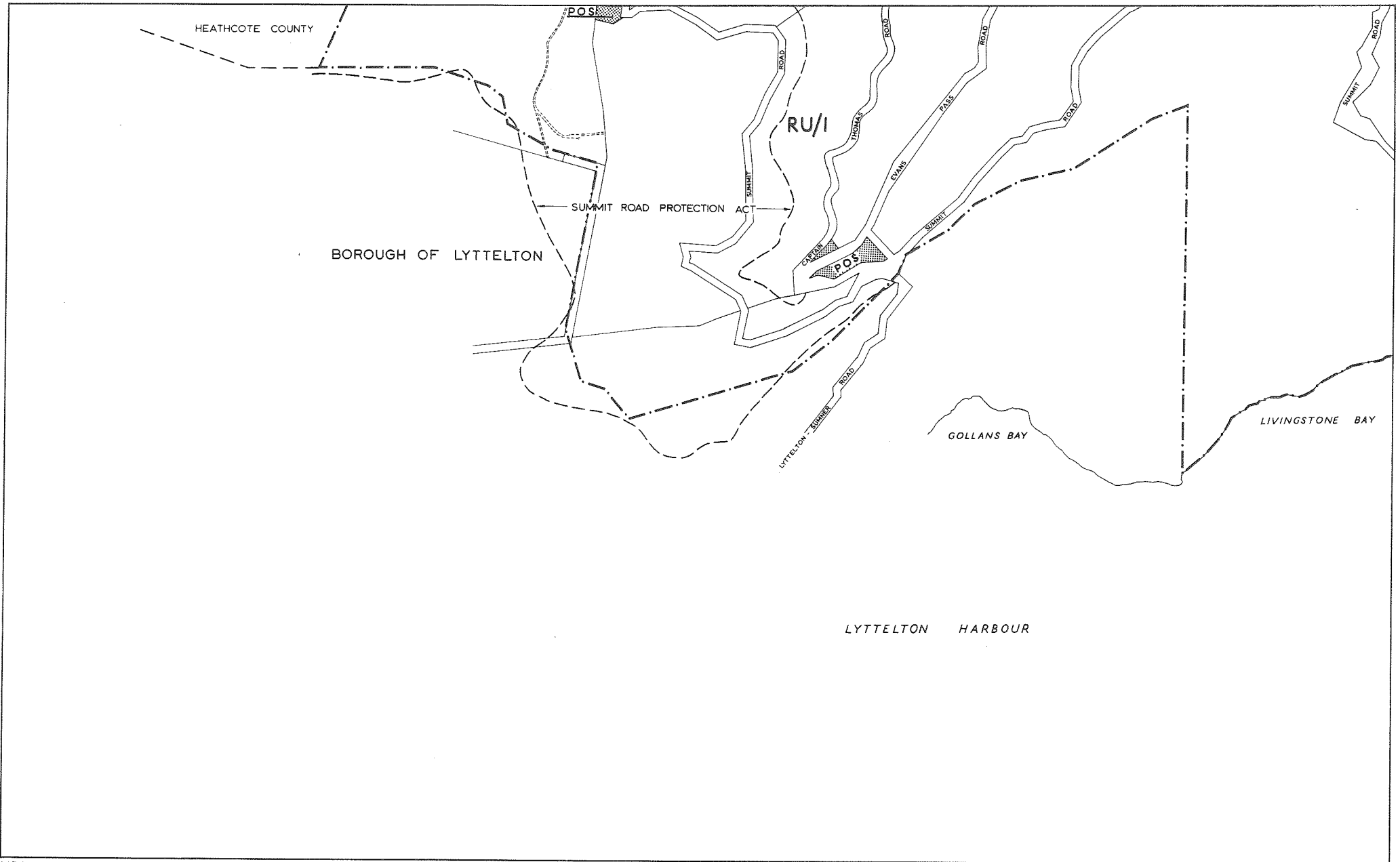
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CDB	CHRISTCHURCH DRAINAGE BOARD	P	PARKING FACILITY SITE
CEM	CEMETERY	POS	PUBLIC OPEN SPACE
GOVT	GOVERNMENT	PS	PRIMARY SCHOOL
HOSP	HOSPITAL	SS	SECONDARY SCHOOL
IS	INTERMEDIATE SCHOOL	SW	STREET WORK

**CITY OF CHRISTCHURCH
DISTRICT PLANNING SCHEME**



3A

4B



3A

SYMBOLS

CITY BOUNDARY
 ZONE BOUNDARY
 DESIGNATED AREA
 STREET TO BE STOPPED OR
 CLOSED TO VEHICULAR TRAFFIC



ONE WAY STREET
 SHOPPING STREET
 SPECIAL BUILDING LINE
 LIMITED ACCESS



AIRPORT CLEARANCE BOUNDARIES * * * * *
 OBJECTS, PLACES OF ARCHITECTURAL
 OR HISTORICAL INTEREST
 SERVICE STATIONS (APPENDIX "N")
OPERATIVE

ZONES

RESIDENTIAL R/1 to R/6
 COMMERCIAL C/1 to C/5
 INDUSTRIAL I/1 to I/5
 RURAL RU/1 to RU/5
 RECREATION REC/1

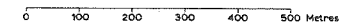
DESIGNATIONS, PROPOSED WORKS (OTHER THAN ROADING) *

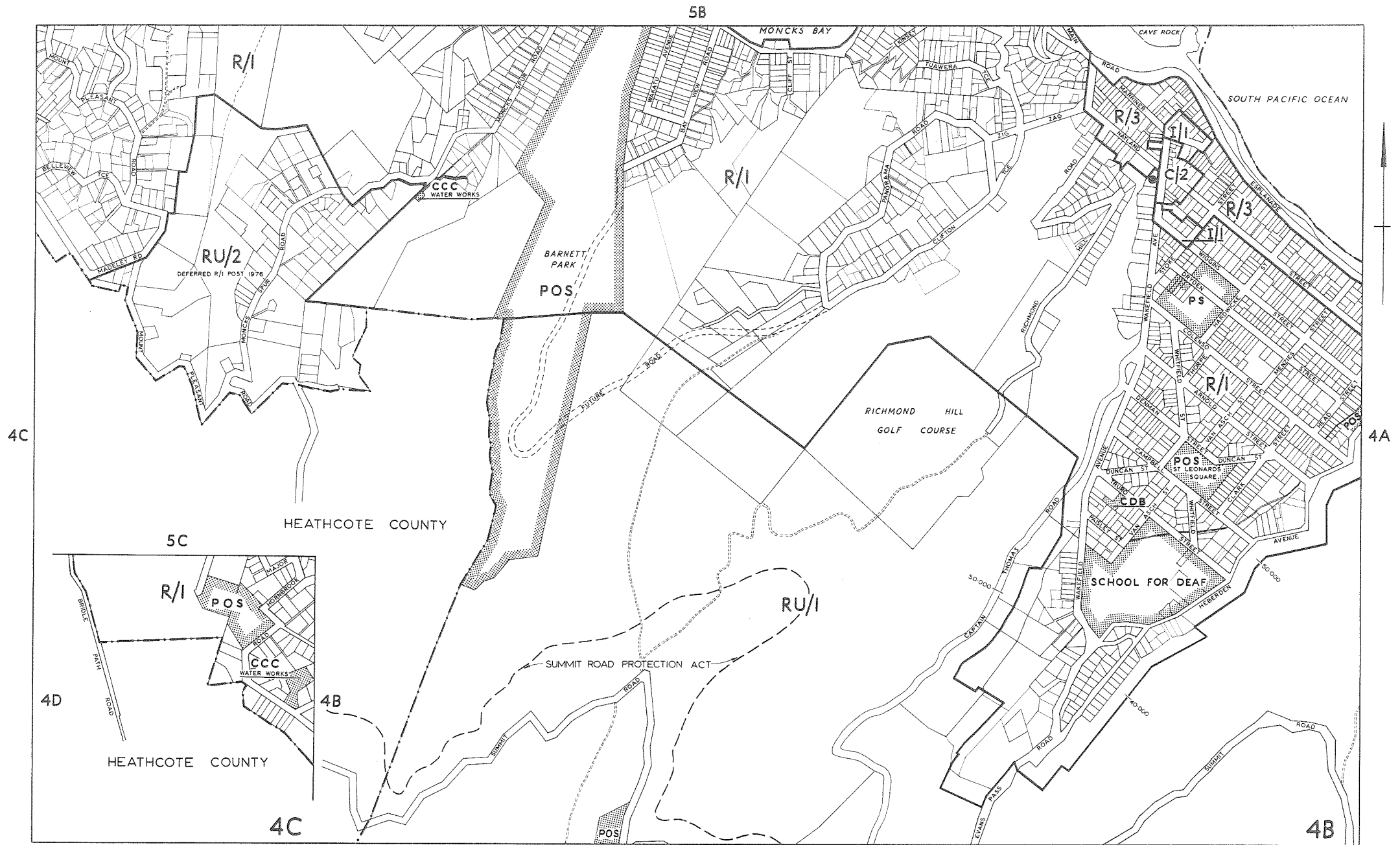
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 CDB CHRISTCHURCH DRAINAGE BOARD
 CEM CEMETERY
 GOVT GOVERNMENT
 HOSP HOSPITAL
 IS INTERMEDIATE SCHOOL

MW MOTORWAY
 P PARKING FACILITY SITE
 POS PUBLIC OPEN SPACE
 PS PRIMARY SCHOOL
 SS SECONDARY SCHOOL
 SW STREET WORK

**CITY OF CHRISTCHURCH
 DISTRICT PLANNING SCHEME**

3B





SYMBOLS

CITY BOUNDARY	— · — · — ·	ONE WAY STREET	→
ZONE BOUNDARY	— · — · — ·	SHOPPING STREET	→
DESIGNATED AREA	▨	SPECIAL BUILDING LINE	— · — · — ·
STREET TO BE STOPPED OR CLOSED TO VEHICULAR TRAFFIC	▩	LIMITED ACCESS	— · — · — ·

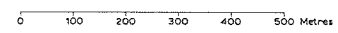
AIRPORT CLEARANCE BOUNDARIES	— · — · — ·
OBJECTS, PLACES OF ARCHITECTURAL OR HISTORICAL INTEREST	▲
SERVICE STATIONS (APPENDIX "N")	●
OPERATIVE	— · — · — ·

