



**RICCARTON BOROUGH  
DISTRICT PLANNING SCHEME  
REVIEW NO. 1**

**Scheme Statement, Code of Ordinances and Planning Maps**

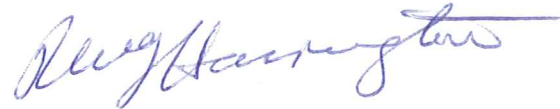
**Operative Date: 7 July 1975**

BOROUGH OF RICCARTON APPROVED DISTRICT SCHEME

This Scheme shall come into operation on the Seventh day of July 1975 being the date fixed at the meeting of the Riccarton Borough Council held on the 24th day of June 1975. It incorporates all matters required to be covered by District Schemes and replaces the former Operative Scheme which became operative on the 28th Day of February 1964.

The Common Seal of the Mayor, Councillors and Citizens of the Borough of Riccarton was hereto affixed this 30th Day of June 1975 in the presence of

Mayor



Councillor



Town Clerk



It is hereby certified that this is a correct copy of the District Planning Scheme for the Borough of Riccarton as approved by resolution of the Riccarton Borough Council on the 24th Day of June 1975. This volume contains the Scheme Statement, Code of Ordinances and the District Planning Maps.



Town Clerk

**RICCARTON BOROUGH DISTRICT SCHEME  
REVIEW NO. 1**

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**SCHEME STATEMENT**

## PART I INTRODUCTORY

### 1. DOCUMENTS COMPRISING DISTRICT SCHEME

This Scheme Statement, the Code of Ordinances and the District Planning Maps comprise the Borough of Riccarton 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 2nd Schedule to the Act together with any other matters relevant to the planning of the growth and development of the Borough of Riccarton.

### 2. AREA

The District Scheme provides for the future development of the Borough of Riccarton containing an area of approximately 836 acres as determined by analysis of the land use survey data, and as shown on the District Planning Map.

### 3. REVIEW OF DISTRICT SCHEME

The Council is required by Section 30 of the Town and Country Planning Act, 1953, to review the District Scheme every five years. The first Riccarton Borough District Scheme became operative on the 28th of February, 1964, and this is the first review.

### 4. PLANNING PERIOD

The District Scheme covers a term of 20 years (hereinafter called the planning period) being the years 1971 to 1991 and attempts to provide the means necessary for efficient, economic and harmonious development.

### 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 1.

### 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 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

### 1. POPULATION, RICCARTON BOROUGH

The following table gives the population of the Borough since 1945:

Table 1

Year	Riccarton Borough	Change	% Change
1945	7,632		
1951	8,016	+ 384	+ 4.8%
1956	7,914	- 102	- 1.3%
1961	7,372	- 542	- 7.4%
1966	7,253	- 119	- 1.6%
1971	7,085 (provisional)	- 168	- 2.4%

However, of more relevance to understanding the population growth pattern in Riccarton is diagram 1, (see over), which shows the relative growth rates of Riccarton, Christchurch City and the Christchurch urban area. It will be seen that in the early years, Riccarton grew much faster than Christchurch or the urban area, and this may have been a reflection on the Borough's desirability as a place to live compared with other areas then available.

At some time between 1945 and 1951, available land in Riccarton was used up, and the growth curve flattened dramatically and even showed a decrease. This decrease could be due to many reasons, but the most likely reason is a general decrease in the number of people per dwelling unit, reflecting perhaps rising affluence or perhaps smaller families.

The age and sex structure of the Borough's population (see diagram 2) exhibits no significant departure from the normal found in established areas, and therefore no great increase in population due to large numbers of women entering the child bearing bracket is expected.

It is expected that unless an external agency (such as the Planning Authority) takes some action, the future population of Riccarton will remain about the 7,000 mark. Therefore, the only factors that will have a major effect on the total population in the future are the proposals of this scheme. At present the population density in the Borough is about 10 persons per acre, which represents about 3 houses per gross acre, and the increase in residential unit density caused by the on-going erection of flats, own-your-own maisonettes etc. is balanced by the decreasing number of persons per residential unit mentioned above. However, the proposals of this scheme provide for a permitted density of 60 persons per net acre for a large part of the Borough (the Residential B Zone), and of 80 persons per net acre for the Residential C Zone between Deans Avenue and the Railway. There are 206.86 acres of Residential A, 162.48 acres of Residential B, and 57.76 acres of Residential C, which if all built up to permitted densities would give the Borough a population of 22,650. This figure is never likely to be achieved, but it represents the top figure of an expected population range, the bottom figure being the 7,000 people already mentioned.

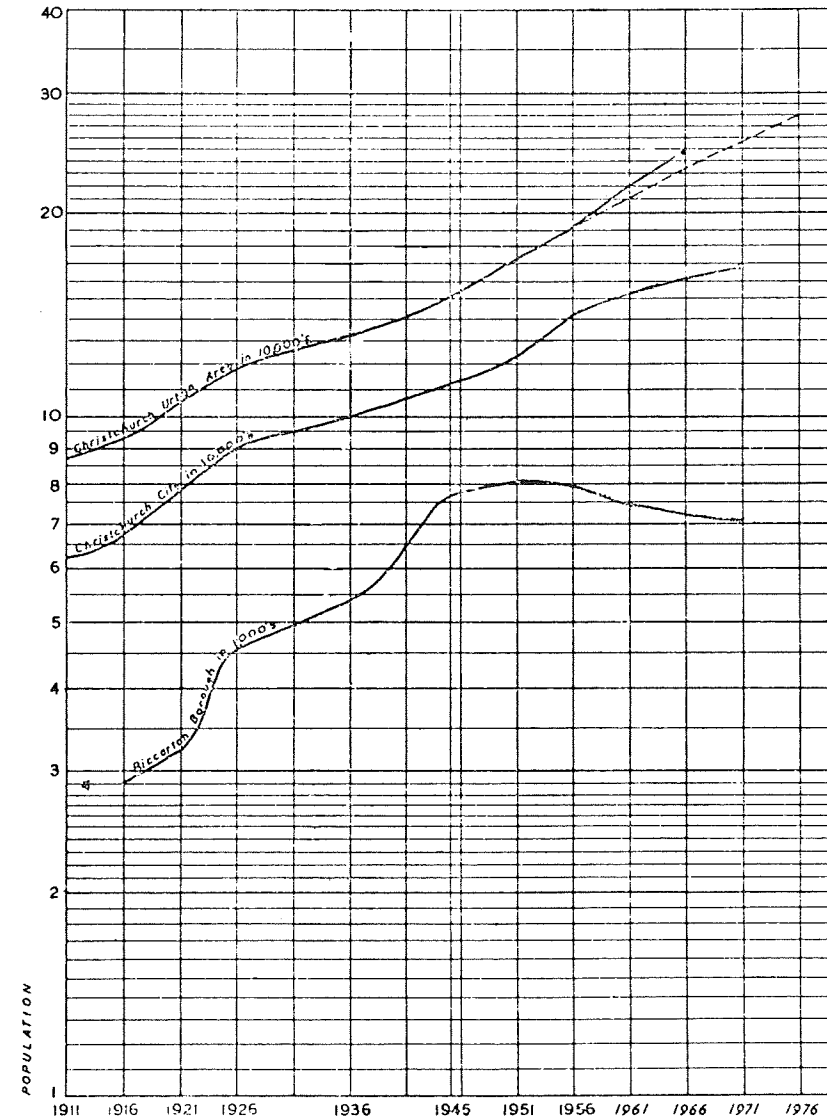
Therefore, for obvious reasons, it is not common sense to put a population projection for the planning period down on paper, as the Borough is almost 100% built up, and re-development to planned densities depends on such things as economic climate, demand and the like. The natural increase in population will remain in Riccarton until the individual residential units become unsatisfactory, at which stage families will move to residences more suited to their needs of the time, which may or may not be in Riccarton, and these moving families will be replaced by others at different points in their family life cycles.

## 2. PRESENT FUNCTIONS OF THE DISTRICT

It is obvious that the Borough's present functions form part of the overall Christchurch Urban Area urban system, yet within Riccarton most urban functions are represented. The Borough has large employment centres such as the Addington Railway Workshops and the Blenheim Road - Mandeville Street industrial areas, there is a major shopping centre on Riccarton Road which has in the order of a quarter of a million square feet of commercial space, there are schools, regional recreational facilities such as the Wharenui Pool and Mona Vale, and of course the homes of some 7,000 people. The diversity of functions found within the Borough are perhaps a reflection of its central nature and closeness to the heart of greater urban Christchurch, and also a reflection of the easy accessibility by road and by rail to all other parts of the Christchurch area, although the railway is now only important to a few industries.

POPULATION -- RATES OF GROWTH  
Christchurch Urban Area, Christchurch City  
Riccarton Borough

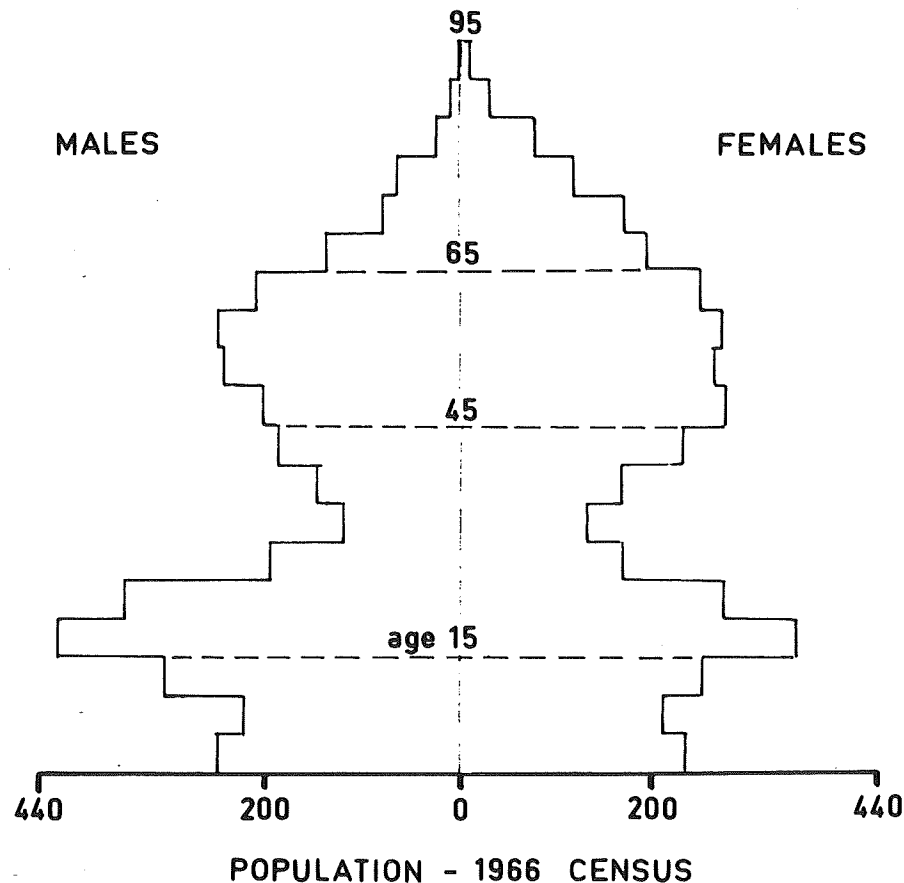
DIAGRAM 1



Census Years: Logarithmic Graph: Source -- Population Census Data

AGE AND SEX STRUCTURE OF RICCARTON BOROUGH  
1966 CENSUS

DIAGRAM 2



### 3. PRESENT CHARACTER OF THE DISTRICT

The character of a district is always a difficult thing to assess, depending as it does on subjective judgements. However it is possible to divide Riccarton into areas and say that this area is different to that area for the following reasons. This sort of assessment has played some part in the determination of relevant zonings for each area, especially in the residential zones.

It is considered that there are five distinct residential areas in Riccarton with different characters. These are:

1. The area north of Riccarton Road and west of the railway.
2. The area south of Riccarton Road and west of Wainui Street.
3. The area from Blenheim Road to Riccarton Road between Mandeville Street and Wainui Street.
4. The area from Deans Avenue to the railway.
5. The area from Lincoln Road to the railway.

Area 1 is largely single unit housing of substantial quality on large extensively developed lots. There are large numbers of established trees, and there are very few new houses in the area. All these factors combine to give this area a consistent character which it is Council's policy to preserve by means of the zoning ordinances for the area.

Area 2 also has a consistent character worth preserving, but deriving from totally different aspects. This area is one of the earliest state housing areas in Christchurch, and time plus the careful attention of the inhabitants to the grounds in which each house is sited has mellowed the initial visual shock state housing areas tend to have. In this area lots are smaller than in area 1, but the consistency of design and construction of the houses produces no discordant notes within the area. It is Council's policy to afford the character of this area the same sort of protection by way of zoning as is given area 1.

Area 3 between Blenheim Road and Riccarton Road is an area of older houses usually on quarter acre lots interspersed with re-developed lots containing own-your-own flats. Council sees the change from old single unit dwellings to multiple unit flats as being not undesirable, and has zoned accordingly.

Area 4 from Deans Avenue to the railway is an area of mixed housing types, from stately old homes on large lots to normal sized old houses on a quarter acre or less. The area has its quota of established trees, but also has its quota of intrusive industrial and commercial uses. It is in fact one of the key areas in the scheme's proposals, and Council's policies and proposals with respect to this area are detailed in Part IV of this statement.

Area 5 is the area of housing between Lincoln Road and the railway. The houses are predominantly old, the streets underwidth, and the lot size in general less than the average found elsewhere in Riccarton. It is felt that there will be in time a change of use in this area from residential to some other, but that this change will not come until after the motorway and the Whiteleigh Avenue link are constructed. Meanwhile it is thought that the area will remain largely as it is at present.

As it is considered not possible to accurately predict changes it is proposed to retain present characteristics as for present Residential A equivalent to the new Residential B. This would allow re-development for multiple units if required.

The character of the non-residential parts of the Borough depend largely on their use. The Riccarton Road shopping area is an old style ribbon development on both sides of a major route, and the less strong side is beginning to die away, with the usual problems associated with the dying process. Council has firm proposals to remedy this situation.

The Lincoln Road shopping area is also old and perhaps dying, the area on the City side of the road appearing to be the stronger.

The shopping area seems to be ready for re-development and it should be encouraged to do so with its present characteristics. This present zoning of Commercial A should be permitted but should be re-considered at subsequent five-yearly reviews for a possible change to Service Zone at some future time.

There is one area which has a character totally detrimental to the rest of the Borough. This is the saleyards area, which are a hangover from an earlier period in Christchurch history and which due to the growth of greater Christchurch are no longer suitably located. Council has firm proposals to deal with this area, as detailed in Part IV of this statement.

### PART III LAND USE

#### 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 offices.

#### 2. LAND USE SURVEY AND ANALYSIS

The land use survey was carried out by the Borough's Planning Consultants in November, 1969. The land use coding used follows that devised by the Christchurch Regional Planning Authority for ease of electronic data processing, using a four digit code to describe the various uses. The land use information as summarized in Table 2 below uses only the initial figures of the Regional Planning Authority's code, and the information was collected in this form.

Table 2

**SUMMARY OF LAND USE DATA**  
Land Use Survey: November 1969 / May 1970  
Aerial Photos: 1966 / November 1969

	Type of Use	Area (acres)	No. of Units	% Use Area to Total
0	VACANT	17.50		2.09
1	PRIMARY INDUSTRY Farming	1.45	3	0.17
2	INDUSTRY	108.80		13.01
3	COMMERCE Shops, Offices & Entertainment	19.95	209	2.39
4	PUBLIC USE Primary Schools Church Parking Other	9.04 5.38 7.41 4.69	2 8 5 14	1.08 0.64 0.89 0.56
5	ROADS & RAILWAYS Roads Railways	160.23 22.42		19.16 2.68

*Contd.*

	Type of Use	Area (acres)	No. of Units	% Use Area to Total
6	RESIDENTIAL			
	Single Unit	380.36	1875	45.48
	Two Unit	23.15	212	2.77
	Multi Unit	23.65	314	2.83
	Motels	3.67	58	0.43
	Pensioner	0.66	16	0.08
	Other	4.19	3	0.50
7	UTILITY SERVICES	12.49		1.49
8	OPEN SPACE			
	Active	0.87	3	0.01
	Passive	17.62	9	2.10
9	SPECIAL USE	11.65	2	1.39
	TOTAL	836.18		99.87
	Overall Borough Measurement	836.76		
	Percentage Error			0.07

## PART IV ZONING PROPOSALS

### 1. INTRODUCTION

It will be noted that the form and general provisions of this scheme follow closely those of the Christchurch City Reviewed District Scheme. This has been done for two reasons: first, because in the opinion of the Borough's Planning Consultants the form of the Reviewed Christchurch City scheme is at least as workable as any other devised to date in New Zealand, and second because if the provisions of the Local Government Commission's scheme for the North Canterbury Area are implemented, it will facilitate planning administration of the area if the planning schemes of the Borough and of the City are compatible in form. However,

Riccarton Borough's planning problems are different to those of Christchurch City's and therefore the provisions of the Borough's scheme do vary from those of the City's in a large number of instances, and therefore users of this scheme should be wary of translating City experiences to Borough situations.

The areas within the district that have been zoned for Residential, Industrial, Commercial, Service, Recreation and Special Development Area have been designed to implement Council's policies with respect to each area over the planning period of 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. No uses have been listed as conditional uses, 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.

### 2. RESIDENTIAL ZONES

Note: There are no Rural Zones in the Borough's Scheme.

There are three types of Residential zone proposed in the scheme, and these have been called Residential A, B and C. Councils amenity policy for all three zones will require the preservation and/or establishment of substantial trees in all residential developments.



#### **Residential A:**

The reviewed scheme zones some 206.86 acres as Residential A. To a large extent this zoning covers the areas mentioned in Part II (3) (Present Character of District) as having a character worth preserving. Council's policy with respect to this zone is to restrict the permitted uses to those compatible with the objective of character and amenity preservation. To this end special design conditions have been included in the ordinances, but Council will not sit in judgement on any particular design provided the proposal has been designed by a qualified person. Comprehensive developments have been included as a predominant use with conditions, and all development within the zone, including comprehensive developments, have a density limit of 40 people per net acre. Net acreage is defined as being the actual area of the site.

#### **Residential B:**

There are some 162.48 acres of land zoned Residential B in the review of the scheme. The area involved is the residential land between Riccarton Road and Blenheim Road between Mandeville Street and Wainui Street, and the residential land between Lincoln Road and the railway. The density control in Residential B zones is 60 people to the acre, and thus it is Council's policy to encourage the re-development of sites containing old homes within the area zoned to a more intensive form of residential development. This trend is already firmly established, but the net density being produced at the moment is only about 40 people to the net acre, and Council considers a figure of 60 people to the net acre more desirable, and yet still possible without detracting from the usual residential amenities.

#### **Residential C:**

The reviewed scheme zones some 57.76 acres as Residential C, not counting Special Development Zones with underlying Residential C zones. The area is in general between Deans Avenue and the railway, and has a density control of 80 persons to the net acre. This area is in Council's opinion a highly desirable residential area being close to the City centre, and immediately adjacent to Hagley Park. These factors among others suit it for high density development. There are no height restrictions proposed other than those related to the airport, but the density limit plus fairly stringent bulk and location requirements should ensure that open, spacious development occurs. Uses also permitted in Residential C zones include Licensed Premises, providing they meet the requirements of the ordinances. Such premises which do not meet the bulk and location, parking and other standards as set out in the ordinances are non-conforming uses.

### **3. COMMERCIAL ZONES**

There are two types of commercial zone contained in the reviewed scheme, and these have been called Commercial A and B.

#### **Commercial A:**

The reviewed scheme zones approximately 2.26 acres as Commercial A. This zoning applies to two areas, on Riccarton Road at the intersection of Clyde Road and Wharenui Street, and on Lincoln Road. In general the zoning is designed for small local centres, and the size of such centres is limited. Parking requirements have been set at 5 spaces per 1,000 square feet of retail space and this standard should ensure that these small centres remain readily accessible to their customers, and thus viable economically.

#### **Commercial B:**

There are some 22.00 acres zoned as Commercial B, and all of this area falls within the over-riding special development area (No.5), and the proposals in this area are more fully discussed under "Special Development Area 5" below.

### **4. INDUSTRIAL ZONES**

There are three types of industrial zones contained in the scheme, and these have been called Industrial A, C and Special Industrial.

#### **Industrial A:**

There are approximately 24.0 acres zoned Industrial A, which provide for the usual concept of light industrial uses. It will be noted that no provision has been made for uses intermediate between the old concepts of Industrial A and C. This is because Council feels that those uses previously provided for in Industrial B zones can, with modern advances in noise insulation, smoke control and the like, be acceptably located in Industrial A zones, and that the enforcement of stricter amenity performance clauses on such uses will be of benefit to the community.

#### **Industrial C:**

The review has zoned some 28.72 acres as Industrial C, although it is possible another 11 acres could be added to this if the saleyards S.D.A. were developed for industry, and another 5 acres (approximately) included in S.D.A. 6, but the provisions of these Special Development Areas are detailed under the respective headings below. Investigations have shown that the large part of the area between Lincoln Road and the railway between Bernard Street and Clarence Street is in one ownership, and so this area has been given an overall Industrial C zoning to tidy the old situation up, as this zoning is eminently suitable for the area.

### Special Industrial Zone:

This zone covers an area of some 17.80 acres and is situated on the east side of Mandeville Street between Blenheim Road and the Main Drain, backing on to the railway. Any industrial or warehousing use of a non-noxious nature will generally be permitted, provided that the particular uses can meet special performance standards. These standards, which relate to matters such as noise and air pollution, are designed to protect the amenities enjoyed by the residents of the adjacent residential zones.

### 5. HOTEL ZONE

Hotels are conditional uses in the Residential C zone, but there is a Tavern at the corner of Lincoln Road and Bernard Street in the middle of an Industrial C zone. The area involved is 0.90 acres, and it is Council's opinion that: (a) Residential C zoning is totally inappropriate for the area, and (b) making licensed premises predominant uses in Industrial C zones is equally inappropriate, and accordingly Council decided to give this particular use its own spot zoning.

### 6. SERVICE ZONE

On the fringe of the Commercial B area in Riccarton Road some 2.75 acres have been zoned "Service". The purpose of this zone is to accommodate those uses which are best located on the edges of pure commercial zones — the automotive, wholesale and drive-in uses, and the non-intensive retail uses such as nurseries. Also permitted in this zone are offices, service and repair workshops, libraries, clubrooms and the like. All these uses generate considerably less vehicular and pedestrian traffic than do pure commercial uses.

### 7. SPECIAL DEVELOPMENT AREAS

Early in the process of reviewing the scheme, several areas of special concern were identified for special attention, and considerable time and effort was put in by Council's Planning Committee and its Town Planning Consultants to evaluate the problems and to evolve and test planning solutions in the areas of concern. Some of the areas focussed on in this manner acquired solutions which were best implemented by treatment of an area greater than the individual parcel of land, and where this is the case an over-riding "Special Development Area" has been designated. The main requirement of such an area is that no development occurs within the area unless it conforms with an approved plan for the development of the whole area. Otherwise permitted uses are as for the underlying zoning except Special Development Area 4 and in general the bulk and location requirements for the underlying zoning will apply. However, Council reserves to itself the right to vary the bulk and location and other requirements within the area except on the

borders of the area, and where agreement between the Applicant and the Council cannot be reached, such variation of requirements shall be subject to Conditional Use procedures as laid down by the Town and Country Planning Act, 1953, in order to preserve the Applicant's rights of Appeal against Council's exercise of discretionary powers. Where variation of bulk and location requirements occurs or is desired on the borders of a Special Development Area, then Conditional Use procedures shall apply to protect the rights of adjoining owners or occupiers.

The purpose and underlying zoning of each Special Development Area is outlined below.

#### Special Development Area 1:

S.D.A. No. 1 has been so designated because of the problems in the 3.57 acre block caused by the ramp of the Whiteleigh Avenue extension as it rises to cross the railway yards. Varying amounts of the frontages of lots on Whiteleigh Avenue will be taken for the ramp and road, and this will leave quite a few lots of sizes not suitable for any re-development, and without effective access. The problem in this area has been discussed with the Regional Planning Authority's traffic engineers, who concur with the solution adopted. The S.D.A. will have an underlying zoning of Industrial C, and depending on the form of development ultimately put up to Council will be the future existence of Warwick Street and access perhaps under Whiteleigh Avenue.

#### Special Development Area 2:

S.D.A. No. 2 is the saleyards area. Approximately 10.18 acres of land in the zone are used and the title area is 11a. 3r. 3.8p. Historically the saleyards were located on the edge of Christchurch, but now of course the urban area extends some four miles past the saleyards, which now find themselves located close to the centre of town. Livestock has to be brought all the way in to the yards through the urban area, and then taken all the way out again. Arguments based on the idea that country people at the saleyards on business liked to be close to the centre of town so they could go shopping and the like no longer apply with almost universal car ownership. Further, the location of the area with respect to transport routes, city centre and Hagley Park gives immense potential for a high order of land use. Because the present use of the land is inappropriate and in order to achieve more realistic use of the potential of the site, the use of the land for saleyards has been zoned out. An underlying zoning of *either* Industrial C *or* Residential C has been applied to S.D.A. 2, because in the opinion of Council's Planning Consultants comprehensive development for either use is equally appropriate.

When re-development of this area occurs a road will be provided from Lester Lane and linking through under the Blenheim Road overbridge to the Mayfair Street extension in Special Development Area 3.



+  
**Special Development Area 3:**

S.D.A. No. 3 is the area immediately to the north of Blenheim Road fronting Deans Avenue. Advantage has been taken of the fact that it is presently in one ownership to ensure that it is coherently developed, and the underlying zoning of the S.D.A. 3 is Residential C. The area of the S.D.A. 3 is approximately 3.59 acres.

**Special Development Area 4:**

S.D.A. No. 4 is the area on the west side of Mandeville Street from Blenheim Road to the Main Drain. This area, which fronts the industrial area of Fletchers has been studied to depth by Council, with a view to reducing the effect of the industry on the housing amenity both of houses fronting Mandeville Street and houses further away. The initial proposal considered was to demolish the houses fronting Mandeville Street, reconstruct Mandeville Street 50 feet wide, provide a 66 foot planted reserve strip, a new 40 foot residential service road and re-develop the cleared land with higher density housing. This proposal had considerable merit, the only difficulties being (a) whether the one chain planted reserve would effectively screen Fletchers operations, and (b) whether the re-developed housing would be saleable in that location. In any event any proposed development for S.D.A. 4 now involves complete clearing of the houses and re-development of the area for Council yard, professional, commercial and administrative offices and parking areas as predominant uses. Conditional Uses would be light goods storage and showrooms, travellers accommodation and similar uses which will not detract from the amenities of the area or the adjacent residential area.

The effect of re-development in this fashion will be to place between Fletchers and the nearest houses in the direction of the prevailing wind a buffer zone of other uses. The area involved in the S.D.A. 4 is approximately 7.84 acres. The underlying zoning of the S.D.A. 4 is Residential B.

Council emphasises that the above proposed development is only a proposal. A 20ft. strip of landscaping shall be provided on the Western boundary adjoining the residential zone.

