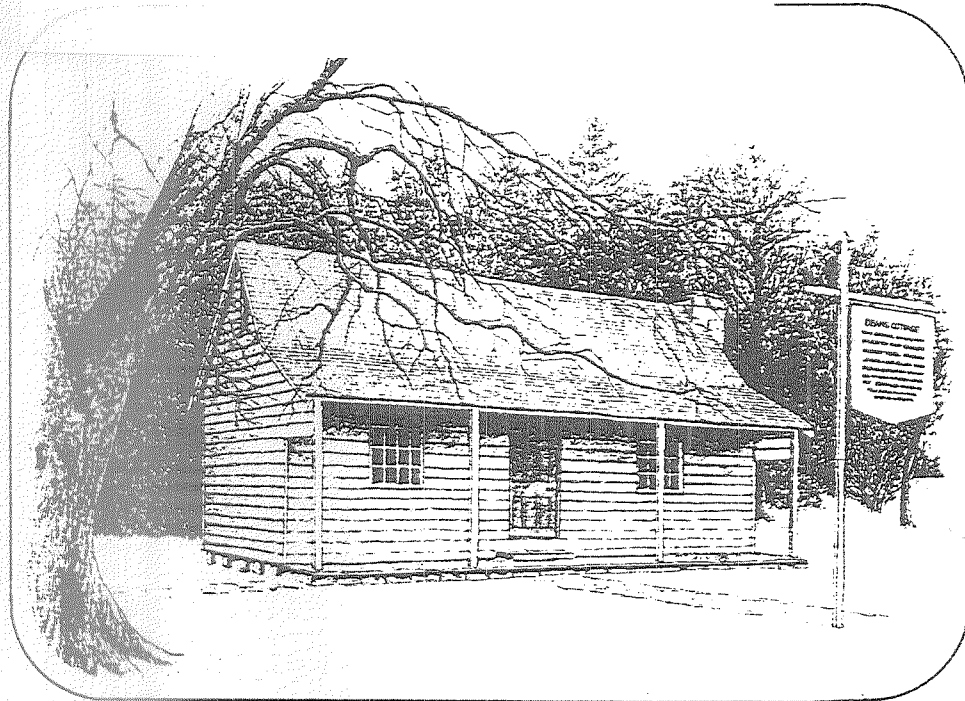
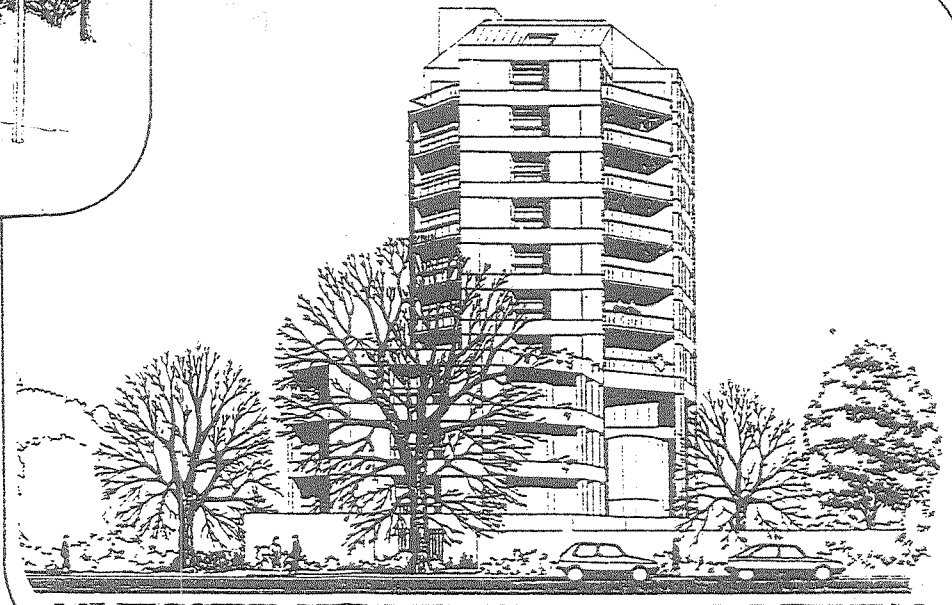


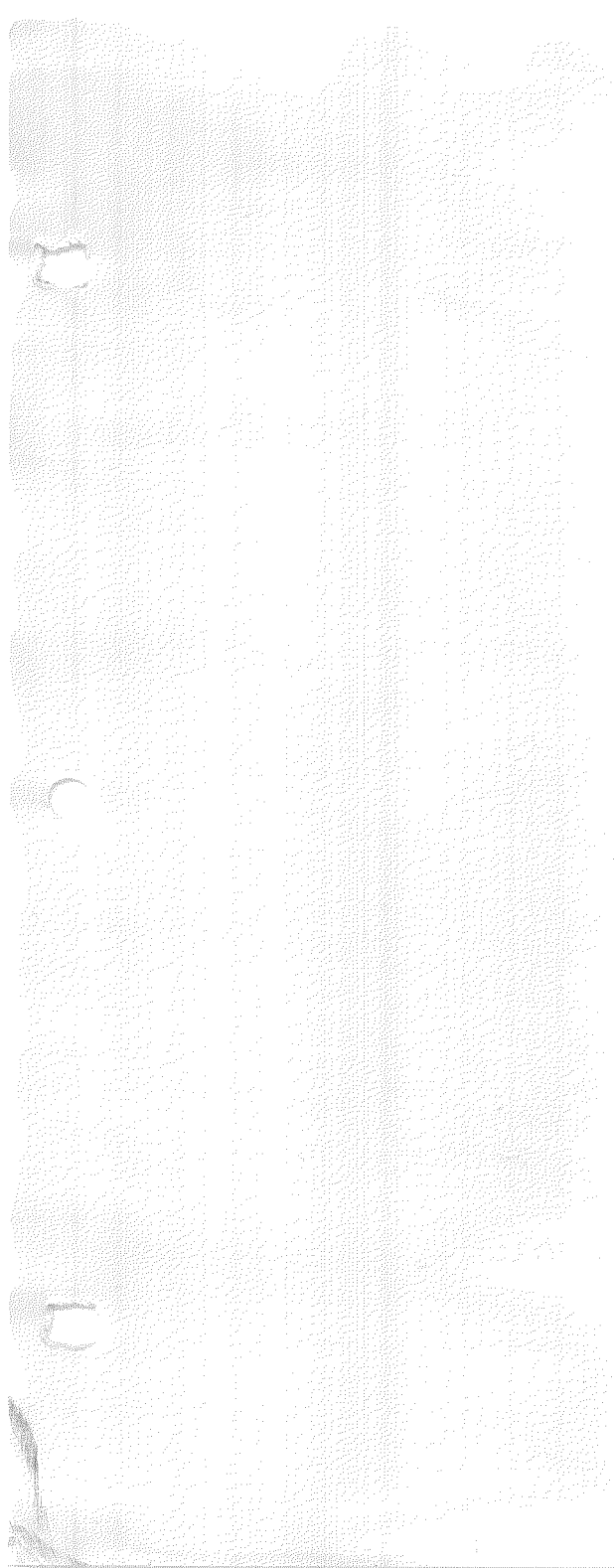
2nd Review



Riccarton District Planning Scheme



Christchurch City Council
Operative July 31, 1990



APPROVED
RICCARTON OPERATIVE DISTRICT PLANNING SCHEME

The Riccarton District Planning Scheme has been approved by resolution of the Christchurch City Council on 28 May 1990 in accordance with Section 52 of the Town and Country Planning Act 1977, the Common Seal of the Christchurch City Council was affixed hereto. This Scheme is operative from 31 July 1990.

V. S. Buck

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Mayor

B. L. Pearson

.....
Administration Manager



Scheme Statement

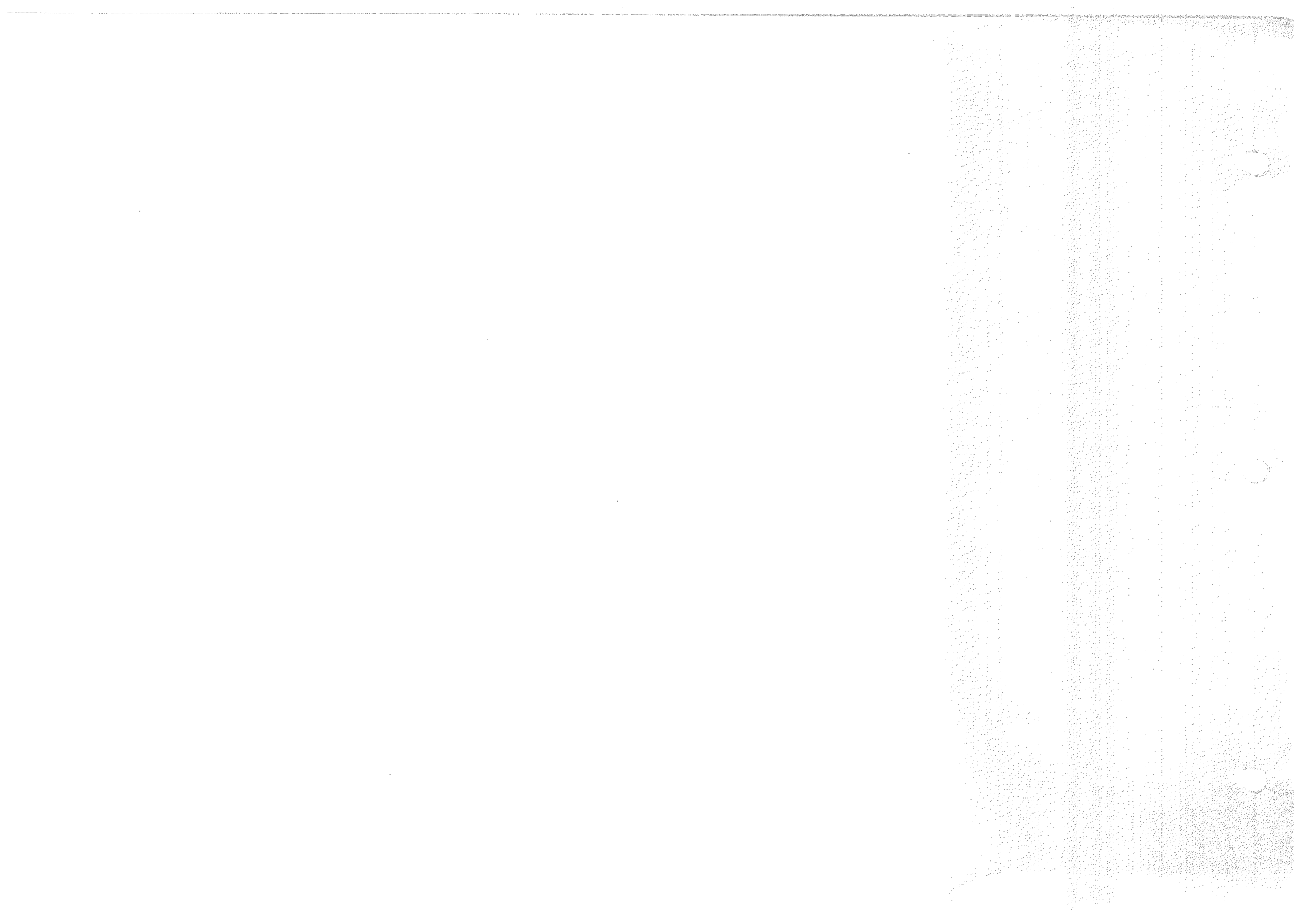


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I. INTRODUCTION TO THE DISTRICT SCHEME

1. PLANNING AND THE DISTRICT SCHEME

Town planning through the district scheme has a number of major goals, but the common element is change. The function of good planning is to manage change well and to guide and control change. The main town planning goals can be summarised as follows.

(a) **To reconcile a number of competing interests.**

The interests may be represented by property owners, business, neighbours, interest groups or even wider regional interests (ie major roading needs) or national interests. All of these interests are potentially competitive not only one with another but within each group.

(b) **To balance out mutual exclusion.**

Planning must recognise and deal with the fact that good policies and ideas can be in conflict. Eg, if an area is set aside for a park it cannot be used for industry or housing no matter how badly it is needed.

(c) **Long term needs.**

Town planning deals with long time spans. Policies which may benefit a wider population or a future generation are less obvious than localised issues or developments.

(d) **Maintain and organise the environment.**

Town planning is often seen as negative. The damage to the environment prevented by town planning is seldom seen or noted (eg the maintenance and protection of residential amenity or the development of an attractive coordinated shopping centre), but any frustration to an

individual is quickly known and publicised and town planning is blamed.

2. PREVIOUS SCHEMES

The first district scheme became operative in 1964 and dealt mainly with zoning. It was principally a recognition of the existing land use pattern. The second district scheme became operative in July 1975 and included more specific policies for development within the Borough, particularly in respect of the main shopping centre and transportation.

3. THE FIRST REVIEW (1972)

The nature of Riccarton Borough is such that there are no opportunities for major changes in the land use pattern and all significant development is likely to be in the form of redevelopment within the established zone areas.

The First Review largely confirmed the broad principles established in the first District Scheme but did introduce a number of significant changes. These included

- (i) comprehensive planning over the major shopping area.
- (ii) special development zones for areas of major concern, e.g. saleyards locality, Mandeville Street opposite the industrial zone.
- (iii) substantial changes to the transportation and roading network.

Apart from the above, zone boundaries for the most part remained unchanged except where minor rationalisation of the land use pattern was necessary.

4. THE SECOND REVIEW

Following the hearing of objections, submissions and appeals to the Second Review the Council made a number of changes in the policies and controls in the district scheme. The principal changes can be summarised as follows.

- (i) **Amenities performance standards**
A wide range of amenity performance standards were introduced for many uses. These included controls on noise, pollution and glare as well as a specific requirement for Council approved landscape plans.
- (ii) **Flexibility of operation**
Particular use is now made of the provision of Section 76(2)(a) of the Act in granting dispensations from standards in order to achieve better design.
- (iii) **The town centre Commercial zone**
The Council is proposing to significantly change the requirements for development in this area, in relation to comprehensive development. At the same time the Council is proposing to strengthen the policy requirements for improved amenity and has undertaken a major upgrading of Riccarton Road as a first step towards improving the amenity and appearance of the town centre. The Council undertook a major study of the town centre "Riccarton Town Centre Environmental Study March 1983" and this has culminated in the upgrading of Riccarton Road.
- (iv) **Residential Development**
The Council strongly supports inner city residential development and has moved to strengthen the provisions of the Residential C

Zone being the residential area bordering Hagley Park, (refer Scheme Statement, page 8).

- (v) **Comprehensive Zoning**
The second operative district scheme identified a number of problem areas for which the Council determined comprehensive development was necessary. The Council recognises the problems inherent in comprehensive zoning and has amended these provisions to ensure that development and potential employment are not impeded.
- (vi) **Transportation**
The Council undertook a major transportation study, "The Riccarton Traffic and Parking Study 1982". The findings of this study have been incorporated into the district scheme. (Refer Scheme Statement, page 28).

5. RELATIONSHIP TO THE REGIONAL PLANNING SCHEME

The operative Canterbury Regional Planning Scheme is currently in the process of review by sections. Section 1 (Settlement Distribution) is at present in draft form and is open to objection and submission. The scheme has been prepared in the context of Section 1 of the Regional Review but it has not been possible to anticipate the content of future sections. During the transitional period from the notification of the proposed Scheme leading up to the Scheme becoming operative, it is anticipated that some variations may be undertaken to ensure consistency with the various sections of the Regional Scheme.

II. MAJOR TRENDS

1. POPULATION - GENERAL

The population of the Christchurch Urban Area was 287,422 in 1986. This had increased by 8,789 or 3.1% since 1981. The population of Riccarton Borough was 65,936 in 1986, approximately 2.4% of the Christchurch Urban Area.

2. POPULATION - RICCARTON BOROUGH

2.1 The following table gives the population of the Borough since 1945.

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	7,136	-127	-1.6%
1976	7,280	+154	+2.0%
1981	6,711	-531	-7.9%
1986	6,936	+225	+3.3%

2.2 Population growth in the Borough has varied. Between 1945 and 1951 most of the land in the Borough was developed and population growth slowed. Between 1950-70 the population declined. This can be attributed to a number of factors including:

- (a) decrease in average household size
- (b) the trend during the 1960's and 1970's to live in the outer suburbs, and
- (c) the use of some areas of residential land for non-residential purposes.

2.3 Features of the Borough's age structure include:

- (a) the under 15 age group has declined from 15.1% in 1981 to 13.9% in 1986. This is well below the New Zealand average of 24.4% (1986).
- (b) the over 60 age group has declined from 22.5% in 1981 to 22.0% in 1986. This is well above the New Zealand average of 14.7% (1986).

2.4 Future Growth

It is expected that the Borough population will increase due to the following:

- (a) The residential zone boundaries have been retained.
- (b) A likely increase in the over 60 age group (Riccarton is established and convenient).
- (c) Re-development with multi-unit housing encouraging the younger age group.
- (d) Continued presence of the University.
- (e) A reduction in the number of non-residential uses permitted in some residential zones.

3. EMPLOYMENT

The number of Borough residents employed in the full time labour force has decreased from 3,178 in 1976 to 2,601 in 1986, an 18% decline. The table below gives details of the number of residents employed in each major industry division.

Major Industry Division	1976	1981	1986	1986 % of Total	1986 % of Total Nation wide
Agric/Fishing Forestry	49	45	69	2.7	10.5
Manufacture	808	621	585	22.5	13.0
Elec/Gas/Water	51	27	30	1.6	0.2
Construction	190	99	141	5.4	3.4
Wholesale Retail/Hotel	573	492	558	21.5	27.5
Transport/Commun	306	210	222	8.5	3.7
Finance/Insurance Real Estate Business Services	224	213	246	9.5	6.6
Community/Social Services	883	957	726	27.9	33.8
TOTAL	3178	2757	2601		

III. RESIDENTIAL

1. INTRODUCTION

There are five distinct residential areas in Riccarton. These are:

- (i) The area north of Riccarton Road and west of the railway.
- (ii) The area south of Riccarton Road and west of Wainui Street.
- (iii) The area from Blenheim Road to Riccarton Road between Mandeville Street and Wainui Street.
- (iv) The area from Deans Avenue to the railway.
- (v) The area from Lincoln Road to the railway.

Area 1 is largely single unit housing of substantial quality on well developed sites. There are large numbers of established trees, and very few new houses in the area. These factors combine to give the area a consistent character and it is the Council's policy to preserve this character through the zoning ordinances.

Area 2 also has a consistent character brought about by small lots and uniform design. This area is one of the earliest state housing developments in Christchurch, and time plus the careful attention of the residents has resulted in an attractive locality.

Area 3 between Blenheim Road and Riccarton Road contains older houses on quarter acre lots interspersed with redeveloped lots containing multi unit development. Council sees the change from old single dwellings to multiple unit flats as being appropriate and has zoned accordingly.

Area 4 from Deans Avenue to the railway is an area of mixed housing including old homes on large lots and average sized houses on quarter acre lots. The area has many established trees, but suffers from the intrusion of non-conforming industrial and commercial uses. It is one of the key areas in the district scheme proposals, and Council's policies with respect to this area are detailed in paragraph 6, Residential C1 zone.

Area 5 is between Lincoln Road and the railway. The houses are predominantly old, the streets narrow and the lot sizes comparatively small. The area is central to all facilities but the residential amenity suffers from heavy traffic flows on adjoining roads, proximity to industrial zoning and the proposed realignment of Whiteleigh Avenue.

2. RESIDENTIAL BUILDINGS BY TYPE

The table illustrates the numbers and types of residential units built within the Borough over the past 10 years. The most noticeable trend has been in the change in emphasis from dwellings to apartment units.

(a) Dwellings (Nature of Occupied Dwellings)

	House	Flats or Apartments	Other	Total
1971	1,826	644	24	2,494
1976	1,764	823	41	2,610
1981	1,506	1,077	30	2,613
1986	1,476	1,143	12	2,631
% Change 1971-1986	-19.2	+77.5	-50.0	+5.5

(b) Building Permits (1976-1984)

	'77	'78	'79	'80	'81	'82	'83	'84
Houses	80	17	52	3	0	3	2	3
Flats				10	17	3	5	35
Dwelling Demolitions	23	20	22	11	24	8	5	17

No House/Flat split prior to 1980.
March to March year.

3. RESIDENTIAL DEVELOPMENT AND ZONING

The scheme provides three residential zones which in turn provide for increasing residential density towards Hagley Park and the city centre. The Council has developed these policies in order to encourage people to live close to the main employment centre and to counter the effects of building obsolescence, increased transportation costs and population loss. The background to and policies for the residential zones is as follows.

4. RESIDENTIAL A ZONE

The Residential A Zone covers approximately 86 hectares of land and primarily includes the land north of Riccarton Road and between Wharenui Streets and Wainui Street. (Refer Clause 1, Introduction). The area is characterised by good quality lower density residential development and the Council's policy is to maintain that quality by way of design conditions and to restrict permitted uses to those compatible with lower density residential areas. Comprehensive development is permitted in the zone, subject to conditions and all development must provide a minimum area of landscaping and planting. The zone ordinances are designed to keep the level of development low and a density guideline of 100 persons per net hectare is desirable and appropriate in this area.

5. RESIDENTIAL B ZONE

The Residential B Zone covers approximately 68 hectares and is centred on the area bounded by Riccarton and Blenheim Roads and Mandeville and Wainui Streets. It is Council's policy to encourage redevelopment in this zone to a more intensive level. The trend has already been well established. The Council considers a net density of about 150 persons per net hectare is desirable and appropriate in this area.

6. RESIDENTIAL C ZONE

The Residential C Zone covers approximately 24 hectares of land, excluding that presently occupied by the Addington saleyards. The zone lies generally between Deans Avenue and the railway line fronting Hagley Park. The Council strongly supports the objective of inner city residential development and it considers that the Residential C Zone provides an outstanding location for this type of use for a number of reasons.

- (a) that the balance of existing development is still primarily residential and it is important to ensure both the land area and amenity of this use is not diminished.
- (b) that there are only limited areas available for higher density residential development and these need protection.
- (c) the area is alongside Hagley Park which provides the ideal open space balance for higher density residential use.
- (d) that by encouraging residential development in this area it will aid inner city employment, enable people to travel by bicycle or foot, fully utilise existing public services, and sustain inner city

schools, recreation facilities and cultural facilities and other public amenities.

The retention and protection of the Residential C Zone are for permanent residential use is one of the most important district scheme planning objectives.

The Council recognises that inner city residential zones are vulnerable to pressure from adjoining commercial and industrial uses and as such the zone boundaries and permitted uses must ensure that residential activity and amenity can be established with confidence. Therefore, the Residential C Zone is intended to provide primarily for permanent residential uses and uses which do not require a site in this part of Riccarton are provided for in other zones.

However Council recognises that parts of the area covered by the Residential C Zone are attractive for all types of travellers accommodation and taverns but sees merit in consolidating these uses in the area fronting Riccarton Road. This area provides for main road frontage as well as ease of identification and good access for the travelling public but reduces the impact of these uses on areas of stable permanent residential development.

The exception to this policy is the travellers accommodation complex bounded by Deans Avenue, Kilmarnock Street, Matai Street and Darvel Street. This complex has a particularly attractive design character and style and compliments the adjoining uses in terms of bulk and location and landscaping. The Council supports the continued existence of this complex and the use of this site for a travellers accommodation complex, subject to specific design criteria.

There is a height limit of 10m in the zone. All development which seeks to exceed that height limit will be subject to planning approval in terms of specified guidelines. The same principle will apply to development densities which involve individual residential unit site areas below 180m².

7. LANDSCAPE PLANS AND AMENITY

The Council is concerned to improve the overall amenity and appearance of development in the Borough. Development in the residential zones is not excluded from this objective. Generally the objective will be met in several ways.

- (a) by requiring a landscape plan to be approved by Council for specified uses (refer Ordinance 3.6).
- (b) by requiring some building design to be approved by Council.
- (c) by ensuring that residential accessory buildings located in front yards are designed in a manner harmonious to the dwelling.
- (d) protection of specified trees.

8. OTHER USES

A range of non-residential uses is permitted in the residential zones with the exception of the Residential C Zone. However, they are limited to uses which are closely related to or depend upon a local residential community and where in general their location within the residential zone is considered appropriate. Some of these uses have been made conditional uses in the zones. These uses should endeavour to locate on a site which is suitable to their needs, does not undermine established residential development or cause traffic problems. Of particular concern to the Council is the need to restrict non-residential uses on sites in the Residential C Zone. Such uses should

seek a location close to Riccarton Road and not in an area which is substantially developed for permanent residential use. The Residential C Zone does not provide for any significant non-residential element. The area of land in the zone is small and opportunities exist for non-residential uses to establish in the adjoining zones.

Such uses include medical, health and related services, institutional uses of a residential character (eg aged persons homes) and education and recreational uses.

The scheme makes provision for home occupations within residential zones in order to provide a wider choice of workplace for the individual and greater diversity within residential areas, recognising what already happens in a number of situations. Standards are included to ensure environmental nuisances are minimised.