ZONES	
RESIDENTIAL	R/1 to R/6
COMMERCIAL	C/1 to C/5
INDUSTRIAL	I/1 to I/5
RURAL	RU/1 to RU/5
RECREATION	REC/1

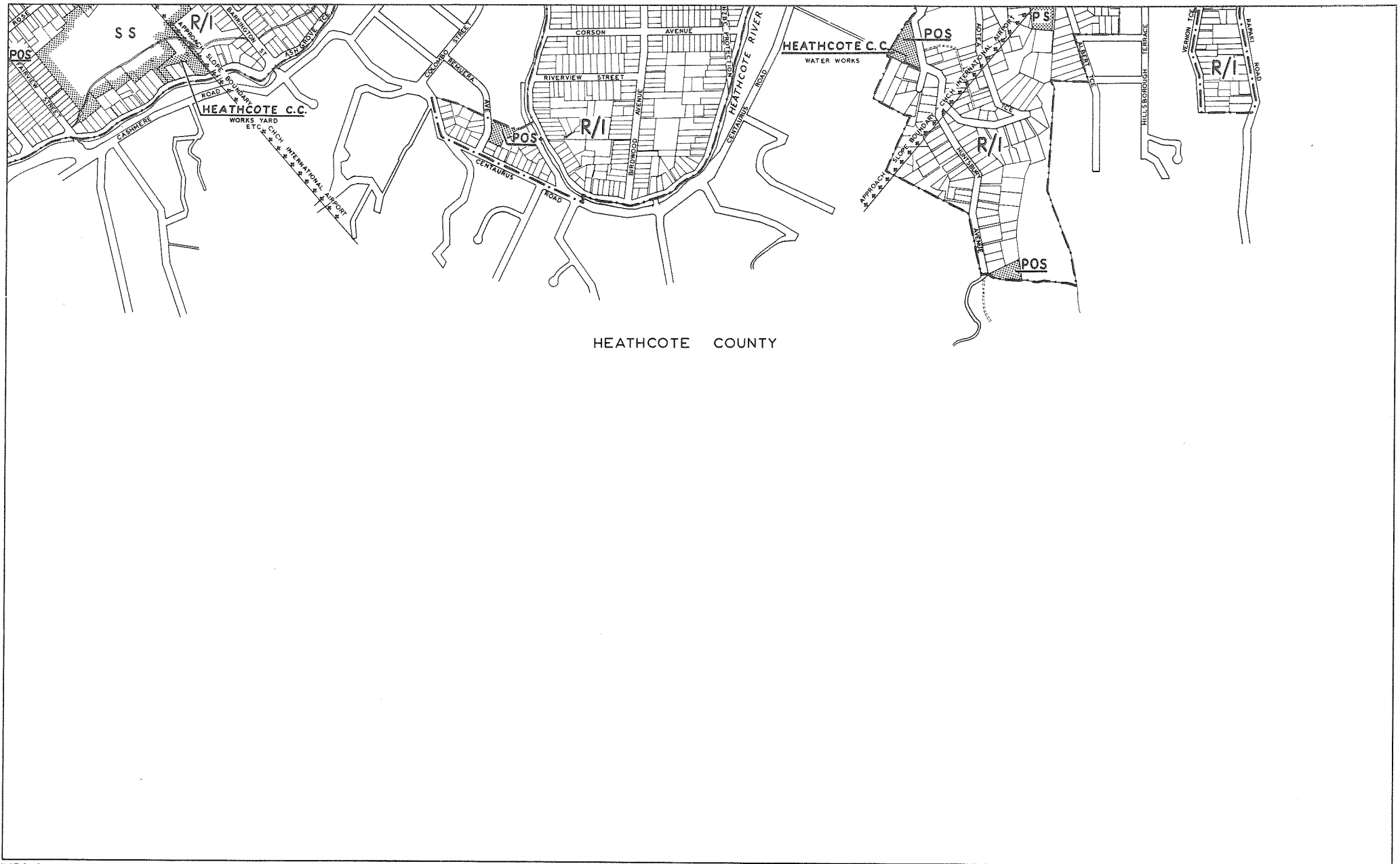
3B
adjoints

DESIGNATIONS, PROPOSED WORKS (OTHER THAN ROADING)	
CCC	CHRISTCHURCH CITY COUNCIL
CDB	CHRISTCHURCH DRAINAGE BOARD
CEM	CEMETERY
GOVT	GOVERNMENT
HOSP	HOSPITAL
IS	INTERMEDIATE SCHOOL
MW	MOTORWAY
P	PARKING FACILITY SITE
POS	PUBLIC OPEN SPACE
PS	PRIMARY SCHOOL
SS	SECONDARY SCHOOL
SW	STREET WORK

CITY OF CHRISTCHURCH DISTRICT PLANNING SCHEME 4B,C



5D



HEATHCOTE COUNTY

4E

4C

SYMBOLS

CITY BOUNDARY		ONE WAY STREET	
ZONE BOUNDARY		SHOPPING STREET	
DESIGNATED AREA		SPECIAL BUILDING LINE	
STREET TO BE STOPPED OR CLOSED TO VEHICULAR TRAFFIC		LIMITED ACCESS	

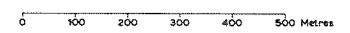
AIRPORT CLEARANCE BOUNDARIES	
OBJECTS, PLACES OF ARCHITECTURAL OR HISTORICAL INTEREST	
SERVICE STATIONS (APPENDIX "N")	
OPERATIVE	

ZONES	
RESIDENTIAL	R/1 to R/6
COMMERCIAL	C/1 to C/5
INDUSTRIAL	I/1 to I/5
RURAL	RU/1 to RU/5
RECREATION	REC/1

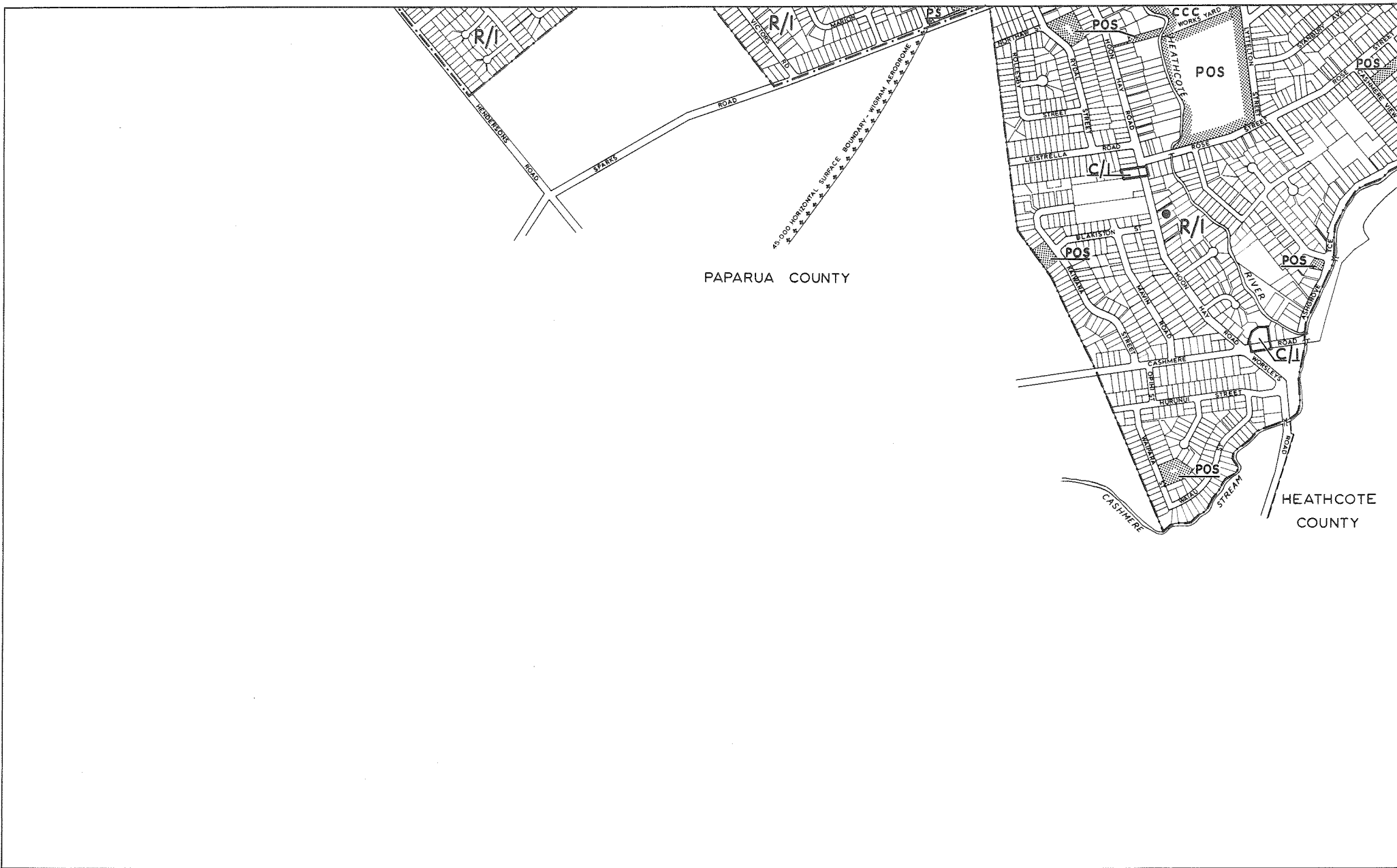
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CDB	CHRISTCHURCH DRAINAGE BOARD	P	PARKING FACILITY SITE
CEM	CEMETERY	POS	PUBLIC OPEN SPACE
GOVT	GOVERNMENT	PS	PRIMARY SCHOOL
HOSP	HOSPITAL	SS	SECONDARY SCHOOL
IS	INTERMEDIATE SCHOOL	SW	STREET WORK

CITY OF CHRISTCHURCH DISTRICT PLANNING SCHEME

4D



5E



4D

SYMBOLS

CITY BOUNDARY		ONE WAY STREET	
ZONE BOUNDARY		SHOPPING STREET	
DESIGNATED AREA		SPECIAL BUILDING LINE	
STREET TO BE STOPPED OR CLOSED TO VEHICULAR TRAFFIC		LIMITED ACCESS	

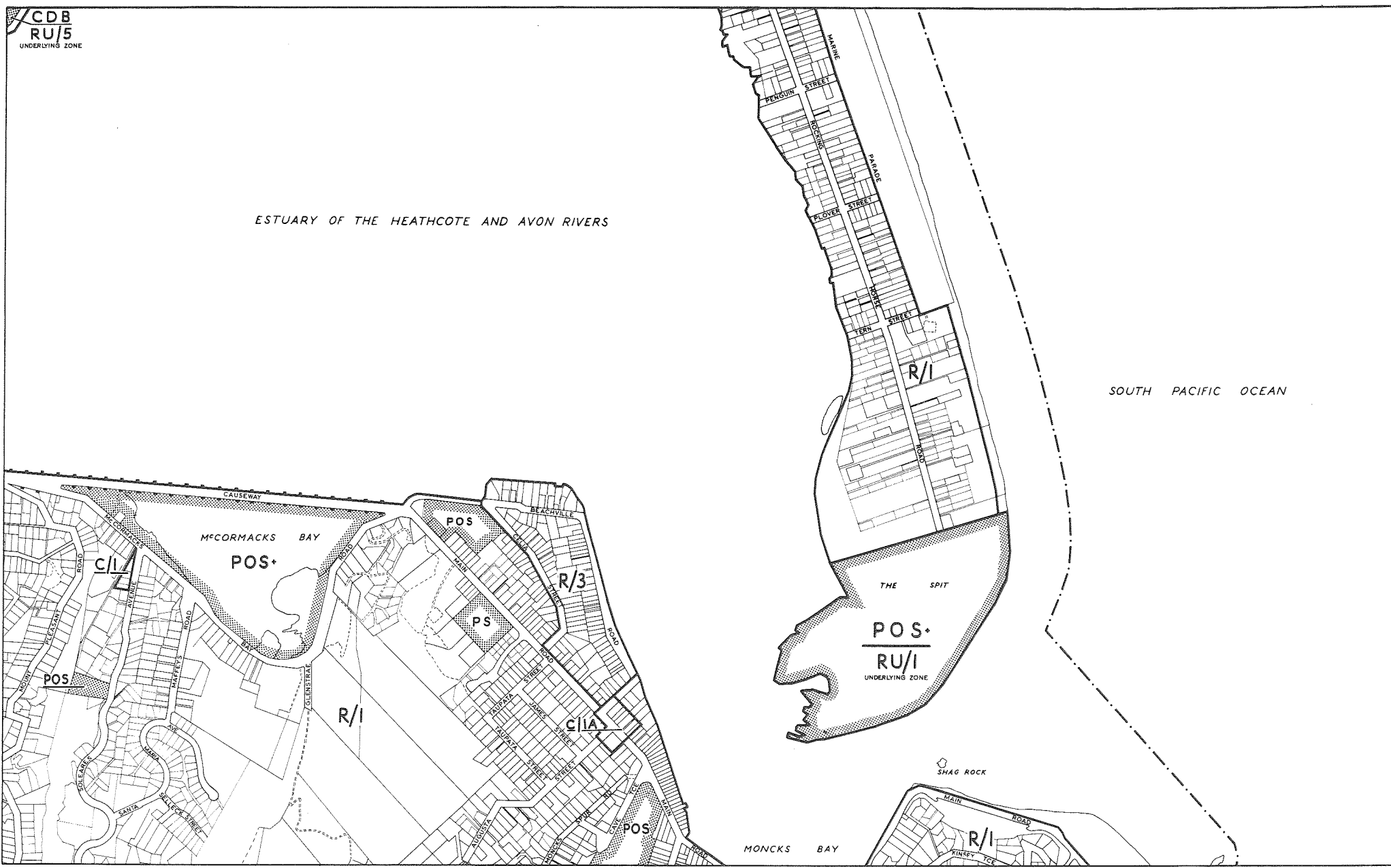
AIRPORT CLEARANCE BOUNDARIES	
OBJECTS, PLACES OF ARCHITECTURAL OR HISTORICAL INTEREST	
SERVICE STATIONS (APPENDIX "N")	
OPERATIVE	