**Special Development Area 5:**

S.D.A. No. 5 contains part of the existing Riccarton shopping centre, and all the future development of the main commercial area will occur within this zone. The S.D.A. 5 has an underlying zoning of Commercial B and community use and contains an area of 24.51 acres including road. It has been calculated that on the north side of Riccarton Road there are some 69,110 square feet of commercial space and on the south side 163,240 square feet or 70% of the total existing area.

These figures come from the Christchurch Regional Planning Authority land use survey. As road widening to increase the capacity of the Clarence Street — Riccarton Road intersection will necessitate destruction of the shops on the north side of Riccarton Road, it is only commonsense to consolidate all shopping centres on the south side and to re-develop the whole complex providing adequate off-street parking. This solution has many town planning advantages; and should ensure that the Riccarton shopping centre remains competitive with other newer centres. As one of the conditions of the S.D.A. 5 is that it be developed to a comprehensive plan, Council has had such a plan prepared for S.D.A. 5, but any developer may submit any alternate plan for Council's consideration. It is anticipated that as well as replacing the square footage of shopping that is lost from the northern side of Riccarton Road the shopping centre should function as a regional centre and thus a little extra shopping area will be needed to service additional new housing within the shopping catchment, but it is calculated that this extra will only amount to some 23,000 square feet, giving the shopping centre a total floor area of approximately 250,000 square feet within the planning period..

Provision must be made for the establishment of a Post Office in any such development.

The development of this area would encourage the higher pedestrian traffic generating uses to move from the fringe of Riccarton Road and especially the North side and improve markedly the protection of this road.

Resulting from a Council decision on objection, Riccarton Rd./Picton Ave./Nelson St./Clarence St. block (up to and including No. 91B through to Nelson St.) was included in the Special Development Area 5.

**Criteria for Future Development in Special Development Area 5.**

In considering any application for development the Council shall ensure that the proposal is consistent with the following criteria and with a plan of development for the S.D.A. 5 which embodies such criteria and which has been approved by the Council.

The Council may decline or refuse to consider any application which does not meet such criteria to its satisfaction or impose such conditions as would ensure that the proposed development conforms with its intentions for the zone.

- (a) The development shall provide an acceptable environment for pedestrians and, in particular, provide an acceptable degree of segregation between circulating or parking vehicles and pedestrians.

- +
- (b) Uses concerned with pedestrian activity shall generally be located towards the centre of the development. Drive-in uses where appropriate shall be located near the edges of the development and parking shall occur between them and generally around the central pedestrian areas. However, generally it is intended that drive-in uses should locate in Service Zones.
  - (c) Parking shall be provided in a number of recognisable areas each of which should be associated with a road access point and all of which should be connected by a simple circulation system.
  - (d) Where practicable, areas of parking should be separated by defined pedestrian corridors which link from the central pedestrian areas to the parking areas and to the street perimeter of the development. The arrangement shall, as far as practicable, remove the need for pedestrians to negotiate the parking areas when moving between parking areas and the central pedestrian areas, or between sections of the development.
  - (e) Pedestrian areas should be linked by defined pedestrian corridors with a degree of covering and shelter and be designed to minimise the distance walked between the frontage of related public and commercial activities.
  - (f) With the limitations described in Clause (b) above relating to location of drive-in uses, such uses shall be designed for ease of access and egress and be so arranged that movement between drive-in and parking areas is available in order to avoid needless traffic movement on the adjacent streets. Drive-in uses should avoid sites located where they would interfere with the operation of intersections and the clearance distances required by Ordinance XII, Section 4 shall apply except that in the S.D.A. 5 area the Council may prohibit the creation of any new vehicular access point to or from Riccarton Road.

A more detailed account of why Council arrived at these conclusions, together with an illustration of the sort of development Council sees as desirable is given in Part X of this statement. The proposal shown has been carefully worked out and designed, but should any developer wish to submit an alternative such plans will be considered in accordance with the above criteria. Council is prepared to play an active part in making land available for such development.

#### Special Development Area 6:

S.D.A. No. 6 comprises the Lowe-Pope-Tyne-Anderson Street area, which contains largely old small houses at the end of their economic lives. Tyne, Pope

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and Anderson Streets are all underwidth, being only 33 feet wide. The proposal is to close the underwidth streets, clear the old buildings and make the land available for industrial purposes. The S.D.A. 6 has an underlying zoning of Industrial C. The area involved in the S.D.A. 6 is approximately 5.0 acres.

Council emphasises that the above proposal is only one of many possibilities for the area.

## PART V RECREATION RESERVES AND OPEN SPACES

Riccarton is very much a part of the Greater Christchurch Urban area with respect to provision and utilization of open spaces and recreation facilities. There are only 16.55 acres of public recreation reserve and 0.65 acres of private reserve in the Borough, totalling 17.20 acres. By generally recognised standards there should be between 60 to 70 acres of such land to serve the Borough's population. However, there are on the borders of the Borough two extensive reserves — Hagley Park and Deans Bush which mitigate the apparent imbalance to some extent. There is however a need for small areas that children can use in locations scattered throughout the Borough, and it is Council's policy to provide such areas when they become available. It is however a reflection of the almost completely built up state of Riccarton that there are few such areas, and implementation of the policy is left to Council rather than included in the planning scheme because of the uncertainty of when and where opportunities will occur.

It is considered that sufficient large open areas for organised sport are available adjacent to Borough boundaries and that the need will be more for smaller open spaces for children's playgrounds and adults' rest areas. Landscaped open spaces are proposed for S.D.A. 5 as is a covered recreation area and some land has already been designated adjacent to the Wharenui Pool. As opportunities arise it is proposed to purchase small areas and establish open children's play and rest areas in the following general areas:

- (a) Leamington Street/Whiteleigh Ave.
- (b) Harakeke/Matai Streets
- (c) Hinau/Puriri Streets
- (d) Elizabeth/Clarence Streets
- (e) Elizabeth/Wainui Streets.

**PART VI  
DESIGNATIONS**

**1. INTRODUCTION**

Land designated in the District Scheme is shown on the district planning map by distinctive notations and can be divided into two broad categories: land designated by the Crown, the Council or some other local authority for specific public works, and land which, while not in public ownership, is used for purposes of value to the community. A brief description of all designated areas is set out below and it should be noted that all such areas bear the underlying zoning of the zone in which they are situated.

**2. DESIGNATIONS FOR PUBLIC USES**

**(a) By the Crown**

The following areas have been designated on behalf of various Government Departments.

- (i) The South Island Main Trunk Railway
- (ii) The Addington Railway Workshops and Yards
- (iii) The N.Z. Electricity Departments Addington Sub-station
- (iv) The Wharenui Primary School
- (v) The proposed new site for Christchurch Girls High School, on the north side of Matai Street.

**(b) By the Council**

The following areas have been designated for uses envisaged by the Council.

- (i) The existing passive reserve at Mona Vale
- (ii) The existing passive reserve at the corner of Riccarton Road and Mandeville Street
- (iii) The existing recreation reserves in Shand Crescent, Peverel Street and Walsall Street.
- (iv) A large area for community purposes has been designated around the existing Council offices extending south to the borders of S.D.A. 5. It is thought that at some time in the future a large multi purpose community activities and indoor sports hall could be built in this location utilizing the parking area of the shopping centre, and adding additional cultural dimensions to the existing library, civic and commercial centre of Riccarton.

**3. ROADING**

Proposals for new streets, street widening and street closing are set out in Part VIII – Transportation.

**4. OTHER COMMUNITY USES**

The following areas are designated because the uses involved are considered to be of particular value to the community.

- (i) The Sheltered Workshop and Intellectually Handicapped Children's Centre in Riccarton Road.
- (ii) The Roman Catholic Primary School off Puriri Street.
- (iii) The Plunket Society Rooms off Tara Place.

**PART VII  
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 VIII  
TRANSPORTATION**

**1. INTRODUCTION**

The growth of an urban area is 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.



In 1959 the Regional Planning Authority produced 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 impossible to consider the Borough in isolation. The Riccarton Borough District Scheme and the Regional Planning Scheme are complementary, and traffic planning is based on regional population and traffic growth.

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 Borough.

Policy will be to protect regional roads as far as practicable by controlling the uses adjacent to them with the proviso that the control be such as is in the best interests of the inhabitants of the Borough in the first instance, and will not detract from the amenities to be enjoyed by them. Present uses will always have 'existing rights' and it will therefore be necessary to encourage the better uses to bring about gradual changes. It is proposed that Commercial and Service use bordering the regional roads be restricted to uses which do not generate a great deal of pedestrian traffic and wherever possible have service lanes to provide rear access and rear parking.

The Scheme aims to control land use and the associated requirements, including amenity, parking and access in such a way that the level of traffic service planned for the principal roads designated in the District Scheme shall be protected to achieve the standards of the Regional Scheme Section Two – Communications.

In order that these standards can be sustained the zones containing major commercial uses have been confirmed in their frontage to major roads and are to be developed comprehensively and in depth.

In residential and industrial zones it is necessary to modify some of the predominant uses which might conflict with such a policy. This results in the provisions to restrict visitor-attracting or very intense traffic generating uses so that they do not, in the future, develop fronting arterial roads.

Where uses have frontage or access from an arterial road, such uses that would or might generate levels of traffic sufficient to affect the level of service set by the Regional Planning Authority for such roads shall be Conditional Uses.

## 2. DESCRIPTION OF ROAD IMPROVEMENTS

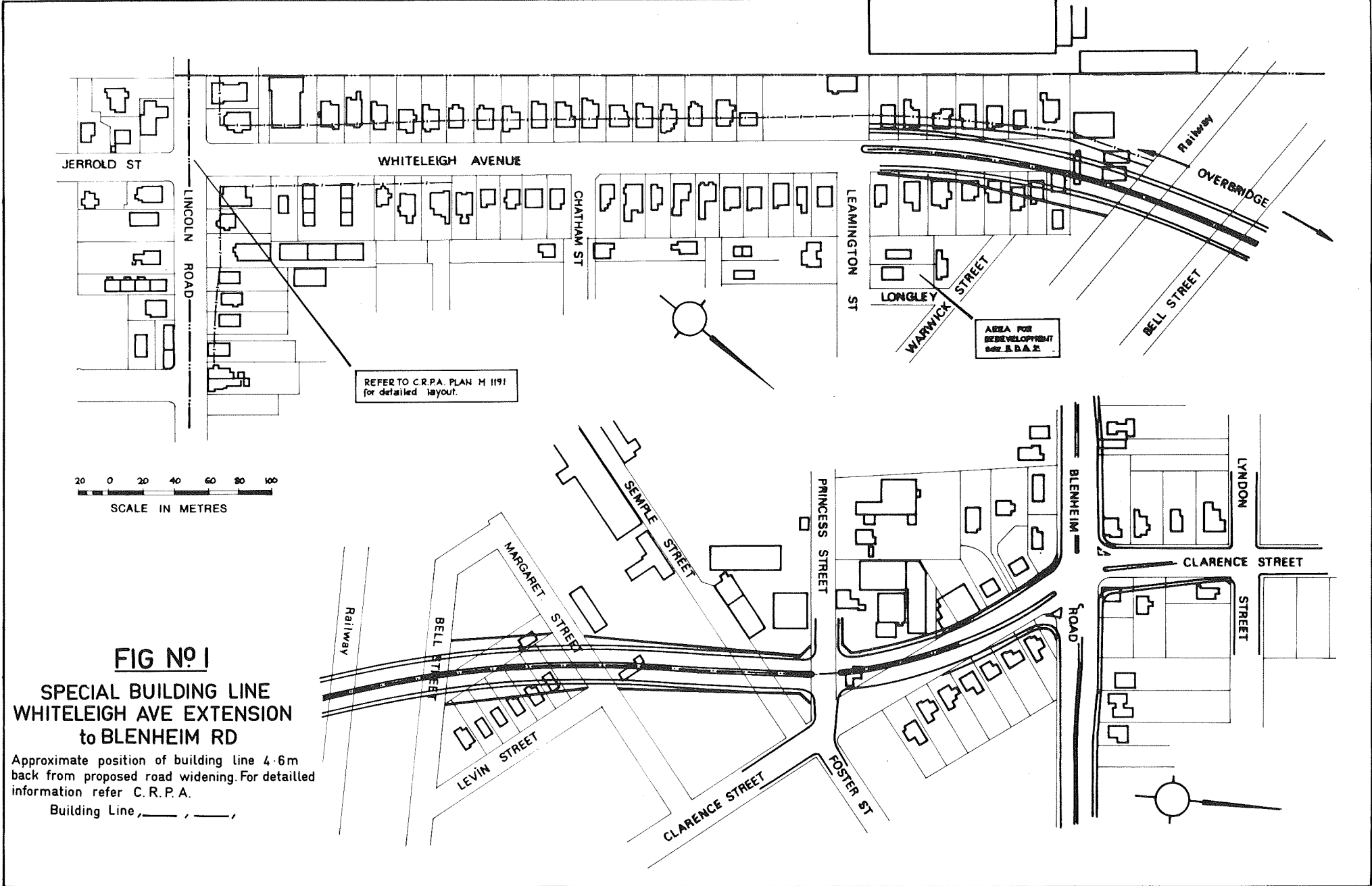
### (a) Major improvements on arterial roads

#### (1) Whiteleigh Avenue Improvement and Whiteleigh Avenue Extension to Blenheim Road (see figure 1)

As illustrated in Figure 1 the road improvement includes widening of Whiteleigh Avenue on the western side of that road and its extension on a curving alignment to an over-bridge across the railway and then meeting Clarence Street adjacent to Princess Street. The proposal includes the provision of divided carriageway with a median generally of 15 ft. width including right turn lanes at all intersections.

This link road was provided for in the 1962 outline plan and has subsequently been included in the Regional Planning Scheme Section 2, for construction in Period IV (assumed 1981 to 1985). While detailed estimates have not yet been prepared, the programming report published in 1967 indicated that the total cost would amount to \$160,000 for property purchased and \$160,000 for carriageway construction together with a further \$300,000 for the railway overbridge. The total cost is therefore estimated at \$620,000 (1967 \$ value) for the construction of this divided carriageway including the re-development of the intersections at Blenheim and Lincoln Roads.

The proposal is an essential arterial road link in the ring road formed by Straven Road, Clarence Street, Whiteleigh Avenue, Jerrold Street and Brougham Street and would provide a direct link between the Riccarton locality and the southern motorway at the Barrington Street interchange. As is illustrated on the proposed road network for the Christchurch region, this link will effectively overcome the barrier created by the railway and industrial land uses between the Riccarton area and all areas to the south of Christchurch. For longer trips it will, in addition, enable earlier access to the motorway when travelling to the west, to the city centre, to the north, and to the port of Lyttelton.



**FIG NO 1**

**SPECIAL BUILDING LINE  
WHITELEIGH AVE EXTENSION  
to BLENHEIM RD**

Approximate position of building line 4.6m  
back from proposed road widening. For detailed  
information refer C.R.P.A.

Building Line, ———, ———,

The programme of Regional road improvements acknowledges the need for special grants and subsidies to enable such major works to be undertaken by Council. In the circumstances it may be expected that the three year programme of regional road improvements prepared in Construction Period IV for this facility would provide evidence warranting a special grant and high rate of subsidy from the National Roads Board.

Currently Clarence Street is carrying between 4,000 and 5,000 vehicles per day on an average weekday in 1969. In 1959 it carried 2,500 vehicles per day and it is anticipated with the increasing levels of congestion of inner city intersections that this piece of ring road will carry a rapidly increasing volume of traffic during the next 10 years. By 1980 it is estimated that 10,000 vehicles a day would be desirous of using the route now proposed and depending on the extent of other major road works in the region it could be expected that when this arterial road is completed it will be carrying a volume of about 15,000 vehicles a day, this being equivalent to the present flows on Riccarton Road. The route will provide major relief for Blenheim Road in that length to the east of Clarence Street and also it will enable longer trips to or from the Riccarton and Upper Riccarton area to avoid using Riccarton Road.

In conjunction with these improvements it will be desirable to relocate the entrance to the Showgrounds opposite Chatham Street away from the overbridge ramp. The proposal also includes an area for re-subdivision and re-location of the reserve at Longley Place. This area is of course S.D.A. 1.

(2) **Blenheim Road at Clarence Street and Whiteleigh Avenue Extension** (see figure 2)

This improvement includes the provision of three lane approaches on all legs of this important intersection. This increased lane provision is achieved by widening on the northern side of Blenheim Road for about 200 ft each side of Clarence Street together with a tapered widening on the eastern side of Clarence Street between Lyndon Street and Princess Street.

The details of the proposal are illustrated in Figure 2 and it could be expected to anticipate the work involved in the Whiteleigh Avenue extension. In this respect on present traffic flows, it would be desirable to undertake this local intersection widening in Period III of the Master Transportation Plan development (assumed in 1976 to 1980).

This improvement can be undertaken in stages with widening of Blenheim Road first and some years later the Clarence Street improvements in conjunction with the Whiteleigh Avenue improvements.

(3) **Road Improvement Deans Avenue at Blenheim Road** (see figure 3)

The proposal illustrated in Figure 3 provides for the replacement of the existing roundabout by a traffic signalled intersection with free left turn lanes between Deans Avenue and Blenheim Road.

As illustrated in Figure 3 the improvement includes the provision of medians on Deans Avenue and the minor widening of the existing carriageways to approximately 12 ft on the eastern side with tapered widening on the saleyard side of up to 33 ft. This widening and laning arrangement has been prepared to fit with the longer term possibilities of grade separating north bound traffic in Deans Avenue over the top of this intersection. Such a proposal is shown in Figure 3 and it is considered on balance to be the most economic way of meeting the ultimate requirements of capacity at this important intersection. Should it be necessary to provide grade separation then the western edge of the improvements now recommended and involving widening on the western side of Deans Avenue adjacent to Blenheim Road would remain constant for any such schemes. This represents a saving in construction costs and simpler transition to the ultimate development with the grade separated overbridge.


A tentative cost for the initial scheme where the "roundabout" is replaced by the traffic signalled T junction situation is land purchase \$5,000, carriageway reconstruction with islands \$40,000, traffic signal installation a further \$6,000 giving a total of approximately \$51,000. This route is an existing state highway and the work might be undertaken prior to the uplifting of this status following the completion of the Addington section of the southern motorway.

(4) **Road Improvement Deans Avenue at Riccarton Road** (see figure 4)

This improvement involves the replacement of the existing "roundabout" with three lane approaches to a traffic signalled intersection. The proposal includes widening on the south side of Riccarton Road and Riccarton Avenue. Such widening affects the frontage of properties facing Riccarton Road presently enjoying existing use rights as commercial land but zoned in the scheme for residential purposes.



**FIG No 2**  
 PROPOSED STREET WIDENING  
 BLENHEIM RD - CLARENCE ST  
 STREET WIDENING

Street Widening   
 SCALE: 1:1000 - NORTH POINT Vertical



BLENHEIM ROAD

BROCKWORTH PLACE

DEANS AVENUE

DEANS AVENUE

DEANS AVENUE

MAYFAIR STREET

DEANS AVENUE

**FIG N<sup>o</sup> 3**  
**SPECIAL BUILDING LINE**  
**DEANS AVE at BLENHEIM RD**

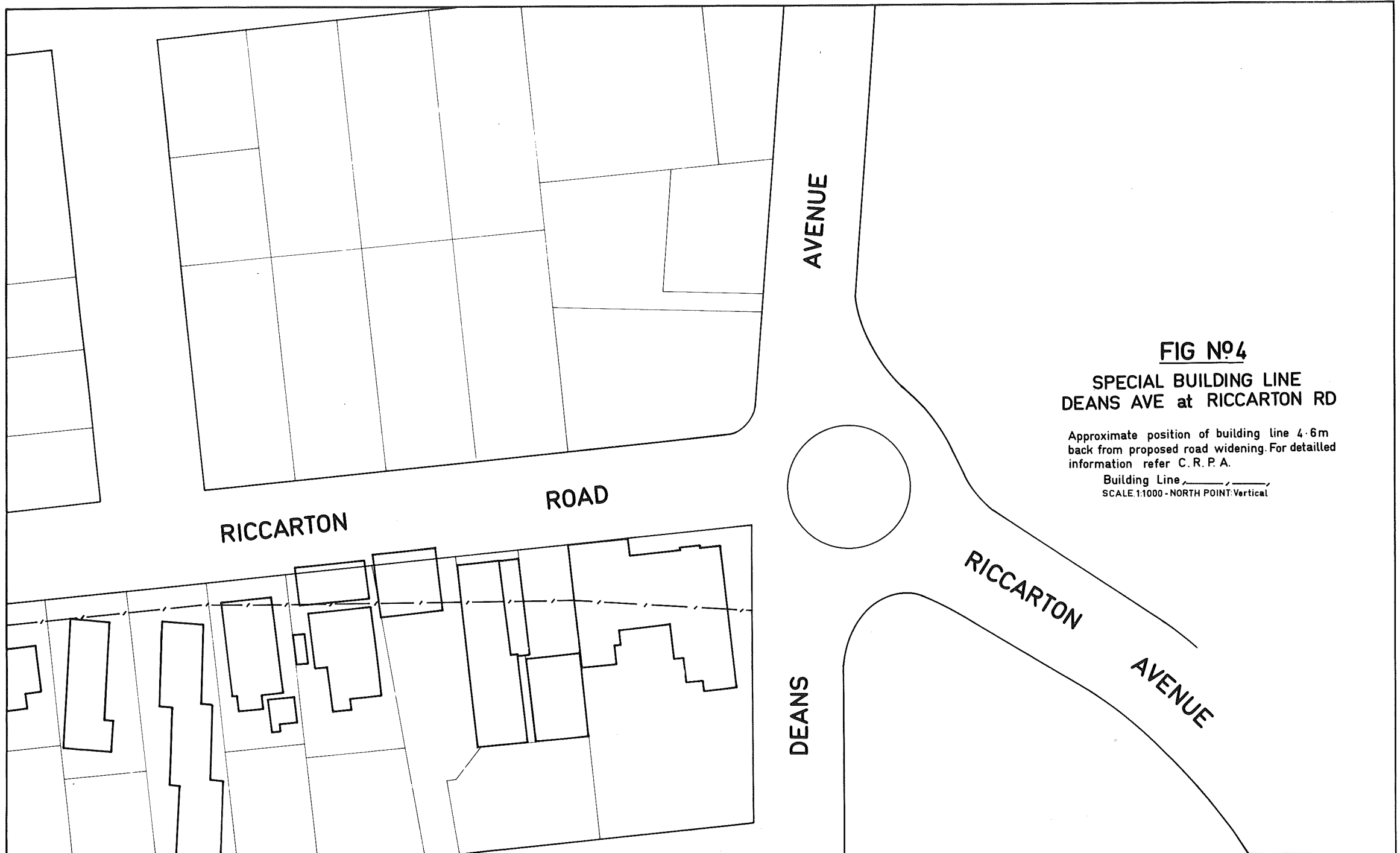
Approximate position of building line 4.6m back from proposed road widening. For detailed information refer C. R. P. A.

Building Line   
 SCALE: 1:1000 - NORTH POINT, Vertical

Joining Line A

Joining Line A





AVENUE

ROAD

RICCARTON

DEANS

RICCARTON

AVENUE

**FIG Nº4**  
**SPECIAL BUILDING LINE**  
**DEANS AVE at RICCARTON RD**

Approximate position of building line 4.6m  
back from proposed road widening. For detailed  
information refer C.R.P.A.

Building Line \_\_\_\_\_  
SCALE 1:1000 - NORTH POINT: Vertical

While the hotel may be a suitable use in a residential area it is obvious that in its present form it conflicts with the development of satisfactory traffic conditions at this intersection and the same applies in respect of parking and access to the shops along the Riccarton Road frontage. It is possible that a suitable re-development scheme including the hotel and adequate parking with access from Bartlett Street and Riccarton Road well removed from this intersection could be devised. It would be necessary, however, as in the case of similar road improvements in other parts of the region (Clyde Road/Fendalton Road) to establish in the district scheme the necessary widening lines similar to those now recommended before such a re-development plan could be reasonably considered. The District Scheme includes hotels as Conditional Uses in the zone for this area which specifies the parking, access, and location requirements.

In the immediate future the roundabout island could still be removed, widening made on the east side of Deans Avenue and the free left turn lane from Riccarton Road to Deans Avenue north provided, the ultimate widening on the south side being achieved some years later.

(5) **Widening Riccarton Road and Improvements at Clarence Street/Straven Street** (see figure 5)

The proposal is to improve the alignment of the Straven Street approach to Riccarton Road by widening on the western side and the provision of a teardrop island to direct traffic to the centre line of Clarence Street and to widen Riccarton Road on the north side by a Building Line Restriction of 24' adjacent to Straven Road and 18'6" from Rimu Street to Matipo Street.

The traffic situation at Straven Road and Riccarton Road justifies the provision of three lane approaches especially in view of the Council's policy of commercial expansion in Riccarton. Such a widening is similar to that proposed at Blenheim Road and once constructed the intersection would enjoy a "scramble phase" for pedestrians. This "traffic need widening" affects property on the north side between Rimu Street and opposite Picton Avenue.

It should be appreciated that this is a very long term proposal not intended to supplant all the existing uses within the planning period but rather a positive policy for re-development.

With respect to the intersection improvements at Straven Road, the date for construction is related largely to the purchase of the property

on the north west corner of the intersection and on traffic grounds it should be undertaken in the near future and no later than the end of Period III (i.e. by 1980).

(b) **Intersection Improvements on other Regional Roads –**

- (6) **Riccarton Road at Clyde Road and Wharenui Road** (see figure 6)  
Resulting from a Council decision on objections a Building Line Restriction is set at 15' back from the Road Widening alignment on Clyde Road as shown on Figure 6.

In the opinion of Council a preliminary phase of lights at the Clyde Road and the Wharenui Road intersections with Riccarton Road would be sufficient for this planning period.

- (7) **Kilmarnock Street at Deans Avenue and the Railway** (see figure 7)  
These improvements involve minor corner splays to enable improved site line and intersection construction at Deans Avenue together with an improved alignment for the railway crossing.

These two minor improvements would be undertaken in the normal course of reconstruction including intersection improvements on Kilmarnock Street, a primary regional road.

*(Note: The improvements at the Railway were in fact undertaken during 1974).*

- (8) **Straven Road at Kilmarnock Street** (see figure 8).  
A minor corner splay on the north east corner of this intersection will enable the re-alignment of the approach lanes on Kilmarnock Street so that traffic will be correctly located for an intersection which is likely to receive traffic signals in the future. Two lane approaches on all four legs are proposed and until such time as the traffic signals are installed the minor improvement will enable improved visibility and operation of the intersection under compulsory stop control.

(c) **Other Local Road Improvements**

- (a) **The Extension of Maxwell Street to Clarence Street**  
This proposal will enable a route parallel to Riccarton Road for the circulation and distribution of traffic associated with the Riccarton shopping centre, and alternative access and outlet from the planned



**FIG No 5**

**SPECIAL BUILDING LINE  
RICCARTON ROAD**

**MATIPO ST to PICTON AVE**

Approximate position of building line 4.6m back from proposed road widening. For detailed information refer C. R. P. A.