9. RESIDENTIAL OBJECTIVES

The Council has adopted the following objectives for residential development.

Objectives

- To conserve existing housing as far as possible, and to encourage continued maintenance and renewal of homes.
- To encourage diversification of residential development by providing for a wider range of housing types and physical groupings in response to the varied and changing housing needs of the community.
- To recognise through zoning controls the suitability of certain residential areas for development at different levels of density. To give special recognition and protection to the Residential C Zone.
- To locate zones of differing intensities of development and uses in order to prevent undesirable interaction.
- To enable uses which serve and are compatible with dwellings and which can make a beneficial contribution to them to locate within residential areas. Such uses will be confined to those that do not attract substantial amounts of traffic into residential streets.
- To relate residential development to the availability and most efficient use of public services and facilities.
- To locate higher residential densities where the most widely used services can be most conveniently obtained.
- To ensure that new development is both integrated into and compatible with the surrounding area.
- To reduce separation between home and certain forms of employment by providing for home occupations in residential zones.
- To provide for social services such as care of the elderly and pre-school facilities in residential areas.

IV. COMMERCIAL DEVELOPMENT

1. INTRODUCTION

The distribution of commercial centres of varying sizes and structure throughout the urban area provides a wide range of choice and level of service for the population. This distribution has little direct relation to local authority boundaries and the Borough Council is conscious of the benefit of co-operating with the other local authorities to continually reappraise the broad commercial zoning policies for the metropolitan area.

Commercial land use in Riccarton is on four levels

- (a) Local shops - these are shop dwellings permitted as of right within residential areas.
- (b) Small local centres - zoned Commercial A.
- (c) The main Riccarton shopping centre - zoned Commercial B.
- (d) Drive in retail uses - north side Riccarton Road - zoned S.D.Z.7.

2. COMMERCIAL A ZONE - LOCAL CENTRES

2.1 Background

The total area of land zoned Commercial A is approximately one hectare. This is located on Riccarton Road at the intersection of Clyde Road and on Lincoln Road. The Commercial A zones are intended to create, preserve and enhance local shopping areas serving the day to day and frequently recurring needs of adjoining residential areas. However, the viability of these zones is in part dependent on reasonable access to the secondary catchment provided by passing traffic

and therefore a location fronting a main traffic route is generally important. In order to encourage a wide range of local shopping activities in these zones and at the same time minimise any detrimental affect the zones may have on the flow of traffic on the roads, the maximum ground floor size tenancy has been limited and uses with a high traffic generating potential (other than local shops) have been restricted to conditional use status.

2.2 Zone Objective

- to protect and enhance small shopping areas serving the frequently recurring needs of local communities.

2.3 Zone Policies

- to limit the size of individual shops and to encourage a variety of services and outlets.
- to protect the viability of the small shopping centres by providing for a location on main traffic routes with access to passing trade.
- to limit the range of permitted uses to those servicing day to day needs of the neighbourhood.
- to limit high vehicle traffic generating uses to conditional uses status.

3. COMMERCIAL B ZONE

Scheme Statement

3.1 Background and Philosophy

3.1.1 The Commercial B Zone covers the main shopping area of the Borough. The Riccarton shopping centre is one of the largest suburban shopping centres in the Christchurch Metropolitan area (approximately 32,000m² floorspace 1986) servicing the cultural, shopping and administration needs of a population catchment which extends well beyond the Borough boundary. The centre represents a large investment in money, construction and time spent in working, and generates a major portion of the Borough's income. Its continued success is considered essential for both the Borough ratepayers and residents and the wider catchment population.

3.1.2 The Council has adopted a positive approach to planning for the future of the shopping centre. Since the review in 1972 the Council has encouraged policies of consolidation and co-ordination as well as improved amenity standards and traffic management. Acknowledging the importance of the town centre, the Council has undertaken a number of studies aimed at establishing future policies for the area. The studies include:

the Riccarton Traffic and Parking Studies 1982 and 1987,
the Riccarton Town Centre Environmental Study 1982,
the Riccarton Retail Report 1987.

3.1.3 The Council is conscious of the need to provide a planning framework within which the town centre

can develop to meet changing commercial expectations. The Council is aware that retailing methodology and style is a continually evolving and not a static process, and that district policies should reflect this.

3.1.4 The Council's overall philosophy for the success of the Commercial B Zone area is "to generally integrate retailing activities, under cover and enclosed, concentrating on the area bounded by Riccarton Road, Clarence Street, Matipo Street and an extended Maxwell Street". This area will be encouraged to have a continuous retail frontage along both sides for the full length of a covered pedestrian link.

3.1.5 The Council believes that the success of the shopping centre (Commercial B Zone) is dependant on being able to satisfy the following objectives

- (i) a co-ordinated shopping development throughout the greater part of the Commercial B Zone, by way of Comprehensive Planning;
- (ii) efficient access to and from the surrounding road network;
- (iii) a high level of off-street parking;
- (iv) improved pedestrian convenience and amenity within the shopping centre;
- (v) improved public space and a greater range of uses;
- (vi) protection of the adjoining residential areas;

- (vii) encouragement of continuous retail frontage generally under cover and enclosed.

3.2 Co-ordinated Development

3.2.1 The Council policy for retail and related commercial development is directed towards achieving a co-ordinated shopping and pedestrian environment between Matipo Street and Clarence Street. To this end the Council has provided for the development of the Commercial B Zone in three sectors and these are defined on the map attached. Sector 1 contains the group of shops fronting Riccarton Road between Division Street and Clarence Street. Because of the small sites in this area and the contribution of these shops to the character and amenity of Riccarton Road, and because they are separated from the main shopping area by service lanes and access routes, these sites have been left to develop on a site by site basis. Sector 2 involves that area of the Zone east of Clarence Street. This area is separated from the main commercial development by the major traffic route of Clarence Street. The long term future use of this area is not closely linked to the commercial area west of Clarence Street and although presently developed in a comprehensive way there is no requirement for this to continue. Development in this Sector can be undertaken on a site by site basis having regard to the design policies.

3.2.2 Sector 3 covers the main shopping area from Matipo Street to Clarence Street. The Council has undertaken a major retail and marketing study directed at the future development of the land between Clarence Street and Matipo Street with particular attention to the area between Rotherham Street and Division Street. The main conclusions of that study strongly support the concept of a

linked retail centre between Clarence Street and Matipo Street. In particular the study recommended the following:

- (a) The linking together of the major retail areas on the south side of Riccarton Road between the existing Riccarton Mall and the Countdown Centre.
- (b) Encouraging the shops on the south side of Riccarton Road to market themselves into the developing car parks.
- (c) Integration of the area generally by covered walkways.

The overall concept has generally been supported by the major retail operations in the Sector 3 area. As a result the Council has prepared an Indicative Comprehensive Development Plan for this Sector with the objective of encouraging development towards a co-ordinated and generally enclosed shopping centre. Development of the area between Division Street and Rotherham Street will be encouraged to achieve this.

3.2.3 Development in the central part of Sector 3 may involve the closure of certain lengths of Division Street and Rotherham Street. The extension of Maxwell Street from Division Street to Clarence Street is considered essential. In addition any new development between Division Street and Rotherham Street will be encouraged to incorporate a vehicle link from the northern sections of the development to the parking area on the south side (refer Indicative Comprehensive Development Plan). Where practicable or appropriate this link should be provided in such a manner as to enable the east-west pedestrian and shopping linkage between the ends of development in Sector 3. The prime function of

this link is not as an alternative through route but to ensure access is provided from Riccarton Road for the major car parks to the south and to generally integrate car parking in the centre. A further vehicle link will be required to maintain access between the northern sections of Division and Rotherham Streets and the proposed north-south link. A vehicle link between the northern sections of Division and Rotherham Streets is shown along the boundary of Sector 1 and Sector 3 although the Council would consider a change to the alignment of the link with the agreement of the affected property owners. The overall purpose of the Indicative Comprehensive Plan is to encourage development which would allow shoppers to move under cover and in an enclosed complex as far as is practicable without conflict with vehicles throughout the full length of the main shopping area. Because the full development of Sector 3 will necessitate road closures the ordinance allows for development to take place in stages. The Council will continue to encourage development to take place in accordance with the Indicative Comprehensive Plan which outlines the preferred direction for development.

Policies for the Co-ordinated Development of Shopping Centre

- (i) To improve the performance, efficiency and attraction of the main Riccarton Shopping Centre by providing under cover shopping throughout the greater part of the complex, and particularly Sector 3.
- (ii) To reduce conflict between shoppers and vehicles by closing sections of those streets which preclude co-ordinated shopping development.

- (iii) To protect those shops including banks which have their frontage to Riccarton Road and which are essential to the pedestrian amenity and display frontage along Riccarton Road.
- (iv) To encourage a continuous retail frontage along the full length of a covered internal pedestrian link generally between the east and west ends of Sector 3.
- (v) To encourage new development between Rotherham Street and Division Street to start in and generally cover the priority building area shown on the plan.

3.3 Traffic Circulation and Access

3.3.1 The full implementation of a plan to achieve a co-ordinated shopping complex in Sector 3 will involve street closures and requires consideration of traffic circulation and access arrangements in the vicinity of the Commercial B Zone. From the resulting traffic analysis, the following needs have to be identified. These are:

- To ensure the ongoing convenience, safety and attractiveness of the streets and footpaths of the Town Centre through physical separation of pedestrian and vehicle movements wherever practicable.
- The need to allow for some vehicle circulation between Rotherham Street and Division Street north of the main shopping development. This provides access to the post office, existing uses fronting Riccarton Road, and existing car parking.
- The need to give future consideration to encouraging a grade separated vehicle

access from the north side of the proposed development to the main car park and the need for any new development occurring between Division Street and Rotherham Street to take into account that planned future possibility.

- The need to extend Maxwell Street from Division Street to Clarence Street to provide capacity and convenient circulation for traffic around the shopping centre. There will also be a need to include additional land at the intersection of Matipo Street and Riccarton Road to allow for the improvement of traffic control at that intersection.

Policies

- (i) To provide physical separation between pedestrian and vehicle movements within Sector 3 of the Commercial Zone, wherever practicable;
- (ii) To provide for the extension of Maxwell Street to Clarence Street;
- (iii) To provide for an improved intersection design at Matipo Street and Riccarton Road;
- (iv) To take the necessary steps to stop sections of Rotherham and Division Streets, if an appropriate development or redevelopment is likely to occur.
- (v) To encourage a new link between the north side of the main shopping complex and the main car park as an alternative to the access presently provided by Division and Rotherham Streets.

3.4 Off-Street Parking

- 3.4.1 The success of the Riccarton Shopping Centre has in large part resulted from the high level of off-street parking. This has generally been achieved by higher parking ratio standards for the major land use categories. However, the Council is equally concerned to encourage a wide range of uses in the commercial centre, particularly uses which will assist in developing the town centre as a business, retail, cultural and social focus within the Borough. To this end the Council has provided for reduced parking standards for a number of uses which it believes will add to the attraction of the town centre and where the peak parking demand for those uses is generally outside of the peak parking demands for most retail activity.
- 3.4.2 In addition, the Council wishes to encourage a high level of covered pedestrian amenity. Covered pedestrian ways and plazas will not be subject to any car parking assessment.
- 3.4.3 The Council regards the location, layout and access to the greater part of the off-street parking as critical. For this reason the Indicative Comprehensive Plan encourages the layout of the main car parking area to be linked across Rotherham and Division Streets. This will give a more efficient parking layout and also ensure that customers are not required to re-enter the road network in order to find a parking space.

Policies

- (i) To require off-street parking for the majority of new development;
- (ii) To encourage the co-ordination of off-street parking areas within Sector 3;
- (iii) To offer parking reduction for specific uses;
- (iv) To require landscaping throughout all parking areas and around the periphery of parking areas to improve the overall appearance of off-street car parks.

3.5 Pedestrian Amenity

The Council wishes to improve pedestrian amenity within the town centre. A co-ordinated and where practicable covered shopping complex will go a considerable way to achieving this. The Council also wishes to encourage a high standard of additional public amenity by way of covered open space or plaza. An area of such space will be a requirement within that part of the Sector 3 development generally located between Rotherham and Division Streets. Any such space should be surrounded by retail display frontage and will not be subject to a car parking requirement.

Policies

- (i) To co-ordinate the design of buildings in order to achieve ease of pedestrian movement and continuity of display frontage as far as is practicable within the Sector 3 development.

- (ii) To require the provision of an area or areas of covered public amenity within the central part of the Sector 3 development.
- (iii) To encourage those developments in Sectors 1 and 2 to retain a retail and display frontage along Riccarton Road.
- (iv) To encourage development in Sector 1 to have regard to integration with Sector 3 by way of covered pedestrian ways or overpasses.
- (v) To encourage a retail frontage along the side of Sector 1 facing Sector 3.

3.6 Uses and Bonuses

3.6.1 The Council wishes to encourage the development of a wide range of uses within the main shopping centre including cultural, social and recreational uses. The Council believes that such uses would improve the character and interest in the centre and be of benefit to the retail operators and the people working in the centre. Encouragement is therefore given to establish a wide range of uses including cinemas, restaurants, a tavern and travellers' accommodation. The benefits of these include:

- (a) the economic and social well being of the Borough and the wider catchment population;
- (b) redevelopment of older buildings should bring public benefit such as pedestrian links, arcades, and landscaping;
- (c) a substantial concentration of employment and retail activity will assist the viability of many cultural and entertainment activities.

- 3.6.2 In order to encourage a wider range of uses and facilities in the zone the Council has included a number of bonus provisions in the scheme ordinance. The bonus provisions allow for certain listed uses to be established without additional car parking (refer Ordinance 6(v)).

Policies

- (i) To encourage a wide range of uses in the town centre, particularly where these will provide for a greater variety of cultural, social entertainment and recreational facilities;
- (ii) To encourage additional employment through uses which can complement the parking requirements of the main retail activity;
- (iii) To ensure those uses which operate as a result of the bonus provisions do not result in an overloading of the main retail parking provisions by non-retail uses.

3.7 Road Closures and Maxwell Street Extension

- 3.7.1 In order to achieve the full co-ordination of retail development between Matipo Street and Clarence Street it will eventually be necessary to close sections of both Rotherham Street and Division Street. The closure of sections of the above streets requires that changes be made to the road network around the shopping centre both to assist traffic flows on Riccarton Road and ensure ease of access to the major car parking area. The Council has therefore designated areas of land between Rotherham Street and Division Street and along the southern boundary of the commercial zone.

The latter designation will provide for the extension of Maxwell Street from Division Street through to Clarence Street. The designated link between Rotherham Street and Division Street and generally on the south boundary of Sector 1 is shown as 10m wide. The Council believes this link can be narrower. This length of road is required to provide for part of a one-way circulation system south on Rotherham Street which links into both parking areas to the south and the two way traffic flow on Division Street. The Council would note that the alignment of the link between Rotherham Street and Division Street and immediately south of Sector 1 could be varied, depending on the agreement of the affected landowners.

The Council considers the closure of Rotherham and Division Streets as highly desirable to the development of a co-ordinated shopping area. The Council accepts that the closure of these streets should not preclude development from starting within the area between the two streets but believes any such development should be encouraged to develop in a way which will ensure integration of buildings across the respective streets when desired.

The Indicative Comprehensive Plan outlines the preferred direction for future development. The roading changes will provide the following benefits:

- (i) To encourage a continuous covered shopping centre while maintaining sufficient roading links to ensure a high level of access and convenient circulation.
- (ii) Reduce the delays for traffic flows along Riccarton Road and at the critical

intersections by providing the alternative routes for access and local circulating traffic.

- (iii) Definition of a simple high-standard distributary road network consisting of Riccarton Road, Clarence Street, Matipo Street and Maxwell Street which minimises the use of adjacent residential streets.
- (iv) Physical separation of the commercial zones from adjacent residential uses.
- (v) Scope for additional driveway access points to an expanded car parking area.

3.7.2 In general terms the Council considers that the roading improvements would be undertaken as follows:

- (i) Build the Maxwell Street extension;
- (ii) Create the link between Division and Rotherham Streets on the north side of the development;
- (iii) Build the free-left turn facility at the Riccarton Road and Matipo Street intersection;
- (iv) Which together with the provision of a vehicle access link from the north side of the proposed development to the main car park,
- (v) Could enable the closure of Division Street and/or Rotherham Street.

3.8 Adjoining Residential Area

3.8.1 The Council does not support any extension of the Commercial B Zone boundaries other than the realignment of the boundary along the east side of Matipo Street. All development will still be subject to a landscape and building set back. The Council is concerned to protect the amenity of the adjoining residential areas from any side effects resulting from redevelopment within the Commercial B Zone. Of particular concern to the Council is the need to:

- (a) prevent the use of residential side streets for overflow parking from the town centre;
- (b) to improve the visual appearance of the periphery of the shopping centre as viewed from the residential areas. This will be achieved by mandatory landscaping around the zone boundary and additional landscaping within the main parking areas;
- (c) to maintain a recession plane across the Commercial B Zone to protect the sunlight and amenity of the adjoining residential area.

3.8.2 All of these objectives are provided for in the Commercial B Zone Ordinances.

3.9 Public Utilities and Services

A substation/switching centre site is designated on the plan. This activity can be incorporated into any new building provided satisfactory access is maintained. In addition arrangements would need to be made for the utility services (presently located in those areas of Rotherham Street and Division Street which may be closed) to be ducted

in order that development can take place over any future road to be stopped.

The siting of such ducts and access to such ducts for replacement or maintenance and repair would be protected by a registered easement which will include extra duct space for the purposes of replacement, repairs and maintenance where direct access is precluded by proposed buildings and/or to meet future power demand increases requiring additional cabling.

3.10 Controlled Uses and Site Development Plans

3.10.1 The Council considers the development of the Commercial B Zone to be of major public importance. The Council's overall goal for the Commercial B Zone is an integrated and attractive development and the best method of achieving this is by comprehensive or co-ordinated planning. The Council believes there are considerable advantages in comprehensive planning for the Commercial B Zone. These are:

- large shopping centres are "defacto" areas of considerable public interest by way of use;
- it provides for better co-ordination between buildings, uses and related functions;
- it allows for co-ordinated parking provision making for better use of the land and the parking facility;
- it allows for proper consideration of pedestrian access and circulation and the opportunity to segregate such from vehicle movement and access;

- it allows for better consideration of vehicle access points in that these are confined to strategic locations rather than on a site by site basis;
- it allows for the co-ordination of aesthetic and visual matters such as combined landscaping, open space, more uniform and co-ordinated building design.

3.10.2 Sections 36(4) and (5) of the Planning Act allow the Council to provide for uses subject to certain discretions. The matters on which the Council may retain a discretion in order to achieve the policies and objectives of the scheme are:

- (a) the design and external appearance of buildings
- (b) landscape design and site layout
- (c) the location and design of vehicular access to and from the site.

3.10.3 The Council has therefore made all uses in the Commercial B Zone either controlled uses or conditional uses. Before establishing a new use an applicant or developer must submit a site development plan for Council's consent by way of a notified or non-notified procedure so that the proposal can be assessed in terms of the policies, objectives of the zone and the overall site layout contained in the Indicative Comprehensive Plan for Sector 3.

3.11 Procedure

3.11.1 A controlled use application in respect of those matters set out in sub-section 3.10.2 above is required in regard to those uses in clause 2(i)-(viii) ordinance 9. An application for a controlled use may be made by way of a non-notified application. However, the Council shall not exercise its powers on an application which is non-notified unless the written consent of every owner whose property adjoins or abuts the proposed development (including those properties on the opposite of any intervening street) has been obtained. If such written consents have not been obtained then the Council shall only exercise its powers on the development by way of a notified application.

In addition there are a limited number of conditional uses (see clause 3(i)-(iii) ordinance 9). An application in respect of these uses shall be as required under the Act, ie by way of notified application.

3.11.2 Sector 1

Site Development Plans. Plans submitted by an applicant in Sector 1 can be provided on a site by site basis. The objectives for plans in this Sector are:

- (a) To encourage the continuity of display and verandah frontage along Riccarton Road.
- (b) To encourage covered pedestrian access between Sector 1 and Sector 3.
- (c) To encourage co-ordinated parking between adjoining uses.

- (d) To encourage new development in Sector 1 except in the case of banks to provide for pedestrian access between Riccarton Road and Sector 3 and in respect of all new development a display frontage orientated towards Sector 3.

3.11.3 Sector 3

Site Development Plans. Plans submitted by an applicant in Sector 3 can be provided on a site by site basis. They will be assessed in terms of the following objectives for Sector 3 development.

- (a) To encourage buildings and off-street parking areas or buildings to be located within the zone so as to achieve a co-ordinated building and car parking layout.
- (b) To encourage the closure of Rotherham Street and Division Street to develop a co-ordinated building and car parking layout.
- (c) To encourage a strong pedestrian linkage from the west to east end of the main shopping centre in Sector 3.
- (d) To encourage a substantial landscape amenity buffer around the periphery of the town centre where it adjoins or fronts residential zones.
- (e) To encourage a grade separated vehicle link wherever practicable between the north side of the main shopping development (Sector 3) and the major car parks.

- (f) To encourage an access link (10m wide) between Division Street and Rotherham Street along the south side of Sector 1.
- (g) To encourage provision to be made for usable and attractive public spaces within any larger shopping centre complex within Sector 3. Particular attention is drawn to the need to provide covered public amenity areas within any new development between Rotherham Street and Division Street.
- (h) To encourage a continuous enclosed pedestrian retail display frontage between the east and west ends of Sector 3.

4. SPECIAL DEVELOPMENT ZONE SEVEN (NORTH SIDE OF RICcarton ROAD)

4.1 Background

The area covered by this zone, being largely one section depth along the north side of Riccarton Road between Kauri and Harakeke Streets has been a problem location for many years. The area originally developed as part of the traditional shopping centre astride a major traffic route and is still almost totally occupied by retail, office and service type uses. The Council supports a policy of encouraging the major pedestrian retail activity to develop on the south side of Riccarton Road and to discourage any increase in commercial zoning on the north side. The Council believes this will provide for a more consolidated shopping centre and protect the traffic function of Riccarton Road. However, the Council considered that the area on the north side of Riccarton Road did provide a good location for those commercial or service uses which generate vehicle orientated custom rather than pedestrian orientated custom,

and which are normally associated with or located on the fringe of main shopping centres, eg drive in uses, offices, medical centres and community facilities. In order to protect the through traffic function of Riccarton Road the Council introduced a number of measures:

- (a) a service lane to provide access to all uses;
- (b) a restriction on ingress and egress from Riccarton Road;
- (c) lower plot ratio for development.

4.2 Objectives

The Zone has the principal objective of encouraging redevelopment of the north side of Riccarton Road so as to:

- reduce vehicle and pedestrian conflict on Riccarton Road by discouraging pedestrian orientated uses on the north side of Riccarton Road.
- offer reasonable development alternatives to existing retail uses.
- improve the amenity and safety of the area.

4.3 Policies

Limiting the uses in the zone to service and small scale industries serving local needs with emphasis on drive-in access as well as offices and residential units and parking therewith.

Imposing plot ratios in order to achieve control over the maximum trip generating characteristics of permitted uses.

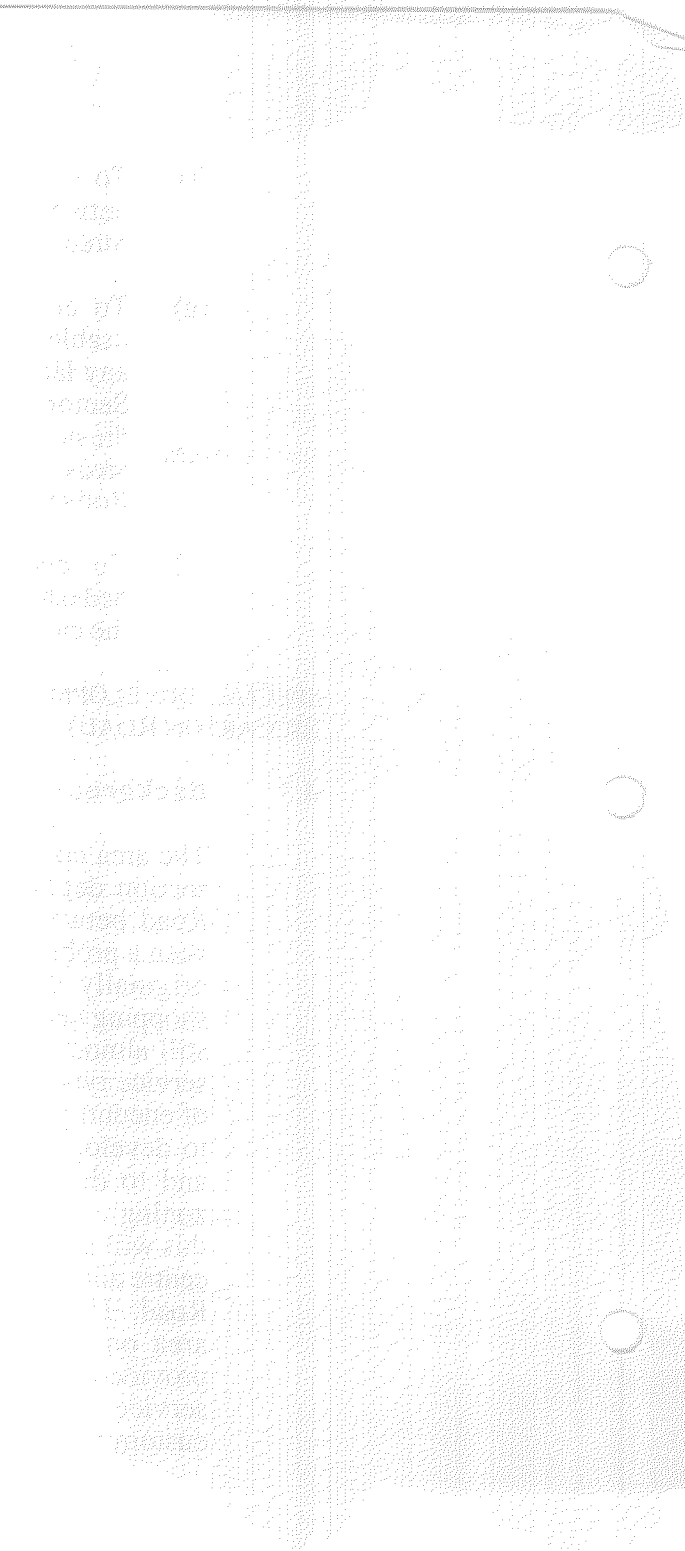
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Require vehicle access to all sites from a rear service lane. Where access is sought from Riccarton Road a minimum site width requirement will apply.