ZONES	
RESIDENTIAL	R/1 to R/6
COMMERCIAL	C/1 to C/5
INDUSTRIAL	I/1 to I/5
RURAL	RU/1 to RU/5
RECREATION	REC/1

DESIGNATIONS, PROPOSED WORKS (OTHER THAN ROADING)			
CCC	CHRISTCHURCH CITY COUNCIL	HW	MOTORWAY
CDB	CHRISTCHURCH DRAINAGE BOARD	P	PARKING FACILITY SITE
CEM	CEMETERY	POS	PUBLIC OPEN SPACE
GOVT	GOVERNMENT	PS	PRIMARY SCHOOL
HOSP	HOSPITAL	SS	SECONDARY SCHOOL
IS	INTERMEDIATE SCHOOL	SW	STREET WORK

CITY OF CHRISTCHURCH DISTRICT PLANNING SCHEME **4E**

0 100 200 300 400 500 Metres



SYMBOLS

- CITY BOUNDARY
- ZONE BOUNDARY
- DESIGNATED AREA
- STREET TO BE STOPPED OR CLOSED TO VEHICULAR TRAFFIC

- ONE WAY STREET
- SHOPPING STREET
- SPECIAL BUILDING LINE
- LIMITED ACCESS

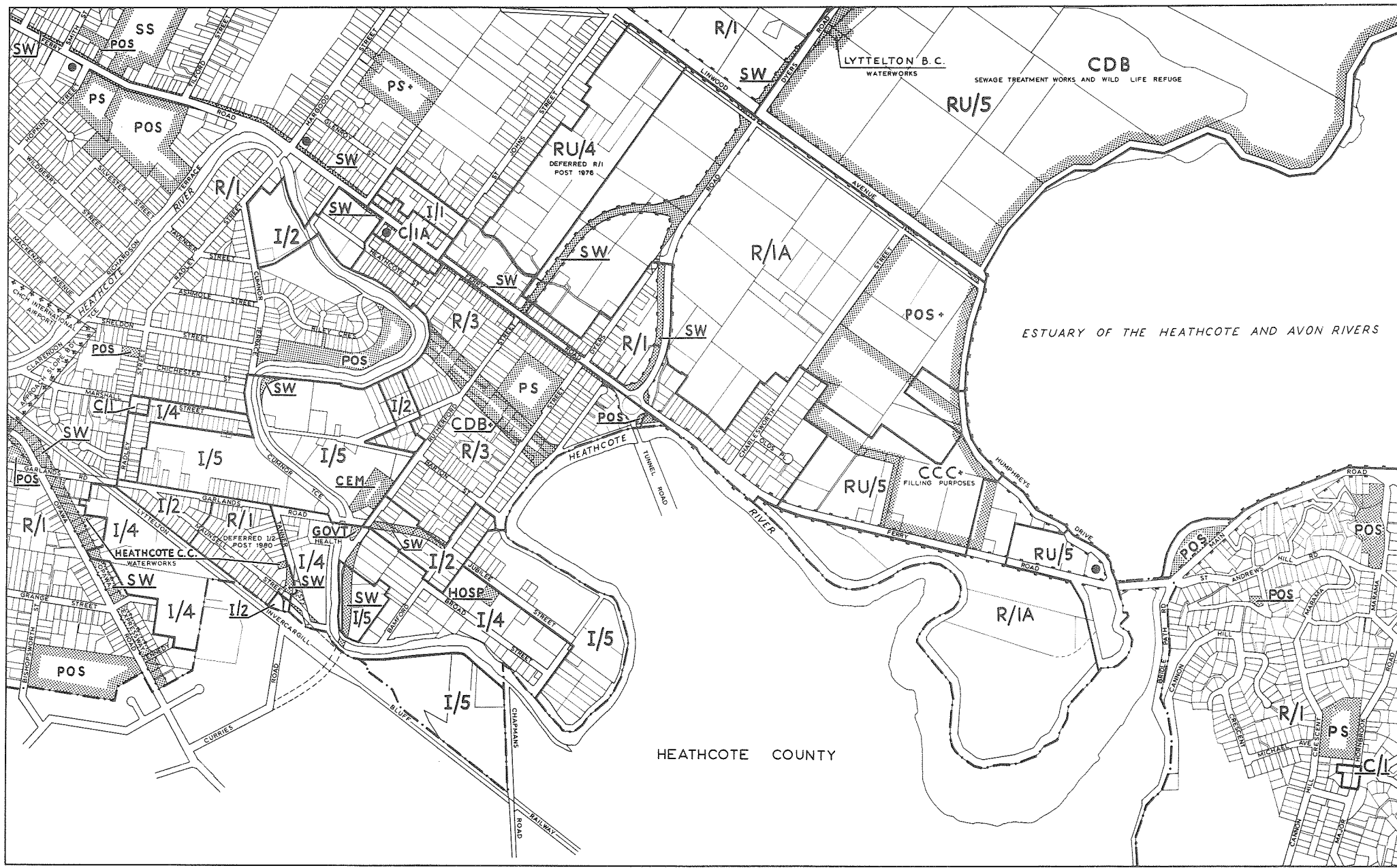
- AIRPORT CLEARANCE BOUNDARIES
- OBJECTS, PLACES OF ARCHITECTURAL OR HISTORICAL INTEREST
- SERVICE STATIONS (APPENDIX 'N')
- OPERATIVE

- ZONES**
- RESIDENTIAL R/1 TO R/6
- COMMERCIAL C/1 TO C/5
- INDUSTRIAL I/1 TO I/5
- RURAL RU/1 TO RU/5
- RECREATION REC/1
- 4B** adjoins

- DESIGNATIONS, PROPOSED WORKS (OTHER THAN ROADING)**
- CCC CHRISTCHURCH CITY COUNCIL
- CDB CHRISTCHURCH DRAINAGE BOARD
- CEM CEMETERY
- GOVT GOVERNMENT
- HOSP HOSPITAL
- IS INTERMEDIATE SCHOOL
- MW MOTORWAY
- P PARKING FACILITY SITE
- POS PUBLIC OPEN SPACE
- PS PRIMARY SCHOOL
- SS SECONDARY SCHOOL
- SW STREET WORK

CITY OF CHRISTCHURCH DISTRICT PLANNING SCHEME

0 100 200 300 400 500 Metres



5D

5B

SYMBOLS

- CITY BOUNDARY
- ZONE BOUNDARY
- DESIGNATED AREA
- STREET TO BE STOPPED OR CLOSED TO VEHICULAR TRAFFIC
- ONE WAY STREET
- SHOPPING STREET
- SPECIAL BUILDING LINE
- LIMITED ACCESS
- AIRPORT CLEARANCE BOUNDARIES
- OBJECTS, PLACES OF ARCHITECTURAL OR HISTORICAL INTEREST
- SERVICE STATIONS (APPENDIX 'N')

OPERATIVE

ZONES

- RESIDENTIAL R/1 to R/6
- COMMERCIAL C/1 to C/5
- INDUSTRIAL I/1 to I/5
- RURAL RU/1 to RU/5
- RECREATION REC/1

4C

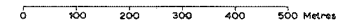
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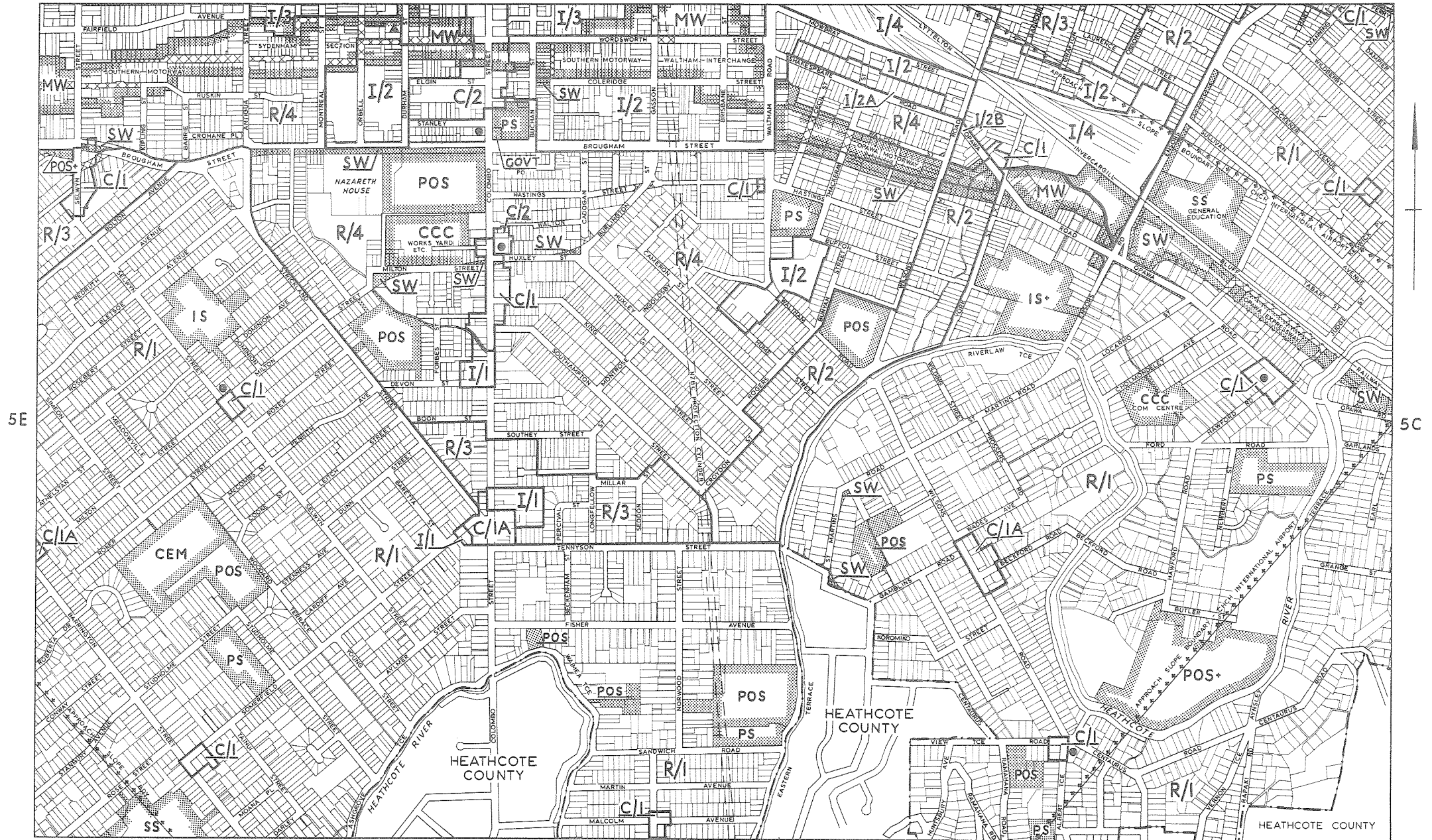
DESIGNATIONS, PROPOSED WORKS (OTHER THAN ROADING)

- CCC CHRISTCHURCH CITY COUNCIL
- CDB CHRISTCHURCH DRAINAGE BOARD
- CEM CEMETERY
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- SS SECONDARY SCHOOL
- SW STREET WORK