Building Line  

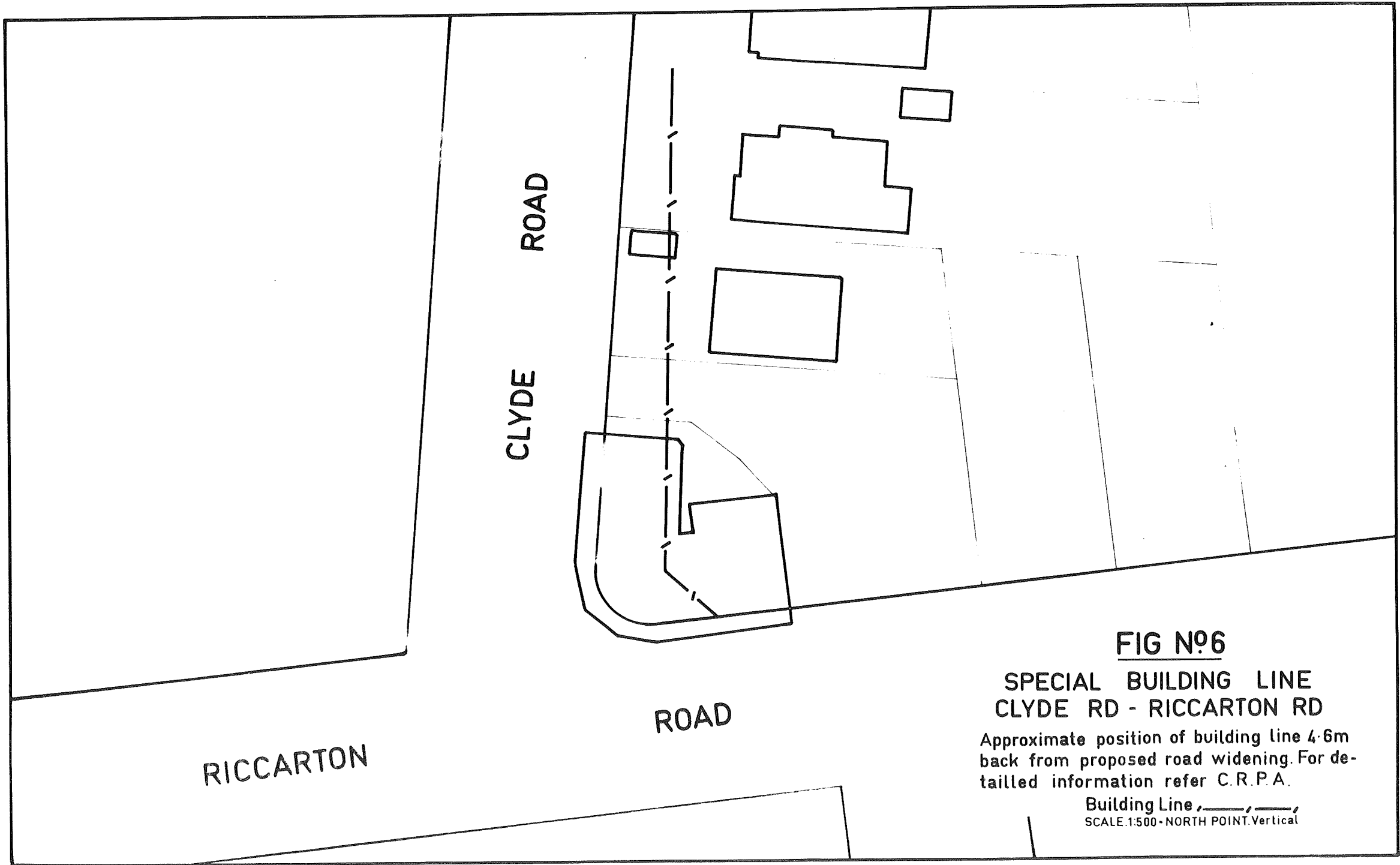
SCALE 1:1000 - NORTH POINT: Vertical



**FIG N<sup>o</sup> 5**

**SPECIAL BUILDING LINE  
 RICCARTON ROAD  
 MATIPO ST to PICTON AVE**  
 Approximate position of building line 4.6m  
 back from proposed road widening. For detailed  
 information refer C. R. P. A.

Building Line    
 SCALE 1:1000 - NORTH POINT: Vertical



CLYDE  
ROAD


RICCARTON

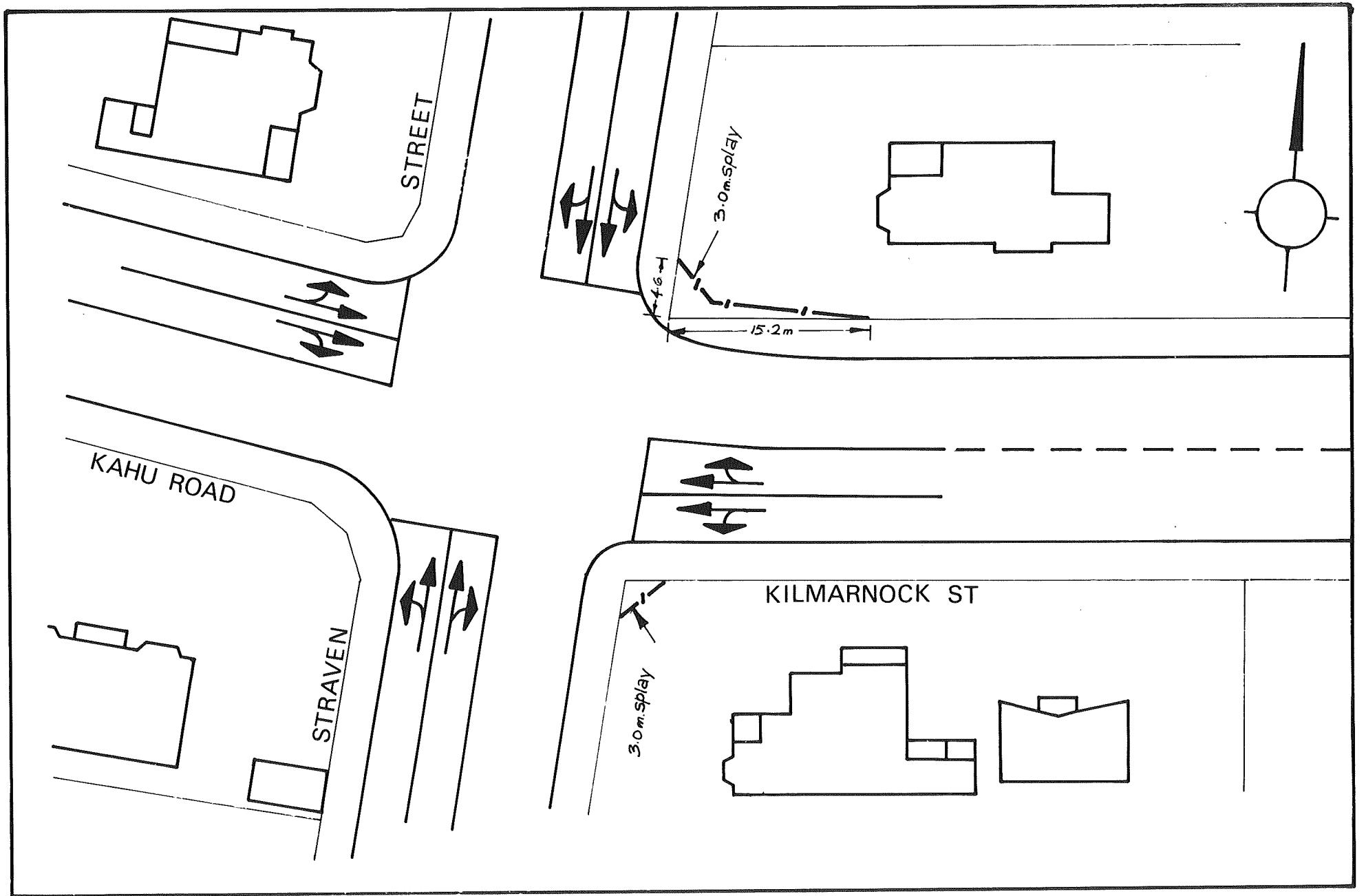
ROAD

**FIG N°6**

**SPECIAL BUILDING LINE  
CLYDE RD - RICCARTON RD**

Approximate position of building line 4.6m  
back from proposed road widening. For de-  
tailed information refer C.R.P.A.

Building Line   
SCALE: 1:500 - NORTH POINT Vertical



SCALE. 1:400

Approximate position of building line 4.6m back from proposed road widening. For detailed information refer C.R.P.A.  
 ROAD IMPROVEMENT - STRAVEN STREET  
 AT KILMARNOCK STREET

FIG N08

parking areas. While it would be desirable to provide such a service and circulation road nearer the rear of the existing shopping development (i.e. along the line of the Riccarton Drain) in view of the existence of Maxwell Street and Dilworth Street it is suggested that a through street on this alignment would be the most economic proposition. The work, while not being urgent, is included in the District Scheme at this stage to enable the property to be protected from further re-development and when completed would require a consideration of compulsory stop control at the crossroads so created.

**(b) Link Between Bartlett Street and Brockworth Place**

This proposal involving one residential property would enable a link road parallel to Deans Avenue to be provided from Riccarton Road through to Brockworth Place. While not an urgent proposal in view of the high density residential zoning provided in the locality such a provision is necessary and will ensure ready access for the increasing numbers of residents in this locality free from the major intersection of Riccarton Road and Deans Avenue.

**(c) Link Between Brockworth Place and Mayfair Street and Mayfair Street to Blenheim Road.**

Because of the increasing levels of traffic at the Deans Avenue/Blenheim Road intersection it is recommended that this road parallel to the Railway is essential for the continuance of ready access free from unnecessary traffic conflict in this locality. Because of its close proximity to Blenheim Road, Mayfair Street will probably require a continuous median across its entrance in the future and access to this general locality should be via Brockworth Place using the link road as shown on the planning map.

**(d) Link Road Between Blenheim Road and Lester Lane**

In the event of the existing sale yards moving and this area being re-developed for other urban purposes it will be necessary to ensure the continued free access to this locality. When re-development occurs a road of some sort should be provided from Lowe Street and linking through under the Blenheim Road overbridge to the Mayfair Street extension. This provision has not been included in the District Scheme, but Council will control development and subdivision so that a service or access road parallel to Deans Avenue is not prejudiced.

**(e) Bernard Street**

Widening to take Bernard Street up to a 50 foot street is provided on its north eastern frontage and in order to ensure satisfactory trade vehicle access and circulation that length of Right of Way and rail siding between Bernard Street and Clarence Road has been shown widened and made road to provide an access way of 40 feet.

**(f) Chatham Street**

This street is underwidth with irregular widening on each side. It is proposed that it be widened on each side up to one chain width. With the development of the Whiteleigh Avenue/Jerrold Street ring arterial road, and the closure of Clarence Street at the railway, Chatham Street will become a road of some significance to the industrial locality south of the railway. This again is not an urgent work but should be completed with the construction of the Whiteleigh Avenue railway overbridge. Resulting from a Council Decision on objections the Building Line Restriction is set at 31'6" on the North side from the present front boundary as at Clarence Street and 96' from this line on the South side of Chatham Street. (N.B. This gives a 66' road, plus 2 by 15' front yards, one each side of the street).

### 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.

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. 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








**FIG Nº 10**

**PROPOSED NEW STREET  
BARTLETT ST - BROCKWORTH PL**

**New Street**   
**SCALE 1:1000 - NORTH POINT. Vertical**

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. The amount of parking to be associated with each use in each zone is defined in the ordinances.

#### 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 defined by the Regional Transportation Plan. 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 borough 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.

#### 5. CLASSIFICATION OF PRIMARY TRAFFIC ROADS

##### The Road Network

(1) The network of major roads within the Borough corresponds with that included in the Regional Scheme Section Two – Communications 1971 both in definition and in purpose.

(2) The network includes motorways and (within the boundaries of the Borough) arterial roads which have been located so that they can act as visual and physical boundaries to recognisable urban localities, providing patterns of access from the

edges of areas that can be re-developed as balanced planning units. The network of new and selected existing roads has been proposed in order that it satisfactorily meets the necessary planning, including traffic, criteria for urban design.

##### Arterial Roads (coloured blue on Figure 15)

**Function:** The arterial roads provide interconnections between the major localities of the region, the distribution of traffic to the motorways and the links to the most important external localities. The arterial roads tend to attract the longer trips and are supplementary to the motorways.

**Form:** In all cases provision for the ultimate construction of divided carriageways will be made and there may be grade separation at key intersections.

##### Primary Roads (coloured green on Figure 15)

**Function:** Primary roads make up the balance of the principal traffic roads providing the interconnection between suburban localities and serving the major commercial and industrial areas.

In some cases primary roads skirt the edge of environmental areas but in other places act as a principal spine for the collection and distribution of traffic within the locality. The primary roads cater for the trips of intermediate length.

**Form:** Primary roads, with few exceptions, will be contained in a one chain road reserve. At some of the principal intersections and adjacent to major shopping centres some local widening may be required for increased capacity at traffic signals.

##### Secondary Roads

In addition secondary roads act as local distributors and include more important local routes that are also used as bus routes.

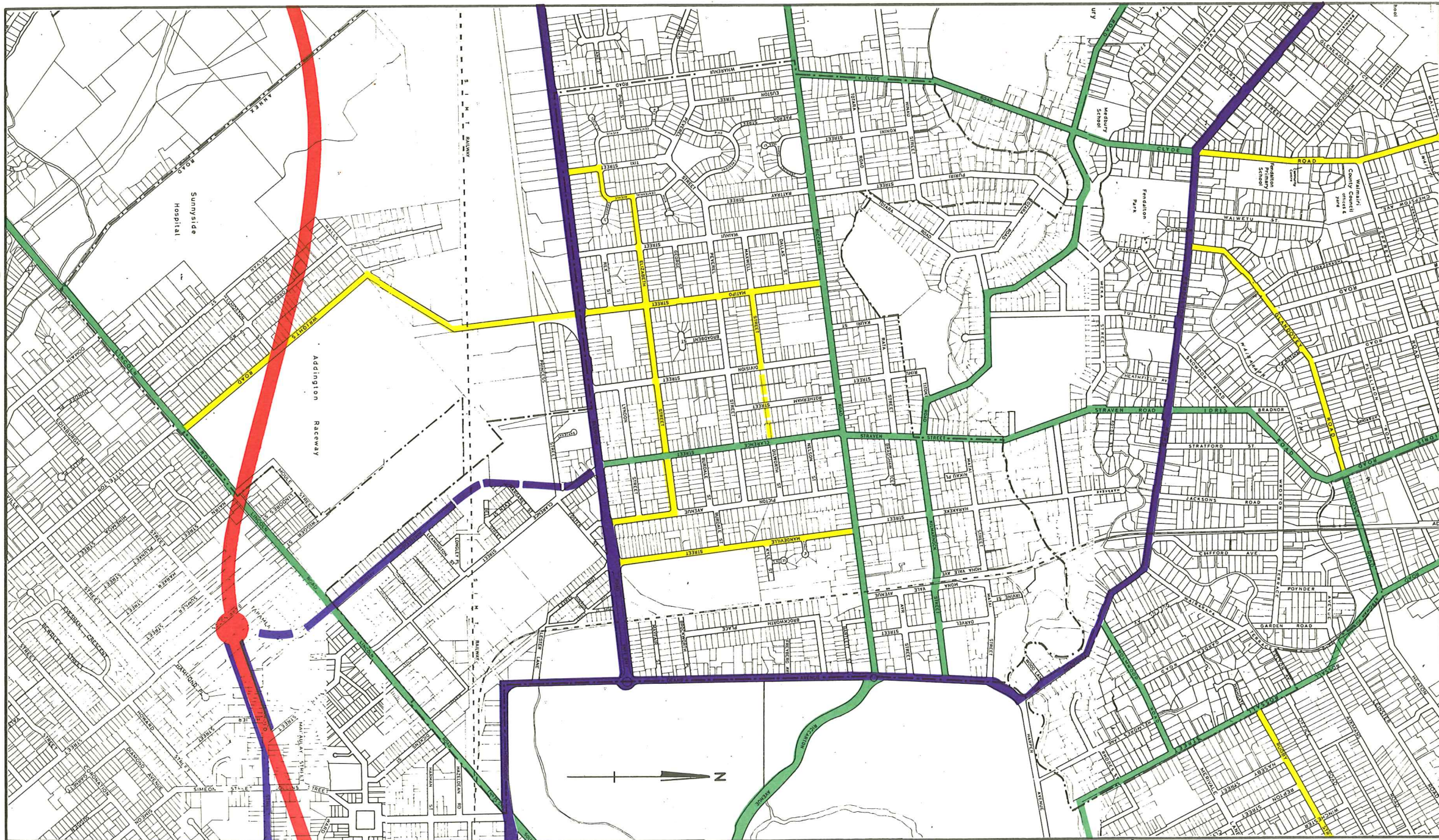
(3) **Definition of Road Types.** Figure 15 shows the road types described above and the schedule contains a list of the roads in each category.

##### Schedule Classification of Roads Forming Network of Principal Traffic Roads

##### Arterial Roads

1. Blenheim Road
2. Deans Avenue
3. Moorhouse Avenue
4. Whiteleigh Avenue
5. Whiteleigh Avenue Extension (From Whiteleigh Avenue to Blenheim Road)





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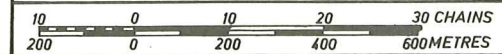
RICCARTON BOROUGH COUNCIL DISTRICT SCHEME REVIEW  
**PRINCIPAL ROAD NETWORK**

FIG No 15

- ARTERIAL ROADS
- PRIMARY ROADS
- SECONDARY ROADS
- PROPOSED MOTORWAY

DATE: April, 1975.

NORTH POINT: As Shown





### Primary Roads

1. Clarence Street (From Riccarton Road to Blenheim Road)
2. Clyde Road
3. Kilmarnock Street
4. Lincoln Road
5. Riccarton Road
6. Straven Street

### Secondary Roads

1. Wharenui Road
2. Matipo Street
3. Elizabeth Street

## 6. PROGRAMME OF WORKS

The Council, as a constituent member of the Christchurch Regional Planning Authority, has agreed to the programme of works included in the Regional Scheme Section Two — Communications 1971 and will endeavour to carry out work in accordance with that programme.

The programme is designed to lead to a properly balanced system at any point in time and is aimed at maintaining the appropriate standard of service for all vehicle movements.

The proposals which make up the plan have been divided into “development periods” set out in schedule attached to this statement. These development periods have been related to the expected population growth and increase in vehicular traffic in the Region.

The work in each development period is, as far as possible, programmed to be completed before the Region's population reaches the following figure —

Development Period	I	Population	275,000 (Now exceeded)
Development Period	II	Population	300,000
Development Period	III	Population	330,000
Development Period	IV	Population	360,000

The programme represents the needs as presently understood and will be subject to periodic review through the operation of the Regional Scheme.

## Schedule Programme of Principal Road Improvements

### Development Period II

#### Primary Roads

- (1) Clarence Street Blenheim Road intersection improvements
- (2) Straven Street Riccarton Road intersection improvements

### Development Period III

#### Arterial Roads

- (1) Deans Avenue (4 lane divided Fendalton Road to Riccarton Road Subject to agreement with City).

### Development Period IV

#### Arterial Roads

- (1) Whiteleigh Avenue (4 lane divided Blenheim Road to Lincoln Road including bridge over railway).

### Development Period V

- (1) Deans Avenue (4 lane undivided Blenheim Road to Riccarton Road Subject to agreement with City).

### Additional Matters

There are, in addition, two groups of improvements not scheduled above.

- (1) Primary road improvements which will be carried out at some time during or beyond development period III. These are —
  - (i) Clyde Road — Riccarton Road (corner splay)
  - (ii) Deans Avenue — Riccarton Road (corner splay)
  - (iii) Riccarton Road (widen from Picton Avenue to Matipo Street)
- (2) Secondary or local road improvements expected to be undertaken at a time determined by the rate of re-development.
  - (i) Maxwell Street (extension to Dilworth Street)
  - (ii) Brockworth Place (extension to Bartlett Street)
  - (iii) Mayfair Street (extension to Brockworth Place and Lowe Street)
  - (iv) Bernard Street (widen and extend to Clarence Street)
  - (v) Chatham Street (widen to 1 chain)

In addition to the above there are street closures or terminations as follows —

**Terminations**

(1) Lowe Street/Foster Street (in part) at Blenheim Road.

**Closures (as a consequence of the Whiteleigh Avenue overbridge)**

(1) Clarence Street (from Railway to Foster Street)

(2) Margaret Street, Levin Street, Bell Street.

(3) Warwick Street

## PART IX AMENITIES

### 1. CONTROL OF ADVERTISING

The purpose of outdoor advertising is to inform the travelling public of the availability of goods and services. There is a great divergence of opinion as to whether there is a need for this form of advertising, bearing in mind the outlets through radio, television and newspapers. However, 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.

### 2. VERANDAHS IN COMMERCIAL STREETS

Most shopping streets in the borough 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 all retailing properties and all other properties in commercial zones facing those streets, or parts of streets, in which continuity of design and pedestrian shelter is required.

### 3. NOISE CONTROL

Council have adopted noise level control in industrial zones to control this particular aspect of amenities. To this end Council adopts the report "Environmental Nuisance Noise" prepared by the National Audiology Centre, Auckland, under the authority of the Director General of Health. The methods of determining noise level are to be those detailed in the referenced report at the boundary of the industrial site concerned, and in general noise levels have been fixed at not more than 10dbA above the ambient noise level of the particular zone. By these means Council has fixed the amount of detraction a neighbouring owner can expect as a matter of law.

When sufficient experience has been obtained of operational requirements and success of noise control in Industrial zones consideration will be given to extending noise control into residential zones. This will be implemented by a scheme change at the appropriate time.

### 4. AIR POLLUTION

Control of Air Pollution is still under consideration and legislation is pending. When national policy is known and appropriate means are available, Council will adopt these. At present every encouragement is given to the adoption of non-polluting means of space heating, and by-laws to this effect are currently under examination. Council does not feel bound to follow in this field and will lead the way in adopting standards and control if and when it finds such as are suitable.

**PART X**  
**RICCARTON ROAD SHOPPING PROPOSAL**

The basic objectives sought for the Riccarton Road shopping centre are:

- (a) elimination of conflict between pedestrian and vehicle; and
- (b) ensuring that the shopping centre remains a viable service area for the catchment it serves.

Fears that the shopping centre would die unless "something were done" were expressed in a report by the Riccarton Businessmen's Association Inc. in August 1964. The same report, which features a section by Miss Northcroft, outlines the procedures which should be followed before deciding on a definite development plan. However, the necessary background information to formulate such a development plan has not been forthcoming, so proposals based on experience elsewhere must be adopted.

Basically the shopping centre will:

- (a) grow, or
- (b) stay as it is, or
- (c) decline.

With new shopping centres developing to tap new catchments, the increase in catchment for Riccarton is more likely to be limited to a change from single unit houses to a more dense form of development within the existing catchment. Similarly, increasing traffic on Riccarton Road will more effectively cut the shopping centre into North and South. The principle of divide and conquer will, it is considered, apply, and the fragmented shopping may lose out to modern compact shopping centres nearby (in terms of travelling time).

Two solutions present themselves:

- (a) Controlled pedestrian crossings of Riccarton Road; and
- (b) Shopping on one side of Riccarton Road only.

Solution (a) can be subdivided by type of pedestrian-traffic segregation envisaged. Possibilities are pedestrian barriers, traffic lights, bridges over the traffic, etc.

Solution (b) above can be further subdivided into extensive shopping on one side of Riccarton Road and compact shopping on one side.

As a result of a careful consideration of the five possibilities, together with other considerations, Council considered that the long term policy should be to aim for

a compacted shopping area close to the community facilities (utilizing the same parking) for the following reasons:

- (a) The long term competitive aspect; and
- (b) The existence of compacted community facilities (Town Hall, Library, Borough Offices); and
- (c) That land costs to the south of Riccarton Road are likely to be cheaper because of the older, lower standard housing that predominates compared with that on the northern side.

Further, because of the growth of new centres previously mentioned, such a centre should allow for only a little growth over the existing size of the present Riccarton shopping area.

Bridging over the road is a satisfactory solution from the point of view of pedestrian safety, but the present spread out nature of the centre counts against this solution as a long term answer in terms of competitiveness with new centres.

Council's policy is therefore to achieve the compaction of the shopping centre into a three-block system of malls on the south side of Riccarton Road between Clarence Street and Matipo Street, and enlargement of the present Council-owned area between Clarence and Rotherham Streets for community purposes.

**THE FUTURE SIZE AND FUNCTION  
OF THE RICCARTON CENTRE**

*(Note: This information is derived from a report to Council from its Planning Consultants. The "we" referred to are the said consultants.)*

"We have considered a subjective catchment area for the centre, and gathered and analysed information for this area. We have also calculated a possible number of dwelling units within this catchment for the year 1980. This information is presented in detail in the accompanying tables.

Briefly the existing situation is that there are 10,499 residential units within our subjective catchment, and 508,750 square feet of commercial space to serve them (both figures as at 1966). This gives a ratio of 48 square feet per residential unit. As a general rule we would consider 28 square feet per residential unit for suburban shopping a satisfactory amount, and 45 square feet per unit total including C.B.D. We draw two tentative conclusions from the result obtained:

- (i) Shopping within the catchment also serves people from other areas, probably farm population from the south and west of Christchurch; and
- (ii) The Riccarton centre itself does not need to be any larger.

The number of residential units within the catchment in 1980 is estimated (from "Traffic in a New Zealand City") to be 16,000 (see Table 2) — an increase over 1966 of approximately 50%. If there is no increase in total shopping floor space within the catchment by 1980, then the ratio will be 31 square feet per residential unit. An important missing and unobtainable information link is turnover figures for each shop in the area, which would enable a definitive statement as to whether or not the 48 square feet now and the 31 square feet in 1980 are or will be adequately serving the population. On the assumption that 48 square feet per residential unit (as at present) serves the residents and outside-the-catchment shoppers adequately, and further that the bulk of the new shopping required to serve the increase in population will be at a ratio of 20 square feet per residential unit rather than 48 square feet, (because the major growth will be the urban area within the catchment, with little, if any, growth in country population), then a growth of approximately 115,000 square feet of shopping can be expected within the catchment, giving a 1980 overall ratio of 38 square feet per residential unit. Any re-development ultimately approved could well contain such things as single shops, banks, and even residential accommodation on higher floors.

It is fair to assume that the major part of this new shopping space will be convenience — local shopping, but that some increase in comparison — regional centre shopping may be required, and we feel that approximately 20% of the increase could be allowed for in the Riccarton centre. This figure follows broadly the trends established by L.A. O'Donnell for the Auckland situation.

Accordingly we would recommend allowing for 250,000 square feet of commercial floor space for the next two planning periods, that is, the existing 232,000 plus 20% of 115,000 equalling (approx.) 250,000 sq.ft.

#### Area to be Zoned:

Parking should be allowed for at 7 parks per 1,000 sq.ft. of commercial space (as previously decided by Council). If each park is considered as being 300 square feet (allowing for aisles, etc.) then approximately 2,100 square feet of parking is required per 1,000 sq.ft. of shopping, giving an area to be zoned for shopping and parking of 750,000 sq.ft., or 17.22 acres. This area is shown on the zoning plan.