Utilising special design features in the construction of the footpath.

5. SERVICE ZONE

An area of approximately one hectare on Riccarton Road on the fringe of Commercial B Zone has been zoned 'Service'. The purpose of the zone is to accommodate those uses which are best located on the edges of pedestrian orientated retail development, eg offices, drive in uses. The zone also provides for a number of Service or very light manufacturing uses as well as public buildings.



V. INDUSTRIAL DEVELOPMENT

1. INTRODUCTION

- 1.1 The level of employment in manufacturing in the Borough has fallen significantly over the last 20 years from 995 to 621. This can be attributed to two major factors:
- (a) development of less labour intensive manufacturing and servicing uses.
 - (b) very poor utilisation of the industrial land provision in the Borough.
- 1.2 Although the industrial zones in the Borough are limited in area they are well located to provide for the replacement of larger more spacious manufacturing activities by modern units and warehousing. The Borough Council strongly supports the redevelopment of the industrial areas seeing these as providing a number of social and economic advantages, the most important of which are:
- (a) long term reduction in the growth of commuter travel;
 - (b) utilisation of existing public facilities and services;
 - (c) accessibility due to location along main traffic routes;
 - (d) provide additional local employment to support inner city residential population.
- 1.3 The Council has recognised and provided for changes in the structure and type of land uses in the Borough. One of the major trends over the

last decade has been the decline in the bigger manufacturing plants requiring large sites. Most new large manufacturing uses now require sites on the periphery of the urban area where land prices and amenity considerations are more appropriate and better satisfied. At the same time the Council has recognised the growing interest in and suitability of parts of the Industrial zones for office development, namely accessibility to central city and major traffic routes, proximity to labour markets, ability to provide substantial off-street car parking, high profile road frontage of certain roads and the proximity to the shopping centre.

2. OPPORTUNITIES FOR INDUSTRIAL DEVELOPMENT

- 2.1 There are approximately 45 ha zoned for industrial use. It is estimated that approximately 850 persons are employed throughout these zones indicating a very low level of land utilisation.
- 2.2 There are several areas where development opportunities exist. These are:
- (a) **Next to the railway line between Blenheim Road and Riccarton Road.** This area has suffered through the closure of large manufacturing units and low intensity service uses. The area covers approximately 12 ha and is well located for light manufacturing, warehousing and storage uses. The area has a significant employment potential.
 - (b) **The Saleyards Locality:** The Council believes the saleyards activity is inappropriate and represents a very poor utilisation of land which has substantial potential for redevelopment. (Refer page 21 of this Scheme Statement).

(c) **Tyne - Lowe Street Locality:** This is an area of small servicing and storage uses many of which are unattractive. The area has also suffered because of uncertainty in relation to ownership, zoning and road widening. The area is not considered appropriate for noxious heavy industry but it is considered suitable for small scale non-noxious manufacturing, service and warehousing uses. The area contains a number of small lots and narrow roads. The policy for the area is to encourage redevelopment of small scale servicing and manufacturing units and to reduce the traffic problem by increased off-street parking requirements and a one-way traffic circulation system rather than by road widening. It is considered that road widening and restrictive comprehensive zoning controls reduce the viability of redevelopment in the area.

(d) **Industrial area generally bounded by Clarence Street, Lincoln Road and Moorhouse Avenue:** This area contains a number of large established manufacturing and storage uses as well as more recent smaller units. The major land use is the Addington workshops and associated railway activities. Opportunities for redevelopment still exist and the area is well located to take advantage of the major transport routes. However, much of the area suffers from poor amenity and design.

2.3 Two other areas also provide for light servicing and storage uses. These are:

(a) **Riccarton Road - Picton Avenue:** A small service zone in this locality permits limited

service, storage, manufacturing and office uses.

(b) **Mandeville Street (west side):** An area situated on the west side of Mandeville Street facing Special Industrial Zone is zoned for small scale service and office use with a high regard for design. The zone is intended to provide a buffer between the large scale industrial activities of the Industrial Special Zone and the Residential B Zone.

3. INDUSTRIAL ZONING OBJECTIVES AND POLICIES

The policies and proposals for industrial development aim to achieve the following:

3.1 Objectives

- To ensure that the detrimental effects of industrial activities do not detract from the amenity of surrounding areas and that controls are implemented to limit potential pollution.
- To encourage more functionally and visually appropriate forms of industrial development.
- To improve the visual effect of industrial developments through landscaping.
- To make provision in industrial zones for shops ancillary to industrial uses and service uses for people working in these areas.
- To protect environmentally sensitive areas adjoining industrial areas.

- To provide a range of industrial and industrial related zones to cater for a wide range of uses.
- To provide greater opportunity for local employment.
- To recognise the saleyards location and the unique development opportunity provided by the saleyards site and to provide for a wide range of permitted uses subject to suitable traffic and amenity considerations.

3.2 Policies

The Council's main objective in providing for the promotion and control of industry will be pursued by:

- Permitting heavy industry in appropriate but restricted areas and requiring such industries to provide extensive yards to reduce their adverse environmental effects.
- Excluding some noxious uses from all industrial zones.
- Setting down noise performance standards to be used in controlling noise affecting the residential environment.
- Requiring a landscape plan for all industrial development.
- Imposing special controls on industrial areas surrounded by predominantly residential land with the aim of reducing the conflicts between the land uses.
- Permitting such service uses as dairies and banks.

- Allow an increased level of development on small sites to encourage new activities.
- To require higher levels of off-street parking to overcome existing narrow road widths.

4. INDUSTRIAL A ZONE

There are approximately 18 ha zoned Industrial A which provides for a wide range of non-noxious manufacturing, service and storage uses. The zone covers two areas, one facing Riccarton Road alongside the railway line, and the other bounded by Blenheim Road, the railway line and the Addington Workshops. In this latter area problems have arisen because of narrow road widths and small section sizes but the area is well suited for industrial units requiring only a small site. These problems have been overcome by requiring higher levels of off-street parking (rather than road widening) and allowing increased site coverage to compensate for the small sites and increased car parking. The Industrial A Zones also provide an excellent opportunity to augment local employment and are well sited in terms of adjoining land uses and access to the main road.

5. INDUSTRIAL C .ZONE

There are approximately 11.6 ha of land zoned Industrial C, with a further 5 ha currently occupied by the saleyards. The Industrial C zone is located generally in one area between Lincoln Road, Clarence Street, Blenheim Road and Hagley Park and provides for a variety of office, industrial and warehousing uses with the exception of the more noxious uses. The area is characterised by a few larger industrial activities notably the Addington Workshops of the New Zealand Railways. Much of the existing development has been established with little regard to amenity or more sensitive adjoining uses such as Hagley Park and the residential zones. The Council has more

recently imposed more stringent amenity requirements for new development in the zone.

Within the Industrial C Zone there are two areas of particular concern to the Council. The areas are:

(i) Whiteleigh Avenue Extension:

It is proposed to extend Whiteleigh Avenue from Leamington Street through to the Princess/Clarence Street intersection. In order to accord with the Regional Planning Scheme's provision for a future overbridge and to safeguard the level of service it is necessary to prevent frontage access onto the Whiteleigh Avenue extension between Leamington Street and Princess Street. This will be achieved by a 0.1m link strip. Those existing residential properties which have access onto Whiteleigh Avenue near the Leamington Street corner may retain this access while the residential use remains.

(ii) The Saleyards Site:

The saleyards site is situated in the block bordered by Blenheim Road, Deans Avenue, Lester Lane and the South Island Main Trunk Railway Line, some 5 hectares. Historically the saleyards were located on the end of Christchurch but with the expansion of the urban area the site is now situated close to the centre of the city. Livestock has to be brought in to the yards through residential areas and then taken out again. More importantly the location of the site with respect to traffic routes, Hagley Park and the central city gives immense potential for redevelopment. Because the site is large and in single ownership there is an excellent opportunity for a co-ordinated approach to development, ie land, buildings,

access, landscaping can all be designed at the same time.

The saleyards land has been identified as a separate sub-zone within the Industrial C Zone. The Council considers this site because of its location and size has potential for a wide range of development options. In addition, because of its location fronting Deans Avenue, particular attention is required to access arrangements and roading. The Council supports a comprehensive approach to development of the site and will encourage the provisions of an outline road network for the whole site prior to development taking place. The Council may require such a layout under the Local Government Act.

6. INDUSTRIAL SPECIAL ZONE

This covers approximately 7.4 ha and is situated on the east side of Mandeville Street between Blenheim Road and the Main Drain and backing onto the railway. The zone was originally designed to cover a major existing industrial complex. This has since stopped operation and a range of non-noxious industrial, warehousing and retailing uses are permitted. The zone is well located to provide for a range of low density office, service and limited retailing uses, being retail uses which generally involve bulky or heavy items and require large areas for display and/or drive-in facilities. These types of facilities, although in some cases able to locate in the normal town centre or pedestrian orientated commercial zones, are often better located on the fringe of such zones where their different traffic needs and lower density site requirements do not destroy the pedestrian character of normal retail uses. The Council is committed to the protection of existing and future retail establishments in the Commercial B Zone. The Industrial Special Zone is seen as complementing the Industrial A and the Special Development Zones rather than providing for those uses which have ceased to have relevance to the

changing needs of the Borough and this part of the Borough in particular. Special attention is required to be paid to amenity conditions because of the close proximity of residential uses.

7. SPECIAL DEVELOPMENT ZONE 4

The Special Development 4 Zone is the area on the west side of Mandeville Street from Blenheim Road north to a point just south of Kyle Street. All the sites front the large Industrial Zone formerly occupied by Fletchers and the zone was introduced in 1972 as a means of providing a buffer between the Industrial Special Zone and the neighbouring residential area. The type of uses permitted in the zone have been strictly limited to those which are compatible with the adjoining residential zone, namely office uses, places of assembly and small scale non-noxious service and storage activities. The zone contains a number of features to ensure that both the uses established and the conditions applying have a high regard for design and amenity. In particular the following policies will be pursued:

- to require all sites to provide a high standard of landscaping;
- to require all sites abutting a Residential zone to provide a substantial separate landscape strip, and
- to limit the number of conditional uses so as to encourage development by the desired predominant uses.

8. SERVICE ZONE

(refer Scheme Statement Part IV Clause 5)

9. PERFORMANCE AND AMENITY CONTROLS

An important objective of the scheme is to promote stability in zone boundaries and to discourage the establishment of incompatible uses, particularly where residential and industrial development is in close proximity. The Council regards it as important for industrial development to remain within the zone areas and to encourage industrial uses out of zone to relocate in zone. Industrial activities can generate environmental effects which can become a severe nuisance to adjoining land uses. These include noise, smoke, vibration, glare and unsightly storage areas. Such nuisances undermine the confidence of and detract from the adjoining land uses in the industrial zone. The district scheme aims to improve the amenity performance of industrial areas and contains standards for separation, noise, water pollution and glare. In addition every industrial development will be required to provide a landscape plan, (refer Ordinance 3.6) for Council consent which must precede any development on site.

VI. RECREATION AND OPEN SPACE RESERVES

1. INTRODUCTION

Within the Borough the majority of the land is committed to some form of urban development. Few opportunities exist whereby substantial areas of recreational land can be acquired to meet any changing needs. Accordingly the Council has adopted proposals to ensure that the Boroughs existing recreation and open space areas and needs are wisely used, developed and protected.

There are 6.8 ha of public open space reserve and 0.25 ha of private sector open space. Although there are no absolute methods of determining the amount and type of open space needed, 4 ha per 1000 persons has become accepted or an overall guide and is now embodied in legislation.

This simple analysis would indicate a considerable shortfall in the open space provision within the Borough. However, in general terms the overall needs of the Borough are provided for.

- the Borough is on the border of Hagley Park.
- the Borough also adjoins the Riccarton Bush passive recreation area.
- the Borough incorporates the amenity area of Mona Vale.
- it includes the Wharenui swimming pool.

One area where there is still opportunity for additional provision is the need for small local parks designed for informal recreation and passive relaxation for local residents, particularly children. These areas also improve local visual amenity and are valuable sites for planting trees. A number of these reserves already exist and as

opportunity arises the Council proposes to establish new local parks.

2. FUTURE RESERVES POLICY

The Council believes that the development of reserves and open space can take on several forms if the wider needs of the community are going to be met. In this context the Council sees the future needs of the Borough in the following ways.

2.1 Neighbourhood Reserves

These are generally small areas under one hectare and act as children's play areas, accessways, amenity open space, provision for planting large trees and are community focal points.

(a) Objective

To provide reserves at convenient locations within a neighbourhood for use by residents of that community, as children's play areas, for informal active and passive recreation, for open space and amenity purposes and to provide planting space for large trees.

(b) Policies

- These reserves should be within easy walking distance of most residents, eg 400 metres and have good street frontage and accessibility.
- The location should take into account natural and man made features and their location should provide linkage with other open space, schools or river banks where possible.

- particular areas of need are:
 - (i) Leamington Street - Whiteleigh Avenue (already formed)
 - (ii) Harakeke - Matai Streets
 - (iii) Hinau - Puriri Streets
 - (iv) Elizabeth - Clarence Streets
 - (v) Elizabeth - Wainui Streets.

2.2 Pedestrian Walkways, Plazas and Cycleways

The Council wishes to promote pedestrian amenity by the formation of walkways and town centre open spaces. Where the opportunity arises these will be integrated with cycle routes.

(a) Objectives

To provide pedestrian linkages as part of the establishment of a convenient network of walkways within the Borough and adjoining local authority areas linking centres of activity (schools, shopping centres, reserves) and areas of environmental, scenic and recreational interest for public use, convenience and enjoyment.

(b) Policies

- Pedestrian and cycle accessways should be of sufficient shape and width to allow for pedestrian and cycle movement, tree planting and grassed areas and the operation of maintenance machinery. Accessways also need to be designed to allow for the movement of disabled persons in wheelchairs.

- Particular areas of opportunity are:
 - (i) the grassed verges along the railway line
 - (ii) cycleway route along Matai Street and Kilmarnock Street
 - (iii) a town centre open space or plaza.

2.3 Special Amenity Reserves

The Borough is closely related to two special amenity reserves. These are Mona Vale (within the Borough) and Riccarton Bush on the boundary of the Borough. The Council is conscious of the historic and amenity value of these two facilities and wishes to ensure their protection and development.

(a) Objective

To protect unique and interesting features such as streams or ponds, stands of trees or bush or areas of wildlife habitat or ecological or historical significance.

(b) Policies

- Where special features such as specimen trees or bush exist the Council will endeavour to protect these by way of creating reserves, despite an area being already adequately served by neighbourhood or the reserves.
- Particular attention will be given to the further development of Riccarton Bush and Mona Vale and to the protection of specified trees which contribute to the visual amenity or character of the Borough.

2.4 District Parks

District parks generally provide for playing fields and active organised recreation. The Council does not see this particular provision as appropriate to Riccarton but considers the normal functions of a district park are provided for by Hagley Park (see Regional Parks).

2.5 Regional Parks

Regional parks and open spaces serve the wider metropolitan area. Riccarton borders Hagley Park and the future development of the park is important to the Borough for this reason. Firstly, it provides for the major open space needs for the Borough residents and secondly it provides a unique visual and open space amenity for the higher density residential zone along the west side of Deans Avenue.

(a) Objective

To protect areas of special or unique regional environmental and scenic significance and to promote their use for appropriate recreational purposes compatible with the protection of the environment, and scenic features.

(b) Policies

- To contribute to the future development of Hagley Park.
- To encourage land uses on the periphery of the park which are sympathetic in character and which can make the best use of the reserve.

- To promote the use of the park for a wide range of recreational uses.

3. RESERVE CONTRIBUTIONS

The 1989 Amendment to the Local Government Act 1974 allows the Council to require a reserve contribution where land is subdivided, and in respect of certain kinds of Development.

Payment may be in the form of land or cash or a combination thereof. While there may be special circumstances when a lesser amount of land or money may be required the general policy will be to adhere to the maximum rate of reserve contributions permitted under the Local Government Act 1974. Land will be required for any subdivision or development except where the Council considers it to be impracticable or unreasonable for reserves to be provided within a subdivision or development. In these cases Council will require a monetary contribution in terms of the Local Government Act.

In respect of contributions from "Development" the Council's policy is to levy the 0.5% provided for in the Local Government Act 1974, or any other maximum rate that may be set out in the legislation from time to time.

Funds from cash contributions may be used in the manner set out in Section 288 of the Local Government Act 1974. There are two main purposes for their use, namely to finance the land acquisition needs outlined in the policies and the development of reserves already acquired.

Where possible funds from Development and subdivision shall be allocated within the vicinity in which it is collected although the Council's main priority at present is to provide for a series of well designed and attractive local reserves located throughout the Borough.

4. RESERVES ACT 1977

In many instances land designated for public open space (recreation) is public reserve administered pursuant to the Reserves Act 1977. Specific management requirements for such reserves are contained in the Reserves Act 1977. The designations are intended to provide for the recreation and open space requirements of the Borough as well as to facilitate the achievement of management objectives under the Reserves Act 1977.

5. PRIVATE OPEN SPACE

Privately owned facilities having a special value to the community are identified pursuant to Section 73 of the Act. This has the effect of making work contrary to the identified purposes a conditional use. Such an application will be determined having regard to the visual amenities of the area, whether or not the proposed work retains some element of the open landscape and the significance of the facility in the context of the Borough and Regional Recreational needs.

VII. TRANSPORTATION

1. INTRODUCTION

Planning for all modes of transport and its relationships to land use is fundamental to and an integral part of the continued successful functioning of the Borough. Because of its location astride major traffic routes and the existence of a large shopping centre based on vehicle oriented traffic flow, parking and access are important to both the Borough and the wider region. It is therefore impossible to consider the Borough in isolation from the wider region.

The Borough Council as a member of the United Council, will co-operate to achieve a successful metropolitan transport network. The Council will however undertake its own studies where it considers that these are essential to achieve the Council's own transportation policies.

2. POLICIES

The following are the Council's policies for the development and improvement of the transport systems within the district. The policies have been based, where possible, on regional policies and are integrated with these wider considerations.

The inter-relationship of the various modes of transport and their interaction with land uses and with parking, and their effect on the environment have been considered.

The aims of the Council are:-

- To improve access to the Borough and ease of movement within it, while ensuring that adequate provisions are made for the various transport needs of the Region.

- To maintain and improve ease and safety of movement for pedestrians and vehicles throughout the region while providing adequate and convenient access within the Borough.
- To support an efficient public transport network providing appropriate convenience and comfort.
- To take full account of the impact of traffic on the surrounding environment and to minimise any adverse effects that may arise.
- To provide a safe, convenient and pleasant environment for pedestrians and cyclists and to provide for their separation from major traffic flows where this is appropriate and feasible.
- To ensure that the traffic generated by the main shopping area is integrated with and compatible with the Council's overall objectives.

3. ELEMENTS OF THE TRANSPORT NETWORK AND CLASSIFICATION THEREOF

The establishment of a network of traffic routes and the careful introduction of traffic management measures (eg refer Riccarton Traffic and Parking Study, September 1982) will help to ensure that the primary transportation policies for the Borough are met. The network of roads in the Borough corresponds with those included in the Regional Scheme, Section Two - Communications 1971 both in definition and purpose.

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 localities, providing patterns at the edges of areas that can be consolidated or redeveloped as neighbourhoods. The network of new and selected existing roads has been proposed in order that it

satisfactorily meets the necessary planning and traffic criteria for urban design.

3.1 Arterial Roads

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.

Schedule: Blenheim Road, Deans Avenue, Moorhouse Avenue, Whiteleigh Avenue, Whiteleigh Avenue Extension - (from Whiteleigh Avenue to Blenheim Road)

3.2 Primary Roads

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.

Schedule: Clarence Street (from Riccarton Road to Blenheim Road), Clyde Road, Kilmarnock Street, Lincoln Road, Riccarton Road, Straven Road.

3.3 Secondary Roads

Function: Secondary roads act as local distributors and include more important local routes that are also used as bus routes.

Schedule: Wharenui Road, Matipo Street, Elizabeth Street.

3.4 Local Roads

Local roads make up the balance of the Borough roads and lie within the main neighbourhood areas.

3.5 Service Lanes

These generally include carriageways which are of such minor traffic importance as to not have full road status. Their use is appropriate where there is a need to load and unload goods away from a main road frontage or where it is desirable to remove the access to sites away from a main road. Provisions for the segregation of pedestrians and vehicles will not necessarily be made. The major service lane proposed in the Borough lies within Special Development Zone 7 between Kauri and Harakeke Streets.

3.6 Limited Access Roads

Certain arterial routes are declared limited access roads. The objective of this control is to protect and maintain the safety and high level of traffic service on these important routes which may otherwise be adversely affected by the traffic generation from property alongside. Existing legislation controls conditions relating to access to and from land adjoining limited access roads. The effect is to prevent the proliferation of new access points and to reduce the number of accesses and volumes of traffic using them.

3.7 Restricted Access Frontages

The frontages of some properties have "restricted access". These measures are applied where access to properties may be affected by a public proposal. In some cases a proposed work may result in abrupt changes in level between the road and the land alongside thereby making vehicle access difficult or impossible. In others a road restriction or closure may affect direct access to properties. Where such conditions apply the Council may negotiate with owners for the relocation of accesses or creation of mutual rights of way or service lanes with access to alternative legal roads to serve the properties affected.

3.8 Cycleways

The Council has identified cycleways along certain streets, particularly where these link in to the pedestrian and cycle route through Hagley Park and Riccarton Bush. The Council views the cycle network as being of regional significance and therefore an integral part of regional planning.

3.9 Pedestrian Malls and Footpaths

Advances have been made in planning pedestrian-ways in both the commercial and residential environments. The Council has undertaken a programme of upgrading the pedestrian environment along the Riccarton Road frontage of the shopping centre and supports the development of arcades and malls which allow ease of pedestrian movement. The Council has indicated its support for the closure of part of Rotherham Street and its development as a pedestrian mall and has also included specific provision for such in the policies for the Commercial B Zone. The Council is giving consideration to the improvements of the pedestrian environment in the residential zones.

3.10 Roads to be Stopped

Street stoppings (or road closures) are indicated on the Planning Map.

Road closures can be for traffic control management in similar ways to one way streets. This generally relates to the solution of "traffic" problems at intersections and may be applied to existing roads not affected by any other roading proposal. More likely though, it may be applied where roading and traffic patterns change as a consequence of new works.

Stopping a road is also a means of "protecting a living area from the bad effects of excessive traffic". In this regard it can be seen as a technique directly aimed at satisfying the primary transportation objective as stated in the Scheme. Decisions to proceed on this basis will generally be determined within the context of a neighbourhood area study or a Traffic Study (refer

Riccarton Traffic and Parking Study, 1982). However, closures of local residential roads in isolation from such studies may be initiated in response to requests to do so from a significant proportion of residents affected.

Finally street stopping can occasionally be considered simply as good housekeeping. This may occur in certain instances where a road exists mainly to provide access to one or two properties and does not serve any other public function. Such a closure in these circumstances may be in the mutual interests of the property owners and the Council.

4. RICcarton TRAFFIC AND PARKING STUDY

4.1 Introduction

A major traffic and parking study was undertaken in 1982 (Riccarton Traffic and Parking Study, 1982), which examined the operation of the roading network and parking provision particularly as it related to the central shopping area. This study was made available for public scrutiny and the policy recommendations included in the district scheme by way of the review objection hearings and consequent district scheme changes and variations. The main recommendations of the study are summarised below.

4.2 Main Recommendations

- (a) Concentration of the shopping centre south of Riccarton Road.
- (b) Less intensive commercial development on the north side of Riccarton Road.