CITY OF CHRISTCHURCH DISTRICT PLANNING SCHEME

5C



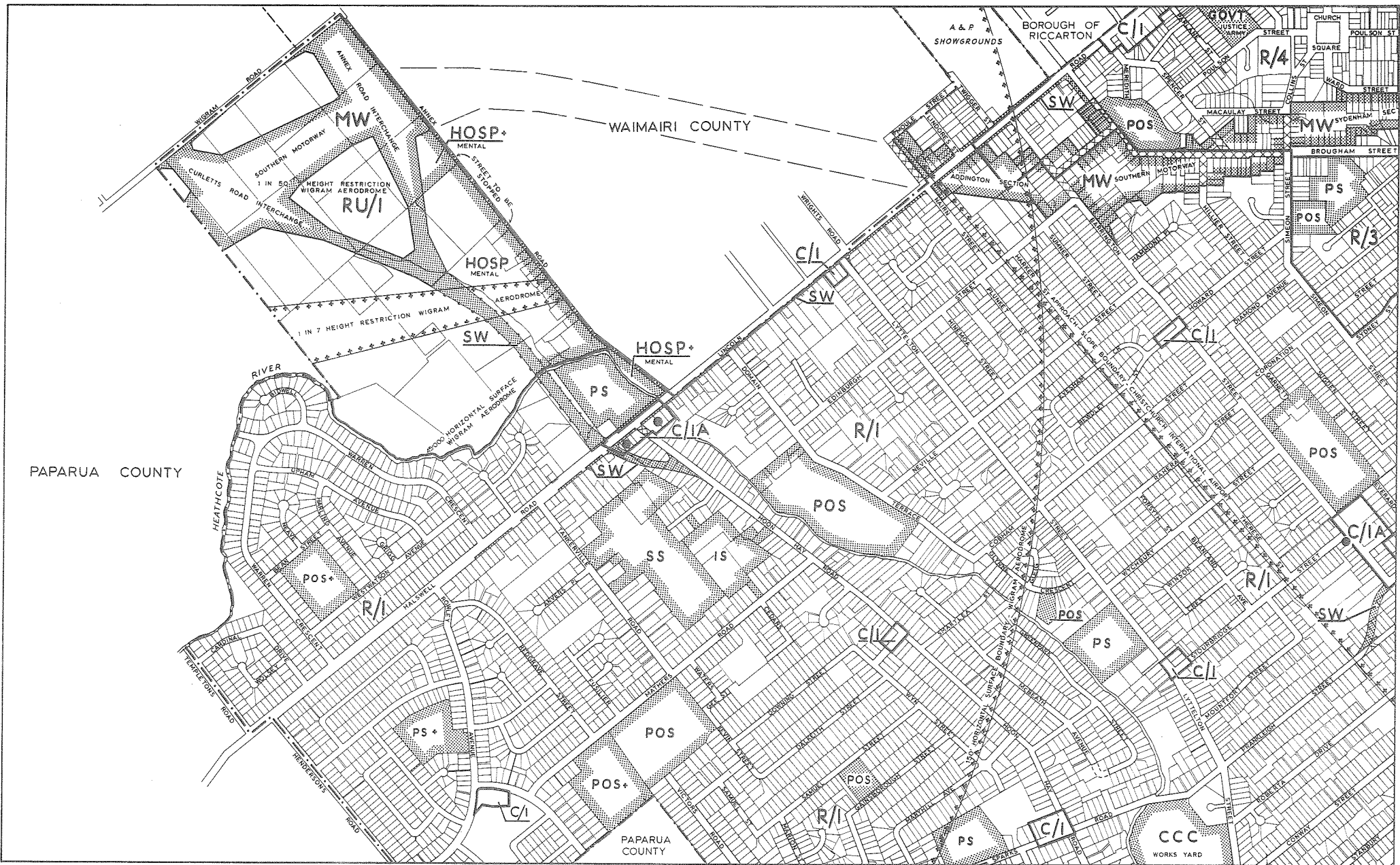


SYMBOLS

- | | | | | | |
|---|-------------|-----------------------|-------------|---|-------------|
| CITY BOUNDARY | — · — · — · | ONE WAY STREET | → | AIRPORT CLEARANCE BOUNDARIES | — * * * — |
| ZONE BOUNDARY | — · — · — · | SHOPPING STREET | → | OBJECTS, PLACES OF ARCHITECTURAL OR HISTORICAL INTEREST | ▲ |
| DESIGNATED AREA | ▨ | SPECIAL BUILDING LINE | — · — · — · | SERVICE STATIONS (APPENDIX "N") | ● |
| STREET TO BE STOPPED OR CLOSED TO VEHICULAR TRAFFIC | ▩ | LIMITED ACCESS | — · — · — · | OPERATIVE | — · — · — · |

- ZONES**
- | | | |
|-------------|--------------|-----------|
| RESIDENTIAL | R/1 to R/6 | 4D |
| COMMERCIAL | C/1 to C/5 | adjoints |
| INDUSTRIAL | I/1 to I/5 | |
| RURAL | RU/1 to RU/5 | |
| RECREATION | REC/1 | |

- DESIGNATIONS, PROPOSED WORKS (OTHER THAN ROADING)**
- | | | | |
|------|-----------------------------|-----|-----------------------|
| CCC | CHRISTCHURCH CITY COUNCIL | MW | MOTORWAY |
| CDB | CHRISTCHURCH DRAINAGE BOARD | P | PARKING FACILITY SITE |
| CEM | CEMETERY | POS | PUBLIC OPEN SPACE |
| GOVT | GOVERNMENT | PS | PRIMARY SCHOOL |
| HOSP | HOSPITAL | SS | SECONDARY SCHOOL |
| IS | INTERMEDIATE SCHOOL | SW | STREET WORK |



SYMBOLS

- CITY BOUNDARY
- ZONE BOUNDARY
- DESIGNATED AREA
- STREET TO BE STOPPED OR CLOSED TO VEHICULAR TRAFFIC

- ONE WAY STREET
- SHOPPING STREET
- SPECIAL BUILDING LINE
- LIMITED ACCESS

- AIRPORT CLEARANCE BOUNDARIES
- OBJECTS, PLACES OF ARCHITECTURAL OR HISTORICAL INTEREST
- SERVICE STATIONS (APPENDIX "N")
- OPERATIVE

- ZONES
- RESIDENTIAL R/1 to R/6
- COMMERCIAL C/1 to C/5
- INDUSTRIAL I/1 to I/5
- RURAL RU/1 to RU/5
- RECREATION REC/1

4E
adjacent

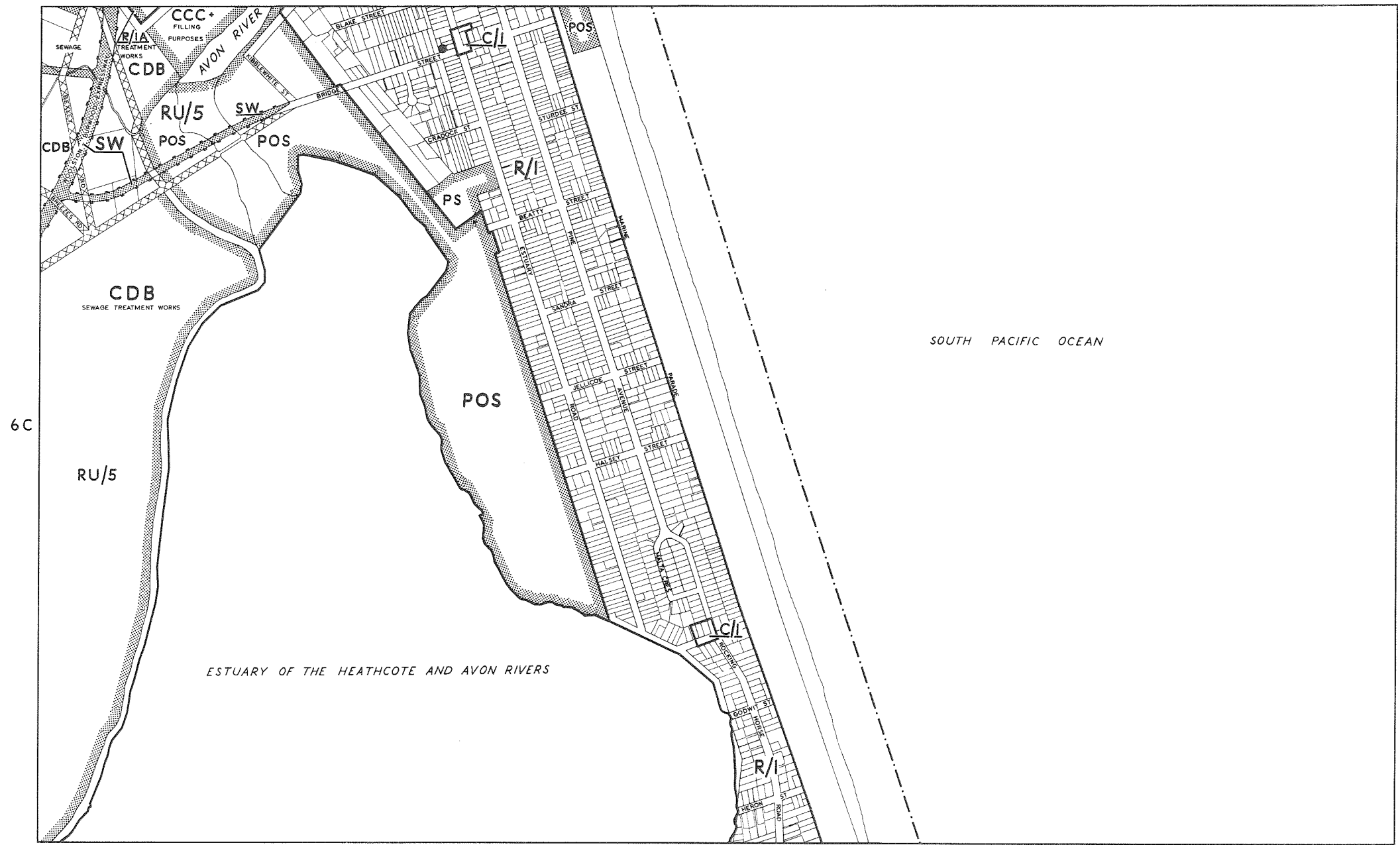
- DESIGNATIONS, PROPOSED WORKS (OTHER THAN ROADING)
- CCC CHRISTCHURCH CITY COUNCIL
- CDB CHRISTCHURCH DRAINAGE BOARD
- CEM CEMETERY
- GOVT GOVERNMENT
- HOSP HOSPITAL
- IS INTERMEDIATE SCHOOL

- MW MOTORWAY
- P PARKING FACILITY SITE
- POS PUBLIC OPEN SPACE
- PS PRIMARY SCHOOL
- SS SECONDARY SCHOOL
- SW STREET WORK

CITY OF CHRISTCHURCH
DISTRICT PLANNING SCHEME

5E

0 100 200 300 400 500 Metres



SYMBOLS

- CITY BOUNDARY
- ZONE BOUNDARY
- DESIGNATED AREA
- STREET TO BE STOPPED OR CLOSED TO VEHICULAR TRAFFIC

- ONE WAY STREET
- SHOPPING STREET
- SPECIAL BUILDING LINE
- LIMITED ACCESS

- AIRPORT CLEARANCE BOUNDARIES
- OBJECTS, PLACES OF ARCHITECTURAL OR HISTORICAL INTEREST
- SERVICE STATIONS (APPENDIX 'N')
- OPERATIVE**

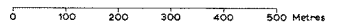
- ZONES**
- RESIDENTIAL R/1 to R/6
 - COMMERCIAL C/1 to C/5
 - INDUSTRIAL I/1 to I/5
 - RURAL RU/1 to RU/5
 - RECREATION REC/1