Table 1

### COMMERCIAL FLOOR SPACE, RESIDENTIAL UNITS AND POPULATION

Source : R.P.A. Use, Floorspace, Employment Survey 1966, Census Information

Regional Unit	No. of Residential Units	Population No.	No. per Res. Unit	Commercial Floor Space <sup>1</sup> (sq.ft.)	Floor Space per res. Unit (sq.ft.)
101	2,615	7,539	2.88	80,380	30.7
102	276	867	3.14	231,980	840.5
103	778	2,577	3.31	8,660	11.1
104	1,686	5,668	3.36	46,610	27.6
105	792	3,111	3.93	11,580	14.6
106	1,212	5,016	4.14	12,930	10.7
107	811	2,954	3.64	19,870	3.6
601	138	434	3.14	0	0
603	62	391	6.31	8,910	143.7
604	100	503	5.03	3,840	38.4
605	967	3,749	3.88	24,070	24.9
606	1,062	3,907	3.68	59,920	56.42
Totals Average	10,499	36,716	3.50	508,750	48.45

<sup>1</sup>The Land Use Categories used in obtaining these summations are the Christchurch Regional Planning Authority's Land Use category 3 ... with the exception of categories

315 "Motor Vehicles, Marine Craft and Agricultural Machinery."

332 "General" Taxi Depot, Rental and Hire Cars, Carrier and Haulage Garage and etc.

Table 2

EXPECTED NUMBERS OF RESIDENTIAL UNITS

Source: "Traffic in a New Zealand City"

Traffic Subsector	Residential Units 1959	Residential Units 1980	Total Increase	Yearly Increase	Deduced 1966 Total Residential Units			
11	1,010	1,076	66	3	1,031			
12	967	1,207	240	11	1,044			
13	988	1,363	375	18	1,114			
14	1,043	3,971	2,928	139	2,016			
15	1,044	2,771	1,727	82	1,618			
16	985	2,635	1,650	79	1,538			
	Total C = 13,023				Total A = 8,361			
						Estimated Fraction Within Catchment	Resultant 1980 res. Units	
21	1,011	1,204	193	9	1,074	x .25 = 268	301	
22	912	1,067	155	7	961	x .3 = 288	320	
23	1,028	1,185	157	7	1,077	x .5 = 538	592	
25	1,083	3,560	2,477	118	1,909	x .5 = 954	1,780	
					Totals B = 2,048		D = 2,993	

Estimated no. of residential units 1966 (A + B)	10,409
1966 Land Use Survey, Christchurch Regional Planning Authority, same area (see Table 1)	10,499
% Difference, estimated to actual	0.86%
Area (C + D)	16,016



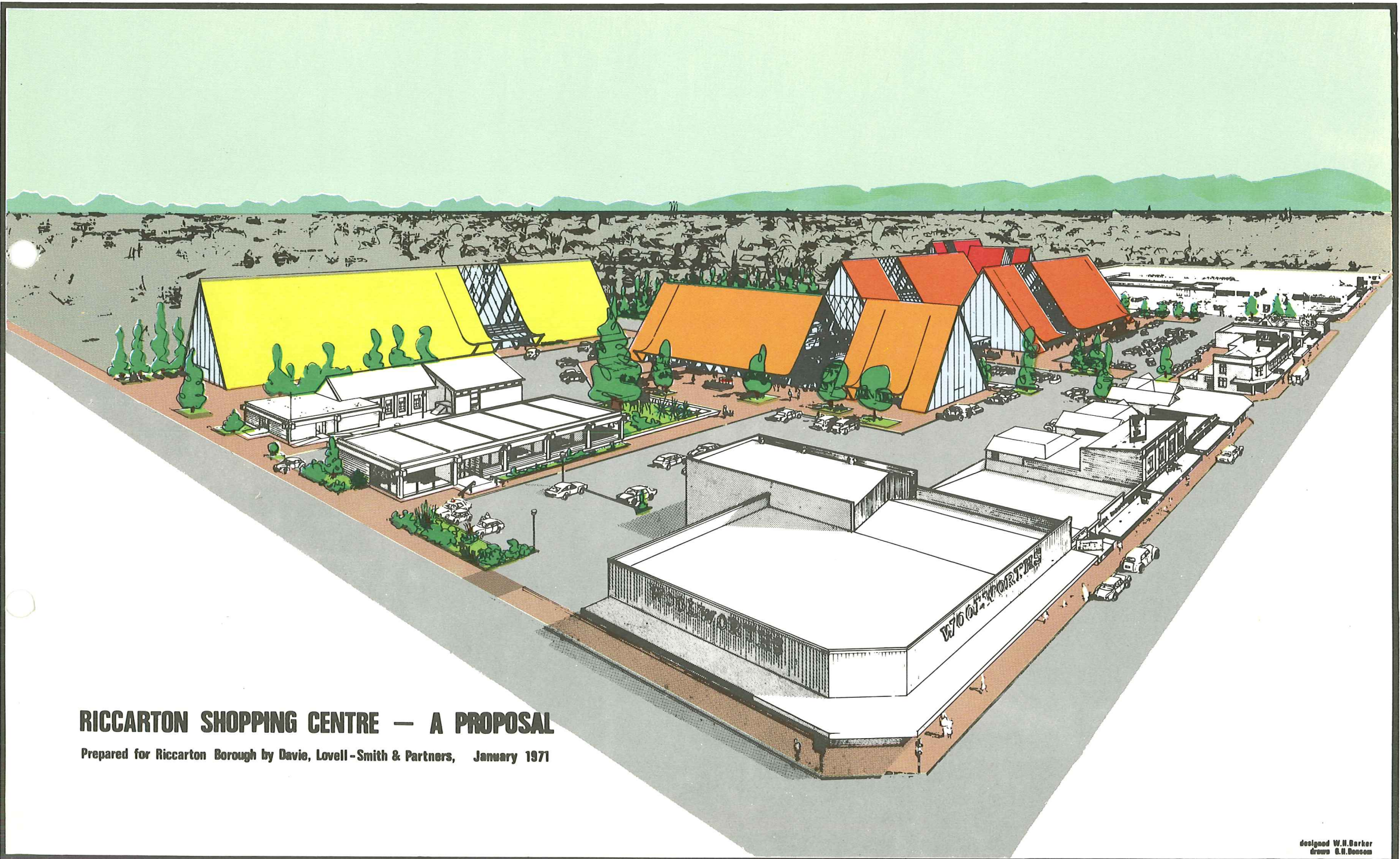


DAVIE, LOVELL-SMITH & PARTNERS  
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**RICCARTON BOROUGH : REVIEW OF DISTRICT SCHEME  
 SHOPPING CENTRE : POSSIBLE DEVELOPMENT PLAN**

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 DATE :  
 NORTH POINT: Vertical

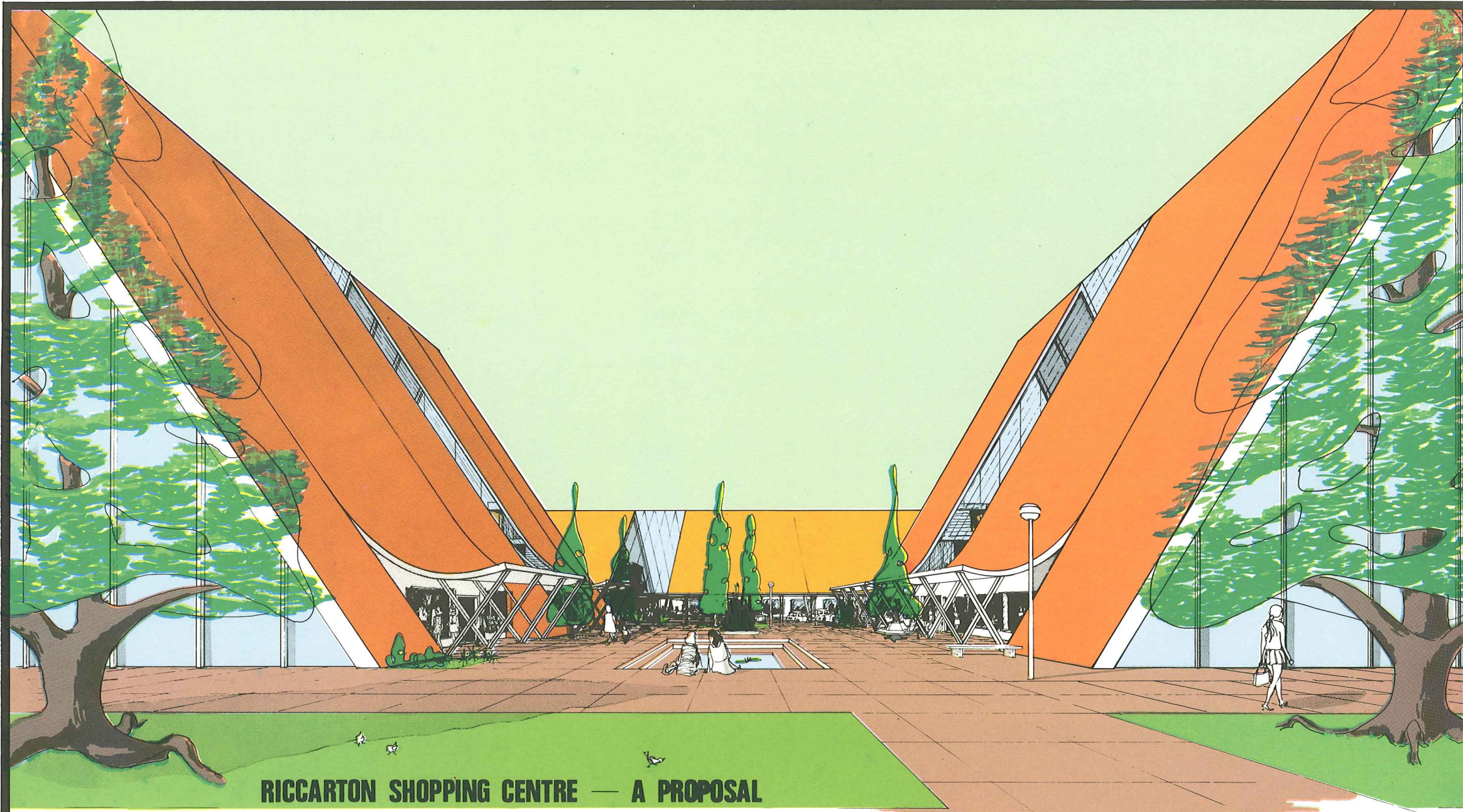




# RICCARTON SHOPPING CENTRE — A PROPOSAL

Prepared for Riccarton Borough by Davis, Lovell-Smith & Partners, January 1971

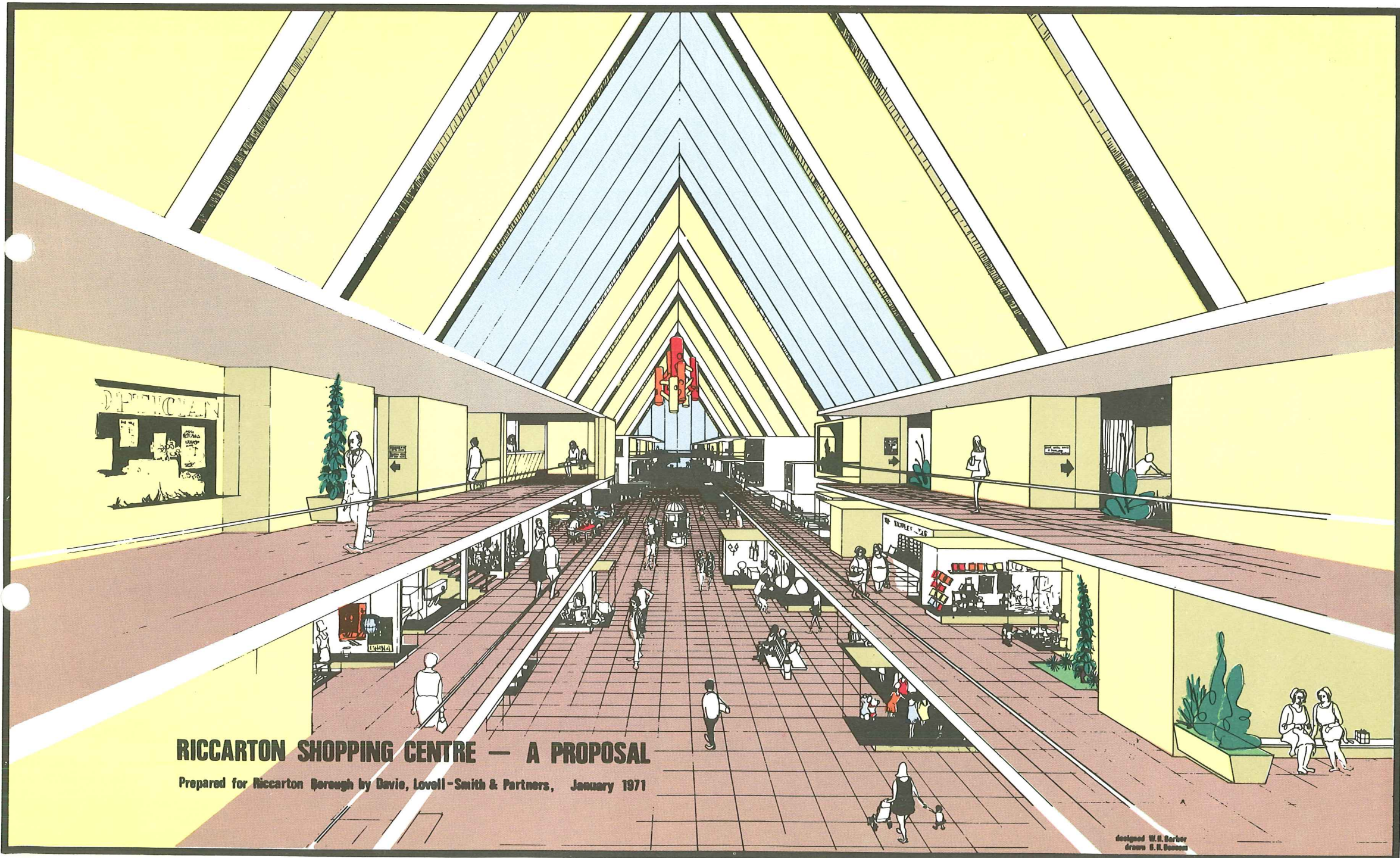




**RICCARTON SHOPPING CENTRE — A PROPOSAL**

Prepared for Riccarton Borough by Davie, Lovell-Smith & Partners, January 1971





**RICCARTON SHOPPING CENTRE — A PROPOSAL**

Prepared for Riccarton Borough by Davie, Lovell-Smith & Partners, January 1971

Designed W. H. Barber  
Drawn G. H. Dodson

**CODE OF ORDINANCES**



## ORDINANCE I INTRODUCTORY

### SECTION 1 – DOCUMENTS COMPRISING THE DISTRICT SCHEME

This Code of Ordinances, together with the Scheme Statement and District Planning Map comprise the first Review of the Riccarton Borough District Scheme, which first became operative on the 28th of February, 1964.

### SECTION 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.

### SECTION 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.

“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.

“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 a roof or one or more floors, designed and located to the satisfaction of the Council, for the use of pedestrians at all times, provided that not less than 75% of its periphery shall be devoted to shop frontage, and the smallest horizontal dimension shall be not less than 20 feet.

“Boarding” with respect to animals means the keeping, for financial gain, of any animal which is not recuperating from or being prepared for veterinary attention.

“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 any stack of materials and also a fence or boundary or retaining wall which is more than 6 feet 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.

“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 site.

+ “Corner Site” see “Sites”.

“Council” means the Riccarton Borough 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, 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 food 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 Borough Engineer of Riccarton, his Deputy or Assistant, or any persons authorised by the Borough Engineer to perform for the time being any of the Borough 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.

“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.

“Licensed Hotel” means any land or building for which a hotel premises or tavern premises licence or tourist house premises licence has been issued or has been authorised in terms of the Sale of Liquor Act 1962, and its amendments.

“Light Industry” includes service industry without the proviso relating to visitor generation attached to Service industries in Service Zones, and any industry not being an industry listed in Appendix A or Appendix B of this scheme.

“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.

“Loading Space” means that portion of a parcel of land used for loading vehicles as required under this code.

“Lodging House” see “Boarding House”.

“Mall” see “Arcade”.

“Minister” means the “Minister of Works”.

+ “Motel” see “Travellers’ Accommodation”.

“Motor Camp” see “Camping Ground”.

“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.

“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 circumstances beyond the control of the licensed driver present in charge of the vehicle.

“Persons per Acre” in relation to permanent residential development means the number of persons per acre of site calculated on the basis of the number of bedrooms provided within the building. For further information refer to Appendix C.

For transient residential accommodation including all licensed premises, persons per acre shall be calculated from the number of beds provided, at full occupancy.

“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.

“Plaza” means a compact area at ground level of at least 800 square feet and of minimum dimension 15’, designed and located to the satisfaction of the Borough 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 roof.

“Plot Ratio” means the gross floor area contained within a building which has been or is intended to be erected, divided by the area of the site on which it stands or is 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, tank rooms, boiler and heating rooms, bank vaults and basements not used for residential, shopping, office or industrial purposes.

“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.

“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.

“Recession Plane” in relation to the height of building 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.

“Residential Building” means a building or part of a building used or intended to be used for human habitation.

“Semi-detached House” means a dwelling on a separate title the household unit of which is bounded on one side only by a party wall.

“Service Industry” includes such uses as builders’ yards, household appliances, repair workshops, laundries, bakeries, catering depots, cycle and motor cycle repair shops, lawnmower sharpening and repair workshops, steam cleaning and dry cleaning 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.

In addition to the foregoing, criteria to evaluate whether or not a use falls within the definition of ‘service industry’ shall include: The likely number of visitors to the site per hour per 1,000m<sup>2</sup> of site area, and how many of these visitors come on foot, and how many by car. Service industries shall be those uses that attract low numbers of pedestrian visitors, and if the proposed use will attract high numbers of visitors by car, then to comply with this definition the proposed use shall have vehicle access other than from Riccarton Road. For the purposes of this definition in respect of both car and pedestrian visitors “high” shall mean more than 3 visitors per 1,000m<sup>2</sup> of site area per hour averaged over the whole working day, or more than 15 visitors per 1,000m<sup>2</sup> of site area per hour for any one hour of the day during normal business hours.

“Service Lane” means land dedicated as service lane of minimum width 12 feet and maximum width 35 feet, used from time to time for the vehicular servicing of adjacent properties.



+ “Service Station” means an establishment for the fuelling, lubrication and minor servicing of motor vehicles, not including engine or body repairs, overhauls, trimming, or spray painting.

“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.

“Shop” means any land or building or part of a building in which goods are sold or exposed for sale by retail or are offered for hire, and includes premises for the repair of footwear, clothing and household equipment, hairdressers, banks, post offices, land agents and auctioneers’ premises, and depots for the receipt or ordering or delivery of goods, and includes a motor showroom and car sales yard but does not include premises for the sale of fuel or oil for motor vehicles.

“Shop Dwelling” means a shop contained in a dwellinghouse permitted under this Ordinance, so long as the predominant use of the premises as a whole is that of a dwellinghouse.

“Sign” (Advertising) includes every advertising or business device of whatever nature whether painted, written, printed, carved, inscribed, endorsed, projected on to 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.

“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.

“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 40 feet in width if the angle within the site between two such minimum frontages is not greater than 135 degrees.

+ “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.

“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.

“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.

“Tavern” see “Licensed Hotel”.

“Terrace House” means one of a group of household units each on a separate title, whether of one or more storeys, each being the only household unit on its site and each being joined to one unit on each side by a wall common to both that meets the requirements of the Council’s By-laws for a party wall between units, provided that the unit at each end of every group shall be deemed to be a semi-detached house.

“Tower Block” means a building having dimensions in plan not greater than 65% of all site boundaries parallel to which the measurements are made, the block being built on the ground or on a podium of not more than three storeys.

“Town House” means a dwelling unit either terrace, semi-detached or free standing, exclusively on its own title.

“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 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 30 feet.

† “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:

- (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) 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.

**ORDINANCE II  
IMPLEMENTATION**

**SECTION 1 – IMPLEMENTATION OF DISTRICT SCHEME**

**(1) General Obligations**

Subject to the provisions of the Act and all Regulations made thereunder and to Section 1 (4) of Ordinance III, and to any modifications 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 comply 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, streets 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 street 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.
- (d) In the case of applications for approval of a building permit where the proposed building covers more than one saleable parcel the applicant or owner, as the case may be, shall prior to the issue of a permit have a plan compiled and deposited in the Land Transfer Office, showing the whole of the land as a single lot. Provided that if a fire resistant wall or walls complying with the relevant By-laws is or are built adjoining or along the common boundary between such saleable parcels of land, a compiled Deposit Plan shall not be required.

Where amalgamation of titles is not possible, a caveat to prevent the sale of a section separately shall be registered against the titles.

**(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**

Where, in the opinion of Council, a full compliance with any of the provisions of this Code would needlessly or injuriously affect any person or persons in the course or operation of the business of any person or persons, without any corresponding gain to the community, then, in any such case or cases, the Council may dispense with the observance or performance of any of the requirements of this Code subject to the following procedure, except where otherwise expressly provided for in this Code.

- (a) Where, in the opinion of the Town Clerk, the dispensation is a minor one does not conflict with the spirit or intent of the Code and accordingly he recommends that dispensation be granted, the Council may resolve to dispense with the observance or performance of the requirements of this Code, subject to such conditions as may be recommended by the Council, provided that such variation will only be granted where in Council's opinion no person or parcel of land or the amenity of the area will be adversely affected.

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(b) In any other case a departure from the Code requirements shall be deemed to be a conditional use as provided for under Ordinance III.

(c) The Council may approve subdivisions to standards other than those laid down in the ordinances if any subdivision is a disposal of land for the purposes of a public work, within the meaning of the Public Works Act, 1928, or if the Council, having regard to all the relevant circumstances, is satisfied that the proposed subdivision will result in the most practical use of the land, provided that such variation will only be granted where in Council's opinion no person or parcel of land or the amenity of the area will be adversely affected.

(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 III  
USE ZONING**

**SECTION 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.

**(3) Control of Use and Uses not Expressly Mentioned**

Any land or any building thereon may be used at that time for the use 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 Ordinances 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. If an existing building which does not conform to any or all of the provisions of the Scheme in respect of bulk and location is wholly destroyed or damaged or partially destroyed to the extent that it is necessary to pull down a substantial part of the remaining portion thereof, before reconstruction, the Council may grant its consent to the erection of a building on the site subject to such conditions as to partial or complete conformity with the provisions of the Scheme, as it may think fit to impose.

**(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:

- (a) The subdivision of any land, 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 on 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.

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**(8) Public Utilities**

Where any local authority or other public authority is authorised by any act to determine the location within the district of a Council of the public utilities under its control without the approval of that Council, every such public utility shall be deemed to be a predominant use in that district, provided that the siting of the public utility complies with the bulk and location requirements for that use group, otherwise it shall be deemed to be a conditional use.

**(9) 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 buildings 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**

The procedure for dealing with applications shall be as laid down by the Act and Regulations.

**Section 28C of the Act states:**

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(1) Application to the Council for its consent to a conditional use shall be made in accordance with regulations made under this Act notwithstanding anything to the contrary regarding procedure in the operative District Scheme.

- (2) The Minister and every person who or body which claims to be affected by the application shall have the right to object to the Council against the application being granted, and to be heard by the Council when it considers the application.
- (3) After the application and all objections have been considered, the Council may allow or refuse the application, and in allowing the application may impose such conditions, restrictions and prohibitions as it thinks fit.
- (4) Any consent given under this section shall lapse after the expiration of a period of two years from the date when the consent was given, unless the applicant, within that period, has established the use of the land or buildings to which the consent relates, for the purpose for which the consent was given or, in the opinion of the Council, is continuing to make substantial progress towards establishing that use.

**Regulation 32 states:**

- (1) Form of Applications – Application for consent to change of use under Section 38A of the Act, applications for consent to a specified departure under Section 35 of the Act, and applications for consent to a conditional use under Section 28C of the Act, shall be in Form N set out in the First Schedule hereto or to the like effect.
- (2) Service of Applications – The Council or any committee or authorised officer thereof shall, within seven days of receipt of the application, direct the applicant to serve copies of the application and the proposed public notice on such persons and bodies as the Council, committee, or officer considers to have a greater interest in the application than the community generally has.
- Note: Council is prepared to supply the names of such persons and bodies it considers affected prior to the application being made, should this service assist a proposed applicant.*
- (3) Particulars to be publicly notified – After lodging the application with the Council, the applicant shall publicly notify full particulars thereof, including any special conditions, restrictions and provisions proposed. The public notification shall be in Form O set out in the First Schedule hereto or to the like effect.
- (4) Period of objections – The public notification shall require the Minister and any person or body objecting to the application to submit his objection to

the Council by a date to be specified in the public notification, which date shall be not less than 21 days after the date of the completion of the public notification.

- (5) Distribution of copies of Application – The applicant shall, not later than the date of the completion of the public notifications, serve a copy of the public notice on the Council and a copy of the notice and of the application on the Commissioner of Works, the District Commissioner of Works and on the persons and bodies directed to be served pursuant to sub-clause 2 of this regulation.
- (6) Statutory declaration required – Before the application is considered by the Council, the applicant or agent shall, within three months of the date of the completion of the public notification, submit to the Council a statutory declaration to the effect that the provisions of sub-clauses (3) and (5) of this regulation have been complied with, and setting out such details as to service of the public notice and of the application as the Council may require.
- (7) Consideration by Council – The Council shall, as soon as conveniently may be, after receiving the statutory declaration required by sub-clause (6) of this regulation, consider the application.
- (8) Procedure for hearing – The provisions of Regulations 21 and 22 hereto relating to the hearing of objections and witnesses, shall apply to the hearing of objections to any application under this Regulation, and the Council shall advise the applicant of the time and place of the hearing. The Council or any committee appointed by the Council shall at the hearing of any objection under this Regulation have power to summon witnesses and to hear evidence on oath.
- (9) Distribution of decision – As soon as Council has considered the application and any objections thereto it shall serve notice of its decision on the applicant, the owner, the occupier and each objector, provided that where any person or body has been represented in respect of the application by a solicitor or agent, notice of the decision may be served on that solicitor or agent alone.
- (10) Time of decision – The application shall be deemed to be granted or refused as the case may be, for the purpose of an appeal by any person when notice of the decision is served on or sent to that person.
- (11) Costs – The reasonable costs of or incidental to any application under this regulation, and to the public notification and distribution of the consent and copies thereof, shall be payable by the applicant.



**ORDINANCE IV  
RESIDENTIAL ZONES**

**SECTION 1 – RESIDENTIAL A ZONE**

**(1) Zone Statement**

This zone is designed primarily to preserve the special character of the area to which it applies. To preserve this character uses other than residential have been restricted, and special conditions placed on the design of new development and re-development. Power and telephone connections to all developments shall be installed underground.

Landscaping proposals shall include at least 1 tree per quarter acre of site, of at least 10 feet in height when mature.

Where uses have frontage or access from a arterial road, such uses that would or might generate levels of traffic sufficient to affect the level of service set by the Regional Planning Authority for such roads shall be Conditional Uses.