- (c) Early relocation of the Post Office, to the south side of Riccarton Road.
- (d) To seek changes in the "Level of Service" as proposed by the Regional Scheme (Section Two).
- (e) Deletion of the Maxwell Street extension.
- (f) An upgrading of the traffic performance of Blenheim Road.
- (g) Reconstruction of the Blenheim Road - Division Street intersection.
- (h) To encourage more through traffic on Blenheim Road as an alternative to Riccarton Road by the establishment of a high capacity "green wave" signal system along the entire length of Blenheim Road.
- (i) That there be no by-pass around the central shopping area.
- (j) That the number of intersections along Riccarton Road in the central shopping area be reduced from seven to three.
- (k) Major upgrading of footpaths.
- (l) Closure of part of Rotherham Street as part of the future development of the commercial centre.

4.3 Commercial B Zone

A number of the above matters were reviewed as part of a major study and the Commercial B Zone. As a consequence the Maxwell Street extension was reinstated and provision was made for

possible closure of Division and Rotherham Streets. (Refer Scheme Statement, Section + Commercial B Zone).

5. DESCRIPTIONS OF THE ROAD IMPROVEMENTS

5.1 Introduction

The following proposals are described in some detail because of the influence they have on adjacent land use and because of the need to protect the route in advance of the construction.

5.2 Major Improvements on Arterial Roads

- (a) Whiteleigh Avenue Improvement and Whiteleigh Avenue Extension to Blenheim Road (see figure 1 Planning Maps).

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 4.5m 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 as part of the "planning network", ie designed for a population of 360,000 in the urban part of the region, being within the next 20 years.

The proposal is an essential link in the ring road formed by Straven Road, Clarence Street, Whiteleigh Avenue, Jerrold Street and Brougham Street and would provide a direct route between the Riccarton locality and the southern motorway at the Barrington Street interchange. As 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 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.

The programme of Regional road improvements acknowledges the need for special grants and subsidies to enable such major works to be undertaken by Council.

Currently Clarence Street is carrying between 10,000 and 11,000 vehicles per day on an average weekday in 1985. In 1967 it carried 4,000 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. 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. 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 over-bridge ramp. The proposal also includes an area for re-subdivision and re-location of the reserve at Longley Place.

(b) Blenheim Road at Clarence Street and Whiteleigh Avenue Extension (see Figure 2 Planning Maps)

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 60m each side of Clarence Street together with a tapered widening on the eastern side of Clarence 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.

(c) Road Improvement Deans Avenue at Blenheim Road (see Figure 3 Planning Maps)

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.

This improvement includes the provision of medians on Deans Avenue and the minor widening of the existing carriageways to approximately 3.5m on the eastern side with tapered widening on the saleyard side of up to 10m. This widening and laning 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 is considered to be the most economic way of meeting the ultimate capacity at this 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.

(d) Road Improvement Deans Avenue at Riccarton Road (see Figure 4 Planning Maps)

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. The necessary building line restrictions have been imposed to protect the future carriageway alignment.

- (e) **Deans Avenue (West Side):
Riccarton Road to Fendalton Road**
(see Figure 5 Planning Maps)

Currently Deans Avenue is carrying between 18,000 and 20,000 vehicles per day. Deans Avenue is classified as a major arterial route in the roading hierarchy and forms part of the wider regional roading network. The present road width, inefficient intersection with Kilmarnock Street and additional development fronting Deans Avenue have seriously reduced the ability of this section of Deans Avenue to operate as an arterial route.

The widening proposal includes a 2m building line set back between Riccarton Road and Ayr Street, widening increasing from 2m to 4.5m between Ayr Street and Kilmarnock Street and relocation of the footpath between Kilmarnock and Matai Streets.

5.3 Intersection Improvements on Other Regional Roads

- (a) **Riccarton Road at Clyde Road and Wharenui Road** (see Figure 6 Planning Maps)

A building line restriction is set at 4.6m back from the road widening alignment on Clyde Road as shown on Figure 6. However, in the opinion of the Council the traffic lights at the Clyde Road and the Wharenui Road intersections with Riccarton Road are sufficient for this planning period, being till about 1990.

- (b) **Kilmarnock Street at Deans Avenue**
(see Figure 5 Planning Maps)

This improvement involves minor corner splays to enable improved site line and intersection construction at Deans Avenue (Refer 4.2 (e)).

- (c) **Straven Road at Kilmarnock Street**
(see Figure 8 Planning Maps)

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 the 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.

5.4 Other Local Road Improvements

- (a) **Maxwell Street Extension**

The extension of Maxwell Street between Division Street and Clarence Street has been provided for as part of the overall traffic management measures required to improve vehicle flow and over in the vicinity of the main shopping centre while at the same time provide a clear boundary between the Residential and Commercial zones. (Refer Scheme Statement, Section + Commercial B Zone).

(b) **Closure of Rotherham and Division Streets**

Provision is made for the possible closure of Rotherham and Division Streets to enable the formation of integrated shopping centre. However, prior to any closure formal road stopping procedures will have to be initiated by the Council. (Refer Scheme Statement, Section + Commercial B Zone).

(c) **Bernard Street**

Widening to take Bernard Street up to a 15m road is provided on its north eastern frontage and in order to ensure satisfactory trade vehicle access and circulation.

(d) **Chatham Street**

This street is underwidth with irregular widening on each side. It is proposed that it be widened on each side up to 20m width. With the development of the Whiteleigh Avenue/Jerrald 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 is not an urgent work but should be completed with the construction of the Whiteleigh Avenue railway overbridge. The Building Line Restriction is set at 9.5m on the north side from the present front boundary as at Clarence Street and 20m from this line on the south side of Chatham Street. (N.B. this gives a 20m road, plus two 4.5m front yards, one each side of the street.)

6. **PARKING ACCESS AND LOADING**

6.1 **Introduction**

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 a 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 to serve the expected demand. The ability of a road to carry its traffic efficiently and safely depends to a large extent on the conditions of vehicle access and loading to and from adjacent properties.

6.2 **Provision of Parking**

In general the Scheme make off-street parking the responsibility of the developer. Roads are usually available for a limited amount of parking, particularly short term, but as the control of on-street parking is a very powerful traffic management tool, developers cannot always rely on the availability of this space. It is therefore essential for all sites to have adequate space on which to park or stand both the vehicles associated with the site and in general, the staff, visitors or callers to each site. The community has insufficient resources to provide this and, usually,

lack of parking tends to restrict the use of the land and leads to a downturn in business activity.

The parking requirements defined in the Code do not necessarily indicate the actual vehicle attraction potential of any particular use. Instead they reflect a planning aim to ensure that adequate parking is provided with all new development taking full cognisance of the many contributing factors. Account is taken of zone objectives, the type of use, the possibility of change of use, the location, the possibility of joint use facilities and the accepted or desirable level of on-street parking.

The Council will continue to operate policies of accepting cash payment in lieu of provision of parking in selected areas and in the commercial centre. Rates for these cash contributions will be set from time to time.

6.3 The Main Shopping Centre (Commercial B)

The Commercial B Zone covers the main Riccarton shopping centre. This centre has in part succeeded because of the extensive provision for off-street car parking, being away from the main focus of public transport links. The provision of a high level of off-street car parking is seen by the Council as an integral part of the development for the centre. The Council recognises the problems associated with the provision of significant numbers of car parking spaces on small sites and has moved to overcome the position by way of comprehensive zoning and a willingness to consider cash in lieu where parking cannot be provided on site. The findings of the Riccarton Traffic and parking Study, 1982, confirmed Council policy in relation to the main shopping centre and notes the following:

- (a) That the present parking distribution and requirements of 6 spaces per 100m² of floor space in the Commercial B Zone be continued.
- (b) To improve the layout of the Clarence Street car park.
- (c) That the Clarence Street car park with its link through to Rotherham Street be allowed to match the overall design details and form an integral part of any future comprehensive plan for the area.

6.4 Vehicle Access to Property

It is essential that the roads and intersections in the network are kept as free as possible from the effects of random vehicle movements. To achieve this the Code controls the type, number, size and location of vehicle access to properties.

The type of vehicle access required mainly depends on the type and volume of vehicles involved. The total number of vehicle accesses to a site and, where practicable the distance between accesses are also specified. This is done to protect the safety and efficiency of vehicular and pedestrian traffic on the roads, and to ensure that the number of parking spaces on the road outside each site is not unduly diminished.

The permitted number of vehicle accesses depends on the length of frontage of the site to each type of road.

The maximum permitted lengths of vehicle crossings are designed to allow the types of vehicle generally using the site to enter or leave the site in a single movement, without having to cross

the centreline of the carriageway in the case of a principal road, or to avoid a vehicle parked on the road opposite the crossing in the case of a local road.

Only minor controls are imposed on the number and lengths of vehicle accesses on service lanes to encourage the use of such facilities, especially for loading.

Vehicle accesses must be kept clear of intersections by distances defined according to the type of the road concerned. The more important the traffic function of the road the greater the distance required. These controls are necessary to ensure the safety and efficiency of roads and intersections. Some relaxation of these controls may be allowed on primary, secondary and local roads but it is essential that the standards are complied with on all arterial roads if the integrity of the road network is to be maintained.

The use of shared access facilities is encouraged in all areas.

6.5 Loading

The objective of the Code is to ensure adequate loading facilities for all land uses, particularly in the commercial and industrial zones. Wherever possible, this should take place off-street. Therefore all properties, particularly those fronting arterial traffic roads, shall incorporate adequate loading facilities within their sites at the time of development or re-development. Considerable restrictions may be placed on existing properties so that it may be in the interests of developers to look closely at the formation of joint loading areas.

The main shopping centre has a special problem in the relatively high density of development and in the nature of the roads onto which property fronts. There will need to be special arrangements for properties fronting onto pedestrian malls, particularly where no alternative access can be gained. Loading within certain hours will generally be permitted. On the other hand, loading zones should not duly interfere with attractive shopping frontages. Therefore, some provision for off-street loading must be made, and it is in both the Council's and private developer's interests to seek comprehensive development which tends to favour the creation of service lanes or rights of way as joint ventures.

6.6 Service Stations

Ordinance 15 contains standards for Service Stations relating to access, loading and design of manoeuvre areas.

6.7 Design and Landscape of Parking Areas

The design and layout of car parking areas is set out in Ordinance 18 and Appendix H.

7. PROGRAMME OF WORKS

7.1 Introduction

The Council, as a constituent member of the Canterbury United Council 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 the 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.

7.2 Schedule - Programme of Principal Road Improvements

Development Period II

Primary Roads

- (i) Clarence Street - Blenheim Road intersection improvements.

Development Period III

Arterial Roads

- (i) Deans Avenue - 4 lane divided Fendalton Road to Riccarton Road.

Development Period IV

Arterial Roads

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

Development Period V

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

7.3 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)
- (2) Secondary or local road improvements expected to be undertaken at a time determined by the rate of redevelopment:
 - (i) Maxwell Street extension
 - (ii) Bernard Street (widen and extend to Clarence Street)
 - (iii) Chatham Street (widen to 20m)

- (3) In addition to the above there are street closures or termination as follows:

Terminations

- (a) Lowe Street/Foster Street (in part)
at Blenheim Road

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

- (a) Clarence Street (from railway to
Foster Street)
(b) Margaret Street, Levin Street,
Bell Street
(c) Warwick Street

Others

- (a) Anderson Street

VIII. PUBLIC WORKS AND UTILITY SERVICES

1. INTRODUCTION

The scheme is concerned with those works undertaken mainly by Central Government and Local Government agencies required to maintain and service the needs of the community. There are other public works including roads and recreation reserves and these are dealt with in other sections of the scheme statement.

2. AGENCIES AND ACTIVITIES

The following is a summary of the agencies with land use need in the area

- (a) Riccarton Borough Council
 - . Works Depot
 - . Recreation Reserves
- (b) NZ Railways Department
 - . Main trunk line
 - . Addington Workshops
- (c) Ministry of Energy
 - . Addington Sub-Station
- (d) Education Department
 - . Wharenui Primary School
 - . New Christchurch Girl's High School, Matai Street
- (e) Civil Aviation
 - . Airport height restrictions.

3. PUBLIC UTILITY SERVICES

Public Utility Services have a direct bearing upon the cost of development. The main public utility services are: sewer and stormwater disposal; high pressure water; electrical power and telephone and refuse disposal.

4. PROVISION OF PUBLIC WORKS AND UTILITY SERVICES

Where these are small in scale, they are provided for as permitted uses in all zones. This includes for example, cables, pipes and power poles, along with electricity kiosks and substations. Large scale activities including water and waste-water pumping stations, telephone exchanges, works depots and reservoirs are generally permitted in zones suitable for the activity. In a number of cases this is not possible due to the unique location requirements associated with the public work, and designation is necessary.

Designation may also be applicable to proposed public works where there is need to provide interim control of development until the land is acquired as well as to give notice of the proposal.

As a general rule, the conditions of development for buildings and other structures on designated land will be those applicable to the underlying zone. There there is no equivalent use, requirements will be as for similar uses in other zones. (For procedures regarding designated sites refer Ordinances 2.4 and 3.7).

IX. AMENITIES

1. INTRODUCTION

The Council considers it essential that valued features which contribute to the Borough and metropolitan areas natural and man-made environments be conserved or developed in a manner likely to enhance the environment. The amenities of an area are created through a number of factors but those which have most immediate impact and relevance are as follows:

- (a) The protection of historic buildings or places, eg Mona Vale.
- (b) The protection of existing trees and the requirement for landscaping new development.
- (c) The protection of the visual environment, eg Hagley Park.
- (d) Controls on signs, advertising, noise and air pollution.
- (e) Enhancement of buildings of public areas, eg verandahs on buildings and pedestrian malls.

Economic pressures are likely to put increasing demand on land development and values. This will in turn bring pressure to reduce protection policies and environmental standards. These pressures are of immediate concern to the Borough because its central location makes it attractive and accessible for commercial and industrial development. The Borough is notable for three particularly sensitive areas in respect of visual amenity and the protection thereof.

These are:

- (a) The environs of Hagley Park

(b) Mona Vale

(c) Riccarton Bush.

It is acknowledged that neither Hagley Park or Riccarton Bush are located within the Borough. They are however being located on the periphery, critical in terms of the Council's planning policy.

2. BACKGROUND STUDIES

The Council had undertaken two major studies designed to improve amenity and appearances. These are:

- (a) An open space and landscape study.
- (b) The Riccarton Town Centre Environmental Study (March 1982).

The first study has provided a background of information aimed at improving the visual appearance and environment of different locations within the Borough. This study was of a general nature and was intended to provide the background for more detailed local studies. The Town Centre Study was specifically designed to upgrade the appearance and amenities of the Riccarton Shopping Centre, particularly as it relates to Riccarton Road. This study has now been put into effect. The Council is of the opinion that in order to improve the overall operation of the shopping area then both the local authority and the land owners were required to contribute. The main features of the study were:

- (a) Improved pedestrian areas and features.
- (b) Extensive additional planting within the public areas.
- (c) Underground cabling to improve the visual amenity.

- (d) New signing and street lighting.
- (e) Redesigned intersections to give improved pedestrian flow and safety.

3. ANCILLARY MATTERS

The Council has acknowledged the benefits of improved amenity. As a consequence the District Scheme now incorporates additional amenity and design standards. These include:

- (a) Landscape plans for specified zones and uses.
- (b) Controls on noise, pollution and glare.
- (c) Comprehensive zoning to achieve co-ordinated design and improved amenity in certain areas.
- (d) Special requirements in sensitive locations, eg S.D.A.4 zone.
- (e) Zoning policies and ordinances designed to take advantage of unique features.

4. OBJECTIVES

Consequent to the above matters the Council has adopted the following objectives under this scheme:

- (a) To preserve any building or place of historic or amenity value.
- (b) To encourage better land use and building appearance particularly in the main shopping centre and the environment of Hagley Park.
- (c) To encourage the preservation of significant trees.

- (d) To improve landscape design in new subdivision and development.
- (e) To encourage a high standard of design for advertising.
- (f) To control noise, air pollution and glare from industrial activities.
- (g) To work towards an improved pedestrian environment in the Borough by reducing the vehicle traffic flow along certain streets.

5. BUILDINGS AND PLACES OF INTEREST

There are three buildings and places of interest which have been protected for architectural or historic significance. These are the Mona Vale reserve and building, which is jointly administered by the Borough and the Christchurch City Council and is protected under the district scheme, Woods Mill, and St James Church.

6. DESIGN AND APPEARANCE OF BUILDINGS
(Including verandahs)

Good design and appearance is largely a matter of opinion. However, certain factors can be identified as being essential to visually successful design. These include:

- Buildings designed to compliment an environment or site.
- Buildings designed to compliment a historical character.
- Buildings kept in scale with surrounding development.
- Protection of existing mature vegetation when sites are being redeveloped.

- Harmony of colour, texture and materials in comprehensive development.
- A high standard of landscape design.
- Developments which compliment or utilise open space areas.

A number of these matters have been included in the ordinances in order to encourage better design. In particular, the ordinances provide for:

- (a) Verandahs in commercial streets. These provide shelter as well as continuity of design and appearance.
- (b) Landscape plans for specified development.
- (c) Comprehensive development plans to get continuity in design and layout.

7. TREE PROTECTION

Trees are an important part of the Borough environment as they play a significant role in relieving the natural topography. Parts of the Borough were planted over 100 years ago and now contain impressive individual and groups of trees. The Council is particularly aware of the importance of trees to the environment of the Borough and is seeking to enhance this heritage by the protection of existing trees, sympathetic development in the vicinity of Hagley park and specific landscape requirements for a wide range of new development.

7.1 Preservation of Notable Trees on Private Land

The Council has identified and included in Appendix E trees or groups of trees which have a special value to the community. These trees are

protected under the District Scheme. In considering any application to remove such trees or tree the Council will have regard to the following qualities or values: scenic, recreational, scientific, historic, landmark and functional.

The Council acknowledges that the retention of a specified tree may impinge upon reasonable development expectations. In these circumstances, as with the retention of existing trees on sites being redeveloped, the Council will consider a dispensation from any of the specified development standards should this assist in the retention of any protected tree.

8. SIGNS AND ADVERTISING

Signs are an important visual element in the Borough. The provisions of the district scheme relate to the control of advertising and other signs largely in relation to appearance, amenities and traffic safety. These controls are complimentary to and not in substitution for the Council by-laws controlling signs. Many of the factors considered by the Council in respect of signs may necessitate subjective decisions being made on some applications. In the event of any disagreement resulting between an applicant and the Council over a decision the applicant may seek a remedy under either Sections 74 or Section 76 of the Act, depending on which is applicable. The Scheme recognises the need for a variety of signs and advertising but in order to protect visual amenity and avoid conflict with traffic safety some controls are necessary. In residential areas limitation is placed on signs including size, content and structure. In the commercial and industrial areas greater freedom is allowed for all forms of advertising with the exception of sky-signs.

Before approving an application the Council must be satisfied that a proposed sign will not:

- (a) Affect detrimentally traffic safety or traffic control;
or
 - that it will not create a visual obstruction or cause confusion to the driver of any vehicle;
or
 - that it will not create a situation hazardous to the safe movement or direction of traffic.
- (b) Affect detrimentally the amenities of any land or property, or
 - that it will not tend to depreciate the value of adjoining property, or
 - that it will not be visually inappropriate to the neighbourhood.

In considering an application for a sign the Council will have regard to the following criteria:

- The structure of a sign; its method of support and fixing. In general these should be either obscured by, or incorporated in the main body of the sign.
- The relationship with other signs and elements. The proposed sign should not contribute to a collective effect of clutter in its vicinity.
- The effect on residential and recreational land. Signs should not be obtrusively visible from these areas.
- The effect on visual features of value to the Borough. Signs and advertising should not detract from or obscure visual features such as views of buildings of civic, architectural or historic interest or major open space areas.

- The scale, form or harmony of signs in relation to the building or place where the sign is to be erected and the immediate area, and the wider area within the influence of the sign.
- The use of spot or flood lighting: no direct rays of light shall be projected into dwelling units or streets.

9. NOISE POLLUTION, AIR POLLUTION AND GLARE

The Council has adopted standards for noise pollution, air pollution and glare in all the industrial zones. In some circumstances these controls will rest with other bodies and the Council simply draws these matters to the public's attention.

The Council recognises the role which it has to play in safeguarding community health and amenities. The use of performance standards will require the designers of all buildings which include an activity likely to generate a noise nuisance to give careful consideration to the achievement of the desired result, ie to the specified levels of noise in accordance with current NZ practice. Performance standards for industrial buildings will require developers to design new buildings so that certain noise level requirements are met.

The Scheme does not include special requirements as to the siting and design of dwellings in areas where a noise problem due to traffic is likely to exist. However, the attention of owners and designers of dwellings close to major roads is drawn to the need to consider the possible future effects of traffic noise on the occupiers.

X. SUBDIVISION**1. POWERS OF THE COUNCIL**

The Council's powers to control the subdivision of land are derived from the Local Government Act 1974 and from the Town and Country Planning Act 1977. In exercising its powers, the Council will have regard to the provisions of this Scheme and to the requirements of this Scheme and to the requirements of the Act, the Regulations and the bylaws.

Section 306 (1) (g) of the Local Government Act 1974 prohibits the deposit of any plan or subdivision under the Land Transfer Act 1952, or in the Deeds Register Office unless the Council has certified on the plan that:

- (i) It is in accordance with the requirements and provisions of the operative district scheme;
- (ii) It was in accordance with the requirements and provisions of the operative district scheme that was in force at the date of approval of the scheme plan; or
- (iii) It is in accordance with a specified departure consented to under Section 74 of the Town and Country Planning Act 1977.

2. RESERVE CONTRIBUTIONS

(This section should be read in conjunction with the policies for reserves, Part VI, Clause 2 of the Scheme Statement).

2.1 Residential Land

As a condition of approval of scheme plans of subdivision which will create new residential lots (ie excluding

boundary adjustments and amalgamations) the applicant shall be required:

- (a) To set aside land within the subdivision for reserves amounting to 130 square metres for each residential lot in excess of the number already existing, or
- (b) Where the area to be set aside under (a) would be less than 1,000 square metres or where the neighbourhood is already adequately served by reserves or it is impracticable to provide such reserves, to pay a sum of money equal to 7.5% of the value of each residential lot in excess of the number already existing.
- (c) Multi-unit housing: with respect to a proposed development for these purposes on the title, the applicant will be required to comply with the provisions of Section 294 (2) of the Local Government Act 1974. This will generally involve a reserve contribution of 20m² of land (or cash equivalent) for every unit on the site in excess of two.
- (d) As an alternative to the above requirements (a), (b) and (c) the Council and the applicant may together agree in any particular case to exercise any of the additional options or discretions authorised under Section 285 of the Local Government Act 1974.

3. SUBDIVISIONS IN PARTICULAR LAND USE ZONES**3.1 Residential**

All subdivisions submitted for approval under the Local Government Act 1974 must comply with the general requirements set out in Ordinance 15 in the Code of Ordinances.

(a) **Rear Lots**

Provision has been made for rear lots to obtain frontage through the ownership of an undivided share as a tenant in common in an access lot. The essential criteria for access to rear sites is seen as the total width available for access (ie rights-of-way plus owned frontage) and the number of sites using such access. Thus the emphasis has been placed on this total rather than on the components of the total width.

(b) **Special Lots**

Provision has also been made for special lots other than building sites, to provide for various non-residential uses such as segregation strips, access lots to be owned in common, other lots for special purposes to be owned in common, sites for public utilities, etc.

(c) **Multi-unit Housing**

Where more than one building is erected on a site the applicant may create separate titles under the Local Government Act 1974, the Unit Titles Act 1972, or to retain the whole site under a single title.

It is intended that this provision will give greater flexibility in residential design and will make the acquisition of title more simple. Where party walls are to be created they must be built before the survey plan is sealed.

3.2 **Commercial Zones, S.D.Z. 7 and Service Zone**

Subdivision requirements in these zones have been established at the minimum lot size which can be developed for the predominant uses allowed.

3.3 **Industrial Zones**

Subdivision requirements in the industrial zones will provide sites suitable for the predominant uses allowed in each zone.

4. **GENERAL PROVISIONS**

4.1 **Preservation of Trees**

In deciding when to exercise its powers under Section 291 of the Local Government Act 1974, to require the preservation of trees within a subdivision the Council will have regard to the effect that any particular tree or group of trees has on the general area outside the site or sites concerned. Where the loss of a tree or area of bush would be a major loss to the amenities of the neighbourhood the applicant may be required to retain the tree or trees and may also be required to enter into a bond for the continued protection of such tree or trees. In all cases account will be taken on the effect of such a requirement on the development potential of the property. (Refer also Part IX (Amenities) on the Scheme Statement, Clause 7).



Code of Ordinance

CODE OF ORDINANCES

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PLANNING MAPS

ORDINANCE 1

DEFINITIONS AND GENERAL PROVISIONS

1.1 Documents Comprising the District Scheme

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

1.2 General Obligation to Comply with the Requirements of the Scheme

Subject to the provisions of the Act and all Regulations thereunder and to any modification or dispensation granted in terms of any provision to that effect in this Code, no person or body shall depart or permit or suffer any departure from the requirements and provisions of the Scheme.