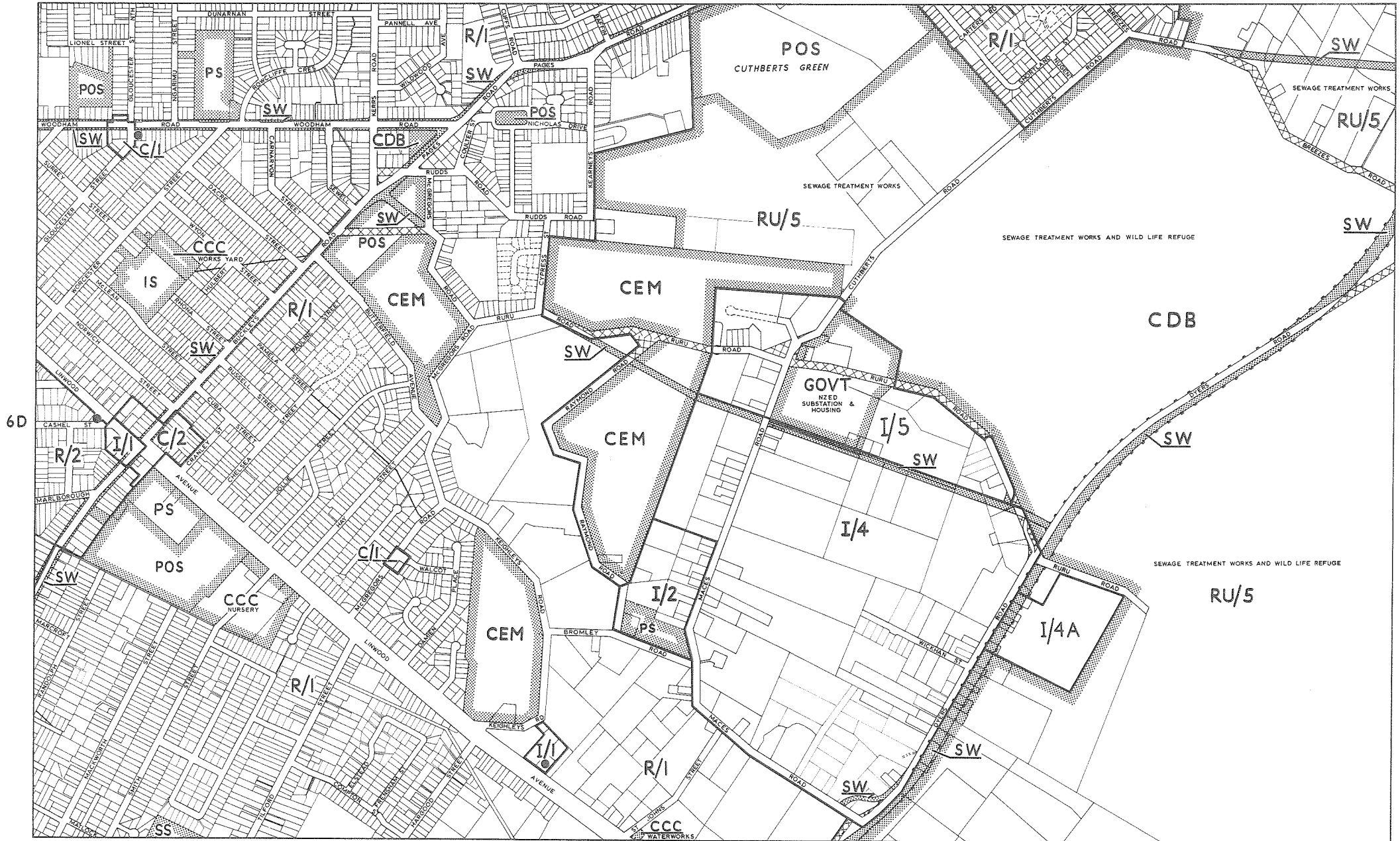
5B
adjoins

- DESIGNATIONS, PROPOSED WORKS (OTHER THAN ROADING) +**
- CCC CHRISTCHURCH CITY COUNCIL
 - CDB CHRISTCHURCH DRAINAGE BOARD
 - CEM CEMETERY
 - GOVT GOVERNMENT
 - HOSP HOSPITAL
 - IS INTERMEDIATE SCHOOL

- MW MOTORWAY
- P PARKING FACILITY SITE
- POS PUBLIC OPEN SPACE
- PS PRIMARY SCHOOL
- SS SECONDARY SCHOOL
- SW STREET WORK

CITY OF CHRISTCHURCH DISTRICT PLANNING SCHEME





SYMBOLS
 CITY BOUNDARY
 ZONE BOUNDARY
 DESIGNATED AREA
 STREET TO BE STOPPED OR CLOSED TO VEHICULAR TRAFFIC

ONE WAY STREET
 SHOPPING STREET
 SPECIAL BUILDING LINE
 LIMITED ACCESS

AIRPORT CLEARANCE BOUNDARIES
 OBJECTS, PLACES OF ARCHITECTURAL OR HISTORICAL INTEREST
 SERVICE STATIONS (APPENDIX "N")
OPERATIVE

ZONES
 RESIDENTIAL R/1 to R/6
 COMMERCIAL C/1 to C/5
 INDUSTRIAL I/1 to I/5
 RURAL RU/1 to RU/5
 RECREATION REC/1

5C adjoins

DESIGNATIONS, PROPOSED WORKS (OTHER THAN ROADING) *
 CCC CHRISTCHURCH CITY COUNCIL
 CDB CHRISTCHURCH DRAINAGE BOARD
 CEM CEMETERY
 GOVT GOVERNMENT
 HOSP HOSPITAL
 IS INTERMEDIATE SCHOOL
 MW MOTORWAY
 P PARKING FACILITY SITE
 POS PUBLIC OPEN SPACE
 PS PRIMARY SCHOOL
 SS SECONDARY SCHOOL
 SW STREET WORK

CITY OF CHRISTCHURCH DISTRICT PLANNING SCHEME 6C

0 100 200 300 400 500 Metres



SYMBOLS

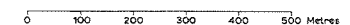
- CITY BOUNDARY
- ZONE BOUNDARY
- DESIGNATED AREA
- STREET TO BE STOPPED OR CLOSED TO VEHICULAR TRAFFIC
- ONE WAY STREET
- SHOPPING STREET
- SPECIAL BUILDING LINE
- LIMITED ACCESS
- AIRPORT CLEARANCE BOUNDARIES
- OBJECTS, PLACES OF ARCHITECTURAL OR HISTORICAL INTEREST
- SERVICE STATIONS (APPENDIX "N")
- OPERATIVE

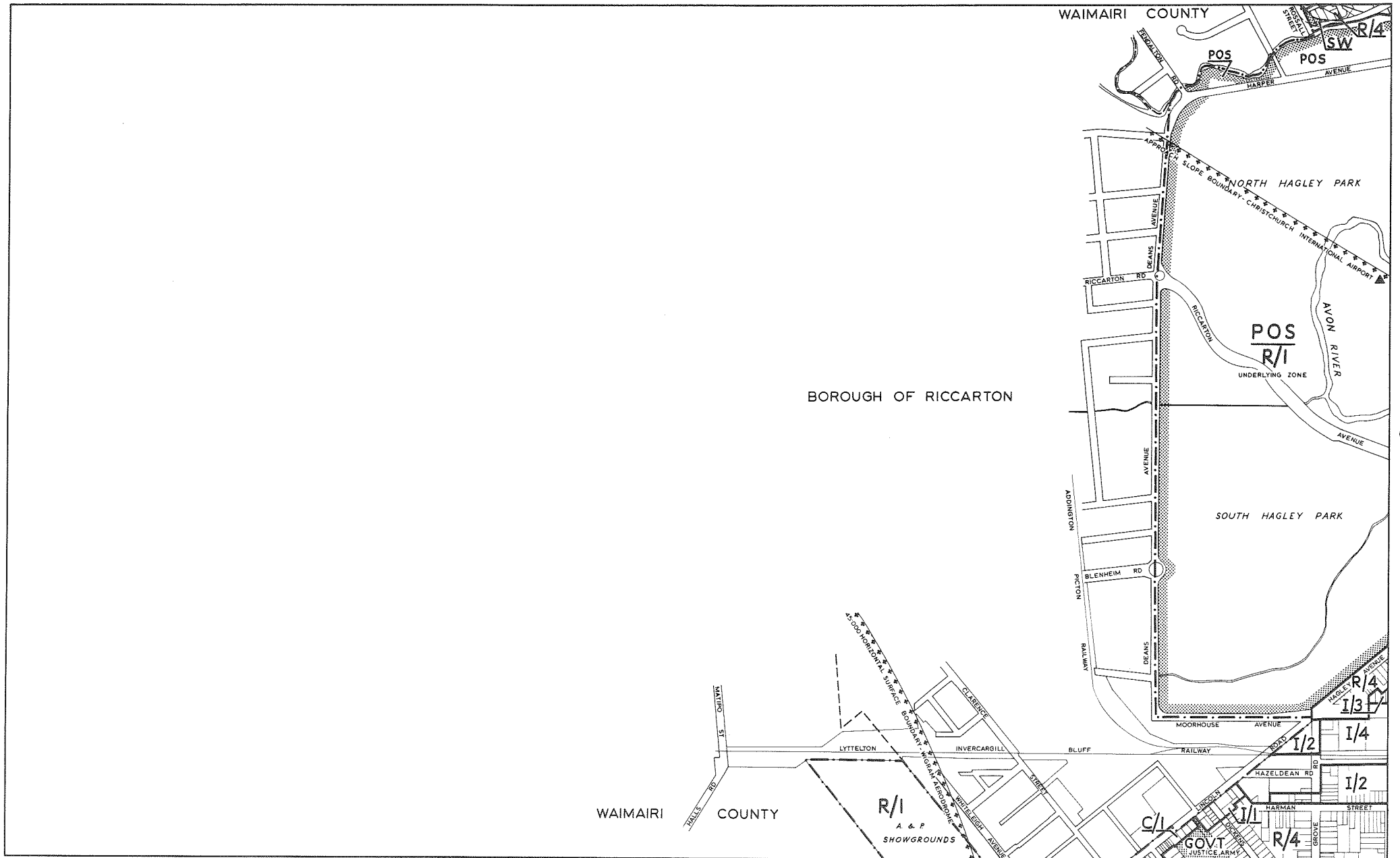
- ZONES
- RESIDENTIAL R/1 to R/6
- COMMERCIAL C/1 to C/5
- INDUSTRIAL I/1 to I/5
- RURAL RU/1 to RU/5
- RECREATION REC/1
- 5D adjoins

- DESIGNATIONS, PROPOSED WORKS (OTHER THAN ROADING)
- CCC CHRISTCHURCH CITY COUNCIL
- CDB CHRISTCHURCH DRAINAGE BOARD
- CEM CEMETERY
- GOVT GOVERNMENT
- HOSP HOSPITAL
- IS INTERMEDIATE SCHOOL

- MW MOTORWAY
- PS PARKING FACILITY SITE
- POS PUBLIC OPEN SPACE
- P PRIMARY SCHOOL
- SS SECONDARY SCHOOL
- SW STREET WORK

CITY OF CHRISTCHURCH DISTRICT PLANNING SCHEME





SYMBOLS

- | | | |
|--|---|--|
| <p>CITY BOUNDARY
 ZONE BOUNDARY
 DESIGNATED AREA
 STREET TO BE STOPPED OR
 CLOSED TO VEHICULAR TRAFFIC</p> | <p>ONE WAY STREET
 SHOPPING STREET
 SPECIAL BUILDING LINE
 LIMITED ACCESS</p> | <p>AIRPORT CLEARANCE BOUNDARIES
 OBJECTS, PLACES OF ARCHITECTURAL
 OR HISTORICAL INTEREST
 SERVICE STATIONS (APPENDIX "N")</p> |
|--|---|--|