**(2) Predominant Uses and Conditions**

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

**(a) Single storey, split level and two storey dwellings**

- (i) Maximum site coverage including accessory buildings, 35%.
- (ii) Maximum Height, 30'.
- (iii) Yard Requirements—

Front Site: Front 15'  
Side 5' and 10' with no yard less than 5' + 2/3 of the height above 15'  
Rear 25'.

Rear Site: 2 of 20', other yards 10' with no yard less than 5' + 2/3 of the height above 15'.

Corner Site: Front 15' and 15', other 25' and 5' or 2 of 20' with no yard less than 5' + 2/3 of the height above 15'.

- (iv) Design: To ensure integration with the visual character of the area, the design of all buildings shall be to Council's approval provided that if the building is designed by a Registered Architect, Council's approval as to design will not be necessary.
- (v) Parking — 2 spaces per household unit.
- (vi) Access — See Ordinance XII "Transportation".

**(b) Apartments, Town Houses and Semi-detached dwellings**

- (i) Limited to 2 residential units except as under (c) below.
- (ii) Maximum height 30'.
- (iii) Design: To ensure integration with the visual character of the area, the design of all buildings shall be to Council's approval provided that if the building is designed by a Registered Architect, Council's approval as to design will not be necessary.
- (iv) Maximum site coverage including accessory buildings, 35%.
- (v) Yard Requirements —  
Front Site: Front 15'  
Side 5' and 10' with no yard less than 5' + 2/3 of the height above 15'  
Rear 25'.
- Rear Site: 2 of 20', other yards 10' with no yard less than 5' + 2/3 of the height above 15'.
- Corner Site: Front 15' and 15', Other 25' and 5' or 2 of 20' with no yard less than 5' + 2/3 of the height above 15'.
- (vi) Parking — 2 spaces per residential unit.
- (vii) Access — See Ordinance XII "Transportation".

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

- (i) Applications shall be only in respect of non-transient residential development.
- (ii) Minimum site area ½ acre, provided that convalescent homes and homes for the aged will be permitted on sites less than ½ acre.
- (iii) Design: To ensure integration with the visual character of the area, the design of all buildings shall be to Council's approval, provided that if the building is designed by a Registered Architect, Council's approval as to design will not be necessary.
- (iv) Maximum site coverage, 35%.
- (v) Density Control — 40 persons per acre.
- (vi) 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 or roading provided that the buildings are designed and related to each other and to the site to Council's satisfaction, and comply with all relevant statutes, by-laws, ordinances or other conditions which the Council may impose: provided that on the borders of such a development the normal bulk and location requirements for the proposed use in the zone shall apply.

- (vii) Subdivisional plans shall be approved subject to the buildings being built as shown on the plans, before title subdivision takes place.
- (viii) Parking – 2 spaces per household unit.
- (ix) Access – See Ordinance XII “Transportation”.

**(d) Churches and other buildings used only for religious purposes**

- (i) Maximum site coverage including accessory buildings, 35%.
- (ii) Maximum Height, 45’.
- (iii) Yard Requirements –
  - Front Site: Front 15’  
Side 2 of 25’  
Rear 30’.
  - Rear Site: All 30’.
  - Corner Site: Front 15’ and 15’  
Others 25’ and 30’.
- (iv) Parking – 1 space per 10 congregational seats + 1 space per 2 staff: provided that where a church and church hall occupy the same site provision for parking need be made for only one of the uses.
- (v) Loading and Access – See Ordinance XII “Transportation”.

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

- (i) Design of buildings, sound-proofing and landscaping to be to the Council’s satisfaction.
- (ii) Provided in the opinion of Council the use would not detract from the amenities of the neighbourhood.
- (iii) Maximum Height, 30’.
- (iv) Maximum site coverage including accessory buildings, 35%.
- (v) Yard Requirements –
  - Front Site: Front 15’  
Side 2 of 30’  
Rear 30’.
  - Rear Site: All 35’.
  - Corner Site: Front 15’ and 15’  
Others 30’ and 30’.
- (vi) Parking – 1 space per 10 audience or participants plus 1 space per 2 staff or committee.
- (vii) Loading and Access – See Ordinance XII “Transportation”.

**(f) Schools**

- (i) No building shall be erected within 35’ of any site boundary.
- (ii) Parking – 1 space per 2 staff, plus 1 space for every 10 students over the age of 15.
- (iii) Loading and access – See Ordinance XII “Transportation”.

**(g) 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 800 square feet.
- (iv) Bulk and location, and loading requirements to comply with those for a dwellinghouse.
- (v) Parking – To Council’s satisfaction.

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

- (i) No land or building to be used for purposes involving any operation which in the opinion of the Council would be detrimental to the amenities of the neighbourhood.
- (ii) Buildings to comply with conditions relating to “Places of Assembly” above.

**(i) Conversion of existing dwellings into self-contained apartments**

- (i) Density control – 40 persons per acre.
- (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 Council’s satisfaction.
- (v) Conversion shall be of single storey buildings only. Multi-storey buildings shall be deemed to be a conditional use.
- (vi) Side yards – 5’ and 8’ minimum (after conversion).
- (vii) Conversions to be limited to dwellings with a total floor space (after conversion) of 1,200 sq.ft. and over, and the internal layout and external appearance shall be to Council’s approval.
- (viii) Parking – 2 spaces per household unit.
- (ix) Access – See Ordinance XII “Transportation”.



SECTION 2 – RESIDENTIAL B ZONE

(1) Zone Statement

This zone is designed to allow the re-development of the older areas of Riccarton (in particular the central area and the Lincoln Road area) in a more dense fashion. Power and telephone connections to all developments shall be installed underground.

Landscaping proposals shall include at least 1 tree per quarter acre of site, of at least 10 feet in height when mature.

Where uses have frontage or access from an arterial road, such uses that would or might generate levels of traffic sufficient to affect the level of service set by the Regional Planning Authority for such roads shall be Conditional Uses.

(2) Predominant Uses and Conditions

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

(a) Single storey, split level and two storey dwellings

- (i) Maximum site coverage including accessory buildings, 50%.
- (ii) Maximum Height, 30'.
- (iii) Yard Requirements –

Front Site: Front 15'  
Side 5' and 10' with no yard less than 5' + 2/3 of the height above 15'.  
Rear 25'.

Rear Site: 2 of 20', other yards 10' with no yard less than 5' + 2/3 of the height above 15'.

Corner Site: Front 15' and 15', other 25' and 5' or 2 of 20' with no yard less than 5' + 2/3 of the height above 15'.

- (iv) Parking – 2 spaces per residential unit.
- (v) Access – see Ordinance XII “Transportation”.

(b) Semi-detached dwellings, Town Houses, Terrace Houses and Two Unit Apartments

- (i) Maximum site coverage including accessory buildings, 50%.
- (ii) Maximum Height, 30'.

(iii) Yard Requirements –

Front Site: Front 15'.  
Side 5' and 10' with no yard less than 5' + 2/3 of the height above 15'.  
Rear 25'.

Rear Site: 2 of 20', other yards 10' with no yard less than 5' + 2/3 of the height above 15'.

Corner Site: Front 15' and 15', other 25' and 5' or 2 of 20' with no yard less than 5' + 2/3 of the height above 15'.

- (iv) Parking – 2 spaces per residential unit.
- (v) Access – see Ordinance XII “Transportation”.

(c) One Storey Apartments

- (i) Density control – 60 persons per acre.
- (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 30' 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 30' with no part of any block encroaching within 15' of any other block.
- (iii) Maximum site coverage including accessory buildings, 50%.
- (iv) Maximum Height, 15'.
- (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 10' 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.
- (vi) Yard Requirements –

Front Site – Front yards 15' provided that where in the opinion of the Council a block has or could have more than one street frontage this provision shall apply to each frontage.

Rear yards 25' 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 25' with no part of the building encroaching within 20' 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 10'.

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 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 17'; provided that no unit shall be erected within 7' of any side boundary; and that at least one side yard shall be no less than 10' 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 25'; provided that no unit shall be erected within 7' of any side boundary; and that at least one side yard shall be not less than 10' 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 35'; provided that no unit shall be erected within 10' of any side boundary.

Rear Site — The provisions of (v) above shall not apply provided that two yards shall be 25' and the other yards 10'.

Corner Site — The provisions of (v) above shall not apply provided that all front yards shall be 15' and the other yards 20' and 10' or 2 of 15'.

(vii) Parking — 1 garage or carport per household unit plus 1 space for each 2 units in the block.

*Note: Garages and carports to be at least 18' long and 10' wide unless otherwise approved.*

(viii) Access — see Ordinance XII "Transportation".

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

(i) Density control — 60 persons per acre.

(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 30' 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 30' with no part of any block encroaching within 15' of any other block.

(iii) Maximum site coverage including accessory buildings, 50%.

(iv) 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 10' 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.

(v) 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 25'; 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 25' with no part of the building encroaching within 20' of the rear boundary, and provided also that if not less than half the required off-street parking spaces form part of the building these distances may be reduced by 10'; provided that no rear yard shall be less than 5' + 2/3 height above 15'.

Side yards: The same provisions as for one storey blocks shall apply except that no yard shall be less than 7' + 2/3 height above 18'.

Rear Site — The provisions of (iv) above shall not apply, provided that two yards shall be 25' others 10' and provided also that no side yard shall be less than 7' + 2/3 height above 18'.

Corner Site — The provisions of (iv) above shall not apply, provided that all front yards shall be 15' other yards 20' and 10' or 2 of 15' provided further that no side yard shall be less than 7' + 2/3 height above 18'.

(vi) Parking — 1 garage or carport per household unit plus 1 space for each 2 units in the block.

*Note: Garages and carports to be at least 18' long and 10' wide unless otherwise approved.*

(vii) Access — see Ordinance XII "Transportation".

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

(i) Applications shall be only in respect of non-transient residential development.

(ii) Density control — 60 persons per acre.

(iii) Minimum site area — 1/2 acre.

- (iv) Maximum site coverage including accessory buildings, 50%.
  - (v) The developer shall submit to the Council subdivisional and building plans (in principle) of the development as a whole if required. The Council may waive or vary any of its standards relating to subdivision or roading provided that the buildings are designed and related to one another and to the site to the Council's satisfaction, and comply with all relevant statutes, by-laws, ordinances or other conditions which the Council may impose: provided that on the borders of such a development the normal bulk and location requirements for the proposed use in the zone shall apply.
  - (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 — 1 space per household unit plus 1 space for each 2 units or part thereof.
  - (viii) Access — see Ordinance XII "Transportation".
- (f) **Private hotels, hostels and boarding houses**
- (i) Density control — 60 persons per acre.
  - (ii) Maximum site coverage including accessory buildings, 50%.
  - (iii) Maximum Height, 40'.
  - (iv) Yard Requirements —
    - Front Site: Front 15'  
Side 10' + 2/3 height above 15'  
Rear 25'
    - Rear Site: 2 of 25' others 10' provided that no side yard shall be less than 10' + 2/3 height above 15'.
    - Corner Site: All front yards 15' other yards 20' and 10' or 2 of 15' provided that no side yard shall be less than 10' + 2/3 height above 15'.
  - (v) Parking —
    - Private Hotels — 1 space per 5 beds plus 1 space per staff member not living in.
    - Hostels and Boarding Houses — 1 space per bed or family unit plus 1 space per staff member not living in.
  - (vi) Access — see Ordinance XII "Transportation".
- (g) **Churches and other buildings used only for religious purposes (for Church halls see (h) below)**
- (i) Maximum site coverage including accessory buildings, 50%.
  - (ii) Maximum Height, 45'.

- (iii) Yard Requirements —
    - Front Site: Front 15'  
Side 2 of 25'  
Rear 30'.
    - Rear Site: All 30'.
    - Corner Site: Front 15' and 15'  
Others 25' and 30'.
  - (iv) Parking — 1 space per 10 congregational seats plus 1 space per 2 staff: provided that where church and church hall occupy the same site provision for parking need be made for only one of the uses.
  - (v) Loading and Access — see Ordinance XII "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 Council's satisfaction.
  - (ii) Provided that in the opinion of the Council the use would not detract from the amenities of the neighbourhood.
  - (iii) Maximum site coverage including accessory buildings, 50%.
  - (iv) Maximum Height, 45'.
  - (v) Yard Requirements —
    - Front Site: Front 15'  
Side 2 of 30'  
Rear 30'.
    - Rear Site: All 35'.
    - Corner Site: Front 15' and 15'.  
Others 30' and 30'.
  - (vi) Parking — 1 space for 10 audience or participants, plus 1 space per 2 staff or committee.
  - (vii) Loading and Access — see Ordinance XII "Transportation".
- (i) **Schools**
- (i) No building shall be erected within 35' of a site boundary.
  - (ii) Parking — 1 space per 2 staff, plus 1 park per 10 pupils over the age of 15 years.
  - (iii) Loading and Access — see Ordinance XII "Transportation".

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(j) **Institutions, public and private hospitals**

- (i) No building shall be erected within 30' of any site boundary.
- (ii) Maximum site coverage including accessory buildings, 50%.
- (iii) Maximum Height, 50'.
- (iv) Parking – 1 space per 5 patient beds plus 1 space per each Resident Doctor or senior Nursing or other staff.
- (v) Loading and Access – see Ordinance XII “Transportation”.

(k) **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 800 square feet.
- (iv) Bulk and location, and loading and access requirements to comply with those for a dwellinghouse.
- (v) Parking – to Council’s satisfaction.

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

- (i) The shop to be built and sited to the Council’s satisfaction, 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 the Council.
- (iv) Compliance with the Borough Health Inspector’s requirements.

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

- (i) No land or building to be used for purposes involving any operation which, in the opinion of the Council, would be detrimental to the amenities of the neighbourhood.
  - (ii) Buildings to comply with the conditions relating to “places of assembly” above.
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(n) **Professional offices**

- (i) Limited to Registered Medical Practitioners, Physiotherapists, Dentists and Veterinary Surgeons (providing there is no boarding of animals) (see definitions).
- (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 XII “Transportation”.

(o) **Conversions of existing dwellings into self-contained apartments**

- (i) Density control – 60 persons per acre.
- (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 600 sq.ft. and complies with all relevant by-laws and statutes.
- (iv) The premises to be maintained to the Council’s satisfaction.
- (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 – 5’ and 8’ minimum (after conversion).
- (vii) Conversion shall be limited to dwellings with a total floor space (after conversion) of 1200 sq.ft. and over.
- (viii) Parking – 1 space per household unit.
- (ix) Access – see Ordinance XII “Transportation”.

(p) **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%.

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

- (i) A 20’ 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 XII “Transportation”.



+ (r) **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 900 square feet, 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 700 square feet, or the minimum area needed to meet the requirements of this code, whichever is the greater.
- (iii) A building not exceeding 400 square feet 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 20' from the front boundary.
- (v) Maximum Height, 12'.
- (vi) Compliance with all relevant ordinances, statutes and by-laws.
- (vii) 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) Any predominant use which does not comply in respect of any of the conditions laid down for it shall be deemed to be a conditional use.

(b) **Licensed hotels and taverns**

- (i) Minimum site area, 2 acres.
- (ii) No building shall be erected within 40' of a site boundary.
- (iii) Provided that in the opinion of the Council a need exists and that the proposed development will not detract from the amenities of the locality.
- (iv) Parking – 40 spaces per 1,000 sq.ft. of bar or public space, plus 1 space per 5 guest beds plus 1 space per 2 staff.
- (v) Loading and Access – see Ordinance XII “Transportation”.

(c) **Arterial Roads**

+ Any predominant use having frontage or access from an arterial road, where such use would or might generate levels of traffic sufficient to affect the level of service set by the Regional Planning Authority for such roads.

## SECTION 3 – RESIDENTIAL C ZONE

### (1) Zone Statement

This zone is situated between Deans Avenue and the Railway. Council's intention is to utilize the natural advantages of the area (by way of closeness to the city centre and to Hagley Park) and has zoned the area a residential area for as many people as reasonably possible. Power and telephone connections to all developments shall be installed underground.

Landscaping proposals shall include at least 1 tree per quarter acre of site, of at least 10 feet in height when mature.

Where uses have frontage or access from an arterial road, such uses that would or might generate levels of traffic sufficient to affect the level of service set by the Regional Planning Authority for such roads shall be Conditional Uses.

### (2) Predominant Uses and Conditions

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

#### (a) Single storey, split level and two storey dwellings

- (i) Maximum site coverage including accessory buildings, 50%.
- (ii) Maximum Height, 30'.
- (iii) Yard Requirements –
  - Front Site: Front 15'  
Side 5' and 10' with no yard less than 5' + 2/3 of the height above 15'.  
Rear 25'.
  - Rear Site: 2 of 20', other yards 10' with no yard less than 5' + 2/3 of the height above 15'.
  - Corner Site: Front 15' and 15', other 25' and 5' or 2 of 20' with no yard less than 5' + 2/3 of the height above 15'.
- (iv) Parking – 2 spaces per residential unit.
- (v) Access – see Ordinance XII "Transportation".

#### (b) Semi-detached dwellings, Town Houses, Terrace Houses and Two Unit Apartments

- (i) Maximum site coverage including accessory buildings, 50%.
- (ii) Maximum Height, 30'.
- (iii) Yard Requirements –
  - Front Site: Front 15'.  
Side 5' and 10' with no yard less than 5' + 2/3 of the height above 15'.  
Rear 25'.
  - Rear Site: 2 of 20', other yards 10' with no yard less than 5' + 2/3 of the height above 15'.
  - Corner Site: Front 15' and 15', other 25' and 5' or 2 of 20' with no yard less than 5' + 2/3 of the height above 15'.
- (iv) Parking – 2 spaces per residential unit.
- (v) Access – see Ordinance XII "Transportation".

#### (c) One storey apartments

- (i) Density control – 80 persons per acre.
- (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 30' 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 30' with no part of any block encroaching within 15' of any other block.
- (iii) Maximum site coverage including accessory buildings, 50%.
- (iv) Maximum Height, 15'.
- (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 10' measured at right angles to the long axis of the block is made to each outer wall at each vertical division between units.
- (vi) Yard Requirements –
  - Front Site – Front yards 15' 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 25' 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 25' with no part of the building encroaching within 20' 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 10'.

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 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 17' provided that no unit shall be erected within 7' of any side boundary; and that at least one side yard shall be not less than 10' 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 25' provided that no unit shall be erected within 7' of any side boundary; and that at least one side yard shall be not less than 10' 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 35'; provided that no unit shall be erected within 10' of any side boundary.

Rear Site — The provisions of (v) above shall not apply provided that two yards shall be 20' and the other yards 10'.

Corner Site — The provisions of (v) above shall not apply provided that all front yards shall be 15' and the other yards 20' and 10' or 2 of 15'.

- (vii) Parking — 1 garage or carport per household unit plus 1 space for each 2 units in the block.

*Note: Garages and carports to be at least 18' long and 10' wide unless otherwise approved.*

- (viii) Access — see Ordinance XII "Transportation".

(d) **Two or three-storey apartments**

- (i) Density control — 80 persons per acre.
- (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 30' 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 30' with no part of any block encroaching within 15' of any other block.

- (iii) Maximum site coverage including accessory buildings 50%.
- (iv) 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 10' measured at right angles to the long axis of the block is made to each outer wall at each vertical division between units.
- (v) 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 25'; 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 25' with no part of the building encroaching within 20' of the rear boundary, and provided also that if not less than half the required off-street parking spaces form part of the building these distances may be reduced by 10', provided also that no rear yard shall be less than 5' + 2/3 height above 15'.

Side yards: The same provisions as for one storey blocks shall apply except that no yard shall be less than 7' + 2/3 height above 18'.

Rear Site: The provisions of (iv) above shall not apply provided that two yards shall be 20' and others 10' and provided also that no side yard shall be less than 7' + 2/3 height above 18'.

Corner Site: The provisions of (iv) above shall not apply provided that all front yards shall be 15' and other yards 20' and 10' or 2 of 15' provided further that no side yard shall be less than 7' + 2/3 height above 18'.

- (vi) Parking — 1 garage or carport per household unit plus 1 space for each 2 units in the block.

*Note: Garages and carports to be at least 18' long and 10' wide unless otherwise approved.*

- (vii) Access — see Ordinance XII "Transportation".

(e) **Apartments more than three-storey**

- (i) Density control — 80 persons per acre.
- (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 30' 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 30' with no part of any block encroaching within 15' of any other block.

- (iii) Maximum site coverage including accessory buildings 50%.
- (iv) 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 10' measured at right angles to the long axis of the block is made to each outer wall at each vertical division between units.
- (v) 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 25'; 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 25' with no part of the building encroaching within 20' of the rear boundary, and provided also that if not less than half the required off-street parking spaces form part of the building these distances may be reduced by 10', provided also that no rear yard shall be less than 5' + 2/3 height above 15'.  
Side Yards: The same provisions as for one storey blocks shall apply except that no yard shall be less than 7' + 2/3 height above 18'.  
Rear Site: The provisions of (iv) above shall not apply provided that two yards shall be 20' and others 10' and provided also that no side shall be less than 7' + 2/3 height above 18'.  
Corner Site: The provisions of (iv) above shall not apply provided that all front yards shall be 15' and other yards 20' and 10' or 2 of 15' provided further that no side yard shall be less than 7' + 2/3 height above 18'.  
(vi) Parking — 1 garage or carport per household unit plus 1 space for each 2 units in the block.  
*Note: Garages and carports to be at least 18' long and 10' wide unless otherwise approved.*  
(vii) Access — see Ordinance XII "Transportation".

(f) **Travellers' accommodation other than licensed**

- (i) Density control — 80 persons per acre.
- (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 (c) (d) or (e) (whichever is applicable) as to siting.
- (v) No person shall use any land for travellers' accommodation unless the same is licensed by the Council. The licence shall be issued annually subject to compliance with the conditions set out above and the payment of all fees.
- (vi) Provided that in the opinion of Council a need exists and that the proposed development will not detract from the amenities of the locality.
- (vii) Parking — 1 space for 2 guest beds plus 1 space per 2 staff.
- (viii) Access — see Ordinance XII "Transportation".

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

- (i) Density control — 80 persons per acre.
- (ii) Maximum site coverage including accessory buildings, 50%.
- (iii) Yard Requirements —  
Front Site: Front 15'  
Side 10' + 2/3 height above 15'.  
Rear 25'  
Rear Site: 2 of 25' others 10' provided that no side yard shall be less than 10' + 2/3 height above 15'.  
Corner Site: All front yards 15', other yards 20' and 10' or 2 of 15' provided that no side yard shall be less than 10' + 2/3 height above 15'.  
(iv) Parking — Private Hotels — 1 space per 5 beds plus 1 space per staff member not living in.  
Hostels and Boarding Houses — 1 space per bed or per family unit plus 1 space per staff member not living in.  
(v) Access — see Ordinance XII "Transportation".

(h) **Churches and other buildings used only for religious purposes (for Church halls see (i) below)**

- (i) Maximum site coverage including accessory buildings, 50%.
- (ii) Maximum Height, 45'.

- (iii) Yard Requirements –
    - Front Site: Front 15’  
Side 2 of 20’  
Rear 25’.
    - Rear Site: All 25’.
    - Corner Site: Front 15’ and 15’  
Others 20’ and 25’.
  - (iv) Parking – 1 space per 10 congregational seats plus one space per two staff: provided that where church and church hall occupy the same site provision for parking need be made for only one of the uses.
  - (v) Loading and Access – see Ordinance XII “Transportation”.
- (i) **Places of public assembly, day nurseries, clubrooms, gymnasiums and Church halls**
- (i) Design of buildings, sound-proofing and landscaping to be to the Council’s satisfaction.
  - (ii) Provided that in the opinion of Council the use would not detract from the amenities of the neighbourhood.
  - (iii) Maximum site coverage including accessory buildings, 50%.
  - (iv) Yard Requirements –
    - Front Site: Front 15’  
Side 2 of 25’  
Rear 25’
    - Rear Site: All 30’
    - Corner Site: Front 15’ and 15’  
Others 25’ and 25’.
  - (v) Maximum Height, 45’.
  - (vi) Parking – 1 space for 10 audience or participants plus 1 space per 2 staff or committee.
  - (vii) Loading and Access – see Ordinance XII “Transportation”.
- (j) **Comprehensive Developments**
- (i) Applications shall be only in respect of non-transient residential development.
  - (ii) Density Control – Unlimited.
  - (iii) Minimum site area – ½ acre.
  - (iv) Maximum site coverage including accessory buildings, 50%.
  - (v) The developer shall submit to the Council subdivisional and building plans (in principle) of the development as a whole if

required. The Council may waive or vary any of its standards relating to subdivision or roading provided that the buildings are designed and related to one another and to the site to the Council’s satisfaction, and comply with all relevant statutes, by-laws, ordinances or other conditions which the Council may impose; provided that on the borders of such a development the normal bulk and location requirements for the proposed use in the zone shall apply.

- (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 – 1 space per household unit plus 1 space for each 2 units or part thereof.
  - (viii) Access – see Ordinance XII “Transportation”.
  - (ix) Not less than one tree of not less than 10 feet ultimate height shall be planted for each ¼ acre of the development site.
- (k) **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 800 square feet.
  - (iv) Bulk and location, loading and access to comply with those for a dwellinghouse.
  - (v) Parking – to Council’s satisfaction.
- (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 the Council would be detrimental to the amenities of the neighbourhood.
  - (ii) Buildings to comply with the conditions relating to “Places of Assembly” above.
- (m) **Conversions of existing dwellings into self-contained apartments**
- (i) Density control – 80 persons per acre.
  - (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 600 sq.ft. and complies with all relevant by-laws and statutes.
- (iv) The premises to be maintained to the Council's satisfaction.
- (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 – 7' and 8' minimum (after conversion).
- (vii) Conversion shall be limited to dwellings with a total floor space (after conversion) of 1,200 sq.ft. and over.
- (viii) Parking – 2 spaces per household unit.
- (ix) Access – see Ordinance XII "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 900 square feet, 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 700 square feet, or the minimum area needed to meet the requirements of this code, whichever is the greater.
- (iii) A building not exceeding 400 square feet 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 20' from the front boundary.
- (v) Maximum Height, 12'.
- (vi) Compliance with all relevant ordinances, statutes and by-laws.
- (vii) 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) 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) **Licensed hotels and taverns**
  - (i) Minimum site area 2 acres.
  - (ii) No building shall be erected within 40 feet of a site boundary.
  - (iii) Provided that in the opinion of the Council a need exists and that the proposed development will not detract from the amenities of the locality.
  - (iv) Parking – 40 spaces per 1,000 sq.ft. of bar or public space, plus 1 space per 5 guest beds plus 1 space per 2 staff.
  - (v) Loading and Access – see Ordinance XII "Transportation".
- (c) **Arterial Roads**  
Any predominant use having frontage or access from an arterial road, where such use would or might generate levels of traffic sufficient to affect the level of service set by the Regional Planning Authority for such roads.



**ORDINANCE V**  
**SERVICE ZONE**

**SECTION 1 – SERVICE ZONE**

**(1) Zone Statement**

This zone is designed to accommodate the semi-commercial and service industrial uses that are best located on the fringes of a pure commercial area. The criteria of suitability shall include, inter alia, the number of visitors attracted to such uses per 1,000m<sup>2</sup> of site. Suitable uses are those that attract very low numbers of visitors on foot, and if high numbers of visitors in cars will be attracted then rear access (i.e. access not from Riccarton Road) will be required to mitigate conflict with traffic using Riccarton Road.