1.3 Relationship of the Code to Other Acts, Regulations and Bylaws

The provisions of many other Acts, Regulations and Bylaws or Codes of Practice may be relevant to matters dealt with by this Code. In general the provisions of this Code are in addition to, complementary to, and not in substitution for the provisions of such other legislation. Other relevant Acts include the Clean Air Act, 1972; Health Act, 1956; Local Government Act, 1974; Municipal Corporations Act, 1954; Police Offences Act, 1972; Public Works Act, 1981; Reserves Act, 1977; Dangerous Goods Act, 1974; Disabled Persons and Community Welfare Act, 1975; and others.

Where the provisions of this Code are inconsistent with the provisions of any Bylaw or Code of Practice, the provision of this Code shall prevail.

1.4 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, 1977, and its amendments.

"Accessory Building: in relation to any site means any separated building the use of which is incidental to that of the principal building or use on the site, and for residential uses includes a sleepout, family flat, covered swimming pool, games room, garage, carport, garden shed, glasshouse, shed used solely as a storage area or other similar structure, provided that any garage or carport which is attached to or part of any dwelling unit shall be deemed to be an accessory building.

"Access Strip: in relation to a rear site means an area of land whether a part of the site or not extending from the road to that site, providing for permanent and legal use for ingress and egress and for services only, for that rear site, and includes any rights of way or access lot.

"Administrative, Commercial and Professional Offices" includes those offices where the administration of an organisation whether trading or non-trading, is conducted, and shall include any residential or caretaker's accommodation which is necessary or incidental to any office or for persons whose employment is such that they are required to live on the site.

Those offices such as insurance agents, typing services, duplicating services, being places where trade (other than that involving the immediate exchange of money for goods or the display or

production of goods) is transacted but excludes banks and building societies.

Those offices such as the offices of accountants, solicitors, architects, surveyors, engineers and medical practitioners where a professional service is available and carried out.

Research centres, laboratories, computer centres.

"Apartment/Apartment Unit" where two or more household units are located on one site, each residential building or part of a residential building designed for or occupied by a household unit shall be known as an apartment or apartment unit. Provided however, that the term apartment or apartment unit shall not include any elderly persons housing, old people's homes, boarding houses, hostels, hotels, travellers' accommodation or camping grounds. Where a site containing apartment units is subsequently subdivided into fee simple titles the residential buildings shall, for the purpose of the scheme, remain apartment units.

Where there is more than one apartment unit on the site, the total number of apartment units on the site may be collectively referred to as apartments.

"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 6 metres.

"Bank" means any building or part of a building used for carrying out the services of banking by a trading bank, private bank, trustee bank, post office savings bank, or building society.

"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 building or structure or part of a building and in addition to its ordinary and usual meaning shall include the following:

- (a) any structure having a roof thereto and a height from floor to ceiling (or to the underside of the rafters where no ceiling is provided) over any portion of the floor more than 1.2 metres or having a floor area exceeding 5.0 square metres.
- (b) any grandstand, stadium or other structure which supplies seating or standing accommodation at any racecourse, sports ground, recreation ground or similar place whether or not such structure is enclosed or covered.
- (c) any retaining wall or breastwork exceeding 1 metre in height.

- (d) any fence or wall exceeding 2 metres in height.
- (e) any tank or pool:
 - i) which has a capacity exceeding 9,000 litres, or
 - ii) the base of which is situated more than 2 metres above the supporting ground surface and which has a capacity exceeding 1,800 litres, or
 - (iii) the base of which is situated more than 4 metres above the supporting ground surface.
- (f) any vehicle, caravan or structure whether movable or immovable used as a place of permanent residence or business or for assembly or storage purposes.
- (g) any verandah, bridge or other structure over a public place or any tunnel or excavation beneath the same.
- (h) any mast, pole or radio or television aerial which exceeds 6 metres in height above the point of attachment or its base support.
- (i) any permanent tent or marquee or air supported canopy exceeding 28 square metres in area, but shall not include the following:
 - any pergola
 - any fence or wall, other than a retaining wall, not exceeding 2 metres in height from the lowest ground level adjoining.

"Building Coverage" means that portion of a site which is covered by buildings or parts of buildings including overhanging or cantilevered parts of

buildings (including any part of the eaves and/or spouting projecting more than 1 metre, measured horizontally from the exterior wall; car parking spaces required to be provided by this Code whether covered or uncovered; and any part of uncovered decks or terraces which is more than 1 metre above the ground level immediately below). For the purpose of calculating building coverage in the residential zones, a car parking space shall be considered to have an area of not less than 18.5 square metres.

For the purpose of calculating the coverage permitted on rear sites, the net site area shall be used as a basis.

The following shall not be included in Building Coverage:

- Greenhouses, and aviaries whether attached to a building or free standing not exceeding 18.5 square metres in gross floor area, the roof and wall cladding of which, where it exists, is transparent or is formed of slats which cover no more than 50% of the framework.
- Pergolas
- Swimming Pools (open)
- Underground car parking with landscaping above
- That part of eaves and/or spouting projecting 1 metre or less, measured horizontally, from any exterior wall.

"Building Line Restriction" means a restriction imposed on a site to ensure when new buildings are erected or existing building 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.

"Bulk Store" means a building taking the general form of a silo or tank and which is designed or used solely for the purpose of holding or containing any goods, material or substances, or any yard used for bulk storage of motor vehicles, coal or wood, timber, bottles, or any other similar thing.

Any bulk store shall be deemed to include only such offices, showrooms, residential or caretaker's accommodation for persons whose employment is such that they are required to live on the site, and wholesale shops, as are necessary, for or incidental to and a part of the principal use of the site as a bulk store.

"Camping Ground" means a camping ground within the meaning of the Camping Ground Regulations 1985, 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: where added to the definition of the term "Living Place" in Regulation 3 of those regulations.

"Car Sales Showroom or Building" means any building in which motor vehicles, caravans, or trailer boats are offered for sale, lease or hire, and includes any building where motor vehicles, caravans or trailer boats are stored prior to being offered for sale; but does not include motor vehicle manufacturing or

assembly plant where such vehicles are not offered for sale directly to the public.

"Car Sales Yard" means any land on which motor vehicles, caravans, or trailer boats are offered for sale, lease or hire, other than in a building, or on which motor vehicles, caravans or trailer boats are stored awaiting sale, other than in a building; but does not include vehicle storage areas forming part of a motor vehicle manufacturing or assembly plant where such vehicles are not offered for sale directly to the public.

"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.

"Comprehensive Development" means development incorporating only uses permitted in the zone but which do not necessarily comply with all the requirements relating to subdivision, bulk and location, parking and loading and landscaping.

However, a Comprehensive Development must demonstrate co-ordination between all the on site elements in a manner which will provide for the same level of performance as intended by the individual scheme standards.

"Conditional Use" means any use or building which is appropriate to the area but which may not be appropriate on every site or may require special conditions, and which requires approval as a conditional use under Section 72 of the Act.

"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.

"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 Hectare".

"Development" means any development within the meaning of the Local Government Act, 1974.

"Drive in Retail, Wholesale and Hire Outlet" means any land or use which provides primarily for the purchase of goods, the character of which normally requires a customer to arrive and depart by car, ie the transaction is completed while the customer remains in the car or the nature of the goods purchased from the site generally necessitates the use of a car, the goods being heavy or bulky in character.

"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.

"Elderly Persons Housing" means housing, other than an Old People's Home, built for occupation by elderly and retired people and under the management of the Council, the Crown or an incorporated society recognised by the Inland Revenue Department as a charitable institution provided that such housing shall not be sold, leased or otherwise disposed of as apartments.

"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 to 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.

"Family Flat" means a one bedroom unit used as the residence of a socially dependent relative of the household living in the dwelling on the site.

"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".

"Gallery" means a building to which the public is admitted with or without a charge for admission and which

the whole or principal part is used for the enjoyment and display of the arts. It does not include retailing on a regular or permanent basis or premises established primarily for the display and sale of pottery, pictures, furniture and other craft work.

"Gross Floor Area" means the total floor area of the building on the site measured to the outside of the exterior walls of the building but excluding any floor area allocated to car parking, arcade or mall space.

"Height" for the purposes of determining the maximum height of any building shall mean the vertical distance between the lowest point where the foundation of the building meets the natural ground contour and the highest part of the roof except for chimneys, water tanks, lift housing, ventilation shafts, finials, and similar parts of buildings as constitute only decorative fixtures.

"Home for the Aged" - see "Old People's Home".

"Home Occupation" means an occupation, business, trade, craft or profession performed entirely within a dwelling or building accessory to a dwelling, by a member of the household residing permanently on the site, which occupation, business, trade, craft or profession is an incidental and secondary part of the use of the site for residential purposes. "Home Occupation" shall not include any activity involving any panel beating, spray painting, motor vehicle repairs, fibreglassing, heavy trade vehicles, sheetmetal work, wrecking of motor vehicles, bottle or scrap metal storage, rubbish collection service (except that empty, clean drums may be stored in a suitable screened area), wrought iron work or manufacture, motor body building, fish processing, massage parlour,

breeding or boarding of dogs or cats or any occupation, business, trade, craft or profession which could detract from the amenities of the neighbourhood.

"Hostel" - see "Boarding House".

"Hotel" means any land or building in respect of which a hotel premises license has been made under the Sale of Liquor Act, 1962, and the amendments, and does not include a private hotel or guest house.

"Household Unit" means a self-contained house or residence of a single household.

"Industry" - any industry shall be deemed to include only such storage areas, offices, showrooms, residential or caretakers accommodation for persons whose employment is such that they are required to live on the site, and wholesale shops, as are necessary for, incidental to, and a part of the industrial use established on the site. Where the term "industry" is used in this Scheme it shall include any "service industry".

"Institution" means a building administered by an organisation for the purposes of public health, education or culture.

"Landscaping" means the planting and treatment of a site or part of a site for the purpose of protecting the character and enhancing the amenities of the site and the adjacent areas. It also includes the planting of trees, shrubs, lawns as well as vegetable, flower, scree and rock gardens. It includes screening by earth mounds and the use of water and pools as part of a site development and suitable outdoor sculpture.

"Licensed Tourist House Premises" means any land or building for which a tourist house premises license has been issued or has been authorised in terms of the Sale of Liquor Act 1962, and its amendments and includes any building providing temporary or permanent board and lodging which holds a restaurant license under the Sale of Liquor Act 1962.

"Licensed Premises" means any Licensed Premises within the Sale of Liquor Act 1962 and its amendments.

"Light Industry" includes any service industry or any industry not being an industry listed in Appendix A 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 or any part of its load.

"Loading Space" means the portion of a parcel of land used for loading vehicles as required under this code.

"Local Tavern" means a tavern designed to accommodate not more than 100 persons and having a maximum total floor area not exceeding 100m².

"Mall" - see "Arcade".

"Manoeuvre Area" means that part of a site used by vehicles to move from the vehicle crossing to any parking or loading space and includes all driveways and aisles and may be part of an access strip. Parking areas and loading areas may be served in whole or in part by a common manoeuvre area.

"Medical Centre" means either a building used by the practice of a registered medical practitioner or

dentist together with two or more of the following medical or allied persons:

- a registered medical practitioner or specialist
- a dentist and/or dental surgeon
- an optician or optometrist
- a chiropractor
- a physiotherapist
- a radiographer or radiologist
- a chiropodist
- a social worker or counsellor
- diagnostic or laboratory service

or the group practice of 3 or more registered medical practitioners.

"Medical Practice" means the medical practice of not more than two registered medical practitioners or dentists.

"Minister" means the "Minister of Works and Development".

"Motel" means land or buildings used for transient residential accommodation and includes holiday flats and all rented accommodation which is offered at a daily or weekly tariff where the length of stay does not exceed one calendar month but does not include boarding houses, hotels or licensed tourist houses.

"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, or petroleum products.

"Nett 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 and shall include the nett floor area of any accessory building but it shall exclude the floor area allocated to car parking, lift wells and machine rooms, stairwells, toilet rooms, tank rooms, boiler and heating rooms, bank vaults, and basements not used for residential, shopping, office or industrial purposes.

"Non-Notified Application" means any application which may be made without notice pursuant to the Act, or this Scheme.

"Objectionable Element" means any objectionable element within the meaning of Section 77 of the Act.

"Old People's Home" means an old people's home within the meaning of the Old People's Homes Regulations 1965 or its amendments.

"Outdoor Living Space" means an area of open space, required by this Scheme to be provided for the exclusive use of the occupants of the household unit to which the space is allocated. No outdoor living space shall be occupied by any building (other than an outdoor swimming pool, or accessory building of less than 8m²), driveway or parking space.

"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.

"Parking Space" means an area of land formed and set aside exclusively for the parking of motor vehicles and complying with the Code. No parking space shall be located in any area required to be landscaped or, in residential zones, in any outdoor living space or outdoor service space. A motor vehicle occupying any parking space must have ready access to a street at all times without the necessity of moving any motor vehicle occupying any other parking or loading space.

"Persons per Hectare" in relation to permanent residential development means the number of persons per hectare 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 hectare shall be calculated from the number of beds provided, at full occupancy.

"Places of Assembly" means any building used for the public, and except as otherwise provided by this Code, private assembly of people primarily for recreation, education or deliberation and includes any Church Hall, sports clubrooms, clubrooms, gymnasium, pavilion, indoor sports facility, community centre or other building used for public meetings whether any such buildings have

a general ancillary licence or not. The term 'place of assembly' shall not include any place of entertainment, or licensed premises (other than chartered clubs or premises having a general ancillary licence).

"Places of Entertainment" means every establishment or part thereof to which the public is admitted and which is used for providing entertainment in the form of a dancehall, theatre, cinema, bowling alley, coin in the slot pool tables and pinball machines or other machines activated by the insertion of a coin or token, or other place used principally for any public performances or public amusements whatever, whether a charge is made for admission thereto or not.

"Plaza" means a compact area at ground level of at least 74m² and of minimum dimension 4.5m, 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.

"Pre-School Facilities" means any place or premises used for the care, education and welfare of three or more children under the age of seven years, by the day or for part of the day, or for any period of less than eight consecutive days and includes any child care centre within the meaning of the Child Care Centre Regulations 1960, and the kindergarten recognised by the Minister of Education, any nursery play centre recognised by the Director of Education, and any Plunket rooms.

"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.

"Public Administration Office" - see "Administrative, Professional and Commercial Office".

"Public Area" means those parts of any building normally available for use by the general public exclusive of any service or access area of the building.

"Recession Plane" means Recession Plane as defined in Appendix C.

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

"Restaurant" means any land or building or part of a building (other than a hotel or tavern or tourist house premises licensed under the Sale of Liquor Act 1962) on or in which meals are regularly supplied to the general public for consumption on the premises.

"Road" includes any street and means an area of land which is road in accordance with the provisions of the Local Government Act 1974.

"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" - refer Appendix B.

"Service Lane" means any service lane within the meaning of the Local Government Act 1974 and its amendments.

"Service Station" means a business engaged primarily in fuelling motor vehicles, the sale of motor fuels and lubricating oils and may include:

The repair and servicing of motor vehicles, excluding panel beating, trimming, spray painting, and heavy engineering such as engine reboring and crankshaft grinding. Provided that in residential zones such repairs shall be subordinate to and a minor part of the primary business on the site; and/or

the sale of kerosene, tyres, batteries, parts and accessories normally associated with motor vehicles. Provided that in residential zones the sale of such items shall be subordinate to and part of the minor business on the site; and/or

the sale of other such goods as are for the comfort and convenience of travelling motorists provided that:

- the primary use of the site is for motor vehicle servicing and/or the sale of fuels

- the display of these other ancillary goods is limited in accordance with the relevant ordinances except where service stations are located in commercial zones

- the sale of other ancillary goods is only permitted where the service station is open for motor vehicle servicing and/or the sale of fuels

- the display, sale or hire of motor vehicles (other than the hire of domestic trailers), caravans or boats shall not be permitted except where such a use is permitted in the zone.

Provided that the floor area for the display and sale of goods other than those associated with motor vehicles shall not exceed 25m².

"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, building or part of a building, on or in which goods are sold or exposed for sale by retail or for hire to members of the public, and includes banks and similar financial institutions (ie building societies), land agents, auctioneers premises, hairdressers, barbers, beauticians, photographers, drycleaners, shoe and clothing repairers and unlicensed restaurants. Any residential or caretakers accommodation which is necessary for or incidental to any shop shall be deemed to be part of such a shop. The term shop however, shall not include any land, building or part of a building used for the sale or hire of motor

vehicles, caravans, trailers, boats, or fuel, or any licensed premises other than premises being a wine shop or unlicensed restaurant.

"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.

"Showroom" means a building or a part of a building given over solely to the display of goods. No retailing is permitted unless otherwise specifically provided for by this District Scheme in respect of the zone.

"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 or two or more streets or private streets not less than 12 metres in width if the angle within the site between two such minimum frontages is not greater than 135 degrees.

"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.

"Sleepout" means a single detached bedroom used by a member of the family occupying the dwelling situated on the site. Provided that no sleepout shall contain kitchen facilities.

"Specifically Identified: means specifically identified in terms of Section 73 of the Act.

"Step-in-Plan" means a break in the continuity of an exterior wall of any block or line of apartments or travellers' accommodation whether of one or more storeys by stepping back any unit or units a minimum specified distance measured at right angles to the long axis of the block.

"Subdivision" means any subdivision within the meaning of the Local Government Act 1974.

"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 Bylaws for a part 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.

"Trade Vehicle Storage Area" means the area on a site within which all trade vehicles normally involved with the use are stored when not otherwise engaged in use.

"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".

"Underlying Zone" means the indication pursuant to Section 121 of the Act of the purposes for which and the conditions subject to which designated land would be permitted to be used if it were not so designated.

"Vehicle Crossing" means the formed and properly constructed vehicle access from the carriageway of any road up to and including that portion of the road boundary of the site across which vehicle access is permitted by this Code and including any culvert bridge or kerbing.

"Warehouse" means any building or part of a building, or land, where materials, articles or goods are stored pending sale or transfer to a retail outlet or trader. Any warehouse shall be deemed to include any

ancillary offices or showrooms provided these do not exceed 10% of the gross floor area of the building, but does not include a shop or wholesale outlet. Residential and caretakers accommodation for persons whose employment is such that they are required to live on the site is permitted.

"Wholesale" means the storage and sale of goods in bulk to a retail outlet or trader. It does not include direct sales to the public.

"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 converging side boundaries of the site and the arc of a circle drawn with the apex as centre and a radius of 9 metres.

"Side Yard" means a yard between a side boundary of the site and a line parallel thereto extending from the front yard (or the front boundary of the site if there be no front yard) to the rear yard (or, if there be

no rear yard, the rear boundary of the site);
or if there be two or more front yards,
extending from yard to yard.

1.5 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 Map, 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 map are the series prepared by the Canterbury United Council 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.

1.6 Effect of Footnotes

The footnotes set out in italics in this Code are included for information only and are not a part of the Code.

ORDINANCE 2

GENERAL ORDINANCE ON THE CONTROL OF USES AND BUILDINGS

2.1 Land to be Suitable for Proposed Use or Building

Notwithstanding conformity with the zoning requirements of these ordinances, no building shall be erected or placed, and no use shall be established or development commenced 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 relevant objectives and policies of this Scheme and more particularly to the best use of the land and its economic servicing and development, earthquake fault lines, liability to flooding, stability of foundations, and the safety, health and amenity.

2 Zoning

- (a) Parts of this Code specify the types of zone within the district, matters relating to the control and uses and buildings within the zones, permitted uses and buildings, the performance standards relating to permitted uses and buildings in the zone, conditional uses and other requirements relating to each zone.
- (b) A zone statement precedes the list of permitted uses and buildings for each particular zone. This statement is a general description of the purposes of the zone and does not form a part of the Code but is a part of the Scheme Statement and must be read in conjunction with it.
- (c) The zones constituted for the purposes of the scheme are shown on the Planning Map by distinctive notations.

- (d) Any land or building may be used for any purpose for which that land or building is permitted to be used in the zone in which the land or building is located provided however, that it complies with the provisions of the Act and all other relevant Acts, and all other provisions of the Code relating thereto.

2.3 Existing Uses and Buildings

Existing uses and buildings which do not comply with some provision of this Code and which are within the scope of Sections 90 and 91 of the Act may continue only to the extent authorised in those sections, unless specifically authorised as a permitted use or building in this Code.

2.4 Designated Land

- (a) Any land designated for a public work in this Scheme is shown by distinctive notations on the Planning Maps.
- (b) The person or body having financial responsibility for the public work is also shown by notations on the Planning Map.
- (c) The use of any land or buildings within a designated area shall be limited to the use designated, any use lawfully in existence at the time the land was designated, or any use or building permitted in the underlying zoning and to which the person or body having financial responsibility for the public work has given consent.

2.5 Specifically Identified Land

- (a) Any land which is specifically identified as used for the purposes of value to the community but which is not intended to be owned by the Crown, the Council or any Local Authority is shown by distinctive notation on the Planning Map and is described in Appendix F.
- (b) Where any land is specifically identified on the Planning Maps as used for a purpose of value to the community, a conditional use application shall be required where any work, subdivision or use within the meaning of Section 73 of the Act is inconsistent with the identified purpose. All other works, subdivisions and uses shall be permitted provided that they comply in all respects with the provisions of the zone which but for the identification would or does apply.

2.5 Temporary Uses and Buildings Permitted in Any Zone

Notwithstanding anything to the contrary in this Code the following temporary uses and buildings shall be permitted in any zone.

- (a) Temporary offices, storage sheds, builders' workshops and other similar buildings and uses, which are incidental to a building or construction project. These are permitted however only for the duration of the project or twelve months, whichever is the lesser unless the written consent of the Council to a longer period is obtained.
- (b) Temporary uses and buildings for such purposes as carnivals, bazaars, public meetings and the like. These are permitted however only for a period not exceeding one month, unless the written consent of the Council to a longer period is obtained.

ORDINANCE 3

IMPLEMENTATION AND APPLICATION PROCEDURES

3.1 Procedure for Predominant Uses and Permitted Buildings

- (a) Where a person or body proposes to make any use of any land, erect any building, or do any work in relation to any building, which would require a building permit pursuant to the Council's Bylaws, in addition to the plans and information required to be supplied for the purposes of the building permit, sufficient plans and information shall be supplied to the Council to enable the Council to determine whether the use or building complies or will comply with the Scheme. Plans and information listed under (b) below will generally be sufficient.
- (b) Where any person or body proposes to make any use of any land, or do any work in relation to any building, which would not require a building permit, such of the following plans and information shall be supplied as are appropriate to enable the Council to determine whether the use or building complies or will comply.
 - (i) The address of the property together with a recent search of the title relating to it.
 - (ii) A full written description of what is proposed, including details such as the nature of any use, persons employed, hours of operation, traffic generation.
 - (iii) Building plans, including elevations and perspectives, height, bulk and location of buildings. In certain situations details of materials and colours will be required.

- (iv) A site plan showing such details as boundary dimensions, the location of any proposed use, existing buildings on the site and other buildings or features on adjoining sites or in the vicinity likely to be affected by the proposal.
- (v) Parking, loading and access points.
- (vi) Landscaping, including trees existing on the site, fencing, outdoor living spaces, service spaces and storage areas or any other required areas. All new planting proposed shall be detailed as to species, number, age and dimensions. (NB: attention is drawn to the Landscape Plan requirements, Ordinance 3.6).
- (vii) In some cases levels of the site may be required.
- (viii) All plans shall be drawn to a metric scale (usually 1:100, 1:200, or 1:500) and the scale, together with the North point shall be indicated.
- (ix) A summary of the floorspace of buildings on the site together with plot ratio and site coverage calculations.
- (x) Any further plans or information requested by the Council.

3.2 Conditional Uses (Notified Applications)

The use of any land or building and the construction, reconstruction, alteration or addition to any building specified as a conditional use in any zone in which such land or building is situated is permitted only if the Council consents and then only subject to such conditions as the

Council may impose, whether generally or in respect of the particular use or in respect of the particular site.

- (a) Plans and information required: All applications for conditional use consent shall be accompanied by such plans and information as are required for applications for a predominant use under Ordinance 3.1 (b).
- (b) Application Procedure: The procedure for dealing with applications for conditional use consent shall be laid down by the Act and Regulations.
- (c) Fees: The reasonable costs of or incidental to any conditional use application and to the public notification shall be payable by the applicant in accordance with the Town and County Planning Regulations 1978.

3.3 Controlled Uses

Under the provisions of Section 36(5) of the Act the Council is permitted to provide such specified controls and powers in respect of controlled use as are necessary to achieve the policies and objectives in the scheme relating to:

- (a) Landscape design and site layout;
- (b) The design and external appearance of buildings.
- (c) The location and design of vehicular access to and from the site; and
- (d) Such other matters as may be specified by any regulations in force under the Act.

Where any ordinance provides for Council discretion in respect of any of the above matters a non-notified application will be required, except where the ordinance specifically provides for a notified application.