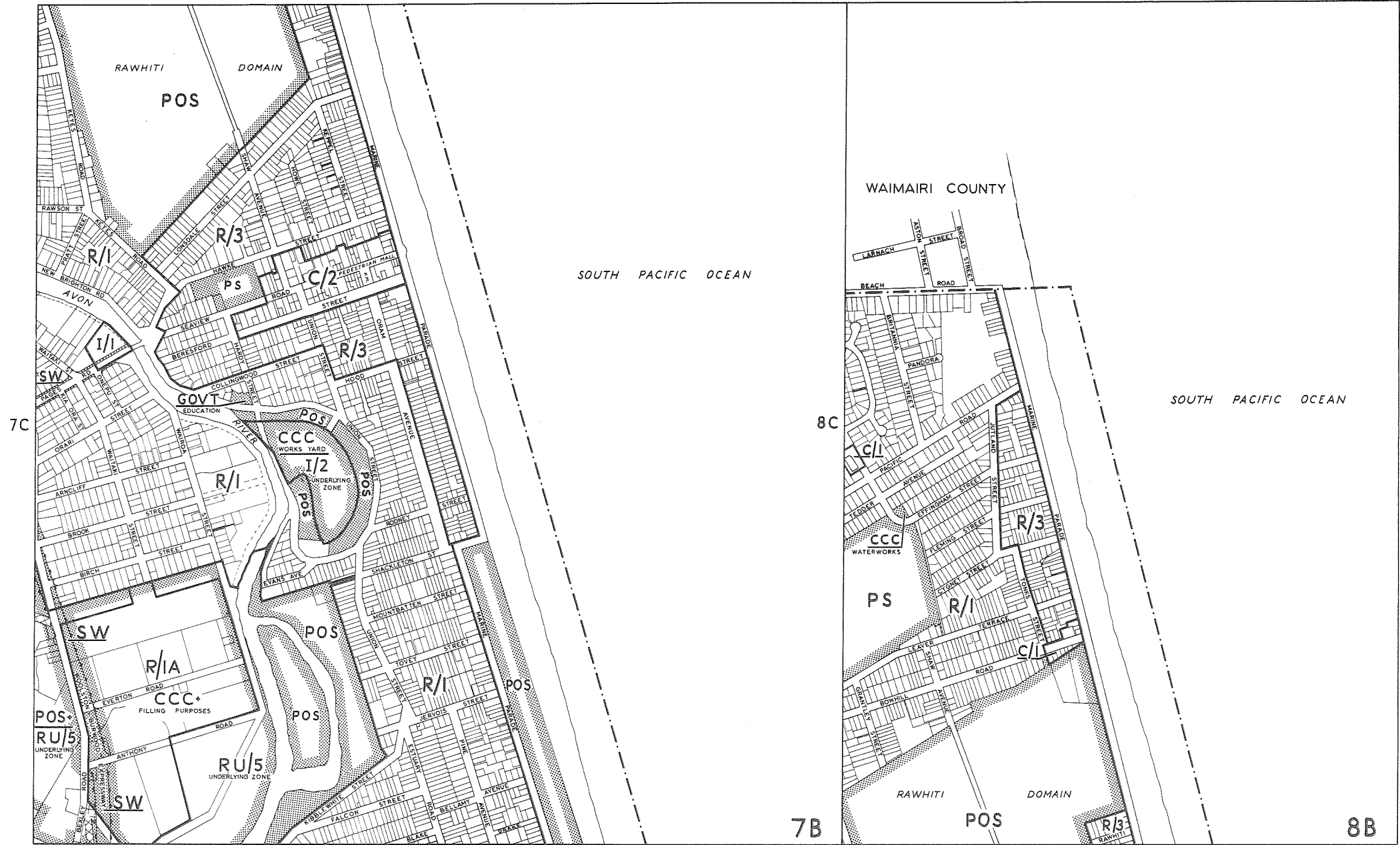
- ZONES**
- | | |
|-------------|--------------|
| RESIDENTIAL | R/1 to R/6 |
| COMMERCIAL | C/1 to C/5 |
| INDUSTRIAL | I/1 to I/5 |
| RURAL | RU/1 to RU/5 |
| RECREATION | REC/1 |

5E
adjoins

- DESIGNATIONS, PROPOSED WORKS (OTHER THAN ROADING)**
- | | | | |
|------|-----------------------------|-----|-----------------------|
| CCC | CHRISTCHURCH CITY COUNCIL | MW | MOTORWAY |
| CDB | CHRISTCHURCH DRAINAGE BOARD | P | PARKING FACILITY SITE |
| CEM | CEMETERY | POS | PUBLIC OPEN SPACE |
| GOVT | GOVERNMENT | PS | PRIMARY SCHOOL |
| HOSP | HOSPITAL | SS | SECONDARY SCHOOL |
| IS | INTERMEDIATE SCHOOL | SW | STREET WORK |

**CITY OF CHRISTCHURCH
 DISTRICT PLANNING SCHEME 6E**

0 100 200 300 400 500 Metres



SYMBOLS

- CITY BOUNDARY
- ZONE BOUNDARY
- DESIGNATED AREA
- STREET TO BE STOPPED OR CLOSED TO VEHICULAR TRAFFIC
- ONE WAY STREET
- SHOPPING STREET
- SPECIAL BUILDING LINE
- LIMITED ACCESS
- 6B AIRPORT CLEARANCE BOUNDARIES
- adjns OBJECTS, PLACES OF ARCHITECTURAL OR HISTORICAL INTEREST
- S.L.L. #300 S.L.
- SERVICE STATIONS (APPENDIX 'N')
- OPERATIVE

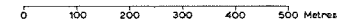
ZONES

- RESIDENTIAL R/1 to R/6
- COMMERCIAL C/1 to C/5
- INDUSTRIAL I/1 to I/5
- RURAL RU/1 to RU/5
- RECREATION REC/1

DESIGNATIONS, PROPOSED WORKS (OTHER THAN ROADING) &

- CCC CHRISTCHURCH CITY COUNCIL
- CDB CHRISTCHURCH DRAINAGE BOARD
- CEM CEMETERY
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7B CITY OF CHRISTCHURCH DISTRICT PLANNING SCHEME 7,8B





SYMBOLS

- CITY BOUNDARY
- ZONE BOUNDARY
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- OBJECTS, PLACES OF ARCHITECTURAL OR HISTORICAL INTEREST
- SERVICE STATIONS (APPENDIX 'N')
- OPERATIVE

ZONES

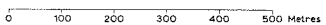
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- INDUSTRIAL I/1 to I/5
- RURAL RU/1 to RU/5
- RECREATION REC/1

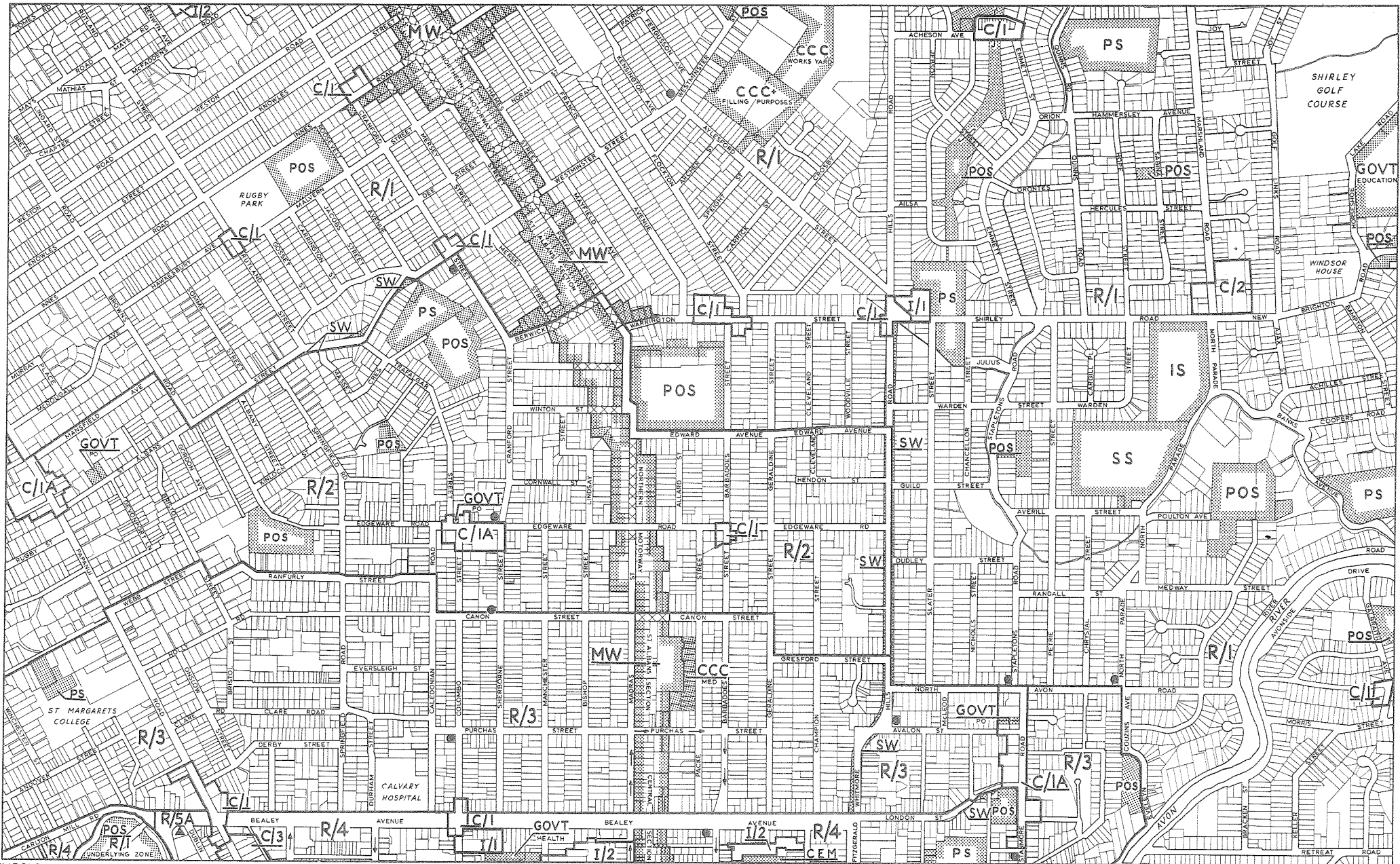
6C

- adjoins

DESIGNATIONS, PROPOSED WORKS (OTHER THAN ROADING)

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SYMBOLS

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- OBJECTS, PLACES OF ARCHITECTURAL OR HISTORICAL INTEREST
- SERVICE STATIONS (APPENDIX "N")