**(2) Predominant Uses and Conditions**

**(a) Service industry** (refer Definitions); and

**(b) Car Sales yards**

[Note conditions apply to (a) and (b)]

(i) Maximum site coverage including accessory buildings, 60%.

(ii) Maximum Height, 30'.

(iii) Yard Requirements –

Front 15 feet where fronting or adjoining a residential zone with landscaping of frontages to the Council's satisfaction where in the opinion of the Council such provision is necessary, provided that the front yard shall be deemed to begin not less than 33 feet from the centre line of the street. Side where adjoining a residential zone 15 feet.

Rear where immediately adjoining a residential zone 25 feet providing 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 – 2 spaces per 1,000 sq.ft. of floor space.

(v) Loading and access – see Ordinance XII "Transportation".

**(c) Professional, commercial and administrative offices**

(i) 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.

(ii) Yard Requirements –

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 25 feet may be required to enable footpath widening or a kerb set back for on-street parking.

Side where adjoining residential zone 15 feet plus 2/3 of the height above 30 feet.

Rear where adjoining residential zone 20 feet.

(iii) Where residential accommodation is combined with a commercial use 900 sq.ft. of open space per unit shall be provided about the building.

(iv) Maximum plot ratio, 3.0.

(v) Parking – 3 spaces per 1,000 sq.ft. of floor space.

(vi) Loading and access – see Ordinance XII "Transportation".

**(d) 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.

(iii) Maximum site coverage including accessory buildings, 60% provided that a bonus of increased site coverage may be permitted as under (c) (ii) above.

(iv) Maximum Height, 40'.

(v) Yard Requirements –

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 25 feet may be required to enable footpath widening or a kerb set back for on-street parking.

Side where adjoining residential zone 15 feet plus 2/3 the height above 30 feet.

Rear where adjoining residential zone 20 feet.

(vi) Parking – 3 spaces per 1,000 sq.ft. of gross floor space.

(vii) Loading and access – see Ordinance XII "Transportation".

- (e) **Libraries, public administrative buildings, museums and art galleries**
  - (i) Maximum site coverage including accessory buildings, 60%.
  - (ii) Maximum Height, 40'.
  - (iii) Yard Requirements –
    - Front, 20'.
    - Side, 15 feet plus 2/3 the height above 30 feet, where immediately adjoining a residential zone.
    - Rear, 20 feet.
  - (iv) Parking – 2 spaces per 1,000 sq.ft.
  - (v) Loading and access – see Ordinance XII “Transportation”.
- (f) **Clubrooms and places of entertainment**
  - (i) Maximum site coverage including accessory buildings, 60%.
  - (ii) Maximum Height, 40'.
  - (iii) Yard Requirements –
    - Front, 20'.
    - Side and Rear where adjoining a residential zone 25 feet.
  - (iv) Parking – 1 space per 10 spectators or participants plus 1 space per 2 staff.
  - (v) Loading and access – see Ordinance XII “Transportation”.
- (g) **Residential accommodation in association with any of the above predominant uses**
  - (i) Compliance with all relevant ordinances, statutes and by-laws.
  - (ii) 900 sq.ft. 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 on the one level.
  - (iv) Parking – 1 space per household unit plus 1 space per each 2 units or part thereof.
  - (v) Loading and access – see Ordinance XII “Transportation”.
- (h) **Petrol service stations, motor repair garages, car parks and car parking buildings**
  - (i) Maximum site coverage including accessory buildings, 60%.
  - (ii) Front Yard – 15'.
  - (iii) No building shall be sited within 50 feet of a residential zone.
  - (iv) The property shall be landscaped to the Council’s satisfaction.
  - (v) Petrol pumps (if applicable) shall be sited a maximum of 15 feet back from the front boundary.
  - (vi) Parking – 5 spaces per 1,000 sq.ft. of floor space.
  - (vii) Loading and access – see Ordinance XII “Transportation”.

- (i) **Buildings accessory to buildings or to the use of land for any of the foregoing purposes**
  - (i) Maximum Height, 12 feet.
  - (ii) Compliance with all relevant statutes and by-laws.
- (j) **Banks**
  - (i) Maximum site coverage including accessory buildings, 60%.
  - (ii) Maximum Height, 30'.
  - (iii) Yard requirements –
    - Front: If, in the opinion of the Council the provision of off-street parking is impracticable or footpath widening is necessary, a set back of up to 25' may be required to enable footpath widening or a kerb set back for on-street parking.
    - Side: 15' where immediately adjoining a residential zone.
    - Rear: 20'.
  - (iv) Parking – 5 spaces per 1000 sq.ft. gross floor area, including security parking.
  - (v) Loading and access – see Ordinance XII “Transportation”.
- (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.

**ORDINANCE VI  
COMMERCIAL ZONES**

**SECTION 1 – COMMERCIAL A ZONES**

**(1) Zone Statement**

A Commercial A Zone is intended to cover local shopping areas whose general purpose is to provide day to day shopping facilities and associated services for their local trade area.

**(2) Predominant Uses and Conditions**

**(a) Retail shops, excluding car sales other than motor vehicle show rooms**

- (i) Maximum gross floor space for one tenancy – 8,000 sq.ft.
- (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, 30'.
- (iv) Yard Requirements –  
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 25' may be required to enable footpath widening or a kerb set back for on-street parking.  
Side: 15' where immediately adjoining a residential zone.  
Rear: 20'.
- (v) Where residential accommodation is combined with a commercial use 900 sq.ft. of open space per unit shall be provided about the building.
- (vi) Parking – 5 spaces per 1,000 sq.ft. gross floor space.
- (vii) Loading and access – see Ordinance XII "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) Yard Requirements –**

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 25' may be required to enable footpath widening or a kerb set back for on-street parking.  
Side: 15' where immediately adjoining a residential zone.  
Rear: 20'.

**(iii) Maximum Height, 30'.**

**(iv)** Where residential accommodation is combined with a commercial use 900 sq.ft. of open space per unit shall be provided about the building.

**(v)** Parking – 3 spaces per 1,000 sq.ft. gross floor space.

**(vi)** Loading and access – see Ordinance XII "Transportation".

**(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, 30'.
- (v) Yard Requirements –  
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 25 feet may be required to enable footpath widening or a kerb set back for on-street parking.  
Side: 15 feet where immediately adjoining a residential zone.  
Rear: 20 feet.
- (vi) Parking – 2 spaces per 1,000 sq.ft. gross floor space.
- (vii) Loading and access – see Ordinance XII "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, 30'.

- (iii) Yard Requirements —  
     Front, 20'.  
     Side, 15 feet where immediately adjoining a residential zone.  
     Rear, 20 feet.
- (iv) Parking — 2 spaces per 1,000 sq.ft. gross floor space.
- (v) Loading and access — see Ordinance XII “Transportation”.

**(e) Clubrooms and places of entertainment**

- (i) Maximum site coverage including accessory buildings, 60%.
- (ii) Maximum Height, 30'.
- (iii) Yard Requirements —  
     Front, 20'.  
     Side and rear, 25 feet where immediately adjoining a residential zone.
- (iv) Parking — 1 space per 10 spectators or participants plus 1 space per 2 staff.
- (v) Loading and access — see Ordinance XII “Transportation”.

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

- (i) Compliance with all relevant ordinances, statutes and by-laws.
- (ii) 900 sq.ft. 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 — 1 space per household unit plus 1 space per each 2 units or part thereof.
- (v) Loading and access — see Ordinance XII “Transportation”.

**(g) Petrol service stations**

- (i) Maximum site coverage including accessory buildings, 60%.
- (ii) No building shall be sited within 50 feet of a residential zone.
- (iii) Provided that the continuity of retail frontage is not unduly affected.
- (iv) The property shall be landscaped to the Council’s satisfaction.
- (v) Petrol pumps (if applicable) shall be sited a minimum of 15’ from the front boundary.
- (vi) Parking — 5 spaces per 1,000 sq.ft. of floor space.
- (vii) Loading and access — see Ordinance XII “Transportation”.

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

- (i) Maximum Height, 12'.
- (ii) Compliance with all relevant statutes and by-laws.

**(i) Banks**

- (i) Maximum site coverage including accessory buildings, 60%.
- (ii) Maximum Height, 30'.
- (iii) Yard Requirements —  
     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 25’ may be required to enable footpath widening or a kerb set back for on-street parking.  
     Side: 15’ where immediately adjoining a residential zone.  
     Rear: 20'.
- (iv) Parking — 5 spaces per 1000 sq.ft. gross floor area, including security parking.
- (v) Loading and access — see Ordinance XII “Transportation”.

**(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.

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## SECTION 2 – COMMERCIAL B ZONES

### (1) Zone Statement

This zone is intended to cover the requirements of developments within the comprehensive development area covering the Riccarton Road shopping centre.

### (2) Predominant Uses and Conditions

- (1) Shopping Malls, Arcades and Plazas
- (2) Parking Areas
- (3) Professional Offices, Commercial Offices and Banks
- (4) Single shops, provided that in Council's opinion they are not inconsistent with an overall development plan.
- (5) Residential use in High Rise Buildings in conjunction with Commercial development.

*Note: Conditions apply to 1, 2, 3, 4 and 5 above.*

- (i) All development must be in accord with an approved development plan for the whole zone (see "Special Development Areas").
- (ii) Parking to be provided at 7 parks per 1,000 sq.ft. of retail space and 3 parks per 1,000 sq.ft. of office space, and 1½ parks per residential unit.
- (iii) Parking areas where adjacent, adjoining or facing a residential zone shall be fenced and/or landscaped at Council's discretion and to Council's satisfaction.
- (iv) Yard requirements – to Council's satisfaction provided that in general not less than for Commercial A zones. Council may vary any or all of its bulk and location requirements according to the requirements of the comprehensive development plan approved.
- (v) Loading and access – see Ordinance XII "Transportation".

## ORDINANCE VII INDUSTRIAL ZONES

### SECTION 1 – INDUSTRIAL A ZONE

#### (1) Zone Statement

These zones are designed to provide for service industry and other similar uses which meet a local need. Parking in association with any use shall be the full responsibility of the developer. A noise level control is imposed on all uses.

Where uses have frontage or access from an arterial road, such uses that would or might generate levels of traffic sufficient to affect the level of service set by the Regional Planning Authority for such roads shall be Conditional Uses.

#### (2) Predominant Uses and Conditions

- (a) Light industry (refer Definitions); and
- (b) Any industry except those specified in Appendix A and Appendix B.
- (c) Wholesale storage and retail outlets in conjunction therewith; and
- (d) Car Sales Buildings

*[Note conditions relate to (a) – (d)]*

- (i) Maximum site coverage including accessory buildings, 60%.
- (ii) Maximum Height, 30’.
- (iii) Yard Requirements –

Front 15 feet where fronting or adjoining a residential or commercial zone with landscaping of frontages to the Council’s satisfaction where in the opinion of the Council such provision is necessary, provided that the front yard shall be deemed to begin not less than 33 feet from the centre line of the street.

Side where adjoining a residential zone 15 feet.

Rear where immediately adjoining a residential zone 25 feet 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 – 2 spaces per 1,000 sq.ft. of floor space.
- (v) Loading and access – see Ordinance XII “Transportation”.
- (vi) Noise: (refer Scheme Statement, Part IX) – any building or use shall be designed or regulated to produce noise levels at the boundaries of the site not greater than 10 dbA in excess of the ambient noise level, or not greater than 65 dbA, whichever is the quieter.

#### (e) Petrol service stations

- (i) Maximum site coverage including accessory building, 60%.
- (ii) No building shall be sited within 50 feet of a residential zone.
- (iii) Petrol pumps shall be sited a minimum of 15 feet back from the front boundary.
- (iv) Parking – 5 spaces per 1,000 sq.ft.
- (v) Loading and access – see Ordinance XII “Transportation”.
- (vi) Noise: (Refer Scheme Statement, Part IX) – any building or use shall be designed or regulated to produce noise levels at the boundaries of the site not greater than 10 dbA in excess of the ambient noise level, or not greater than 65 dbA, whichever is the quieter.

#### (f) 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 900 square feet of open space at ground level shall be provided about the building for the exclusive use of the caretaker and his family.
- (ii) Parking – 1 space per household unit.

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

- (i) Maximum Height, 12’.
- (ii) Compliance with all relevant ordinances, statutes and by-laws.
- (iii) Noise: (refer Scheme Statement, Part IX) – any building or use shall be designed or regulated to produce noise levels at the boundaries of the site not greater than 10dbA in excess of the ambient noise level, or not greater than 65dbA, whichever is the quieter.

**(h) Banks**

- (i) Maximum site coverage including accessory buildings 60%.
- (ii) Maximum Height, 30'.
- (iii) Yard Requirements –
  - 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 25' may be required to enable footpath widening or a kerb set back for on-street parking.
  - Side: 15' where immediately adjoining a residential zone.
  - Rear: 20'.
- (iv) Parking – 5 spaces per 1,000 sq.ft. gross floor area, including security parking.
- (v) Loading and access – see Ordinance XII “Transportation”.

**(3) Conditional Uses**

- (a) 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.
  
- (b) **Licensed hotels and taverns**
  - (i) Minimum site area 2 acres.
  - (ii) No building shall be erected within 40 feet of a site boundary.
  - (iii) Provided that in the opinion of the Council a need exists and that the proposed development will not detract from the amenities of the locality.
  - (iv) Parking – 40 spaces per 1,000 sq.ft. of bar or public space, plus 1 space per 5 guest beds plus 1 space per 2 staff.
  - (v) Loading and Access – see Ordinance XII “Transportation”.
  
- (c) Any predominant use having frontage or access from an arterial road, where such use would or might generate levels of traffic sufficient to affect the level of service set by the Regional Planning Authority for such roads.



SECTION 2 – INDUSTRIAL C 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 noise control is applied to all uses.

Where uses have frontage or access from an arterial road, such uses that would or might generate levels of traffic sufficient to affect the level of service set by the Regional Planning Authority for such roads shall be Conditional Uses.

(2) **Predominant Uses and Conditions**

(a) Any industry except those specified in Appendix “A”; and

(b) Warehouses and bulk stores; and

(c) Showrooms and offices associated with any predominant use above; and

(d) **Motor Repair Garages**

*Note: Conditions relate to (a) – (d).*

(i) Maximum site coverage including accessory buildings, 70%.

(ii) Maximum Height, 100’.

(iii) Recession plane 60° from the centre line of the street or 33 feet from the site boundary, whichever is the lesser.

(iv) Yard Requirements (applicable only where fronting or adjoining a residential or commercial zone):

Front 20 feet to be landscaped to the Council’s satisfaction where, in the opinion of the Council, such provision is necessary, provided that the front yard shall be deemed to begin not less than 33 feet from the centre line of the street. Side 15 feet plus 2/3 height above 30 feet.

Rear 25 feet with no yard less than 15’ + 2/3 height above 30’.

(v) Off-street parking – 2 spaces per 1,000 sq.ft. of floor space.

(vi) Loading and access – see Ordinance XII “Transportation”.

(vii) Noise: (refer Scheme Statement, Part IX) – any building or use shall be designed or regulated to produce noise levels at the boundaries of the site not greater than 10dbA in excess of the ambient noise level, or not greater than 70dbA, whichever is the quieter.

(e) **Petrol service stations**

(i) Maximum site coverage including accessory buildings, 60%.

(ii) No building shall be sited within 50 feet of a residential zone.

(iii) Petrol pumps shall be sited a minimum of 15’ from the front boundary.

(iv) Parking – 5 spaces per 1,000 sq.ft. of floor space.

(v) Loading and access – see Ordinance XII “Transportation”.

(vi) Noise: (refer Scheme Statement, Part IX) – any building or use shall be designed or regulated to produce noise levels at the boundaries of the site not greater than 10dbA in excess of the ambient noise level, or not greater than 70dbA, whichever is the quieter.

(f) **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 900 sq.ft. of open space at ground level shall be provided about the building for the exclusive use of the caretaker and his family.

(ii) Parking – 1 space per household unit.

(g) **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, 30’.

(iii) Yard Requirements –

Front 20 feet.

Side and rear where immediately adjoining a residential zone 15 feet.

(iv) Parking – Recreation facilities – 1 space per 10 spectators plus 1 space per 2 participants.

Others – 1 space per 4 seats plus 1 space per 2 staff.

(v) Loading and access – see Ordinance XII “Transportation”.

(vi) Noise: (refer Scheme Statement, Part IX) – any building or use shall be designed or regulated to produce noise levels at the boundaries of the site not greater than 10dbA in excess of the ambient noise level, or not greater than 70dbA, whichever is the quieter.

(h) **Building accessory to buildings or to the use of land for any of the foregoing purposes**

(i) Maximum Height, 12’.

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

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(iii) Noise: (refer Scheme Statement, Part IX) — any building or use shall be designed or regulated to produce noise levels at the boundaries of the site not greater than 10dbA in excess of the ambient noise level, or not greater than 70dbA, whichever is the quieter.

(i) **Banks**

(i) Maximum site coverage including accessory buildings, 60%.

(ii) Maximum Height, 30'.

(iii) Yard requirements —

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 25' may be required to enable footpath widening or a kerb set back for on-street parking.

Side: 15' where immediately adjoining a residential zone.

Rear: 20'.

(iv) Parking — 5 spaces per 1000 sq.ft. gross floor area, including security parking.

(v) Loading and access — see Ordinance XII “Transportation”.

(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) **Licensed hotels and taverns**

(i) Minimum site area 2 acres.

(ii) No building shall be erected within 40 feet of a site boundary.

(iii) Provided that in the opinion of the Council a need exists and that the proposed development will not detract from the amenities of the locality.

(iv) Parking — 40 spaces per 1,000 sq.ft. of bar or public space, plus 1 space per 5 guest beds plus 1 space per 2 staff.

(v) Loading and access — see Ordinance XII “Transportation”.

(c) **Arterial Roads**

Any predominant use having frontage or access from an arterial road, where such use would or might generate levels of traffic sufficient to affect the level of service set by the Regional Planning Authority for such roads.

## SECTION 3 – SPECIAL INDUSTRIAL ZONE

### (1) Zone Statement

This zone applies to the area between Mandeville Street and the Railway, from Blenheim Road to the Main Drain. Any industrial, warehousing or related use (excepting any industry included in or falling within the criteria of Appendix A to this scheme) including display areas is a permitted use provided that the criteria of this ordinance as to performance standards are met.

### (2) Predominant Uses:

Warehousing, storage and any industrial use not included in or falling within the criteria of Appendix A or B to this scheme and any use associated with such predominant uses, to include showrooms, offices, canteens and caretakers' accommodation; provided that where uses have frontage or access from an arterial road, such uses that would or might generate levels of traffic sufficient to significantly affect the level of service set by the Regional Planning Authority for such roads shall be Conditional Uses.

### (3) Conditional Uses:

- (i) Any use included in or falling within the criteria of Appendix B to this scheme;
- (ii) Any predominant use having frontage or access from an arterial road, where such use would or might generate levels of traffic sufficient to significantly affect the level of service set by the Regional Planning Authority for such roads.

### (4) Conditions to be met by all Permitted Uses:

- (i) Coverage – maximum coverage, including accessory buildings – 70%.
- (ii) Maximum height – 100'.
- (iii) Recession plan 60° from the centre line of the street or 33 feet from the site boundary, whichever is the lesser.
- (iv) Yard requirements (applicable only fronting or adjoining other than an industrial zone).

Front 20 feet to be landscaped to the Council's satisfaction where in the opinion of the Council such provision is necessary, provided that the front yard shall be deemed to begin not less than 33 feet from the centre line of the street.

Side 15 feet plus 2/3 height above 30 feet.

Rear 25 feet with no yard less than 15' + 2/3 height above 30'.

- (v) Parking – off-street parking shall be provided for all employee cars plus all visitors parking requirements generated by the particular use.
- (vi) Loading and access – see Ordinance XII "Transportation".
- (vii) Noise – (refer Scheme Statement, Part IX) – any building, use or associated activity shall be designed or regulated to produce noise levels at the boundaries of the site not greater than 10dbA in excess of the ambient noise level, or not greater than 70dbA, whichever is the quieter.
- (viii) Pollution
  - (a) Air – The emission of odorous matter, smoke and other particulate matter including dust originating on the ground shall be controlled so as to cause no loss of amenity or detraction from the quality of the environment at the boundaries of the site.
  - (b) Water – No water or other liquid or liquid borne pollution shall leave the site other than by trade waste or other sewerage system that otherwise would or might pollute waterways or other land.

**ORDINANCE VIII**  
**HOTEL ZONE**

**SECTION 1 – HOTEL ZONE**

**(1) Zone Statement**

This zone is the spot zone fronting Lincoln Road as described in the Scheme Statement.

**(2) Predominant use and conditions**

**(a) Tavern**

- (i) Parking – 40 car parks per 1,000 sq.ft. of Bar space.
- (ii) Access – see Ordinance XII “Transportation”.

**ORDINANCE IX  
SPECIAL DEVELOPMENT AREA**

**(1) Area Statement S.D.A. 1, 2, 3, 5 and 6:**

Special Development Areas 1, 2, 3, 5 and 6 have the same bulk and location requirements, predominant uses etc. as their underlying zones, provided that except on the borders of the zone Council may vary the standards at its discretion (refer Scheme Statement). All development in a S.D.A. must comply with an approved plan for the whole of the area.

**(2) Area Statement S.D.A. 4:**

Special Development Area 4 has an underlying zoning of Residential B, to which it could revert if the problems caused by its position facing Fletchers Industrial area were ultimately removed.

The following uses are permitted subject to compliance with an approved plan for the whole of the area.

**Predominant Uses and Conditions in S.D.A.4**

- (a) Borough Yard**
- (b) Parking Areas**
- (c) Professional, Commercial and Administrative offices.**

*Note: Conditions relate to (a) – (c) above.*

- (i) Maximum site coverage including accessory buildings, 60%.
- (ii) Maximum height, 30 feet.
- (iii) Yard requirements –
  - Front – 15 feet.
  - Side where adjoining a residential zone – 15 feet.
  - Rear where adjoining a residential zone – 25 feet, to include a landscaped strip of 20 feet along the residential boundary.
- (iv) Parking –
  - Offices – 3 per 1,000 sq.ft. gross floor space.
  - Borough Yard – 5 spaces per 1,000 sq.ft. gross floor space.
- (v) A twenty foot landscaped strip to be provided along the residential zone boundary.
- (vi) Loading and access – see Ordinance XII “Transportation”.

**(d) Banks**

- (i) Maximum site coverage including accessory buildings, 60%.
- (ii) Maximum Height, 30’.

**(iii) Yard requirements –**

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 25’ may be required to enable footpath widening or a kerb set back for on-street parking.  
Side: 15’ where immediately adjoining a residential zone.  
Rear: 20’.

- (iv) Parking – 5 spaces per 1,000 sq.ft. gross floor area, including security parking.
- (v) Loading and access – see Ordinance XII “Transportation”.

**(3) Conditional Uses**

- (a) Light goods storage and showrooms operating only between 7 a.m. and 5 p.m., travellers accommodation other than licensed, or similar uses which will not detract from the amenities of the area or the adjacent residential area.
  - (i) Maximum site coverage including accessory buildings, 60%.
  - (ii) Maximum height, 30 feet.
  - (iii) Yard requirements –
    - Front – 15 feet.
    - Side where adjoining a residential zone – 15 feet.
    - Rear where adjoining a residential zone – 25 feet, to include a landscaped strip of 20 feet along the residential boundary.
  - (iv) Parking requirements as for similar uses in other zones.
  - (v) A 20 foot landscaped strip to be provided along the residential zone boundary.
  - (vi) Loading and access – see Ordinance XII “Transportation”.

**ORDINANCE IXA**  
**SPECIAL PROVISIONS FOR SERVICE STATIONS**

**(1) Conditions**

Each service station listed and described herein 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, 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  $15' + \frac{2}{3}$  of the height of such building above 15'.
- (iii) The property shall be landscaped to the satisfaction of the Engineer.
- (iv) Petrol Pumps shall be sited a minimum of 15' from the front boundary.
- (v) Parking – 5 spaces per 1,000 sq.ft. of floor space.
- (vi) Loading and access – see Ordinance XII “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 applies to expand on to any land adjoining its site, any such expansion shall be a conditional use.

**(3) List of Service Stations.**

South Island Tyre Sales, 297 Lincoln Road.  
Cross Roads Service Station, 189 Riccarton Road.  
West City Motorworld Ltd., 45 Riccarton Road.  
Matipo Service Station, 157 Riccarton Road.  
Blackwell Motors Ltd., 63 Blenheim Road.  
Whitby Motors Ltd., 62 Riccarton Road.  
N.Z. Motor Corporation Ltd., Riccarton Road.

## ORDINANCE X SUBDIVISIONAL REQUIREMENTS

### SECTION 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 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, 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 Riccarton Borough 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 II Section 1 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, subject to the provisions of Ordinance III Section 1 (8).

(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 18 feet in any Residential zone, and rounded off to a radius of 18 feet or cut back 12 feet along each street line in a Commercial or Industrial zone.

(f) A proposed or declared Limited Access street cannot be used for legal frontage for subdivisional purposes. Any land adjoining a Limited Access street cannot be subdivided unless legal frontage to an alternative road is provided.

### SECTION 2 – RESIDENTIAL ZONES

(a) **Standards**

Front Lots:		Area		Dimensions		
Use	Minimum	Average	Minimum Frontage	Average Frontage	Minimum Depth	
Dwellings and Apartments	20p.	22p.	50'	55'	66'	
Reduced Standards (to assist in better utilisation of land locked or small blocks of land).	16p.		45' Maximum number of lots to reduced standards 1 front, 1 rear			
Semi-detached Dwellings (one site)	16p.		40'		60'	
Terrace Houses	10p.		25'		60'	
Rear Lots:		Area (excl. Access Strips)		Access Strip		
Use	Minimum	Average	Dimensions	Minimum Width	Length	
Dwellings and Apartments	24p.	27p.	Refer (c) below	12' - 1 lot 16' - 2 lots 20' - 3 or more lots	200' Max.	
Reduced Standards (to assist in better utilisation of land locked or small blocks of land)	22p.		Maximum number of lots to reduced standards 1 front, 1 rear			
Corner Lots:		Area		Dimensions		
Use	Minimum	Minimum Width		Minimum Depth		
Dwellings & Apartments	24p.	60'		60'		
Semi-detached Dwellings (one site)	16p.	40'		60'		
(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 30 perches or over shall be treated as a 30 perch lot. Surveyors shall supply an average area calculation schedule where required.

**(c) Design of Lots and Minimum Areas**

- (i) A front lot for a single unit dwelling with side boundaries diverging or opening out from the street may have a minimum frontage of 20 feet if the site width at a distance of 30 feet from the street is not less than 45 feet.
- (ii) A corner lot for a single unit dwelling shall have a minimum frontage of 110 feet comprising two contiguous straight lines each not less than 50 feet 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 60 feet with a minimum width of 50 feet 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 22 perches exclusive of access strip.

**(d) Rights of Way**

- (i) Where, in the opinion of Council, 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 conditions specified by Council.
- (ii) The minimum width of a right-of-way shall be increased where, in the Council's opinion, 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 12 feet provided that, in the Council's opinion, sufficient widths for passing places have been provided.

**(e) Separate Titles for Apartment Houses**

The Council shall approve a subdivision 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 Council, be in the best interests of the occupants or residents.
- (vi) Reserves contributions are made for each new residential unit created according to Council's current standards.