Where the Council declines consent a right of appeal to the Planning Tribunal will follow.

3.4 Works Contrary to a Proposed Change and/or Specified Departures

- (a) Plans and information required: All applications for consent to work contrary to a proposed change and/or a specified departure shall be accompanied by such plans and information as are required for applications for a predominant use under Ordinance 3.1 (b).
- (b) Application Procedure: The procedure for dealing with applications for consent to carry out works contrary to a proposed change, and/or for consent to a specified departure shall be as laid down by the Act and Regulations.
- (c) Application Fees: The reasonable costs of or incidental to any application for a work contrary to a proposed change, and/or a specified departure, and to the public notification shall be payable by the applicant in accordance with the Town and Country Planning Regulations 1978.

3.5 Dispensations or Waivers

- (a) Council's Powers: In accordance with Section 76 of the Act the Council may grant an application for the dispensation wholly or partly from , or waiver of any provision of the District Scheme relating to:
 - (i) The subdivision of land permitted to be used for any urban purpose;
 - (ii) The height, bulk and location of buildings on site;

- (iii) The provision of parking and loading spaces;
- (iv) The design and appearance of buildings and signs, and the provision, design and appearance of verandahs;
- (v) Landscaping; and
- (vi) Such other matters as may be specified on that behalf by any regulations in force under the Act.

(b) Circumstances in which Consent May be Granted:

The Council may grant consent if it is satisfied that:

- (i) the dispensation or waiver would encourage better development of the site or that it is not reasonable or practicable to enforce the provision in respect of the particular site; and
- (ii) the dispensation or waiver will not detract from the amenities of the neighbourhood and will have little town and country planning significance beyond the immediate vicinity of the land in respect of which the dispensation or waiver is sought.

Appendix G sets out examples or situations where dispensations and waivers may be considered to encourage better development or where it is not reasonable or practicable to enforce the provisions of the District Scheme.

(c) Manner in Which Application will be Considered:

Applications for dispensation or waiver may be made without notice provided the written consent of everybody or person whose interests might in the Council's opinion be prejudiced by the proposed dispensation or waiver has first been lodged with the Council unless, in the Council's opinion, it is unreasonable in the circumstances existing to require such consent to be obtained.

If such consents have not been lodged and the Council has not found it unreasonable to require them to be obtained, the Council's powers in respect of dispensations or waivers may be exercised only on a notified application.

In any particular case when an application may be made without notice, the Council may, if it thinks fit, require the application to be made with notice pursuant to Section 65 of the Act.

(d) Conditions and Limitations:

In considering whether an Application for dispensation or waiver should be granted by the objectives and policies which related to the particular standard or requirement in respect of which a dispensation or waiver is sought, and in granting any application for dispensation or waiver the Council shall seek to ensure that those objectives and policies are satisfied.

In addition any dispensation or waiver shall be limited as follows:

- (i) Subdivisions:
not greater than 20% of the particular standard.

- (ii) The height, bulk and location of buildings:
 - height, recession plane, site coverage, area of buildings: not greater than 20% of the particular standard
 - yards, setbacks: not greater than 30% of the particular standard.

- (iii) Parking and Loading:
 - number of parking spaces and loading bays: not greater than 30% of the particular standard; in addition, it should be noted that where the Council agrees the required spaces may be provided on a nearby site or the Council may accept payment in lieu of parking spaces under Section 295 of the Local Government Act, 1974, or its successor.
 - location, dimensions and number of accesses: no limit.

- (iv) Design and appearance of buildings, signs and verandahs:
 - design and appearance of buildings: no limit.
 - signs: not greater than 20% of the particular standard in Residential zones; not greater than 30% of the particular standard in any other zones.
 - verandahs: no limit.

- (v) Landscaping:
 - no limit as to any dimension; no greater than 30% of any area requirement.

3.6 Landscape and Amenity Plan

- (a) Any application for planning consent, subdivision or building permit in the Commercial, Industrial, Service or Special Development zones as well as any application for planning consent, subdivision or a building permit for any of the uses listed below in any other zone shall provide a landscape plan for Council's consent.

Apartments and town houses; travellers accommodation; private hotels; hostels and boarding houses; comprehensive developments; churches and the buildings used for religious purposes; places of assembly and entertainment; schools; shop dwellings; parks, recreation grounds and scenic reserves; institutions; public and private hospitals; professional, commercial and administrative offices; garages for housing of cars for nearby residents; licensed hotels, tourist houses and taverns.

- (b) Plan Detail

Any landscape plan required under this ordinance must be prepared by a member of the Institute of Landscape Architects or a registered Architect. Whenever a landscape and amenity plan is required under this ordinance of this scheme, any or all of the following information as may be considered by the Borough Engineer to be appropriate shall form part of that plan, together with scale, north point, date and author.

- (i) **Existing Site Features**
The location, species, height and spread of vegetation.
- (ii) **Siting**
Location of all buildings, work and storage areas.
- (iii) **Design**
Buildings elevations, walls, kerbs, paving, sealing, and fences, with information on materials, sizes and colours proposed.
- (iv) **Circulation Patterns**
Location of vehicle entrances, access, parking and turning areas, and any separation devices (if proposed).
- (v) **Earth Shaping**
Existing or proposed heights of earth mounding.
- (vi) **Services**
Location of underground services.
- (vii) **Advertising**
Details of advertising proposed for the site be submitted in conjunction with the landscape plan in order to ensure any advertising signs are in harmony with the proposed landscaping.
- (viii) **Planting**
Information on positions, numbers and species of trees, shrubs and ground cover to be planted, including their initial height and expected height within two years. Flat grassed areas will not normally be considered to be part of any requirement for a minimum area of permanent planting.

Grass and other ground covers used in conjunction with earth shaping to perform a screening function would however be acceptable.

(c) **Special Requirements for Car Sales Yards and Outdoor Display Areas**

All car sales yards and outdoor display areas must provide for the following:

- that the surface of the yard and display area be sealed;
- that the landscape setback required in the zone be provided with ground cover;
- that trees be planted along all street frontages at intervals not greater than 7m.
- that all trees planted must be a minimum of 3m in height at planting but may be clear stemmed to a height of 2m from ground level.

(d) **Further Development of Existing Sites**

Where further development is proposed on an already partially developed site, no such further development shall diminish any area of permanent planting to less than the minimum area specified in the relevant zoning ordinance of this scheme.

(e) **Bond**

- (i) A bond will be required for all developments with the exception of minor residential developments to ensure that the proposed landscape treatment is carried out and maintained. The amount of the bond is

calculated according to the estimated value of completion of the landscape works.

- (ii) Should the agreement not be honoured, the bond gives the Council authority to carry out approved landscape works and recover the appropriate costs. The bond will usually require the necessary planting to be carried out within 12 months and maintained for a further 24 months.

(f) **Maintenance of Landscape Treatment**

The maintenance of the landscape works means that not only should the planting be kept in a healthy state but also the ultimate purpose of the landscape treatment is achieved. All landscape treatment shall be maintained to the satisfaction of the Borough Engineer at all times beyond the period referred to above.

(g) **Procedure**

- (i) Any landscape plan required under an ordinance of the District Scheme will be made by way of a non-notified application.
- (ii) The application will be dealt with by the appointed officers. No notification is required.
- (iii) Any applicant has a right of review of any officer decision by the Council.
- (iv) A right of appeal to the Planning Tribunal exists where a non-notified application is declined.

3.7 **Outline Plans**

Outline plans of works to be constructed by or on behalf of the Crown or by any local authority on designated land shall be submitted to the Council for its consideration before construction is commenced, unless they have been otherwise approved under the Act. An outline plan shall show the height, shape and bulk of the work, its location on the site, the likely finished contour of the site, entrances and exits, and parking provisions together with any other information listed in 3.1 (b) above that may be relevant to the proposed work.

3.8 **Development Plans**

The plans and other documents required to accompany the Notification of Development, will vary according to the time when the notification is made.

- (a) If Notification is made at the same time as the Building Permit is lodged for Bylaw and Town Planning approval, + additional copies of the site plan or layout plan only will be sufficient.
- (b) If Notification is made before the Building Permit is lodged, copies of the site or layout plan will be required, and for commercial, industrial and administrative developments sufficient structural details to enable an assessment of the value of the development.

3.9 **Subdivision**

Where an application is for the approval of a subdivision, a scheme plan of subdivision shall be prepared and signed by a registered surveyor, on a scale approved by the Council, showing the allotments and their areas, dimensions, easements, road widening, roads, service lanes, accessways, trees, buildings, levels and any other relevant information as shall be required by the Council.

A simple subdivision of not more than two allotments with no easements may, with the Council's prior approval, be prepared by other than a registered surveyor.

3.10 Unit and Leasehold Titles

On unit and leasehold title plans that require certification as to compliance with the Scheme, buildings and uses shall comply with all relevant performance standards for the buildings and uses in the zone.

3.11 Specific Identification

(Refer Ordinance 2.4 concerning procedures).

3.12 Temporary Uses and Buildings

(Refer Ordinance 2.5 concerning consents required).

3.13 Notified Applications

- (a) Every application which is required by this Code or in accordance with the Act to be made with notice shall follow the procedure set out in the Act and the Regulations thereunder.
- (b) Every application shall include such plans and information required under 3.1 (b) of this part together with a written report indicating fully the nature of the application and the reasons for it.

ORDINANCE 4

RESIDENTIAL A ZONE

4.1 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. These conditions are set out in Clause 4.2 of this Ordinance.

4.2 Design and Amenity Condition

All uses and Buildings.

- (a) Landscaping: At least 20% of the sites shall be landscaped (ie planted in lawns, gardens, trees or shrubs). All existing natural features and trees shall be preserved as far as is reasonably practical.

The sites shall be landscaped for a minimum depth of 2.0m from all street frontages, excluding access/egress points. Such strips will be assessed as part of the overall site requirement for landscaping.

NB: Attention is drawn to Ordinance 3.6, LANDSCAPE PLAN.

- (b) Footpath Sealing: For two or more residential units or non-residential uses on a site the Council may require the footpath fronting the property involved to be sealed full width, the applicant paying a contribution set as a charge per metre of frontage as established by the Council.

- (c) Electricity Substation: The Council may require provision to be made for a 2.2m by 2.4m electrical substation site near the front of any site.
- (d) Connection Fee: Power shall be supplied underground and the connection fee shall be set by the Council.
- (e) Building Design: Special attention is drawn to the design requirements for garages forward of a dwelling.

4.3 Predominant Uses and Conditions

Subject to the matters set down in Clause 2 above the following shall be the predominant uses:

- (a) Single storey, split level and two storey dwellings.
- (i) Maximum site coverage including accessory buildings - 35%.
- (ii) Maximum height, 9m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
- (iii) Yard Requirements:
 Front Site: Front 4.5m
 Side 1.5m and 3 m
 Rear 7.5m
 Rear Site: 2 of 6m
 2 of 1.5m
 Corner Site: Front 4.5m and 4.5m
 Other: 7.5m and 1.5m, or
 2 of 6m

(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 unit.

(vi) Access: see Ordinance 18 "Transportation".

(b) Apartments, Town Houses and Semi-detached Dwellings.

(i) Limited to 2 residential units except as under (c) below.

(ii) Maximum height 9m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.

(iii) Maximum site coverage including accessory buildings - 35%.

(iv) Yard Requirements:

Front Site: Front 4.5m
Side 1.5m and 3m
Rear 7.5m

Rear Site: 2 of 6m
total of other yards 3m with
no yard less than 1.5m

Corner Site: Front 4.5m and 4.5m

Other: 7.5m and 1.5m, or
2 of 6m

(v) Parking:
Apartments: 2 spaces per unit provided that where the required spaces are grouped

together in a development, and where the total number of units exceeds six then the rate of provision for the units in excess of six will be at one space per unit.

Town Houses and Semi-detached Dwellings: 2 spaces per unit.

(vi) Access: See Ordinance 18 "Transportation".

(c) Comprehensive Developments and Homes for the Aged.

(i) Developments shall be only in respect of non-transient residential use.

(ii) Minimum site area 0.2 hectare, provided that convalescent homes and homes for the aged will be permitted on sites less than 0.2 hectares.

(iii) Maximum site coverage - 35%.

(iv) Density control - 100 persons per hectare.

(v) The developer shall submit to the Council building plans (in principle) and subdivisional plans of the development as a whole if required. The Council may waive or vary any of its standards relating to subdivision 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, bylaws, 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 plans, before title subdivision takes place.

(vii) **Parking:**
Comprehensive Developments: 2 spaces per unit provided that where the required spaces are grouped together in a development, and where the total number of units exceeds six, then the rate of provision for the units in excess of six will be at one space per unit.

Homes for the Aged: 1 space per 6 residents, and 1 space per 2 staff.

(viii) Access: see Ordinance 18 "Transportation".

(d) Home Occupation accessory to the use of Detached Dwellings.

Provided that: (refer definition, Ordinance 1)

(i) The home occupation shall occupy no more than 30m² of the floor space of all the buildings on the site.

(ii) All persons engaged in the home occupation shall reside permanently on the site.

(iii) Hours of Operation: 0800 to 1800 Monday to Friday.

(iv) No goods shall be displayed for sale and no door or retail sales shall be made from the site.

(v) The use shall not cause any nuisance, danger or noxiousness or increase in traffic generation that would cause a detraction from the amenities of nearby residents.

(vi) Any tuition will be limited to a maximum of two pupils at any one time.

(viii) The use does not generate any noise discernible to any property in a residential zone.

(e) Churches and other buildings used only for religious purposes.

(i) Maximum site coverage including accessory buildings - 35%.

(ii) Maximum height - 13.5m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.

(iii) **Yard Requirements:**
Front Site: Front 4.5m
 Side 2 of 7.5m
 Rear 9m
Rear Site: All 9m
Corner Site: Front 4.5m and 4.5m
 Others: 7.5m and 9m

(iv) **Parking:** 1 space per 10m² of gross floor space.

(v) **Loading and Access:** see Ordinance 18 "Transportation".

(f) Play Centres, Kindergartens and Pre-School Facilities.

- (i) Maximum Coverage - +
- (ii) Maximum height - 9m - provided that no building shall project beyond a building envelope constructed by recession planes from a point 2.5m above internal boundaries where required by Appendix C.
- (iii) Yards: (as for single storey dwellings in the Residential Zone).
- (iv) Parking: 1 space per staff member plus 1 space per 10 students over 15 years of age.
- (v) Loading and Access: (refer Ordinance 18 "Transportation") and provided:
 - each site will be required to provide a pick up and dropping off area for vehicles on site; such area to be part of an on-site manoeuvre area with separate access and egress points.
 - no such use will have ingress or egress to Riccarton Road, Deans Avenue or Blenheim Road.

(g) Schools.

- (i) No building shall be erected within 10.5m of any site boundary and provided that no buildings project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
- (ii) Parking: 1 space per staff member, plus 1 space for every 10 students over the age of 15.

(iii) Loading and Access: See Ordinance 18 "Transportation".

(h) Shop Dwellings.

- (i) Uses to be limited to a dairy.
- (ii) Any one shop to be limited in gross retail floor space to 74m².
- (iii) Bulk and location, and loading requirements to comply with those for a dwellinghouse.
- (iv) Parking: 1 per residential unit.

(i) Parks, Recreation Grounds, Playgrounds, Open Space and buildings thereon.

- (i) Permitted Buildings: public shelters, toilets, implement sheds, historic buildings and places of assembly for recreation.
 - All buildings shall be set back a minimum of 4.5m from all boundaries.
 - No building shall project beyond a building envelope constructed by recession planes and originating 2.5m above internal boundaries.
 - Maximum Height:
Places of Assembly: 9m
Accessory buildings, toilets, shelters and implement sheds - 2.5m
 - Parking: Places of Assembly - 1 space per 10m² of public area.

(j) Buildings accessory to buildings or the use of land for any of the foregoing purposes (including work rooms and storage rooms).

- (i) Total floor area of accessory buildings shall not exceed 84m² and the floor area of any one building shall not exceed 65m². In addition the maximum number of detached accessory buildings per dwelling unit on any site is two. Any additional detached accessory building will require a conditional use application.
- (ii) A building not exceeding 37m² floor area may be allowed situated on the same site as a single unit dwelling house only and used for storage only of plant and materials in connection with the business of the person permanently residing on the site provided that the use shall be restricted to persons living on the site.
- (iii) Accessory buildings may be sited in any yard except that only garages and outdoor swimming pools may be placed forward of dwellings or shop dwellings. Such garages shall be limited to a maximum of 40m² and be designed to harmonise with the dwelling
 - **Design:** the design of the garage shall harmonise with the dwelling. In this respect the pitch of the roof should be the same as for the dwelling.
 - **Materials:** the materials used in the construction of the garage (walls and roof) must be the same as for the dwelling, or alternatively ensure that the finished appearance of the garage is such as to convey the impression that the same materials have been used in the construction of both buildings.

- **Colour:** the garage must be finished in the same colour as the house, ie the walls and roof of both buildings should match. Where a garage is constructed of materials which require painting, such painting must be completed within 6 months of the garage being available for use.
- **Landscaping:** any such garage must be screened from direct public view or otherwise enhanced by screen fencing and landscaping. The landscape treatment must provide for the planting of trees and shrubs in that part of the front yard between the garage and the street and the garage and the nearest side boundary. Such trees or shrubs must be either 2m in height at the time of planting (or within 12 months of planting), and must be no more than 1.5m apart.

Application Procedure - Garage Forward

- Any proposal to place a garage forward of a dwelling must be made by way of a non-notified application to the Council. The application must provide plans and information which cover all the above matters.
- The application will be dealt with by the appointed officers. No notification is required.
- Any applicant has a right of review of any officer decision by the Council.

- A right of appeal to the Planning Tribunal applies to any Council decision on a non-notified decision.

Where the vehicle door of the garage generally faces the road, the minimum setback of the garage from the road boundary shall be 6m. Where the vehicle door is generally at right angles to the road the minimum setback shall be 2m, and the site landscaped for a minimum of 2m from the road boundary. In addition, where the garage is set back only 2m from the road provision shall be made on the site for turning space to ensure vehicles are not required to reverse either onto or off the site.

- (iv) Outdoor swimming pools placed forward of dwellings shall be substantially below ground level and screened from the road by landscaping.
- (v) Maximum height - 3.7m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries (refer Appendix C).
- (vi) The maximum number of detached accessory buildings per dwelling unit on any site is two. Any additional detached accessory building will require a conditional use application.
- (vii) Unless a family flat complies with all the yard requirements for a dwelling, the applicant shall be required to enter into a suitable bond with the Council (in a form enabling it to be supported by a caveat) to ensure that the family flat is removed when

it is no longer required for the housing of a dependant relative.

- (viii) Buildings to comply with all relevant ordinances, statutes and bylaws.

- (k) Public Utility Substations, Pumping Stations and Kiosks and Exchanges: (refer Ordinance 21).

4.4 Conditional Uses

- (a) The conversion of existing dwellings into two or more self-contained apartments.
- (b) Places of Assembly:
 - (i) Maximum site coverage including accessory buildings - 50%.
 - (ii) Maximum height - 4.5m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
 - (iii) Yard Requirements:
 - Front Site: Front 4.5m
Side 2 of 9m
Rear 9m
 - Rear Site: All 10.5m
 - Corner Site: Front 4.5m and 4.5m
Others 9m and 9m.
 - (iv) Parking: 1 space per 10m² of public area plus 1 space per 4m² of licensed area.
 - (v) Loading and Access: see Ordinance 18 "Transportation".

ORDINANCE 5
RESIDENTIAL B ZONE

5.1 Zone Statement

This zone is designed to allow the redevelopment of the older areas of Riccarton (in particular the central area and the Lincoln Road area) in a more dense fashion. All developments are subject to a number of design conditions as set out in Clause 5.2 of this Ordinance.

5.2 Design Conditions

All Uses and Buildings.

- (a) **Landscaping:** at least 15% of all sites shall be landscaped (ie planted in lawns, gardens, trees or shrubs). All existing natural features and trees shall be preserved as far as is reasonably practical.

The sites shall be landscaped for a minimum depth of 2m from all street frontages, excluding access/egress points. Such strips will be assessed as part of the overall site requirement for landscaping.

NB: Attention is drawn to Ordinance 3.6, LANDSCAPE PLAN.

- (b) **Footpath Sealing:** where two or more residential units or a non-residential use exist on a site the Council may required the footpath fronting the property to be sealed full width, the applicant paying a contribution set as a charge per metre of frontage and as determined by the Council.
- (c) **Electricity Substations:** the Council may require provision to be made for a 2.4m x 2.2m electricity substation near the front of any developments.

- (d) **Power:** the connection fee for power to be supplied underground shall be set by the Council.
- (e) **Building Design:** special attention is drawn to the design requirements for a garage forward of a dwelling.
- (f) **Density Bonus:** where residential development provides a living court least dimension 4m adjacent to and accessible from the living rooms of each unit and a service court least dimension 3m located with practical access to the street a 20% increase in allowable density will be permitted on the site.
- (g) **Site Access:** provision shall be made for vehicle access to the rear of each site.

5.3 Predominant Uses and Conditions

Subject to the matters set down in Clause 5.2 above the following shall be the predominant uses.

- (a) **Single Storey, Split Level, Semi-detached and Two Storey Dwellings, Town Houses and Terrace Houses:**
- (i) Maximum site coverage including accessory buildings - 50%.
- (ii) Maximum height - 9m - subject to the recession planes, Appendix C.
- (iii) Yard requirements: all yards 2.1m.

- (iv) Parking: **Single Storey, Split Level, Semi-detached and Two Storey Dwellings and Town Houses:** 2 spaces per unit.

Terrace Houses: 2 spaces per unit provided that where the required spaces are grouped together in a development, and where the total number of units exceeds six then the rate of provision for the units in excess of six will be at one space per unit.

- (v) Access: see Ordinance 18 "Transportation".
- (vi) Amenity: see 5.2 above.

(b) One, Two and Three Storey Apartments.

- (i) Density Control: 150 person per hectare.
- (ii) Spacing between blocks: there shall be no limit to the number of separate blocks including single unit blocks erected on any one site, provided that if more than one block is erected on the same site there shall be a distance of not less than 4.2m between each block.
- (iii) Maximum site coverage including accessory buildings: 50%.
- (iv) Maximum height - 10m - subject to the recession planes, Appendix C.
- (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 3m measured at

right angles to the long axis of a block is made to each outer wall at each vertical division between units or every alternative vertical division between units.

- (vi) Yard requirements: all yards 2.1m.
- (vii) Parking: 2 spaces per unit provided that where the required spaces are grouped together in a development, and where the total number of units exceeds six then the rate of provision for the units in excess of six will be at one space per unit.
- (viii) Access: see Ordinance 18 "Transportation".
- (ix) Courts and Density Bonus: see 5.2 (f) above.
- (x) Amenity: see 5.2 above.

(c) Comprehensive developments including homes for the aged.

- (i) Developments shall be only in respect of non-transient residential use.
- (ii) Density control: 150 person per hectare.
- (iii) Maximum site area: 0.2 hectare.
- (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, bylaws, 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:
Comprehensive Developments: 2 spaces per unit provided that where the required spaces are grouped together in a development, and where the total number of units exceeds six then the rate of provision for the units in excess of six will be at one space per unit.

Homes for the Aged: 1 space per 6 residents and 1 space per 2 staff.
- (viii) Access: see Ordinance 18 "Transportation".
- (d) Home Occupations Accessory to the use of Detached Dwellings.

Provided that:

- (i) The home occupation shall occupy no more than 30m² of the floor space of all the buildings on the site.
- (ii) All persons engaged in the home occupation shall reside permanently on the site.

- (iii) Hours of Operation: 0800 and 1800 Monday to Friday.
- (iv) No goods shall be displayed for sale and no door or retail sales shall be made from the site.
- (v) The use shall not cause any nuisance, danger or noxiousness or increase in traffic generation that would cause a detraction from the amenities of nearby residents.
- (vi) Any tuition will be limited to a maximum of two pupils at one time.
- (vii) The use does not generate any noise discernible to any property in a residential zone.

(e) Elderly Peoples Housing.

The bulk and location requirements shall be as for single storey dwellings, Ordinance 5.3 (a), except that

- (i) the maximum number of units per site is limited only by the bulk and location requirements.
- (ii) there is no minimum open space requirement adjacent to each unit.
- (iii) off-street parking: 1 space per 3 residents.

(f) Play Centres, Kindergartens and Pre-School Facilities.

- (i) Maximum coverage: 50%.

- (ii) Maximum height: 9m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
- (iii) Yards: as for single storey dwellings in the Residential B Zone.
- (iv) Parking: 1 space per staff member plus 1 space per 10 students over 15 years of age.
- (v) Loading and Access: refer Ordinance 18 "Transportation", provided
 - (a) each site will be required to provide a pick up and dropping off area for vehicles on site; such area to be part of an on site manoeuvre area with separate access and egress points.
 - (b) no such use will have access or egress onto Riccarton Road, Deans Avenue, or Blenheim Road.

(g) Private Hotels, Hostels, and Boarding Houses.