- OPERATIVE

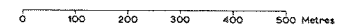
- ZONES
- RESIDENTIAL R/1 to R/6
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- INDUSTRIAL I/1 to I/5
- RURAL R/1 to R/5
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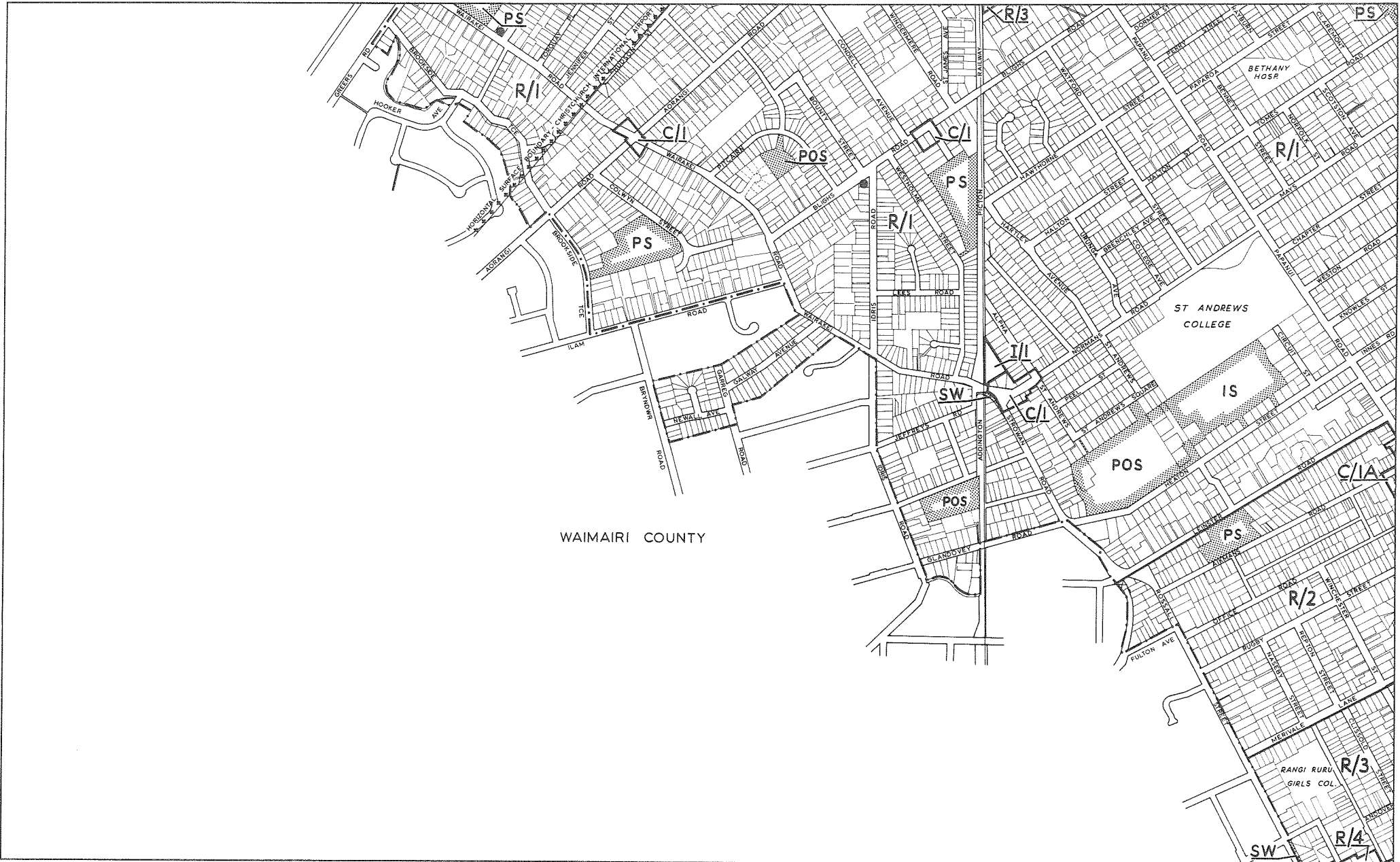
- 6D
- adjoints

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- CCC CHRISTCHURCH CITY COUNCIL
- CCB CHRISTCHURCH CITY COUNCIL
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CITY OF CHRISTCHURCH DISTRICT PLANNING SCHEME





SYMBOLS

- CITY BOUNDARY
- ZONE BOUNDARY
- DESIGNATED AREA
- STREET TO BE STOPPED OR CLOSED TO VEHICULAR TRAFFIC



- ONE WAY STREET
- SHOPPING STREET
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- LIMITED ACCESS



- AIRPORT CLEARANCE BOUNDARIES
- OBJECTS, PLACES OF ARCHITECTURAL OR HISTORICAL INTEREST
- SERVICE STATIONS (APPENDIX "N")
- OPERATIVE**

ZONES

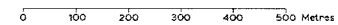
- RESIDENTIAL R/1 to R/6
- COMMERCIAL C/1 to C/5
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- RURAL RU/1 to RU/5
- RECREATION REC/1

6E
adjoins

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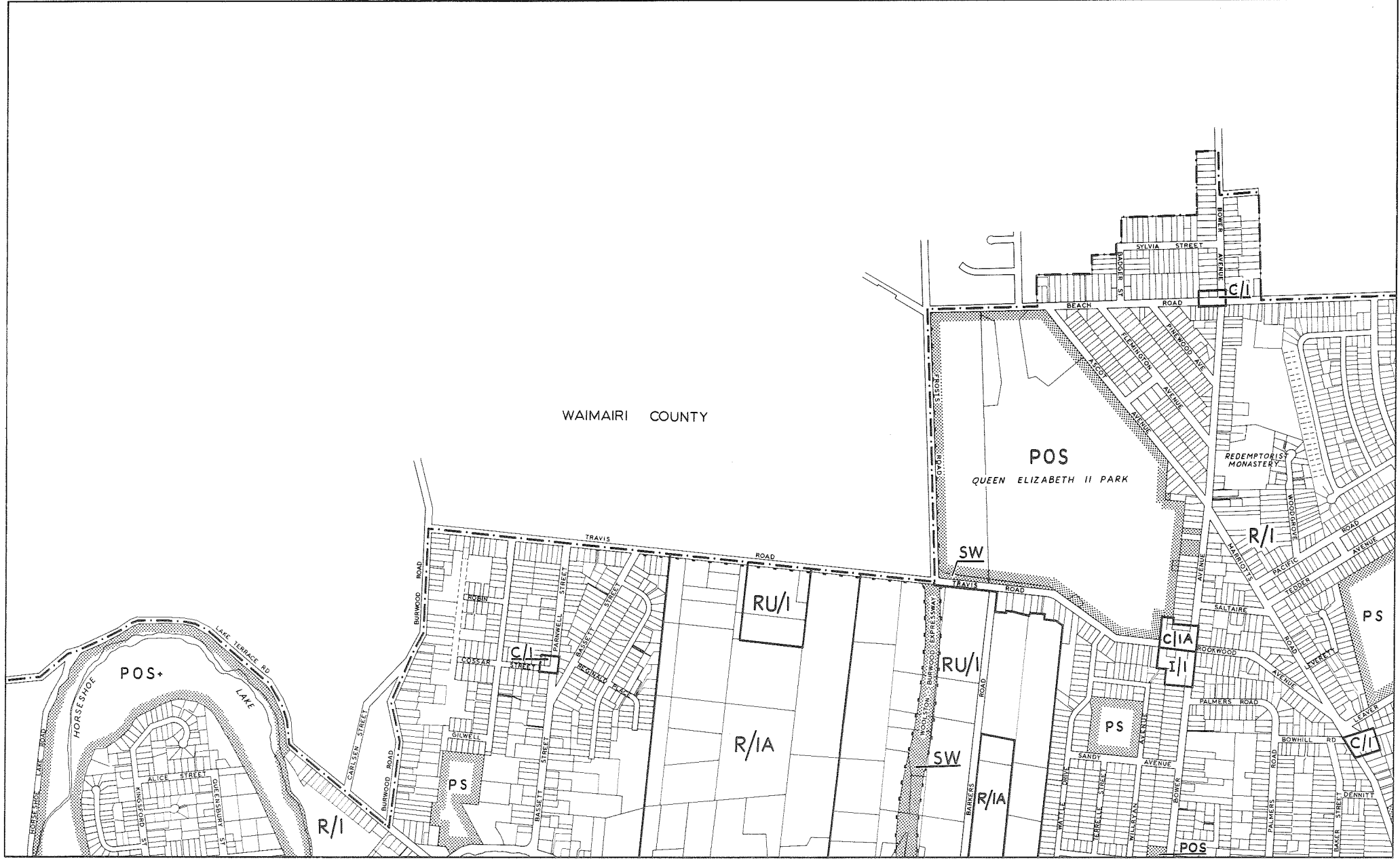
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CITY OF CHRISTCHURCH DISTRICT PLANNING SCHEME



8D

8B



SYMBOLS

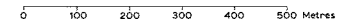
- CITY BOUNDARY
- ZONE BOUNDARY
- DESIGNATED AREA
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 - RURAL RU/1 to RU/5
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- 7C**
adjoins
- DESIGNATIONS, PROPOSED WORKS (OTHER THAN ROADING)**
- CCC CHRISTCHURCH CITY COUNCIL
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CITY OF CHRISTCHURCH DISTRICT PLANNING SCHEME

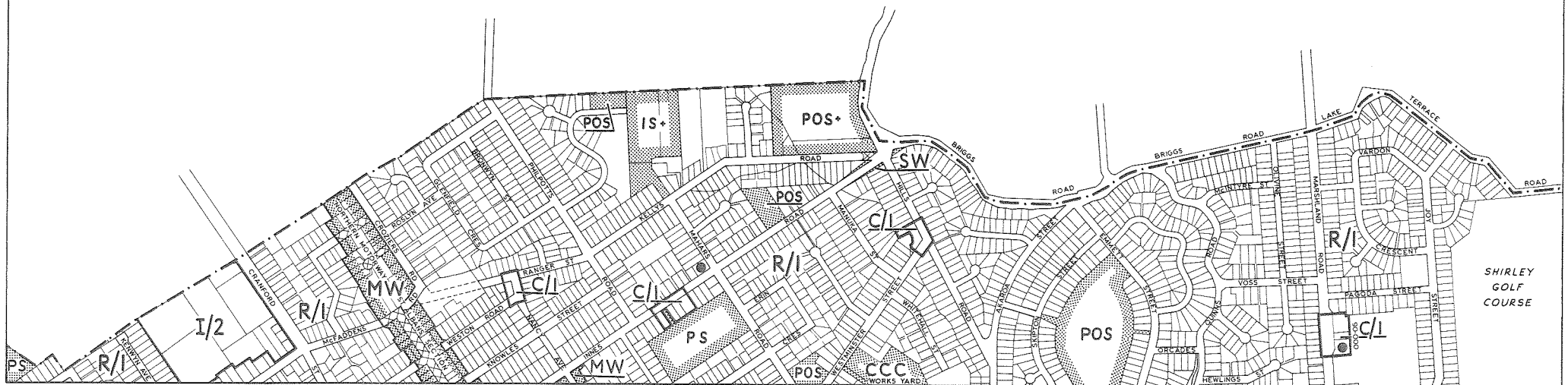
8C



8E

8C

WAIMAIRI COUNTY



SYMBOLS

- CITY BOUNDARY
- ZONE BOUNDARY
- DESIGNATED AREA
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7D

adjoins

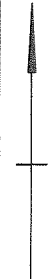
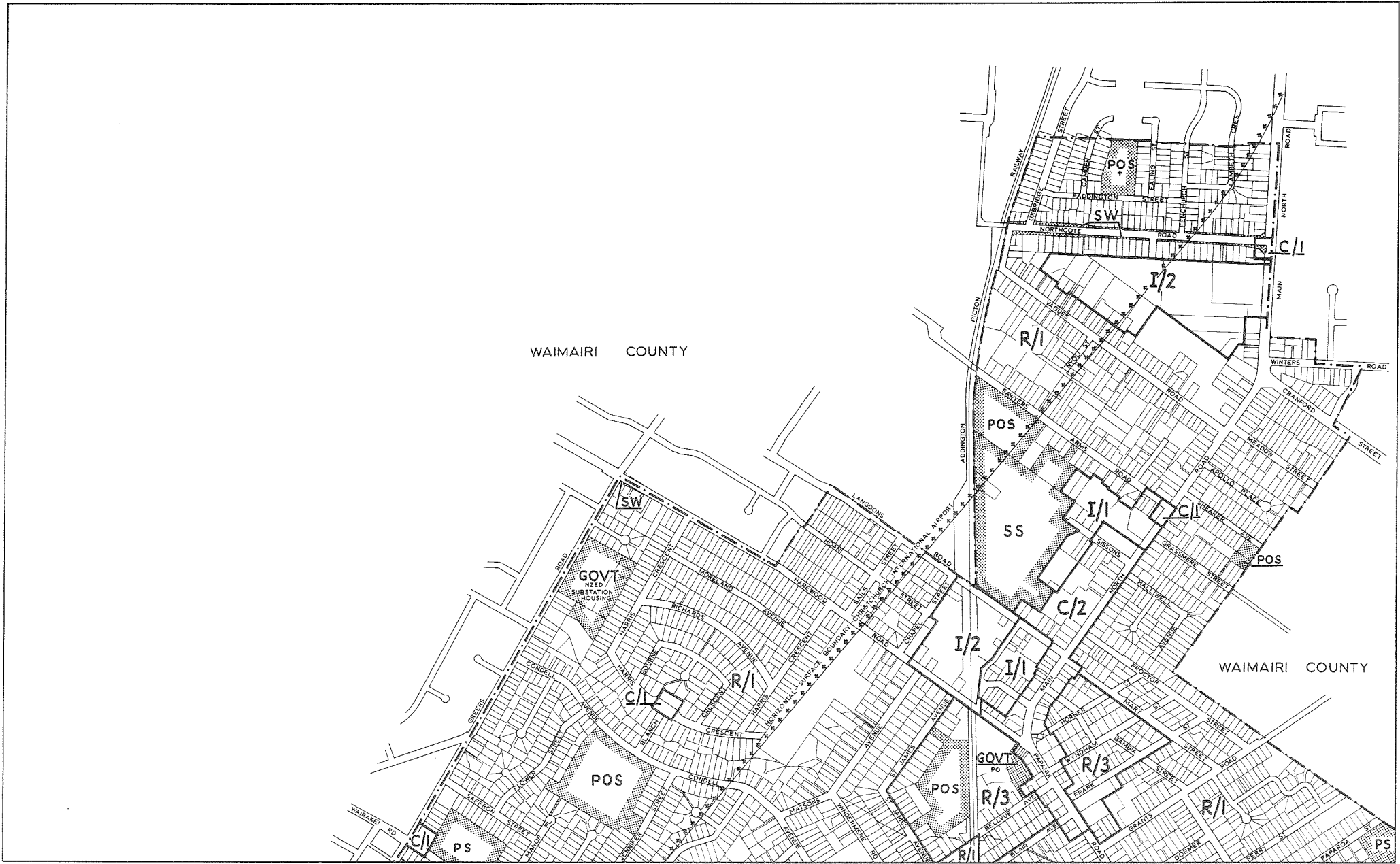
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CITY OF CHRISTCHURCH DISTRICT PLANNING SCHEME