**(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.

**SECTION 3 – COMMERCIAL AND SERVICE ZONES**

**(a) Standards**

Minimum area	10 perches	} Provided that 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 XII.
Minimum frontage	20 feet	
Minimum depth	60 feet	

**(b) 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 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.

**SECTION 4 – INDUSTRIAL ZONES**

**(a) Standards**

As for (a) and (b) of Section 3 above; provided that the frontage to a rear industrial site may be reduced to 12 feet if the access strip is less than 2 chains in length and the area inclusive of access strip is less than 40 perches.

**ORDINANCE XI**  
**BUILDINGS – SITING, COVERAGE, HEIGHT,**  
**ALTERATIONS AND BUILDING LINES**

**SECTION 1 – GENERAL AS TO**  
**USE OF SITE 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 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) **Building Line Restrictions.**  
Notwithstanding the provisions of this ordinance, where the scheme prescribes a building line restriction on any site, except as an interim use as defined in Ordinance III, Section 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.
- (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 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 12 perches with street frontage of not less than 30 feet 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.

**SECTION 2 – YARD REQUIREMENTS**

- (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 Ordinances IV to IXA inclusive.
- (b) **Yards to remain unoccupied and unobstructed** – except as expressly authorised under this scheme, no person shall erect any building on any front yard, rear yard, or side yard, and all such yards shall be left unoccupied and unobstructed from the general ground level upwards, except for the projection of eaves of any building over any land but such eaves must not project more than 2 feet over any required yards.
- (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 land or accessway is provided at the rear or at the side of a 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.

**SECTION 3 – HEIGHT 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 sixty degrees (60°) 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 thereof, 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 66 feet in width shall be considered to be 66 feet in width, and the middle line taken at 33 feet 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 100 feet 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 20 feet.
- (b) Chimneys and flues: Provided that the maximum dimension thereof parallel to the street shall not exceed an aggregate of 15 feet for any 100 feet of frontage.

- (c) Tower blocks, where indicated in Ordinance IV.
- (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 Council may calculate maximum height by imposing a 55° recession plane from any point on the side boundaries.

**ORDINANCE XII  
TRANSPORTATION**

**SECTION 1 – GENERAL**

Ordinance XII 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 Council 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.

**SECTION 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 Ordinances IV to IXA inclusive 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 Section 2 (4) of this Ordinance.
- (c) **Diminution of Land Available** – The space that is available about a building to meet the requirements of this Ordinance and Ordinance IV to IXA inclusive for off-street parking shall not be diminished by the subsequent erection of any structure, storage of goods, or any other use.
- (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 Section 2 (3) (d)]

**(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 building, 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 VI (Commercial 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 day from that of the remaining developers. In this case a partial or complete dispensation may be allowed in respect of the parking requirements 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 Ordinances IV to IXA inclusive.
- (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 2,000 sq.ft. 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 Section 1 (4), Ordinance II.
- (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) **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 20 feet of the road boundary, unless serviced by internal access.

### (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 D.

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 D.

- (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 D 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 20 feet for accesses serving 50 to 100 spaces, and 50 feet 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.
  - (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 six feet (6') high fence shall be erected.
  - (vii) All of the above shall be provided and maintained to the satisfaction of the Council.

## SECTION 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 Section 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 2,000 sq.ft. 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 Section 1 (4), Ordinance II.
  - (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 Street

- (a) **Properties Fronting Classified Roads** – Where a property fronts on to an arterial, primary or secondary road, as illustrated in the plan of the Principal Road Network prepared by the C.R.P.A., 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 Section 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 Council 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 Section 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 Section 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 Council 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 Commercial A:**  
“90 Percentile Two-Axled Truck” as defined by the Government Transport Department.
  - (ii) **In Commercial A Zone:**  
“99 Percentile Motor Car” as defined by the Government Transport Department.
- (b) **Loading Docks Facing Street** – 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 12’ wide and 25’ deep, measured from the street boundary. Access to any loading dock shall be substantially at footpath level for a distance of not less than 25’ from the street boundary.
- (c) **General Design and Construction Details** – All loading or manoeuvring areas shall conform to the relevant requirements laid down in Section 2 (4) (d) of this Ordinance.

**SECTION 4 – ACCESS TO PROPERTY**

(1) **Obligation of Owner or Occupier**

- (a) **Access to be Provided** – Except where, in the Council’s opinion, 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 Section 4 (3). In the case of major developments a “drive-in” type access may be required as defined in Section 4 (2) (b).
- (b) **Responsibilities of Council and Developer** – All work on culverts and crossings within the road reserve, 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 Road Reserve** – The ordinary maintenance of a culvert and crossing or drive-in access is the responsibility of the Council within the road reserve, 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, silt and gravel being carried onto a public street or footpath. The requirements of this paragraph will be met if the first 40 feet 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.



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- (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 Council 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 illustrated in the plan of the Principal Road Network, published by the C.R.P.A.
- (b) **Major Developments** – Where, in the opinion of the Council, the use of a site is likely to generate more than 50 vehicle movements on 120 feet 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 Council. The general requirements are set out in Section 4 (3) (d) of this Ordinance.

## (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 Section 4 (3) (e) of this Ordinance. Only one crossing is permitted unless the frontage is greater than 60 feet but a second crossing may be permitted if the two crossings will enable vehicles to drive in and off the property without reversing on the footpath. In no circumstances is the total length of crossing to exceed one third of the frontage length. A crossing contiguous with a side boundary must not exceed 12 feet 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 Council. The permissible lengths of commercial crossings are set down in Section 4 (3) (e) of this Ordinance. A crossing contiguous with a side boundary must not exceed 15’ in length.
- (d) **Drive-in Accesses** – All details of drive-in accesses shall be subject to the specific approval of the Council. 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 roadside kerb to a line and length determined by the Council.
- (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 Council 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 30 feet.

The minimum lengths of crossings are:

	Residential	Commercial or Industrial
(i) On local roads	8 feet	12 feet
(ii) On secondary roads	10 feet	* 12 feet
(iii) On primary or arterial roads	12 feet	* 14 feet

\*This minimum may be increased by two feet where, in the opinion of the Council, 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 Council.

(f) **Distance of Access from Intersection** – In built-up areas, no access to any commercial or industrial property (or to any other property where in the opinion of the Council this provision is necessary) shall be sited closer to any intersection than the value given in the following table.

Distances are measured in feet to the intersecting kerb-line. Greater distances may be required in rural areas.

Frontage Road	Arterial or Motorway Ramp	Intersecting Road		Local
		Primary	Secondary	
Arterial	200'	150'	100'	100'
Primary	150'	150'	100'	100'
Secondary	100'	100'	100'	50'
Local	50'	50'	50'	50'

Notwithstanding the above, the Council may grant a dispensation under Section 1 (4), Ordinance II in respect of properties fronting onto a primary (but not one-way), secondary or local road, in their 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.

(g) **Classification of Roads** –

- (i) **Arterial roads** – Deans Avenue, Blenheim Road, Whiteleigh Avenue, Moorhouse Avenue, Clarence Street from Princess Street to Blenheim Road.
- (ii) **Primary roads** – Riccarton Road, Kilmarnock Street, balance of Clarence Street, Straven Road, Lincoln Road, Clyde Road.
- (iii) **Secondary roads** – Elizabeth Street, Matipo Street, Wharenui Road.
- (iv) **Local roads** – All roads other than those listed above.

**ORDINANCE XIII**  
**AIRPORT SAFETY PROVISIONS**

**SECTION 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 is a height of 105 feet above mean sea level.

**SECTION 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) The land that lies under the obstruction clearance surface is shown, for the purposes of this Scheme on the District Planning Map by distinctive notation, the land affected by the safety zoning provisions lying on that side of the line indicated by plus sign symbols.
- (c) Notwithstanding any height restriction specified elsewhere in these ordinances no building, structure, mast, pole, tree or other subject 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 7,500 feet, that is, to a height of 150 feet 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 150 feet above the airfield.
  - (iii) Penetrate a horizontal surface at a height of 150 feet above the airfield and extending out to a distance of 10,500 feet 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.
- (d) For the purpose of this Scheme the mean level of the landing area of Wigram Airfield is a height of 74 feet above mean sea level.

**ORDINANCE XIV  
AMENITIES**

**SECTION 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 E, 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 the object or place is situated.

**SECTION 2 – CONTROL OF ADVERTISING**

- (1) **General**  
Without in any way derogating from or limiting the generality of the application of By-law No. 12 of the Council, it is expressly declared that this part of the Code of Ordinances is complementary to and not in substitution for By-law 12 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) Residential Zones**

- (a) No signs shall be erected, or constructed or displayed in any Residential zone other than:
  - (i) Any poster or signboard not exceeding 4 sq.ft. 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) Signboards not exceeding 12 sq.ft. in area erected in connection with a church, school, public museum, library, hospital, nursing home or convalescent home.
  - (iii) Any signboard not exceeding 6 sq.ft. in area advertising the disposal of land or premises on which it is situated – provided that where the signboard is to be erected on a vacant site, such signboard shall be sited not less than 15 feet from any street boundary and not less than 5 feet from any other boundary of the site.
  - (iv) Signboard advertising an auction sale to be held on the premises on which the signboard is erected and so erected and displayed not more than 21 days before and 3 days after the auction.
  - (v) Any signboard not exceeding 2 sq.ft. 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.
- (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) The number and design of signs which may be displayed on any building shall be subject to the approval of the Council.
- (d) 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, 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 in a like manner and require the 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) No red or green illuminated sign, otherwise complying with the code may be erected if it forms, or may form the background to any traffic signals which are present or may be erected in the future.
- (c) The number of signs which may be displayed on any building, shall in aggregate area, in square feet, not exceed the number of square feet computed as follows (provided that maximum aggregate area on any one building shall not exceed 100 sq.ft.):
  - (i) Single Story Buildings — 4 sq.ft. of sign area for each 5 feet of frontage of the building.
  - (ii) Multi Storey Buildings — 4 sq.ft. of sign area for each 5 feet of frontage of the building, plus 1 sq.ft. of sign area for each 5 feet of frontage for each additional storey.
  - (iii) Corner Site — The frontage of the building shall be the longest side of the building and in computing the permitted sign area in sq.ft. for the other frontage only half that frontage shall be taken into account.
  - (iv) Other Sites — Where there is any doubt as to which is the frontage of the building, the Council shall determine the frontage of the building for the purposes of this clause.
- (d) Over Verandah Signs — No signs above verandah level will be permitted in any Commercial A Zone.
- (e) For the purposes of computing the area of signs on a building, such signs shall be related to those for which an application is required under the Council's By-laws and addition thereto shall include any writing or painting upon any building or fence.

- (f) Notwithstanding that a sign may comply with the above requirements, if at any time the Council, having regard to consideration of any "Special Areas", "Special Buildings", traffic safety, or the requirements of traffic control, is of the opinion that the erection, construction or display of any sign should be modified, or not be permitted, the Council may require such modifications as it considers necessary, or prohibit the erection, construction or display of such sign, or may in a like manner, require the modification or removal of any existing sign.

### (4) Fees

Notwithstanding any annual licence fee required by the Council, for every sign having an area of 20 sq.ft. or less a fee of \$1 shall be paid with an additional \$1 for every additional 20 sq.ft. or part thereof.

## SECTION 3 – VERANDAHS IN COMMERCIAL ZONES

Unless in the opinion of the Council, insufficient pedestrian movement will be generated on the pavement fronting a building, every building situated on land in a commercial zone, 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 or suitable alternative pedestrian cover 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 depth as the Council may require, provided that no such verandah shall be supported by posts on the street.

## SECTION 4 – 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.

APPENDIX A  
NOXIOUS AND DANGEROUS INDUSTRIES

INDUSTRIES REQUIRING SEGREGATION BECAUSE  
OF NOXIOUS OR DANGEROUS ASPECTS

Abattoirs and slaughterhouses  
Acetylene-gas manufacture  
Acids manufacture  
Aerosol packers and manufacturers  
Aluminium alloy manufacturer  
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  
Cement manufacture  
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  
Fibrous plaster 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  
Gypsum manufacture  
Hydrochloric acid manufacture  
Incinerator works  
Iron works and foundry  
Knacker yards  
Lamp black 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  
Plastics manufacture  
Pyridine works  
Railway workshops  
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



**APPENDIX B**  
**OBJECTIONABLE INDUSTRIES**

**INDUSTRIES REQUIRING SEGREGATION BECAUSE OF  
NOISE, SMOKE, SMELL, EFFLUENT VIBRATION, DUST,  
GLARE OR OTHER LIKE OBJECTIONABLE ASPECTS**

Aeroplane manufacture or assembly	Distillation of spirits
Agriculture machinery manufacture	Drugs manufacture
Animal foods manufacture	Dyes manufacture
Asbestos cement products manufacture	Electroplating works
Asbestos manufacture	Electric power generating station
Asphalt manufacture, refining, storage or mixing	Engineer's (constructional) workshop or yard
Bacon and ham curing	Felt manufacture
Bags and sacks manufacture	Flax milling
Bitumen manufacture – refining, storing or mixing	Flock mills – shoddy or mungo manufacture
Boat building	Flour milling
Boiler works	Gas storage
Bottling and bottle manufacture	Glass manufacture
Brass foundry	Glass products manufacture excluding glass bevelling and mirror manufacture
Brewery	Glucose manufacture
Brick and tile manufacture	Graving dock
Briquette manufacture	Grain elevator
Burnt clay products	Grain milling
Cable manufacture	Grain threshing and crushing
Carpet manufacture	Gravel, sand or shingle pits
Casein manufacture	Harbour facilities
Celluloid works	Hides, wool and tallow warehouse
Cement manufacture	Hydro-electric power station
Cooperage works	Ink manufacture
Coal briquette	Iron stove, range and grate manufacture except electric and gas stoves
Cold storage	Jam manufacture
Concrete – central mixing plant	Junk yard, scrap metal, bottles, etc.
Constructional engineer's workshop or yard	Malting
Creosote manufacture and treatment	Margarine manufacture
Die casters and die makers	Match manufacture
Dried milk manufacture	Motor body building or assemble
Disinfectant manufacture	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  
 Pickles and sauce manufacture excluding Worcestershire and mint sauces  
 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  
 Roding contractor's workshop or yard  
 Rubber goods manufacture  
 Rug manufacture  
 Sacks and bags manufacture  
 Sash and door factory  
 Sauce and pickle manufacture  
 Sawmill  
 Scrap metal yard  
 Seed cake manufacture  
 Seed cleaning  
 Sheep dip manufacture  
 Sheet metal manufacture  
 Shell crushing  
 Ship building  
 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

Tyre recapping and retreading  
 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

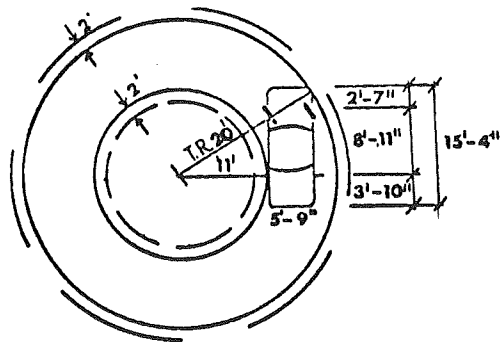
**APPENDIX C  
RESIDENTIAL DENSITY TABLE**

**DENSITY – PERSONS PER ACRE**

For the purpose of assessing density for permanent residential uses only, the following table may be used

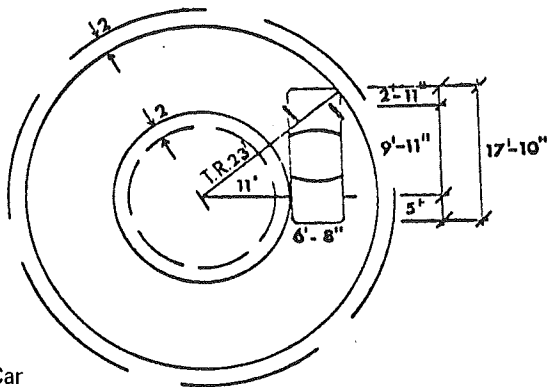
One Bedroom Flats		Two Bedroom Flats		Three Bedroom Flats		Larger
Less than 130 sq.ft.	Over 130 sq.ft.	Average less than 130 sq.ft.	Average over 130 sq.ft.	Average less than 130 sq.ft.	Average over 130 sq.ft.	
1 person	1.5 p.	2 p.	2.5 p.	2.5 p.	3 p.	+ 0.5 p. per additional bedroom

## APPENDIX D 90 AND 99 PERCENTILE DESIGN MOTORCARS

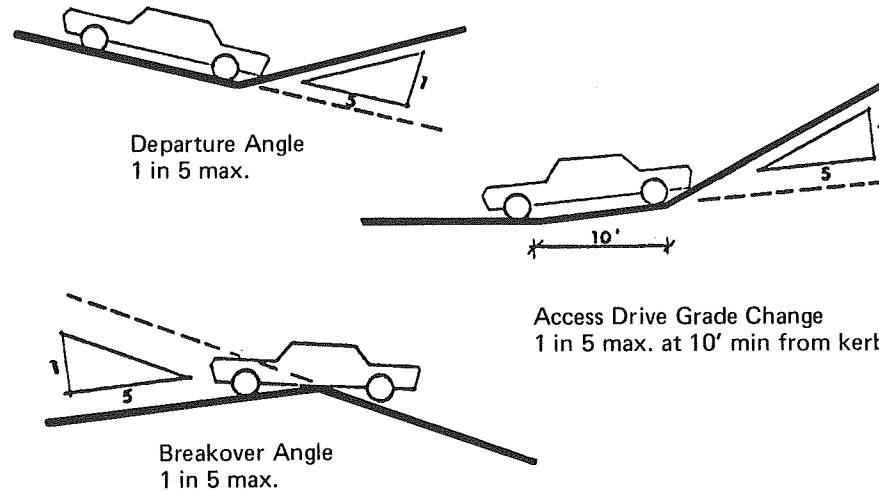


90 Percentile Design Car

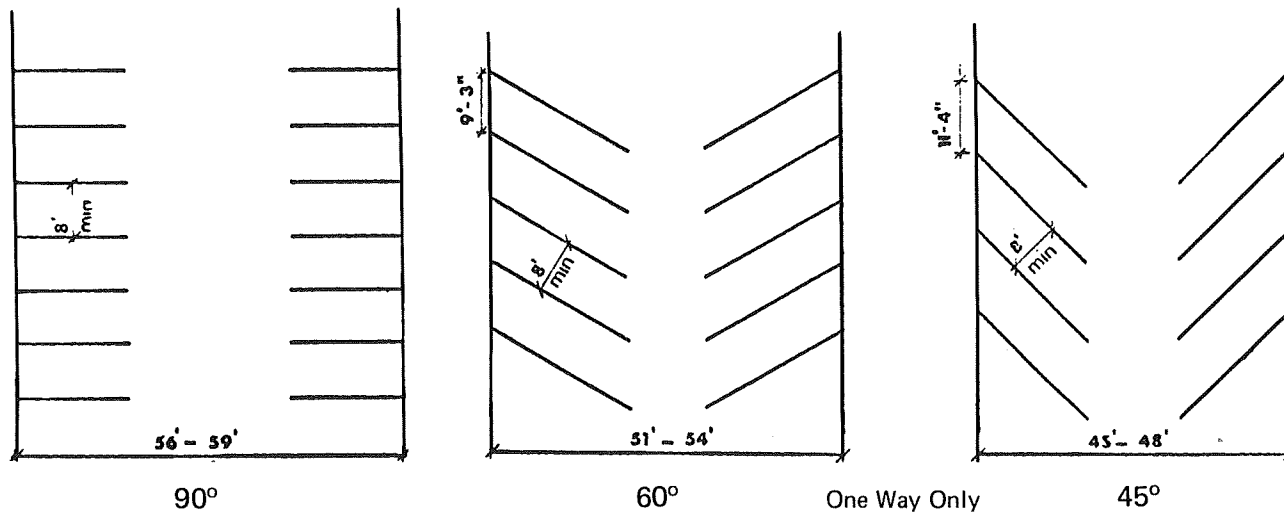
### A. 90 AND 99 PERCENTILE DESIGN MOTORCARS



99 Percentile Design Car



### B. TYPICAL LAYOUT OF CAR PARKS



(not to scale)

Note: Similar dimensions suitable for private or staff parking. Larger dimensions suitable for shopper parking and other casual use.

APPENDIX E  
PLACES OF HISTORIC, SCIENTIFIC INTEREST  
AND NATURAL BEAUTY

LIST OF TREES

**AYR STREET**

- 5 *Pittosporum eugenioides* – matipo, kohuhu (N.Z.)
- 9 *Chamaecyparis lawsoniana* – Lawson cypress (golden)
- 11 *Cordyline australis* – cabbage tree (N.Z.)
- 21 *Hoheria populnea* – lacebark, houhere (N.Z.)

**BARTLETT STREET**

- 23 *Juglans regia* (2) – walnuts

**BLENHEIM ROAD**

- 142 *Cordyline australis* – cabbage tree (N.Z.)
- 224 *Hoheria angustifolia* – narrow-leafed lacebark (N.Z.)
- 228 *Sophora microphylla* – kowhai (N.Z.)
- 236 *Arbutus unedo* – strawberry tree

**BRADSHAW TERRACE**

- 3 *Hoheria populnea* – lacebark, houhere (N.Z.)

**BROADBENT STREET**

- 9 *Betula pendula* – silver birch
- 18 *Alnus glutinosa* – alder

**BROCKWORTH PLACE**

- 12 *Cordyline australis* (clump) – cabbage trees (N.Z.)
- 17 *Maytenus boaria* – mayten
- 27 *Pseudopanax arboreum* – five-finger (N.Z.)
- 46 *Sophora microphylla* – kowhai (N.Z.)
- 46 *Pseudopanax crassifolium* – lancewood (N.Z.)
- 59 *Podocarpus dacrydioides* – kahikatea, white pine (N.Z.)  
Rare in Christchurch.
- 59 *Libocedrus plumosa* – kawaka – Only one in Borough
- 59 *Elaeocarpus dentatus* – hinau – Only one in Borough
- 59 *Nothofagus cliffortioides* – mountain beech (N.Z.)

- 59 *Nothofagus menziesii* – silver beech (N.Z.)  
Only one in Borough
- 59 *Pseudopanax ferox* – toothed lancewood (N.Z.)  
Not common.
- 59 *Pittosporum eugenioides* – lemonwood (N.Z.)
- 59 *Pittosporum tenuifolium* – kohuhu, matipo (N.Z.)
- 63 *Pseudopanax crassifolium* – lancewood (N.Z.)
- 63 *Hoheria angustifolia* – narrow-leafed lacebark (N.Z.)  
Very large
- 82 *Cordyline australis* – cabbage tree (N.Z.) Clump
- 86 *Pseudopanax arboreum* – five-finger (N.Z.)
- 86 *Pittosporum eugenioides* – lemonwood (N.Z.)
- 87 *Pittosporum eugenioides* – lemonwood (N.Z.) 3 trees
- 93a *Acer pseudoplatanus* – Sycamore

**BURDALE STREET**

- 27 *Chamaecyparis pisifera* 'Plumsoa' – Sawara cypress

**CENTENNIAL AVENUE**

- 3 *Pittosporum eugenioides* – Lemonwood (N.Z.)
- 34 *Hoheria angustifolia* – narrow-leafed laceback (N.Z.)
- 41 *Quercus robur* – pedunculate oak
- 53 *Arbutus unedo* – strawberry tree
- 53 *Cordyline australis* – cabbage tree (N.Z.)
- 57 *Cordyline australis* – cabbage tree (N.Z.)
- 57 *Liquidambar styraciflua*
- 57 *Plagianthus betulinus* (2) – lowland ribbonwoods (N.Z.)
- 57 *Trachycarpus fortunei* – Chusan palm
- 69 *Eucalyptus leucoxylon* – flowering gum (white)

**CHATHAM STREET**

- 9 *Schinus melle* – Peruvian pepper tree.  
Only known specimen in Borough

+  
**CLARENCE STREET**

- 22 Fraxinus excelsior – English ash  
(Durhams Transport; on corner of Walsall Street).  
44 Ulmus sp. – elm  
44 Cordyline australis – cabbage tree (N.Z.)  
44 Juglans regia – walnut  
44 Cupressus lusitania – Mexican cypress – Only  
one in Riccarton  
136 Quercus ilex – holm oak  
161 Pseudopanax crassifolium – lancewoods (N.Z.) 3 trees  
188 Betula pendula – silver birch  
188A Betula pendula – silver birch  
188 Tilia Sp. – lime

**CLYDE ROAD**

- 26 Griselinia littoralis – Broadleaf  
30 Ulmus glabra ‘Camperdownii’ – Camperdown elm  
36 Quercus palustris – pin oak  
50 Quercus robur – pedunculate oak

**DALLAS STREET**

- 1 Podocarpus hallii – Hall’s totara (N.Z.)  
Only known specimen in Riccarton  
5 Juglans regia – walnut  
17 Pseudopanax crassifolium – lancewood (N.Z.)

**DARVEL STREET**

- 1 Pseudopanax crassifolium (2) – lancewoods (N.Z.) Clump  
14 Podocarpus totara – totara (N.Z.)  
14 Quercus robur – English oak  
17 Chamaecyparis pisifera ‘Plumosa’ – Sawara cypress  
21 Crataegus monogyna – Hawthorn  
22 Thuja plicata  
27 Quercus palustris – pin oak  
32 Ulmus glabra ‘Camperdownii’ – Camperdown elm  
32 Betula pendula – silver birch  
32 Quercus robur – English oak

**DEANS AVENUE**

- 75 Arbutus unedo – strawberry tree  
75 Phebalium squameum  
75 Pittosporum eugenioides – lemonwood (N.Z.)  
109 Dacrydium cupressinum – rimu (N.Z.)  
145 Magnolia Sp.

- 159 Chamaecyparis lawsoniana – Lawson cypress  
163 Prunus x amygdalopersica – flowering almond hybrid  
175 Chamaecyparis lawsoniana – Lawson cypress  
175 Liquidamber styraciflua  
175 Sequoia gigantea – redwood (used as Xmas tree)  
175 Betula pendula (3) – silver birches  
175 Platanus x acerifolia – London plane  
175 Juglans regia – walnut  
179 Betula pendula (7) – silver birches, very large specimens  
183 Plagianthus betulinus – lowland ribbonwood (N.Z.)  
183 Tilia x europea (cluster) – common limes  
183 Cordyline australis – cabbage tree (N.Z.)  
183 Acacia melanoxylon – Tasmanian blackwood, on west boundary  
183 Eucalyptus viminalis – Manna gum  
187 Castanea sativa – sweet chestnut  
187 Fraxinus sp. – ash  
187 Pittosporum eugenioides – lemonwood  
187 Pittosporum tenuifolium – kohuhu, matipo  
193 Eucalyptus leucoxylon ‘Rosea’ – red flowering gum  
201 Tilia sp. – lime  
201 Quercus palustris – pin oak  
201 Fagus sylvatica – European beech  
201 Populus nigra Puramidalis (2) Lombardy poplar  
201 Platanus acerifolia (3) – London planes  
201 Betula pendula – silver birch  
201 Fraxinus excelsior – English ash  
201 Fraxinus sp. – Ash  
201 Alnus glutinosa – alder  
(Listed under 201 are trees right to Fendalton Road bridge..)