- (i) Density Control: 150 person per hectare.
- (ii) Maximum site coverage including accessory buildings: 50%.
- (iii) Maximum height: 12m - provided that no buildings shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.

- (iv) Yard Requirements:
 - Front Site: Front 4.5m
Side 3m
Rear 7.5m
 - Rear Site: 2 of 7.5m, total of others 3m.
 - Corner Site: all front yards 4.5m
Others 6m and 3m or 2 of 4.5m

- (v) Parking: 1 space per 4 residents plus 1 space per 2 staff members.

- (vi) Access: see Ordinance 18 "Transportation".

(h) Churches and other buildings used only for religious purposes (for Church Halls see 5.4(d) below).

- (i) Maximum site coverage including accessory buildings: 50%.
- (ii) Maximum height: 13.5m - provided that no buildings shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.

- (iii) Yard Requirements:
 - Front Site: Front 4.5m
Side 2 of 7.5m
Rear 9m
 - Rear Site: All 9m
 - Corner Site: Front 4.5m and 4.5m
Others 7.5m and 9m

- (iv) Parking: 1 space per 10m² of gross floor space.

- (v) Loading and Access: see Ordinance 18 "Transportation".

- (i) Schools
- (i) No building shall be erected within 10.5m of a site boundary provided that no buildings shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
 - (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 18 "Transportation".
- (j) Public and Private Hospitals.
- (i) No building shall be erected within 9m of any site boundary.
 - (ii) Maximum site coverage including accessory buildings: 50%.
 - (iii) Maximum height: 15m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
 - (iv) Parking: 1 space per 5 patient beds plus 1 space per 2 staff members.
 - (v) Loading and Access: see Ordinance 18 "Transportation".
- (k) Shop Dwellings
- (i) Use to be limited to a dairy.
- (ii) Any one shop to be limited in gross retail floor space to 74m².
 - (iii) Bulk and location, and loading and access requirements to comply with those for a dwellinghouse.
 - (iv) Parking: 1 per residential unit.
- (l) Parks, Recreation Grounds, Playgrounds, Open Space and buildings thereon.
- (i) Permitted Buildings: public shelters, toilets, implement sheds, historic buildings and places of assembly for recreation.
 - All buildings shall be set back a minimum of 4.5m from all boundaries.
 - No building shall project beyond a building envelope constructed by recession planes and originating 2.5m above internal boundaries.
 - Maximum height:
Places of Assembly: 9m.
Accessory buildings, toilets, shelters and implement sheds: 2.5m.
 - Parking: Places of Assembly - 1 space per 10m² of public area.
- (m) Professional Offices.
- (i) Limited to Registered Medical Practitioners, Physiotherapists, Dentists and Veterinary Surgeons (providing there is no boarding of animals) (see definitions).
 - (ii) Bulk and location as for a dwellinghouse.

(iii) Parking: 4 spaces per professional person, plus one per two assisting staff members.

(iv) Access: see Ordinance 18 "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 84m², and the floor area of any one building shall not exceed 65m². In addition the maximum number of detached accessory buildings per dwelling unit on any site is two. Any additional detached accessory building will require a conditional use application.

(ii) A building not exceeding 37m² 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 shall be restricted to persons living on the site.

(iii) Accessory buildings may be sited in any yard except that only garages and outdoor swimming pools may be placed forward of dwellings or shop dwellings. Such garages shall be limited to a maximum of 40m² and be designed to harmonise with the dwelling.

NB: The requirements for the design of garages forward of a dwelling and application procedures involved are as for the Residential A Zone, Ordinance 4.3 (j) (iii).

Where the vehicle door of the garage generally faces the road, the minimum setback of the garage from the road boundary shall be 6m. Where the vehicle door is generally at right angles to the road the minimum setback shall be 2m, and the site landscaped for a minimum of 2m from the road boundary. In addition, where the garage is set back only 2m from the road provision shall be made on the site for turning space to ensure vehicles are not required to reverse either onto or off the site.

Outdoor swimming pools placed forward of dwellings shall be substantially below ground level and screened from the road by landscaping.

(iv) Maximum height: 3.7m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries (refer Appendix C).

(v) Unless a family flat complies with all the yard requirements for a dwelling, the applicant shall be required to enter into a suitable bond with the Council (in a form enabling it to be supported by a caveat) to ensure that the family flat is removed when it is no longer required for the housing of a dependant relative.

(vi) Compliance with all relevant ordinances, statutes and bylaws.

- (o) Public Utility Substations, Pumping Stations, Kiosks and Exchanges.

Refer Ordinance 21.

5.4 Conditional Uses

- (a) Licensed Hotels and Taverns.
 - (i) Minimum site area: 0.8 hectare.
 - (ii) No building shall be erected within 12m of a site boundary.
 - (iii) Parking: 1 space per staff member, plus 1 space per 4 beds, plus 1 space per 4m² of licensed area including counters and servery area.
 - (iv) Loading and Access: see Ordinance 18 "Transportation".
- (b) Conversion of existing dwellings into self-contained apartments.
- (c) Car parks immediately adjoining the Commercial B Zone, on the east side of Matipo Street.
- (d) Places of Assembly.
 - (i) Maximum site coverage including accessory buildings: 50%.
 - (ii) Maximum height: 4.5m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.

- (iii) Yard Requirements:
 - Front Site: Front 4.5m
 - Side 2 of 9m
 - Rear 9m
 - Rear Site: All 10.5m
 - Corner Site: Front 4.5m and 4.5m
 - Others 9m and 9m

- (iv) Parking: 1 space per 10m² of public area plus 1 space per 4m² of licensed area.
- (v) Loading and Access: see Ordinance 18 "Transportation".

ORDINANCE 6

RESIDENTIAL C ZONE

6.1 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 for high density residential development.

6.2 Design Conditions

All Uses and Buildings.

- (a) **Landscaping:** at least 20% of the site shall be landscaped (ie planted in lawns, gardens, trees or shrubs). All existing natural features and trees shall be preserved as far as is reasonably practical.

The sites shall be landscaped for a minimum depth of 2m from all street frontages, excluding access/egress points. Such strips will be assessed as part of the overall site requirement for landscaping.

NB: Attention is drawn to Ordinance 3.6, LANDSCAPE PLAN.

- (b) All power and telephone connections to be underground. The connection fee for power will be set by the Council.
- (c) **Maximum height:** 10m - provided that any predominant use development in excess of 10m will be considered as a conditional use.
- (d) The minimum site area per individual residential unit: 180m². Any development involving site

areas of less than 180m² per residential unit will be considered as a conditional use.

- (e) **Building Design:** special attention is drawn to the design requirements for a garage forward of a dwelling.
- (f) **Footpath Sealing:** for two or more residential units or a non-residential use on a site the Council may require the footpath fronting the property involved to be sealed full width, the applicant paying a contribution set as a charge per metre of frontage as set by the Council.
- (g) **Substation Sites:** the Council may require provision to be made for a 2.2m x 2.1m electrical substation site near the frontage of the development.

6.3 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:** 10m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C. (Refer also Clause 6.2(c)).

- (iii) **Yard Requirements:**
Front Site: Front 4.5m
Side 1.5m and 3m
Rear 2m
Rear Site: 2 of 6m, total of other yards
3m
Corner Site: Front 4.5m and 4.5m
Others 7.5m and 1.5m or 2 of
6m
- (iv) **Site Density:** refer Clause 6.2(d).
- (v) **Parking:** 2 spaces per unit.
- (vi) **Access:** see Ordinance 18 "Transportation".
- (b) **Semi-detached Dwellings, Town Houses, Terrace Houses and Two Unit Apartments.**
- (i) **Maximum site coverage including accessory buildings:** 50%.
- (ii) **Density:** refer Clause 6.2(d).
- (iii) **Maximum height:** 10m -provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C. (Refer also Clause 6.2(c)).
- (iv) **Yard Requirements:**
Front Site: Front 4.5m
Side 1.5m and 3m
Rear 2m
Rear Site: 2 of 6m, total of other yards
3m
Corner Site: Front 4.5m and 4.5m
Others 7.5m and 1.5m or 2 of
6m
- (v) **Parking:**
Semi-detached Dwellings and Town Houses: 2 spaces per unit.
Terrace Houses and Two Unit Apartments: 2 spaces per unit provided that where the required spaces are grouped together in a development, and where the total number of units exceeds six then the rate of provision for the units in excess of six will be at one space per unit.
- (vi) **Access:** see Ordinance 18 "Transportation".
- (c) **One Storey Apartments.**
- (i) **Density Control:** 200 persons per hectare (refer also Clause 6.2(d)).
- (ii) **Spacing between blocks:** there shall be no limit to the number of separate blocks including single-unit blocks erected on any one site, provided that if more than one block is erected on the same site there shall be a distance of not less than 9m between each block; and provided further that in the case of blocks not parallel in plan the average distance between blocks must be not less than 9m with no part of any block encroaching within 4.5m of any other block.
- (iii) **Maximum site coverage including accessory buildings:** 50%.
- (iv) **Maximum height:** 10m (refer also Clause 6.2(c)).

(v) Maximum attached units: no more than 3 attached units may be built in any one block, provided that there shall be no limit to the number of attached units in one block if a step in plan of at least 3m measured at right angles to the long axis of the block is made to each outer wall at each vertical division between units.

(vi) Yard Requirements:

Front Site:

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

Rear yards: 2.0m 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 2m.

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 5.2m provided that no unit shall be erected within 2.1m of any side boundary; and that at least one side yard shall be no less than 3m in width.

Where there are two units between steps in plan or between end walls or between a step in plan and an end wall

the minimum width of the two side yards together shall be not less than 7.5m provided that no unit shall be erected within 2.1m of any side boundary; and that at least one side yard shall be not less than 3m in width.

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

Rear Site:

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

Corner Site:

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

(vii) Parking: 2 spaces per unit provided that where the required spaces are grouped together in a development, and where the total number of units exceeds six then the rate of provision for the units in excess of six will be at one space per unit.

(viii) Access: see Ordinance 18 "Transportation".

(d) Two or Three Storey Apartments.

(i) Density control: 200 persons per hectare. (Refer also Clause 6.2(d)).

- (ii) Spacing between blocks: there shall be no limit to the number of separate blocks including single-unit blocks erected on any one site, provided that if more than one block is erected on the same site there shall be a distance of not less than 9m between each block; and provided further that in the case of blocks not parallel in plan the average distance between blocks must be not less than 9m with no part of any block encroaching within 4.5m of any other block.
- (iii) Maximum site coverage including accessory buildings: 50%.
- (iv) Maximum attached units: no more than 3 attached units may be built in any one block, provided that there shall be no limit to the number of attached units in one block if a step in plan of at least 3m measured at right angles to the long axis of the block is made to each outer wall at each vertical division between units.
- (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 2m, 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 2m.

Side Yards: the same provisions for one storey blocks shall apply except that no yard shall be less than 2.1m.

Rear Site: the provisions of (iv) above shall not apply provided that two yards shall be 6m, and others 7m and provided also that no side yard shall be less than 2.1m.

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

- (vi) Maximum height: 10m - all buildings are subject to the recession plane as defined and shown in Appendix C. (Refer also Clause 6.2(c)).
- (vii) Parking: 2 spaces per unit provided that where the required spaces are grouped together in a development, and where the total number of units exceeds six then the rate of provision for the units in excess of six will be at one space per unit.
- (viii) Access: see Ordinance 18 "Transportation".
- (e) Apartments more than Three Storey.
 - (i) Density Control: 200 persons per hectare. (Refer also Clause 6.2(d)).
 - (ii) Spacing between blocks: there shall be no limit to the number of separate blocks including single-unit blocks erected on any one site, provided that if more than one block is erected on the same site there shall be a distance of not less than 9m between

each block; and provided further that in the case of blocks not parallel in plan the average distance between blocks must be not less than 9m with no part of any block encroaching within 4.5m of any other block.

- (iii) Maximum site coverage including accessory buildings: 50%.
- (iv) Maximum attached units: no more than 3 attached units may be built in any one block, provided that there shall be no limit to the number of attached units in one block if a step in plan of at least 3m measured at right angles to the long axis of the block is made to each outer wall at each vertical division between units.
- (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 2m, 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 2m.

Side Yards: the same provisions for one storey blocks shall apply except that no yard shall be less than 1.5m.

Rear Site: the provisions of (iv) above shall not apply provided that two yards shall be 6m, and others 3m .

Corner Site: the provisions of (iv) above shall not apply provided that all front yards shall be 4.5m and other yards 6m and 3m or 2 of 4.5m provided further that no yard shall be less than 2.1m.

- (vi) Maximum height: 10m - all buildings are subject to the recession plane as defined and shown in Appendix C. (Refer also Clause 6.2(c)).
 - (vii) Parking: 2 spaces per unit provided that where the required spaces are grouped together in a development, and where the total number of units exceeds six then the rate of provision for the units in excess of six will be at one space per unit.
 - (viii) Access: see Ordinance 18 "Transportation".
- (f) Home Occupations accessory to the use of Detached Dwellings.

Provided that:

- (i) The home occupation shall occupy no more than 30m² of the floor space of all the buildings on the site.
- (ii) All persons engaged in the home occupation shall reside permanently on the site.
- (iii) Hours of Operation: 0800 and 1800 Monday to Friday.
- (iv) No goods shall be displayed for sale and no door or retail sales shall be made from the site.

- (v) The use shall not cause any nuisance, danger or noxiousness or increase in traffic generation that would cause a detraction from the amenities of nearby residents.
- (vi) Any tuition will be limited to a maximum of two pupils at any one time.
- (vii) The use does not generate any noise discernible to any property in a residential zone.
- (g) Elderly Persons Housing.
- The bulk and location requirements shall be as for single storey dwelling, Ordinance 6.3(a) except that
- (i) the maximum number of units per site is limited by the bulk and location requirements.
- (ii) there is no minimum open space requirement adjacent to each unit.
- (iii) off-street parking - 1 space per 3 residents.
- (iv) Maximum height: 10m (refer also Clause 6.2(c)).
- (h) Travellers' Accommodation (Unlicensed).
- (i) Location: provided that the use is located in the area identified on the map included as part of this Ordinance (Restricted Area for Travellers Accommodation) and generally described as follows: Lying between the north site of Bartlett Street and an extension of that line west to the railway line, the railway line in the west, a line parallel to Riccarton Road and generally 50 metres north of Riccarton Road and Deans Avenue in the east.
- (ii) Maximum Density: 200 person per hectare.
- (iii) Maximum site coverage: 50%.
- (iv) Maximum Height: 10m (refer also Clause 6.2(c)).
- (v) Every site shall have a permanent resident caretaker.
- (vi) Compliance with all relevant statutes and bylaws.
- (vii) Compliance with the requirements of subclause (c), (d) or (e) (whichever is applicable) as to siting.
- (viii) Parking: 1 space per unit plus 1 space per 2 staff.
- (ix) Access: see Ordinance 18 "Transportation". In addition where any development site has frontage to more than one road then access to the development shall be obtained from road or roads of less traffic status provided that such access will not undermine the amenities of adjoining properties or where a better access design could be provided on a road of major traffic significance.
- (x) Landscaping: refer Clause 6.2(a).
- (i) Private Hotels, Hostels and Boarding Houses.
- (i) Location: as for Travellers Accommodation (Unlicensed) Clause 6.3 (h), (i) above.

- (ii) Maximum Density: 200 person per hectare.
 - (iii) Maximum site coverage including accessory buildings: 50%.
 - (iv) Yard Requirements:
 - Front Site: Front 4.5m
Side 3m
Rear 7.5m
 - Rear Site: 2 of 7.5m, total of other yards 3m
 - Corner Site: all front yards 4.5m
Other yards 6m and 3m or 2 of 4.5m
 - (v) Maximum Height: 10m (refer also Clause 6.2(c)). All buildings are subject to the recession plane as defined in Appendix C.
 - (vi) Parking: 1 space per 4 residents plus 1 space per 2 staff members.
 - (vii) Access: see Ordinance 18 "Transportation". In addition where any development site has frontage to more than one road then access to the development shall be obtained from road or roads of less traffic status provided that such access will not undermine the amenities of adjoining properties or where a better access design could be provided on a road of major traffic significance.
 - (viii) Landscaping: refer Clause 6.2(a).
- (j) Comprehensive Developments.
- (i) Developments shall be only in respect of non-transient residential use.

- (ii) Density Control: refer Clause 6.2(d).
- (iii) Minimum Site area: 0.2 hectare.
- (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 and 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, bylaws, 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: 2 spaces per unit provided that where the required spaces are grouped together in a development, and where the total number of units exceeds six then the rate of provision for the units in excess of six will be at one space per unit.
- (viii) Access: see Ordinance 18 "Transportation".
- (ix) Not less than one tree less than 3m ultimate height shall be planted for each 0.1 hectare of the development site.

- (k) Shop Dwellings.
- (i) Use to be limited to a dairy.
 - (ii) Any one shop to be limited in gross retail floor space to 74m².
 - (iii) Bulk and location, loading and access to comply with those for a dwellinghouse.
 - (iv) Parking: 1 per residential unit.
- (l) Buildings accessory to buildings or the use of land for any of the foregoing purposes.
- (i) Total floor area of accessory buildings shall not exceed 84m², and the floor area of any one building shall not exceed 65m². In addition the maximum number of detached accessory buildings per dwelling unit on any site is two. Any additional detached accessory building will require a conditional use application.
 - (ii) A building not exceeding 37m² 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 shall be restricted to persons living on the site.
 - (iii) Accessory buildings may be sited in any yard except that only garages and outdoor swimming pools may be placed forward of dwellings or shop dwellings. Such garages shall be limited to a maximum of 40m² and be designed to harmonise with the dwelling.

NB: The requirements for the design of garages forward of a dwelling and the application procedures involved are as for the Residential A Zone, Ordinance 4.3(j)(iii).

Where the vehicle door of the garage generally faces the road, the minimum setback of the garage from the road boundary shall be 6m. Where the vehicle door is generally at right angles to the road the minimum setback shall be 2m, and the site landscaped for a minimum of 2m from the road boundary. In addition, where the garage is set back only 2m from the road provision shall be made on the site for turning space to ensure vehicles are not required to reverse either onto or off the site.

Outdoor swimming pools placed forward of dwellings shall be substantially below ground level and screened from the road by landscaping.

- (iv) Maximum Height: 3.7m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries (refer Appendix C).
- (v) Unless a family flat complies with all the yard requirements for a dwelling, the applicant shall be required to enter into a suitable bond with the Council (in a form enabling it to be supported by a caveat) to ensure that the family flat is removed when it is no longer required for the housing of a dependant relative.

- (vi) Compliance with all relevant ordinances, statutes and bylaws.
- (m) Public Utility Substations, Pumping Stations, Kiosks and Exchanges.
Refer Ordinance 21.
- (n) Chateau Regency Licensed Tourist House Complex (or its successor in name).
- (i) Site Area: the site area is defined on the attached plan forming part of this ordinance.
- (ii) Maximum Site Coverage: including accessory buildings but not including outside car parking areas: 50%.
- (iii) Density: 200 person per hectare.
- (iv) Landscaping: the site shall be subject to the landscape requirements of the District Ordinance 3.6. In addition the area identified on the site plan, part of this ordinance and identified for landscaping, shall not be available for either building developments or off-street parking.
- (v) Maximum Height: 10m (refer also Clause 6.2(c)).
- (vi) Access: Access to the site will be at those locations shown on the site plan. In addition the overall site development must provide for a complete internal vehicle circulation system linking all the access points.

- (vii) Off-Street Car and Bus Parking: off-street parking shall be provided at the following rates:
Restaurant and Bar Space: 30 spaces per 100m² of net floor space.
Other Public Space: 10 spaces per 100m² of net floor space.
Accommodation: 1 space per separately lettable rooms/units for the first 20 rooms/units.
- 1 space per 1.5 lettable rooms/units for rooms/units 21 to 50 inclusive.
- 1 space per 3 lettable rooms/units for rooms/units 51 to 100 inclusive.
- 1 space per 6 lettable rooms/units for rooms/units thereafter.
Bus Parking: bus parking may be provided instead of car parking for those accommodation rooms/units in excess of 50. The rate will be one bus park per 40 accommodation rooms/units or part thereof.
- (viii) Building Design: Any reconstruction, addition or alteration shall be designed in sympathy with existing character and architectural style. In this context special attention must be had to maintaining the following:
(a) the same or similar roof pitch;
(b) the same or similar exterior cladding for both walls and roof;
(c) the same or similar exterior colour.
No new development shall proceed until the Council is satisfied that any such development meets the above conditions and has given consent to the building design by way of a non-notified application.

- (ix) Building Setback: all buildings shall be set back a minimum of 15m from road boundaries.

6.4 Conditional Uses

(a) Travellers Accommodation (Licensed) and Taverns.

- (i) Location as for Travellers Accommodation (Unlicensed) Clause 6.3 (h)(i).
- (ii) Minimum site area: 0.8 hectare.
- (iii) Maximum Height: 10m (refer also Clause 6.2(c)).
- (iv) No building shall be erected within 6m of a site boundary and all buildings will be subject to the recession plane as defined and shown in Appendix C.
- (v) Parking: 1 space per staff member, plus 1 space per 4 beds plus 1 space per 4m² of licensed area including counters and servery area.
- (vi) Loading and Access: see Ordinance 18 "Transportation". In addition where any development site has frontage to more than one road then access to the development shall be obtained from road or roads of less traffic status provided that such access will not undermine the amenities of adjoining properties or where a better access design could be provided on a road of major traffic significance.
- (vii) Landscaping: refer Clause 6.2(a).

- (b) Conversion of existing dwellings into self-contained apartments.
- (c) Buildings in excess of 10m height and/or development with residential unit site areas of less than 180m² per unit.

In considering the suitability of any site for the above developments, the Council will have regard to all or any of the following matters as are relevant:

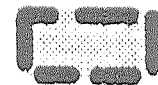
- (i) The site would be of sufficient size to allow all bulk and location, landscaping, and traffic requirements to be met without need for a dispensation from any standard.
- (ii) The site should not by configuration or size tend to destroy the visual harmony or coherence of an area.
- (iii) The site's shape and size relative to the nature of intensity of the use.
- (iv) The site location relative to the local street pattern and to main traffic routes.
- (v) The effect of any such buildings on neighbouring properties and the permitted potential development of such properties.
- (vi) The ability of new or existing vegetation to create visual harmony or soften the appearance or effect of more intensive or higher development.



RICCARTON BOROUGH
COUNCIL

RESIDENTIAL C ZONE

*Restricted area for
travellers accomodation,
hotels & taverns.*



RICCARTON

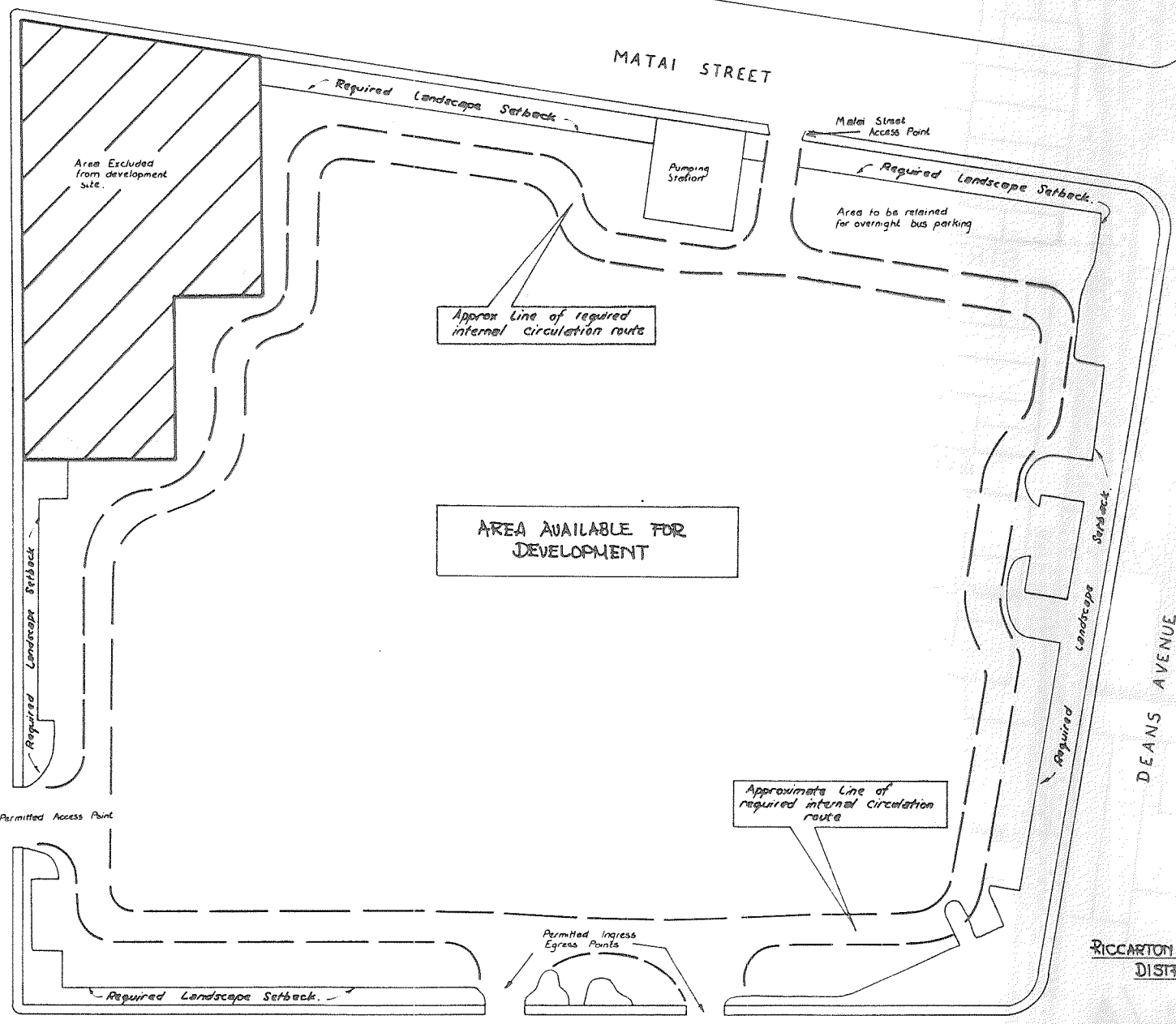


DARVEL STREET

MATAI STREET

DEANS AVENUE

KILMARNOCK STREET



RICCARTON BOROUGH COUNCIL
DISTRICT SCHEME

CHATEAU REGENCY SITE
DEVELOPMENT PLAN.
Refer - Predominant Use Provisions
Residential C Zone.