8D

0 100 200 300 400 500 Metres



8D

8E

SYMBOLS

- CITY BOUNDARY
- ZONE BOUNDARY
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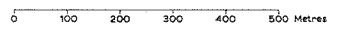
- AIRPORT CLEARANCE BOUNDARIES
- OBJECTS, PLACES OF ARCHITECTURAL OR HISTORICAL INTEREST
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- ZONES**
- RESIDENTIAL R/1 to R/6
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- 7E**
adjoins

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CITY OF CHRISTCHURCH
DISTRICT PLANNING SCHEME



METRIC CONVERSION TABLES

DIMENSIONS

Feet to Metres

Feet	0	1	2	3	4	5	6	7	8	9
0	metres	0.305	0.610	0.914	1.219	1.524	1.829	2.134	2.438	2.743
10		3.048	3.353	3.658	3.962	4.267	4.572	4.877	5.182	5.486
20		6.096	6.401	6.706	7.010	7.315	7.620	7.925	8.230	8.534
30		9.144	9.449	9.754	10.058	10.363	10.668	10.973	11.278	11.582
40		12.192	12.497	12.802	13.106	13.411	13.716	14.021	14.326	14.630
50		15.240	15.545	15.850	16.154	16.459	16.764	17.069	17.374	17.678
60		18.288	18.593	18.898	19.202	19.507	19.812	20.117	20.422	20.726
70		21.336	21.641	21.946	22.250	22.555	22.860	23.165	23.470	23.774
80		24.384	24.689	24.994	25.298	25.603	25.908	26.213	26.518	26.822
90		27.432	27.737	28.042	28.346	28.651	28.956	29.261	29.566	29.870
100		30.480	30.785	31.090	31.394	31.699	32.004	32.309	32.614	32.918

Links to Metres

Links	0	1	2	3	4	5	6	7	8	9
0	metres	0.201	0.402	0.604	0.805	1.006	1.207	1.408	1.609	1.811
10		2.012	2.213	2.414	2.615	2.816	3.018	3.219	3.420	3.621
20		4.023	4.225	4.426	4.627	4.828	5.029	5.230	5.432	5.633
30		6.035	6.236	6.437	6.639	6.840	7.041	7.242	7.443	7.644
40		8.047	8.248	8.449	8.650	8.851	9.053	9.254	9.455	9.656
50		10.058	10.260	10.461	10.662	10.863	11.064	11.265	11.467	11.668
60		12.070	12.271	12.472	12.674	12.875	13.076	13.277	13.478	13.679
70		14.082	14.283	14.484	14.685	14.886	15.088	15.289	15.490	15.691
80		16.093	16.295	16.496	16.697	16.898	17.099	17.300	17.502	17.703
90		18.105	18.306	18.507	18.709	18.910	19.111	19.312	19.513	19.714
100		20.117	20.318	20.519	20.721	20.922	21.123	21.324	21.525	21.726

Metres to Feet

m	0	1	2	3	4	5	6	7	8	9
0	feet	3.281	6.562	9.842	13.123	16.404	19.685	22.966	26.247	29.528
10		32.808	36.089	39.370	42.651	45.932	49.212	52.493	55.774	59.055
20		65.617	68.897	72.178	75.459	78.740	82.021	85.302	88.582	91.863
30		98.425	101.71	104.99	108.27	111.55	114.83	118.11	121.39	124.67
40		131.23	134.51	137.79	141.08	144.36	147.64	150.92	154.20	157.48
50		164.04	167.32	170.60	173.88	177.16	180.45	183.73	187.01	190.29
60		196.85	200.13	203.41	206.69	209.97	213.25	216.53	219.82	223.10
70		229.66	232.94	236.22	239.50	242.78	246.06	249.34	252.62	255.90
80		262.47	265.75	269.03	272.31	275.59	278.87	282.15	285.43	288.71
90		295.27	298.56	301.84	305.12	308.40	311.68	314.96	318.24	321.52
100		328.08	331.36	334.64	337.93	341.21	344.49	347.77	351.05	354.33

Metres to Links

Metres	0	1	2	3	4	5	6	7	8	9
0	links	4.97	9.94	14.91	19.88	24.86	29.83	34.80	39.77	44.74
10		49.71	54.68	59.65	64.62	69.59	74.57	79.54	84.51	89.48
20		99.42	104.39	109.36	114.33	119.30	124.28	129.25	134.22	139.19
30		149.13	154.10	159.07	164.04	169.01	173.99	178.96	183.93	188.90
40		198.84	203.81	208.78	213.75	218.72	223.70	228.67	233.64	238.61
50		248.55	253.52	258.49	263.46	268.43	273.41	278.38	283.35	288.32
60		298.26	303.23	308.20	313.17	318.14	323.12	328.09	333.06	338.03
70		347.97	352.94	357.91	362.88	367.85	372.83	377.80	382.77	387.74
80		397.68	402.65	407.62	412.59	417.56	422.54	427.51	432.48	437.45
90		447.39	452.36	457.33	462.30	467.27	472.25	477.22	482.19	487.16
100		497.10	502.07	507.04	512.01	516.98	521.96	526.93	531.90	536.87

Metres	Feet	Links
1	3.2808	4.9710
0.3048	1	1.5151
0.2012	.6600	1

METRIC CONVERSION TABLES

AREAS

Perches to Square Metres (m²)

Perches	0	1	2	3	4	5	6	7	8	9
0	m ²	25.29	50.59	75.88	101.17	126.46	151.76	177.05	202.34	227.64
10	252.93	278.22	303.51	328.81	354.10	379.39	404.69	429.98	455.27	480.56
20	505.86	531.15	556.44	581.74	607.03	632.32	657.61	682.91	708.20	733.49
30	758.79	784.08	809.37	834.66	859.96	885.25	910.54	935.84	961.13	986.42
40	1011.71	1037.01	1062.30	1087.59	1112.89	1138.18	1163.47	1187.64	1214.06	1239.35

Acres to Square Metres (M²)

Acres	Roods	m ²
0	1	1011.71
0	2	2023.42
0	3	3035.13
1	0	4046.84
2	0	8093.68
3	0	12140.52
4	0	16187.36
5	0	20234.20
6	0	24281.04
7	0	28327.88
8	0	32374.72
9	0	36421.56

Square Metres to Perches

m ²	0	1	2	3	4	5	6	7	8	9
0	Perches	.03	.08	.12	.16	.20	.24	.28	.32	.36
10	.39	.43	.47	.51	.55	.59	.63	.67	.71	.75
20	.79	.83	.87	.91	.95	.99	1.03	1.07	1.11	1.15
30	1.19	1.23	1.27	1.30	1.34	1.38	1.42	1.46	1.50	1.54
40	1.58	1.62	1.66	1.70	1.74	1.78	1.82	1.86	1.90	1.94
50	1.98	2.02	2.06	2.10	2.14	2.17	2.21	2.25	2.29	2.33
60	2.37	2.41	2.45	2.49	2.53	2.57	2.61	2.65	2.69	2.73
70	2.77	2.81	2.85	2.89	2.93	2.97	3.01	3.04	3.08	3.12
80	3.16	3.20	3.24	3.28	3.32	3.36	3.40	3.44	3.48	3.52
90	3.56	3.60	3.64	3.68	3.72	3.76	3.80	3.84	3.87	3.91
100	3.95	3.99	4.03	4.07	4.11	4.15	4.19	4.23	4.27	4.31

Square Metres to Perches

m ²	Perches
100	3.9
200	7.9
300	11.8
400	15.8
500	19.7
600	23.7
700	27.7
800	31.6
900	35.6
1000	39.5

Square Feet to Square Metres (m²)

Sq. ft.	0	1	2	3	4	5	6	7	8	9
0	m ²	0.0929	0.1858	0.2787	0.3716	0.4645	0.5574	0.6503	0.7432	0.8361
10	0.9290	1.0219	1.1148	1.2077	1.3006	1.3936	1.4865	1.5794	1.6723	1.7652
20	1.8581	1.9510	2.0439	2.1368	2.2297	2.3226	2.4155	2.5084	2.6013	2.6942
30	2.7871	2.8800	2.9729	3.0658	3.1587	3.2516	3.3445	3.4374	3.5303	3.6232
40	3.7161	3.8090	3.9019	3.9948	4.0877	4.1806	4.2735	4.3664	4.4594	4.5523
50	4.6452	4.7381	4.8310	4.9239	5.0168	5.1097	5.2026	5.2955	5.3884	5.4813
60	5.5742	5.6671	5.7600	5.8529	5.9458	6.0387	6.1316	6.2245	6.3174	6.4103
70	6.5032	6.5961	6.6890	6.7819	6.8748	6.9677	7.0606	7.1535	7.2464	7.3393
80	7.4322	7.5252	7.6181	7.7110	7.8039	7.8968	7.9897	8.0826	8.1755	8.2684
90	8.3613	8.4542	8.5471	8.6400	8.7329	8.8258	8.9187	9.0116	9.1045	9.1974
100	9.2903	9.3832	9.4761	9.5690	9.6619	9.7548	9.8477	9.9406	10.0335	10.1264

Square Metres to Square Feet

Sq. m	0	1	2	3	4	5	6	7	8	9
0	sq. ft.	10.76	21.53	32.29	43.06	53.82	64.58	75.35	86.11	96.88
10	107.64	118.40	129.17	139.93	150.70	161.46	172.22	182.99	193.75	204.51
20	215.28	226.04	236.81	247.57	258.33	269.10	279.86	290.63	301.39	312.15
30	322.92	333.68	344.45	355.21	365.97	376.74	387.50	398.27	409.03	419.79
40	430.56	441.32	452.08	462.85	473.61	484.38	495.14	505.90	516.67	527.43
50	538.20	548.96	559.72	570.49	581.25	592.02	602.78	613.54	624.31	635.07
60	645.84	656.60	667.36	678.13	688.89	699.65	710.42	721.18	731.95	742.71
70	753.47	764.24	775.00	785.77	796.53	807.29	818.06	828.82	839.59	850.35
80	861.11	871.88	882.64	893.41	904.17	914.93	925.70	936.46	947.22	957.99
90	968.75	979.52	990.28	1001.04	1011.81	1022.57	1033.34	1044.10	1054.86	1065.63
100	1076.39	1087.15	1097.92	1108.68	1119.45	1130.21	1140.97	1151.74	1162.50	1173.27