**DILWORTH STREET**

- 10 Sophora microphylla – kowhai (N.Z.)  
10 Hoheria populnea – lacebark, houhere (N.Z.)  
21 Magnolia grandifolia  
21 Pseudopanax crassifolium – lancewood (N.Z.)  
21 Maytenus boaria – mayten

**DIVISION STREET**

- 1 Tamarix chinensis – Chinese tamarisk  
2 Cordyline australis (2) – Cabbage Trees (N.Z.) Clump of  
17 Pseudopanax crassifolium – lancewood (N.Z.)  
22 Arbutus unedo – strawberry tree  
23 Agathis australis – kauri (N.Z.) Rare in Borough  
38 Rhododendron ‘Sir Robert Peel’



- 40 *Olearia paniculata* – golden akeake (N.Z.)  
 40 *Podocarpus dacrydioides* – kahikatea, white pine (N.Z.)  
 52 *Cedrus atlantica* ‘Glauca’ – blue Atlas cedar  
 73 *Fagus sylvatica* – European beech  
 73 *Prunus cerasifera* ‘Atropurpurea’ – purple cherry plum  
 78 *Chamaecyparis pisifera* ‘Plumosa’ – Sawara cypress  
 79 *Liquidamber styraciflua*  
 81 *Ulmus glabra* ‘Camperdownii’ – Camperdown elm  
 93 *Pittosporum eugenioides* – lemonwood (N.Z.)  
 93 *Prunus serrulata* – Japanese cherry

#### ELIZABETH STREET

- 33 *Pittosporum eugenioides* – lemonwood (N.Z.)  
 35 *Alnus glutinosa* – alder  
 39 *Tieghemopanax sambrucifolius*  
 New Guinea native, rare in New Zealand  
 39 *Chamaecyparis pisifera* ‘Plumosa’ – Sawara cypress  
 43 *Chamaecyparis obtusa* – Hinoki cypress  
 65 *Arbutus unedo* – strawberry tree  
 71 *Arbutus unedo* – strawberry tree  
 121 *Betula pendula* – silver birch  
 122 *Sophora microphylla* – kowhai (N.Z.)  
 124 *Hoheria populnea* – lacebark, houhere (N.Z.)  
 124 *Plagianthus betulinus* – lowland ribbonwood (N.Z.)  
 126 *Cedrus atlantica* ‘Glauca’ (2) – blue Atlas cedars  
 127 *Pseudopanax ferox* – toothed lancewood (N.Z.), at N.E. corner  
 127 *Pseudopanax crassifolium* – lancewood (N.Z.), at N.W. corner  
 128 *Cordyline australis* – cabbage tree (N.Z.)  
 128 *Sophora microphylla* – kowhai (N.Z.)  
 128 *Cedrus atlantica* – Atlas cedar  
 128 *Prunus subhirtella* – flowering cherry  
 129 *Betula pendula* – silver birch

#### EUSTON STREET

- 7 *Dendrobenthamia capitata* – Himalayan dogwood  
 9 *Hoheria angustifolia* – narrow-leafed lacebark (N.Z.)  
 14 *Arbutus unedo* – strawberry tree  
 16 *Ulmus glabra* ‘Camperdownii’ Camperdown elm  
 25 *Ulmus glabra* ‘Camperdownii’ – Camperdown elm  
 25 *Ulmus* sp.  
 25 *Pittosporum tenuifolium* – kohuhu, matipo (N.Z.)  
 34 *Arbutus unedo* – strawberry tree

#### FREYBERG STREET

- 1 *Acer palmatum* – Japanese maple  
 1 *Eucalyptus pauciflora* – gum  
 1 *Cedrus atlantica* “Glauca” – Blue Atlas Cedar  
 4 *Cedrus deodara* – Himalayan cedar

#### HARAKEKE STREET

- 7 *Acacia baileyana* – Cootamundra wattle  
 7 *Cordyline australis* – cabbage tree (N.Z.)  
 8 *Ulmus Glabra* – Camperdown elm  
 10 *Chamaecyparis pisifera* ‘Plumosa’ – Sawara cypress  
 16 *Magnolia grandifolia*  
 20 *Fraxinus excelsior* ‘Pendula’ – weeping ash  
 37 *Nothofagus solandri* – black beech (N.Z.)  
 39 *Quercus rubra* – red oak  
 41 *Plagianthus betulinus* – lowland ribbonwood (N.Z.)  
 41 *Hoheria populnea* – lacebark, houhere (N.Z.)  
 53 *Ulmus glabra* ‘Camperdownii’ – Camperdown elm  
 53 *Nothofagus fusca* – red beech (N.Z.)  
 53 *Cyathea* (clump) – tree ferns (N.Z.)  
 53 *Sophora microphylla kowhai* (N.Z.)  
 70 *Ilex aquifolium* – English holly  
 70 *Picea smithiana* (2) – Himalayan spruces  
 70 *Cupressus torulosa* – Himalayan cypress

} B.H.S. Hostel trees  
 on street frontage  
 are listed here.

#### HINAU STREET

- 73 *Arbutus unedo* – strawberry tree  
 75 *Liquidamber styraciflua*  
 78 *Tilia* Sp. – Lime  
 78 *Quercus palustris* – pin oak  
 81 *Cordyline australis* – cabbage tree (N.Z.)  
 90 *Sophora tetraphtera* – N.I. kowhai (N.Z.) Rare in Ch-ch.  
 96 *Juglans regia* – walnut  
 96 *Quercus robur* – pedunculuate oak  
 105A *Hoheria angustifolia* (2) – narrow-leafed lacebarks (N.Z.)  
 fine clump.  
 105 *Sophora microphylla* – kowhai (N.Z.)

#### HUIA STREET

- 2 *Acer pseudoplatanus* – sycamore  
 2 *Laburnum anagyroides*

+  
**IRVINE STREET**

- 1 Pittosporum eugenioides – lemonwood (N.Z.)
- 6 Pseudopanax crassifolium – lancewood (N.Z.)
- 10 Rhododendron ‘Sir Robert Peel’

**KAURI STREET**

- 9 Nothofagus fusca – red beech (N.Z.)

**KAWAKA STREET**

- 3 Cordyline australis – cabbage tree (N.Z.)
- 8 Betula pendula – silver birch

**KEA STREET**

- 1 Hoheria populnea – lacebark, houhere (N.Z.)
- 4 Quercus robur – pedunculate oak
- 8 Fraxinus excelsior – English ash

**KILMARNOCK STREET**

- 10 Quercus leucotricophora – ban oak – Only one known in Canterbury
- 10 Maytenus boaria (2) – maytens (large specimens on Kilmarnock Street frontage)
- 10 Pittosporum eugenioides – lemonwood (N.Z.)
- 10 Olea europaea – olive, Rare in Christchurch
- 10 Fraxinus excelsior – English ash
- 10 Acer Sp. – maple (large maple by lawn)
- 10 Ulmus glabra ‘Horizontalis’ – horizontal elm
- 19 Arbutus unedo – strawberry tree
- 25 Chamaecyparis pisifera ‘Plumosa’ – Sawara cypress
- 25 Nothofagus fusca – red beech (N.Z.)
- 31 Cordyline australis – cabbage tree (N.Z.)
- 33 Ulmus glabra ‘Camperdownii’ – Camperdown elm
- 33 Chamaecyparis pisifera ‘Plumosa’ – Sawara cypress
- 35 Arbutus unedo – strawberry tree
- 37 Pittosporum eugenioides – lemonwood (N.Z.)
- 40 Juglans regia – walnut
- 43 Juglans regia – walnut
- 43 Ulmus glabra ‘Camperdownii’ – Camperdown elm
- 52 Maytenus boaria – mayten
- 57 Ulmus glabra ‘Camperdownii’ – Camperdown elm
- 59 Hoheria populnea – lacebark, houhere (N.Z.)
- 60 Chamaecyparis lawsoniana – Lawson cypress (golden)
- 63 Pseudopanax crassifolium (group) – lancewoods (N.Z.)
- 63 Hedycarya arborea – pigeon wood (N.Z.)
- Only one known in Borough.

**KONINI STRET**

- 2 Prunus Sp. (On Riccarton Road frontage)
- 9 Hoheria augustifolia – narrow-leaved lacebark (N.Z.)
- 9 Maytenus boaria – mayten
- 13 Arbutus unedo – strawberry tree
- 14 Fraxinus excelsior – English ash
- 15 Cordyline australis – cabbage tree (N.Z.)
- 15 Ulmus glabra ‘Camperdownii’ – Camperdown elm
- 20 Cryptomeria japonica ‘Elegans’ – Japanese cedar
- 20 Pseudopanax arboreum – five-finger (N.Z.)

**LYNDON STREET**

- 8 Pseudopanax crassifolium – lancewood (N.Z.)
- 13 Hoheria populnea – lacebark, houhere (N.Z.)
- 17 Cordyline australis – cabbage tree (N.Z.)
- 20 Sophora microphylla – kowhai (N.Z.)
- 20 Cedrus atlantia ‘Glauc’ – Blue Atlas cedar
- 38 Pseudopanax crassifolium – lancewood (N.Z.)
- 40 Sophora microphylla – Kowhai (N.Z.)
- 42 Plagianthus betulinus – lowland ribbonwood (N.Z.)
- 42 Hoheria populnea – lacebark, houhere (N.Z.)
- 42 Pittosporum tenuifolium – kohuhu, matipo (N.Z.)

**MANDEVILLE STREET**

(Reserve on Riccarton Road corner not listed nor Church opposite)

- 11 Arbutus unedo – strawberry tree
- 25 Cordyline australis – cabbage tree (N.Z.)
- 35 Juglans regia – walnut
- 35 Maytenus boaria – mayten (Fletchers)
- 35 Ulmus sp. – elm – (Fletchers)
- 45 Podocarpus totara – totara (N.Z.)
- 69 Arbutus unedo – strawberry tree
- 69 Acer negundo – box elder
- 83 Nothofagus menziesii – silver beech (N.Z.)
- 83 Cedrus atlantica ‘Glauc’ – blue Atlas cedar
- 83 Maytenus boaria – maytens (2)
- 93 Arbutus unedo – strawberry tree
- 110 Betula pendula – silver birch
- 110 Acer sp. – maple
- 110 Fagus sylvatica – European beech
- 110 Nothofagus fusca – red beech (N.Z.)

+  
**MATAI STREET**

- 5 *Betula pendula* – silver birch
- 5 *Magnolia grandiflora*
- 13 *Pseudopanax arboreum* – five-finger (N.Z.)
- 17 *Pseudopanax crassifolium* (clump) – lancewood, fine clump
- 17 *Dacrydium cupressinum* – rimu (N.Z.)
- 23 *Cedrus atlantica* – Atlas cedar
- 23 *Chamaecyparis deodara* – Himalayan cedar
- 23 *Cryptomeria japonica* ‘Elegans’ – Japanese cedar
- 23 *Maytenus boaria* – mayten
- 29 *Dacrydium cupressinum* – rimu (N.Z.) – Beautiful specimen
- 35 *Taxus baccata* – yew
- 38 *Dacrydium cupressinum* – rimu (N.Z.)  
Walnut
- 40 Rimu
- 46c *Sequoia gigantea* – redwood
- 47 *Robinia pseudoacacia* (3) – false acacia
- 47 *Quercus palustris* – pin oak
- 47 *Fraxinus excelsior* – English ash
- 47 *Taxus baccata* – yew
- 47 *Juglans regia* (row) – walnuts
- 47 *Pittosporum tenuifolium* – kohuhu, matipo (N.Z.)
- 47 *Pittosporum eugenioides* – lemonwood (N.Z.)
- 47 *Coprosma robusta* – karamu (N.Z.)
- 47 *Griselinia littoralis* – broadleaf (N.Z.)
- 55 *Pseudopanax crassifolium* – lancewood (N.Z.)
- 55 *Fraxinus excelsior* – English ash
- 63 *Quercus palustris* (2) – pin oaks
- 63 *Tilia* sp. – lime
- 88 *Cordyline australis* – cabbage tree
- 88 *Sophora tetraptera* – kowhai

**MATIPO STREET**

- 41 *Tamarix chinensis* – Chinese tamarisk
  - 41 *Leptosperum ericoides* – kanuka (N.Z.)  
Only one found in Riccarton
  - 56 *Ulmus glabra* ‘Camperdownii’ – Camperdown elm  
*Betula pendula* (5) – silver birches  
*Thuja plicata* ‘Zebrina’  
*Populus yunnanensis* – Yunnan poplar  
*Plagianthus betulinus* – lowland ribbonwood,  
(cluster) (N.Z.)  
*Agathis australis* – kauri
- } Wharenui School

- 91 *Ilex aquifolium* – English holly
- 91 *Prunus cerasifera* ‘Atropurpurea’ – purple cherry plum,  
(Maxwell Street frontage)
- 91 *Nothofagus fusca* – red beech (N.Z.)
- 92 *Pittosporum tenuifolium* – kuhuhu, matipo (N.Z.)

**MAXWELL STREET**

- 15 *Salix babylonia* – weeping willow
- 39 *Azara microphylla* – vanilla bush

**MAYFAIR STREET**

- 14 *Arbutus unedo* – strawberry tree
- 14 *Agathis australis* – kauri (N.Z.), rare in Christchurch
- 24 *Plagianthus betulinus* – lowland ribbonwood (N.Z.)

**MONA VALE AVENUE**

- 35 *Acer negundo* – box elder
- 14 *Hoheria populnea* – lacebark, houhere (N.Z.)
- 14 *Plagianthus betulinus* – lowland ribbonwood (N.Z.)
- 31 *Acacia baileyana* – Cootamundra wattle

**NELSON STREET**

- 1 } *Sophora tetraptera* – N.I. kowhai, rare in Christchurch
- 2 } (on 1/2 boundary)
- 4 } *Sophora tetraptera* – N.I. kowhai, rare in Christchurch
- 15 *Cordyline australis* – cabbage tree

**NIKAU STREET**

- 2 *Ulmus glabra* ‘Camperdownii’ – Camperdown elm
- 2 *Azara microphylla* – vanilla bush
- 4 *Cordyline australis* – cabbage tree (N.Z.)
- 10 *Magnolia grandiflora*

**PAEROA STREET**

- 14 *Acer nugundo* – box elder
- 21 *Cedrus deodara* – Himalayan cedar

**PEVEREL STREET**

- 53 *Cordyline australis* – (Cabbage trees) 2
- 69 *Pittosporum tenuifolium* – kuhuhu, matipo (N.Z.)
- 73 *Robinia pseudoacacia* – false acacia
- 74 *Maytenus boaria* – mayten
- 92 *Arbutus unedo* – strawberry tree
- 94 *Salix matsudana* ‘Tortuosa’ – Corkscrew willow

- 107 *Cordyline australis* (group) – cabbage tree (N.Z.)  
 111 *Pseudopanax crassifolium* – lancewood (N.Z.)  
 161 *Ulmus glabra* ‘Camperdownii’ – Camperdown elm  
 161 *Cordyline australis* – cabbage tree (N.Z.)  
 163 *Cordyline australis* (2) – cabbage trees (N.Z.)  
 163 *Arbutus unedo* – strawberry tree, Very large specimen

#### PICTON AVENUE

- 17 *Pittosporum eugenioides* – lemonwood (N.Z.)  
 35 *Ulmus glabra* ‘Camperdownii’ – Camperdown elm  
 67 *Hoheria populnea* – lacebark, houhere (N.Z.)  
 67 *Cordyline australis* – cabbage tree (N.Z.)  
 74 *Ilex aquifolium* – English holly  
 74 *Arbutus unedo* – strawberry tree  
 74 *Fraxinus excelsior* ‘Pendula’ – weeping ash  
 74 *Salix babylonia* – weeping willow  
 74 *Chamacyparis lawsoniana* – Lawson’s cypress  
 74 *Ulmus* sp. – elm  
 74 *Plagianthus betulinus* – lowland ribbonwood (N.Z.)  
 74 *Cordyline australis* – cabbage tree (N.Z.)  
 74 (Pear tree and second cabbage tree, suggested by tenants)  
 85 *Cordyline australis* – cabbage tree (N.Z.),  
 Nelson Street frontage.  
 85 *Plagianthus betulinus* – lowland ribbonwood (N.Z.)  
 85 *Arbutus unedo* – strawberry tree

#### PIKO CRESCENT

- 10 *Fraxinus excelsior* – English ash  
 33 *Ilex aquifolium* – English holly  
 35 *Griselinia littoralis* – broadleaf (N.Z.)

#### PRINCES STREET

- 16 *Cordyline australis* – cabbage tree (N.Z.)

#### PUNA STREET

- 7 *Maytenus boaria* – mayten

#### PURIRI STREET

- 3 *Ulmus glabra* ‘Camperdownii’ – Camperdown elm  
 18 *Magnolia grandiflora*  
 29 *Arbutus unedo* – strawberry tree  
 31 *Magnolia x soulangeana*  
 42 *Cordyline australis* – cabbage trees (2) (N.Z.)  
 50 *Arbutus unedo* – strawberry tree, Fine specimen

- 55 *Pseudopanax crassifolium* – lancewood (N.Z.)  
 61 *Pseudopanax crassifolium* – lancewood (N.Z.)  
 75 *Quercus palustris* – pin oak  
 76 *Plagianthus betulinus* – lowland ribbonwood (N.Z.),  
 Very fine specimen.  
 76 *Hoheria augustifolia* – narrow-leafed lacebark (N.Z.)  
 76A *Pittosporum tenuifolium* – kohuhu, matipo (N.Z.),  
 very fine specimen.  
 76 *Podocarpus totara* – totara (N.Z.)  
 76 *Plagianthus betulinus* (2) – lowland ribbonwoods (N.Z.)  
 81 *Trachycarpus fortunei* (group) – Chusan palm  
 81 *Podocarpus totara* – totara (N.Z.)  
 84 *Pseudopanax crassifolium* – lancewood (N.Z.)  
 85 *Pittosporum eugenioides* – lemonwood (N.Z.), at gate.  
 86 *Fagus sylvatica* – European beech  
 92 *Fagus sylvatica* – European beech  
 96 *Maytenus boaria* – mayten  
 98 *Podocarpus totara* – totara (N.Z.)  
 98 *Pittosporum crassifolium* – karo (N.Z.)  
 98 *Griselinia littoralis* – broadleaf (N.Z.)  
 98 *Pseudopanax crassifolium* – lancewood (N.Z.)  
 105 *Nothofagus fusca* – red beech (N.Z.)  
 105 *Azara microphylla* – vanilla bush  
 105 *Thujopsis dolobrata*  
 111 *Quercus ilex* – holm oak  
*Cedrus deodara* – Himalayan cedar  
 113 *Fagus sylvatica* – European beech  
*Ulmus* sp. – elm  
 116 *Ulmus* sp. – elm  
 116 *Quercus palustris* – pin oak  
 116 *Pseudotsuga menziesii* – Douglas fir/Oregon pine  
 116 *Cedrus deodara* – Himalayan cedar  
 117 *Tilia* sp. – lime  
 121 *Phyllocladus trichomanoides* – tanekaha (N.Z.)  
 Only one known in Borough  
 129 *Fagus sylvatica* – European beech

#### RATA STREET

- 1 *Acacia dealbatas* – silver wattle  
 9 *Cedrus atlantica* ‘Glaucua’ – blue Atlas cedar  
 9 *Arbutus unedo* – strawberry tree  
 19 *Hoheria populnea* – lacebark, houhere (N.Z.)  
 31 *Sophora microphylla* – kowhai (N.Z.)  
 33 *Trachycarpus fortunei* – Chusan palm

**RATTRAY STREET**

- 102 *Cryptomeria japonica* 'Elegans' – Japanese cedar
- 102 *Chamaecyparis obtusa* – Hinoki cypress
- 104 *Chamaecyparis obtusa* – Hinoki cypress
- 111 *Betula pendula* – silver birch
- 112 *Chamaecyparis obtusa* – golden Hinoki cypress

**REX STREET**

- 11 *Cordyline australis* – cabbage tree (N.Z.)

**RICCARTON ROAD**

- 18 *Plagianthus betulinus* – lowland ribbonwood (N.Z.)
- 18 *Juglans regia* – walnut
- 26 *Sophora microphylla* – kowhai (N.Z.), Very large specimen
- 32 *Pittosporum tenuifolium* (group) – Kohuhu, matipo (N.Z.)
- 32 *Pittosporum* sp. (several good groups along railway boundary), (N.Z.)
- 32 *Tieghemopanax sambucifolius*
- 32 *Cordyline australis* – cabbage tree (N.Z.)
- 41 *Acacia dealbata*
- 42 *Pittosporum eugenioifens* – lemonwood (N.Z.)
- 42 *Maytenus boaria* – mayten
- 42 *Chamaecyparis lawsoniana* (2) – Lawson cypresses
- 158 *Pittosporum eugenioides* – lemonwood (N.Z.)
- 179 *Pittosporum tenuifolium* – kohuhu, matipo
- 193 *Dodonaea viscosa* "Purpurea" – purple ake-ake (N.Z.), Large specimen.
- 200 *Cupressus torulosa* – Himalayan cypress
- 200 *Chamaecyparis lawsoniana* (3) – Lawson's cypresses
- 200 *Cedrus deodara* – Himalayan cedar
- 204 *Cupressus torulosa* – Himalayan cypress
- 204 *Quercus palustris* – pin oak
- 204 *Juglans regia* – walnut
- 204 *Crataegus x lavalleyi* – hybrid thorn
- 204 Weeping elm
- 204 *Ulmus glabra* "Camperdownii" – Camperdown elm

**RIMU STREET**

- 8 *Cordyline australis* – cabbage tree (N.Z.)

**ROTHERHAM STREET**

- 24 *Metasequoia glyptostroboides* – dawn redwood,  
Rare in Riccarton.

**STRAVEN STREET**

- 17 *Betula pendula* – silver birch
- 17 *Tilia* sp. – lime
- 19 *Tilia* sp. – lime
- 48 *Pyrus communis* (2)  
*Cryptomeria japonica* "Elegans" – Japanese cedar
- 60 *Chamaecyparis lawsoniana* – Lawson's cypress
- 60 *Fagus sylvatica* – European beech
- 60 *Cedrus deodara* – Himalayan cedar

**TIKA STREET**

- 2 *Arbutus unedo* (2) – strawberry trees
- 2 *Cedrus deodara* (2) – Himalayan cedars
- 2 *Pittosporum eugenioides* – lemonwood (N.Z.)
- 19 *Azara microphylla* – vanilla bush

**TONGA STREET**

- 7 *Prunus subhirtella* – flowering cherry

**TOTARA STREET**

- 10 *Nothofagus solandri* – black beech (N.Z.)
  - 10 *Cordyline australis* – Cabbage tree (N.Z.)
  - 14 *Juglans regia* – walnut
  - 101 *Griselinia littoralis* – broadleaf (N.Z.)
  - 109 *Ulmus glabra* 'Camperdownii' – Camperdown elm
  - 115 *Arbutus unedo* – strawberry tree
  - 117 *Betula pendula* – silver birch
  - 117 *Tilia* sp. – lime
  - 135 *Griselinia littoralis* – broadleaf (N.Z.)
  - 135 *Hoheria populnea* – lacebark, houhere (N.Z.)
  - 135 *Nothofagus solandri* – black beech (N.Z.)
  - 135 *Fagus sylvatica* – copper beech
  - 135 *Plagianthus betulinus* – lowland ribbonwood (N.Z.)
  - 135 *Podocarpus totara* – totara
  - 135A *Podocarpus Totara* – totara
  - 135 *Quercus* sp. – oak
  - 135 *Ulmus* sp. – elm, Very fine specimen – 60 feet.
  - 135 *Hoheria populnea* – lacebark, houhere (N.Z.)
  - 137 *Eucalyptus* sp. – gum
  - 143 *Plagianthus betulinus* – lowland ribbonwood (N.Z.)
  - 147 *Hoheria populnea* – lacebark, houhere (N.Z.)
  - 147 *Plagianthus betulinus* – lowland ribbonwood (N.Z.)
- } Only known specimens in  
Totara Street.

+

#### WAINUI STREET

- 47 *Cordyline australis* – cabbage tree (N.Z.)
- 51 *Arbutus unedo* – strawberry tree
- 51 *Cedrus deodara* – Himalayan cedar
- 51 *Azara microphylla* – vanilla bush
- 58 *Metasequoia glyptostroboides* – dawn redwood –  
(A famous but rare tree in Riccarton)
- 59 *Pseudopanax crassifolium* – lancewood (N.Z.)
- 69 *Nothofagus cliffortioides* – mountain beech (N.Z.)
- 90 *Pseudopanax crassifolium* (clusters) – lancewood (N.Z.)
- 90 *Pittosporum colensoi* (2) (N.Z.) (On north boundary)

#### WALSALL STREET

- Platanus x acerifolia* – London plane – In Reserve

#### WHARENUI STREET

- 3 *Cryptomeria japonica* – Japanese cedar
- 25 *Photinia serrulata*
- 41 *Acer* sp. – maple
- 51 *Acer* sp. – maple
- 51 Sycamore
- 63 *Acer Pseudoplatanus* – sycamore
- 63 *Pittosporum tenuifolium* – kohuhu, matipo (N.Z.)

#### WHITELEIGH AVENUE

- 33 *Plagianthus betulinus* – lowland ribbonwood (N.Z.)
- 53 *Cordyline australis* (2) – cabbage trees (N.Z.)
- 61 *Ulmus glabra* ‘Camperdownii’ – Camperdown elm
- 61 *Trachycarpus fortunei* – Chusan palm.



## APPENDIX F METRIC CONVERSION TABLES

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	0.6600	1

Perches to Square Metres (m<sup>2</sup>)

Perches	0	1	2	3	4	5	6	7	8	9
0	m <sup>2</sup>	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 (M<sup>2</sup>)

Acres	Roods	m <sup>2</sup>
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 <sup>2</sup>	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 <sup>2</sup>	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 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

Square Feet to Square Metres (m<sup>2</sup>)

Sq. ft.	0	1	2	3	4	5	6	7	8	9
0	m <sup>2</sup>	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



**SYMBOLS**  
 BOROUGH BOUNDARY  
 ZONE BOUNDARY  
 DESIGNATED AREA  
 SPECIAL DEVELOPMENT AREA

STREET TO BE STOPPED OR CLOSED TO VEHICULAR TRAFFIC  
 SPECIAL BUILDING LINE  
 AIRPORT CLEARANCE BOUNDARIES

OBJECTS, PLACES OF ARCHITECTURAL OR HISTORICAL INTEREST  
 SERVICE STATIONS  
**OPERATIVE**

**ZONES**  
 RESIDENTIAL  
 COMMERCIAL  
 INDUSTRIAL  
 HOTEL  
 SERVICE  
 SPECIAL DEVELOPMENT AREA. 1 to 6

**DESIGNATIONS**  
 POS PUBLIC OPEN SPACE  
 PS PRIMARY SCHOOL  
 SS SECONDARY  
 SW STREET WORKS  
 RLY RAILWAY  
 NZED N.Z. ELECTRICITY DEPT.

**RICCARTON BOROUGH DISTRICT PLANNING SCHEME**  
 0 5 10 15 20 25 CHAINS  
 100 0 100 200 300 400 500 METRES