Scale
1:1,000

ORDINANCE 7

SERVICE ZONE

7.1 Zone Statement

This zone is designed to accommodate the semi-commercial and service industrial uses that are best located on the fringe of a pure commercial area. The criteria of suitability shall include, inter alia, the number of visitors attracted to such uses per 1,000m² 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 (ie access not from Riccarton Road) will be required to mitigate conflict with traffic using Riccarton Road.

7.2 Design and Amenity Conditions

All Uses and Buildings

- (a) Attention is drawn to the provisions of Ordinance 3.6, Landscape Plan.
- (b) Power and telephone connections: all such connections will be installed underground. The cost will be met by the applicant.
- (c) Footpath Sealing: the footpath fronting the property shall be paved full width at the applicant's expense. The cost per metre of frontage for paving shall be set by the Council.
- (d) Landscaping for Car Parks: refer Ordinance 18.4(vii).

7.3 Predominant Uses and Conditions

- (a) Service Industry (refer Definitions); and

(b) Car Sales Yards and Car Sales Showrooms (note conditions apply to (a) and (b)).

- (i) Maximum site coverage including accessory buildings: 60%.
- (ii) Maximum Height: 9m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
- (iii) Yard Requirements:
 - Front: 4.5m where fronting or adjoining a residential zone or public open space, 2m of which must be landscaped. Provided further that the front yard shall be deemed to begin not less than 10m from the centre line of the street.
 - Side: where adjoining a residential zone - 4.5m.
 - Rear: where immediately adjoining a residential zone 7.5m providing that for rear sites adjoining a residential zone shall be deemed to be rear yards unless otherwise determined by the Council.
- (iv) Parking: 1 space per staff member, plus 2 spaces per 250m² of display area.
- (v) Loading and Access: see Ordinance 18 "Transportation".
- (vi) Outdoor Storage: areas visible from the street, Residential and Commercial Zones and Public Open Space shall be screened by landscaping and a screen fence not less than 1.8m high. Any such fence shall be behind any front yard landscaping requirement.

- (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 setback of up to 7.5m may be required to enable footpath widening or a kerb set back for on-street parking. Where fronting a Residential Zone a 4.5m yard and a 2m landscaping strip will be required.
Side: where adjoining Residential Zone 4.5m.
Rear: where adjoining Residential Zone 6m.
 - (iii) Height: all buildings will be subject to the recession plane as shown and defined in Appendix C.
 - (iv) Where residential accommodation is combined with a commercial use 84m² of open space per unit shall be provided about the building.
 - (v) Maximum plot ratio: 3.0.
- (vi) Parking: 3 spaces per 100m² of floor space.
- (vii) Loading and Access: see Ordinance 11 "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) Maximum site coverage including accessory buildings: 60% - provided that a bonus of increased site coverage may be permitted as under (c) (i) above.
 - (iii) Maximum Height: 12m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
 - (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 7.5m may be required to enable footpath widening or a kerb set back for on-street parking where fronting a Residential zone a 4.5m yard and a 2m landscaping strip will be required.
Side: where adjoining a residential zone - 4.5m.
Rear: where adjoining a residential zone 6m.
- (iv) Parking: 5 spaces per 100m² of gross floor space.

- (v) Loading and Access: see Ordinance 18 "Transportation".
- (e) Libraries, Public Administrative Buildings, Museums and Art Galleries.
 - (i) Maximum site coverage including accessory buildings: 60%.
 - (ii) Maximum Height: 12m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
 - (iii) Yard Requirements:
 - Front: 4.5m
 - Side: 4.5m
 - Rear: 6m
 - (iv) Parking: 1.5 spaces per 100m² of gross floor space.
 - (v) Loading and Access: see Ordinance 18 "Transportation".
- (f) Residential accommodation in association with any of the above predominant uses.
 - (i) Compliance with all relevant ordinances, statutes and bylaws.
 - (ii) 84m² 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 18 "Transportation".
- (g) Petrol Service Stations, Motor Repair Garages, Car Parks and Car Parking Buildings.
 - (i) Maximum site coverage including accessory buildings: 60%.
 - (ii) Front Yard: 4.5m.
 - (iii) Height: all buildings are subject to the recession plane as shown and defined in Appendix C.
 - (iv) No building shall be sited within 15m of a residential zone.
 - (v) The property shall be landscaped to the Council's satisfaction.
 - (vi) Petrol pumps (if applicable) shall be sited a minimum of 4.5m back from the front boundary.
 - (vii) Parking: 5 spaces per 100m² of gross floor space.
 - (viii) Loading and Access: see Ordinance 18 "Transportation".
- (h) Buildings accessory to buildings or to the use of land for any of the foregoing purposes.
 - (i) Maximum Height: 3.7m - provided that no building shall project beyond a building envelope constructed by recession planes

from points 2.3m above internal boundaries (refer Appendix C).

- (ii) Compliance with all relevant statutes and bylaws.
- (i) Banks.
 - (i) Maximum site coverage including accessory buildings: 60%.
 - (ii) Maximum Height: 9m - provided that no buildings shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
 - (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 setback of up to 7.5m may be required to enable footpath widening or a kerb set back for on-street parking.
 Side: 4.5m where immediately adjoining a residential zone.
 Rear: 6m.
 - (iv) Parking: 5 spaces per 100m² gross floor area, including security parking.
 - (v) Loading and Access: see Ordinance 18 "Transportation".
- (j) Public Utility Substations, Pumping Stations, Kiosks and Exchanges.

 Refer Ordinance 21.

7.4 Conditional Uses

There are no conditional uses in the Service Zone.

ORDINANCE 8

COMMERCIAL A ZONE

8.1 Zone Statement

The Commercial A Zone is intended to create, preserve and enhance local shopping areas serving the day to day and frequently recurring needs of adjoining residential areas. However, the viability of these zones is in part dependant on reasonable access to the secondary catchment provided by passing traffic and therefore a location fronting a main traffic route is generally important. In order to encourage a wide range of local shopping activities in these zones and at the same time minimise any detrimental effect the zones may have on the flow of traffic on the main roads, the maximum ground floor size per tenancy has been limited and uses with a high traffic generating potential (other than local shops) have been restricted to conditional use status.

8.2 Design and Amenity Conditions - All Uses and Buildings.

- (a) Landscape Plan - attention is drawn to Ordinance 3.6, Landscape Plan.

8.3 Predominant Uses and Conditions

- (a) Shops and Car Sales Showrooms
 - (i) Maximum ground floor area of any one self-contained retail shop shall not exceed 100m².
 - (ii) Maximum site coverage including accessory buildings: 70% - provided that a bonus of increased site coverage may be permitted if development takes place in accordance with an approved comprehensive scheme of

development providing parking, access and service lanes for the whole block. For the purposes of computing site coverage land dedicated as service lane or street under the requirements of this ordinance shall be regarded as part of the site.

- (iii) Maximum Height: 9m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
- (iv) Yard Requirements:
 - Front:** If, in the opinion of the Council the provision of off-street parking is impracticable or footpath widening is necessary, a setback of up to 7.5m may be required to enable footpath widening or a kerb set back for on-street parking.
 - Side:** 4.5m where immediately adjoining a residential zone.
 - Rear:** 6m.
- (v) Where residential accommodation is combined with a commercial use 45m² of outdoor-living space with a minimum dimension of 4m shall be provided per unit.
- (vi) Parking:
 - Shops:** 5 spaces per 100m² gross floor area, including security parking.
 - Car Sales Showrooms:** 1 space per staff member plus 2 spaces per 250m² of display area.
- (vii) Loading and Access: see Ordinance 18 "Transportation".

- (viii) Landscaping: where a site adjoins a Residential use or zone an area of at least 1.5m depth shall be landscaped with trees and shrubs and a fence of 1.8m height erected along a common boundary.
- (b) Professional and Commercial Offices.
- (i) Maximum site coverage including accessory buildings: 70% - 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 the Council the provision of off-street parking is impracticable or footpath widening is necessary, a setback of up to 7.5m may be required to enable footpath widening or a kerb set back for on-street parking.
Side: 4.5m where immediately adjoining a residential zone.
Rear: 6m.
- (iii) Maximum Height: 9m - provided that no buildings shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
- (iv) Where residential accommodation is combined with a commercial use 45m² outdoor-living space with a minimum dimension of 4m shall be provided per unit.
- (v) Parking: 3 spaces per 100m² gross floor space.
- (vi) Loading and Access: see Ordinance 18 "Transportation":
- (vii) Landscaping: where a site adjoins a Residential use or zone an area of at least 1.5m depth shall be landscaped with trees and shrubs and a fence of 1.8m height erected along the common boundary.
- (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) Maximum site coverage including accessory buildings: 60% - provided that a bonus of increased site coverage may be permitted as under (a) (ii) above.
- (iii) Maximum Height: 9m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
- (iv) Yard Requirements:
Front: If, in the opinion of the Council the provision of off-street parking is impracticable or footpath widening is necessary, a setback of up to 7.5m may be required to enable footpath widening or a kerb set back for on-street parking. Where fronting a Residential Zone a 4.5m yard will be required.
Side: 4.5m where immediately adjoining a residential zone.
Rear: 6m.
- (iv) Parking: 2 spaces per 100m² of gross floor space.

- (v) Loading and Access: see Ordinance 18 "Transportation".
 - (vii) Landscaping: where a site joins or fronts a Residential Zone an area of at least 2.0m depth shall be landscaped with trees and shrubs and a fence of 1.8m height being erected along any common boundary.
- (d) Residential accommodation in association with any of the above predominant uses.
- (i) Compliance with all relevant ordinances, statutes and bylaws.
 - (ii) 45m² of outdoor-living space with the minimum dimension of 4m shall be provided per unit.
 - (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 18 "Transportation".
- (e) Buildings accessory to buildings or the use of land for any of the foregoing purposes.
- (i) Maximum height: 3.6m - provided that a building shall not project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries.
 - (ii) Compliance with all relevant statutes and bylaws.

- (f) Banks.
- (i) Maximum site coverage including accessory buildings: 70%.
 - (ii) Maximum ground floor-space per tenancy - 100m².
 - (iii) Maximum Height: 9m - provided that no buildings shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
 - (iv) Yard Requirements:
Front: If, in the opinion of the Council the provision of off-street parking is impracticable or footpath widening is necessary, a setback of up to 7.5m may be required to enable footpath widening or a kerb set back for on-street parking.
Side: 4.5m where immediately adjoining a residential zone.
Rear: 6m.
 - (v) Parking: 5 spaces per 100m² gross floor area, including security parking.
 - (vi) Loading and Access: see Ordinance 18 "Transportation".
 - (vii) Landscaping: Where a site adjoins a Residential use or zone an area of at least 1.5m depth shall be landscaped with trees and shrubs and a fence of 1.8m height erected along the common boundary.

- (g) Public Utility Substations, Pumping Stations, Kiosks and Exchanges.

Refer Ordinance 21.

8.4 Conditional Uses

- (a) Petrol Service Stations

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

(ii) No building shall be sited within 15m of a residential zone.

(iii) Height: all buildings are subject to the recession planes as shown and defined in Appendix C.

(iv) Provided that the continuity of retail frontage is not unduly affected.

(v) Petrol pumps (if applicable) shall be sited a minimum of 4.5m from the front boundary.

(vi) Parking: 5 spaces per 100m² of gross floor space.

(vii) Loading and Access: see Ordinance 18 "Transportation".

(viii) Landscaping: where a site joins a Residential use or zone an area of at least 1.5m depth shall be landscaped with trees and shrubs and a fence of 1.8m height erected along the common boundary.

- (b) Place of Assembly and Entertainment.

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

(ii) Maximum Height: 9m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.

- (iii) Yard Requirements:

Front: 6m

Side and Rear: 7.5m where immediately adjoining a residential zone.

(iv) Parking: 1 space per 10m² of public area, plus 1 space per 4m² of licensed area.

(v) Loading and Access: see Ordinance 18 "Transportation".

(vi) Landscaping: where a site joins a Residential use or zone an area of at least 1.5m depth shall be landscaped with trees and shrubs and a fence of 1.8m height erected along the common boundary.

- (c) Car Sales Yards.

(i) The surface of the yard and display area is sealed.

(ii) Landscaping: where a site joins a Residential use or zone an area of at least 2m depth shall be landscaped with trees and shrubs and a fence of 1.8m height erected along the common boundary.
NB: Special attention is drawn to the Landscape Plan requirements, Ordinance 3.6 and 3.6(c).

(iii) Parking: 1 space for each staff member plus 2 per 250m² of display area.

ORDINANCE 9

COMMERCIAL B ZONE

9.1 Zone Statement

The zone covers the Riccarton Shopping Centre and is designed to provide a variety of retail, office, administrative, entertainment and cultural functions serving the Borough and the wider catchment. In Sector 3 there is a requirement for developers to provide for covered pedestrian space at ground level. The detailed explanation and the background policies and objectives for the Commercial B Zone are outlined in the Scheme Statement.

9.2. Controlled Uses

- (i) Shops, shopping malls, arcades, and plazas.
- (ii) Professional, commercial and administrative offices.
- (iii) Places of assembly and entertainment other than those in respect of which the consumption of liquor is authorised on the premises. In Sector 3 these are restricted to above ground floor level.
- (iv) Residential uses above ground floor level.
- (v) Travellers' accommodation and tourist hotels other than those in respect of which the consumption of liquor is authorised on the premises.
- (vi) Parking buildings.
- (vii) Pre-school facilities and creches.
- (viii) Licensed premises other than those in respect of which the consumption of liquor is authorised on the premises.

9.3 Conditional Uses

- (i) Licensed premises in respect of which the consumption of liquor is authorised on the premises. In Sector 3 these are restricted to above ground level.
- (ii) Places of assembly and entertainment in respect of which the consumption of liquor is authorised on the premises. In Sector 3 these are restricted to above ground floor level.
- (iii) Travellers' accommodation and tourist hotels in respect of which the consumption of liquor is authorised on the premises. These are restricted to above ground floor level.

9.4 Bulk, Location and Landscaping Requirements

- (i) Site coverage - no limit.
- (ii) Landscaping
 - (a) Refer Ordinance 3 concerning the requirement for a landscape plan.
 - (b) All development adjoining or fronting a Residential zone must provide for a landscape buffer setback of 2m. Such landscaping must be 0.6m above ground level to provide protection for the residential areas from headlight glare.
 - (c) All off-street car parking areas must be landscaped and laid out in accordance with Ordinance 18.4.

- (iii) Yard Requirements: all buildings must be set back a minimum of 10m where the site fronts or adjoins a Residential Zone.
- (iv) Height: no building shall project beyond a building envelope constructed by recession planes in accordance with Appendix C.

9.5 Provision of Public Facilities

- (i) Public Toilet Rooms: any new development in excess of 2,000m² must provide for public toilets. The public toilets may be incorporated as part of any cinema, restaurant, creche or other similar public facility provided the Council is satisfied that the toilets will be accessible to the public during normal retail trading hours each day the centre is open. Where the toilets are not so provided then the development must provide for public toilet facilities at the rate of 30m² of public toilet area per 5,000m² of gross floor space.
- (ii) Covered plaza or covered courtyard: any new development in Sector 3 must provide for a covered pedestrian plaza or courtyard generally central to the area between Rotherham and Division Streets and with a minimum dimension in any direction of 12m. This area will be excluded from any off-street parking requirements.

9.6 Traffic and Parking Requirements

- (i) Refer Ordinance 18 "Transportation".
- (ii) Any development located in Sector 3 and generally between Rotherham Street and Division Street will be encouraged to provide for a vehicle link between the north side of the development and the car parking, generally in the location as defined in the Indicative Comprehensive Plan. Such a link

will need to be at least 10m wide and will be encouraged to be grade separated wherever practicable from the main east-west pedestrian link within the development.

- (iii) Loading bays of 4.3m headroom must be provided at the rate of one per 4,000m² of nett retail floor space. Loading bays with 3.5m headroom must be provided at the rate of one per 20,000m² of nett office floor space. All loading bays must be screened from the main on-site activities and adjoining residential areas.
- (iv) Parking.
 - (a) Shops: 6 spaces per 100m² of nett floor space.
 - (b) Professional, Commercial and Administrative Offices: 3 per 100m² of nett floor space.
 - (c) Licensed Restaurants and Taverns:
 - Restaurants: up to 20 seats, five spaces; seats in excess of 20 at one space per three seats.
 - Taverns : 1 space per staff member plus 1 space per 4m² of licensed area.
 - (d) Travellers' Accommodation (Unlicensed): 1 space per unit plus 1 space per 2 staff.
 - (e) Tourist Hotels: first 20 rooms - 1 space per 2 guest rooms; next 30 rooms - 1 space per each 1.5 rooms; next 50 rooms - 1 space per 3 rooms. Further rooms 1 space per 6 rooms.

- (f) Places of Assembly and Entertainment: 1 space per 10m² of public area plus 1 space per 4m² of licensed area.
- (g) Residential use: 1 space per residential unit.
- (h) Pre-School Facilities and Creches: no parking requirement.
- (i) Banks: 4 spaces per 100m² of nett floor area.
- (v) Bonus Parking: In respect of (c), (d), (e) and (f) above, where it can be demonstrated that the parking demand for the above uses occurs at a different time of day from the main commercial and office parking demand then the Council may allow a complete or partial dispensation from the parking requirements of the uses listed in (c), (d), (e) and (f). The Council will require a legal undertaking or other guarantee to ensure that the parking provision is maintained (refer Ordinance 18). In addition to the above covered walkways and plazas will not be subject to an off-street parking assessment.

9.7 Site Development Plans (Controlled Uses Procedure)

In accordance with the provisions of Sections 36(4) and (5) of the Act any development or redevelopment in Sectors 1 and 3 must provide a plan or plans and site development information as is necessary to satisfy Council that the matters covered in the District Scheme Indicative Comprehensive Plan and the policies listed in the scheme statement have been considered where applicable.

A controlled use application is required in regard to those uses in Clause 2 (i) - (viii) above. An application for a controlled use may be made by way of a non-notified

application. However, the Council shall not exercise its powers on an application which is non-notified unless the written consent of every owner whose property adjoins or abuts the proposed development (including those properties on the opposite side of any intervening street) has been obtained. If such written consents have not been obtained then the Council shall only exercise its powers to the development on a notified application.

In addition there are a limited number of conditional uses (see Clause 3 (i) - (iii) Ordinance 9). An application in respect of these uses shall be as required under the Act, ie by way of notified application.

The application must provide for the following:

- (a) Such plans or information as is necessary to show how any proposed development is related to the overall layout incorporated in the Indicative Comprehensive Plan, or otherwise confirms with the objectives of the scheme.
- (b) Such plans or information as is necessary to show that all the landscaping requirements are met, both in terms of the site periphery and the car parking areas.
- (c) Such plans and information as is necessary to show that all access to and from the site is generally in accord with the Indicative Comprehensive Plan and the scheme policies.
- (d) Such information as is necessary to demonstrate that there is co-ordinated building design. This should, where practicable, provide for the achievement of pedestrian and retail linkage between the east and west end of the development in Sector 3, and provision for covered public space or spaces (plazas) within the development. Where any development is to be undertaken in

stages the stages should be clearly identified along with the timing for the completion of any development.

- (e) Any plan for development in Sector 3 between Rotherham Street and Division Street should demonstrate how development could be undertaken across any sections of these streets which would then be recommended for stopping.
- (f) Redevelopment in Sector 1 should seek to provide the opportunity for a direct pedestrian link from Riccarton Road to Sector 3 generally in line with Rimu Street, (refer Indicative Comprehensive Plan - Planning Map No 5).

ORDINANCE 10

S.D.Z. 7 ZONE

10.1 Zone Statement

This zone ordinance provides for the redevelopment of the Commercial area on the north side of Riccarton Road in such a way as to achieve the objectives and policies set out in the Scheme Statement, Part IV, Clause 4.

10.2 Design and Amenity Conditions - All Uses and Buildings

- (a) Landscape Plan - attention is drawn to Ordinance 3.6, Landscape Plan.

10.3 Predominant Uses

- (a) Petrol Service Stations.
- (b) Medical, Dental and Optical Centres and associated dispensaries and Veterinary Clinics and associated dispensaries.
- (c) Professional, Commercial and Administrative Offices and Banks.
- (d) Research Laboratories and Computer Centres.
- (e) Museums, Galleries and Libraries.
- (f) Drive-in retail uses restricted to the following:
 - (i) Liquor Outlets
 - (ii) Takeaway food bars
 - (iii) Garden supply centres
 - (iv) Building material supplies including paint, wallpaper and tools.

- (v) Dry Cleaning centres
- (vi) The hire of vehicles, boats, caravans, video film and general equipment.
- (vii) Sale of carpet, vinyl, linoleum and furniture.
- (viii) Sale of motor vehicle accessories and parts.

- (g) Residential accommodation above ground floor level.
- (h) Public Utility Substations, Pumping Stations, Kiosks and Exchanges.

Refer Ordinance 21.

10.4 Standards for all Predominant Uses

- (a) Maximum site coverage: 40%.
- (b) Maximum Plot Ratio: 1.2 - provided that the maximum plot ratio for any drive-in retail use on any site is 0.4 and the use is restricted to ground floor.
- (c) Yard Requirements:
 - Front: 3m
 - Rear: no rear yard is required, provided that where land is severed from the Riccarton Road frontage site by the Service Lane (refer zone plan) any such land shall be used only for parking (including garages), accessory buildings or landscaping (including vegetable gardens).
- (d) Maximum Height: 11m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.

- (e) Landscaping and Amenity - Front Yard Requirements: One tree of ultimate height between 4m and 10m per 10m of frontage or part thereof, plus complementary planting to include part or all of the Riccarton Road footpath by mutual agreement. In addition, where a car parking area adjoins a residential zone boundary it shall be fenced by a 1.8m high close boarded fence or to like effect.
- (f) Access: a 6m wide service lane will be provided and dedicated on all properties in the zone along the line of the designated service lane shown on the planning map. All ingress and egress to sites in the zone will be from the designated service zone. Any use which requires ingress and/or egress on to Riccarton Road, in addition to that required from the service lane must have a site width fronting Riccarton Road of not less than 30m.
- (g) Parking:
- Offices: 3 spaces per 100m² of gross floor space.
 - Banks: 5 spaces per 100m² of gross floor space.
 - Dwelling Units: 2 spaces per dwelling unit.
 - Drive-in Retail Uses: 5 spaces per 100m² of gross floor space.
 - Petrol Service Stations: 5 spaces per 100m² of gross floor area.
 - Medical Centres, Veterinary Centres: 4 spaces per registered medical or allied persons or veterinary surgeon, plus 1 space per 2 staff.
 - Research Centres, Laboratories or Computer Centres: 1.5 spaces per 100m² of gross floor area.
 - Galleries, Museums and Libraries: 1.5 spaces per 100m² of gross floor space.

10.5 Conditional Uses

- (a) Any drive-in retail or wholesale uses other than those listed as a predominant use: such a use must demonstrate that its method of operation and use of the land or building is to provide primarily for customers who arrive and depart from the site by car and either a transaction is completed while the customer remains in the car or the nature of the goods purchased from the site generally necessitates the use of a car, ie goods tend to be of a heavy or bulky nature.
- (b) Service Industries: not included as a predominant use.
- (c) Places of Entertainment.

Bulk and location, parking and access requirements for Conditional Uses will generally be as for Predominant Uses in the zone.

ORDINANCE 11

INDUSTRIAL A ZONE

11.1 Zone Statement

This zone is 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. Council is also concerned to improve the amenity level in the industrial zones and all development is subject to the amenity and design standards set out below.

11.2 Amenity and Design Standards - All Uses and Buildings

(a) Landscaping:

Every use in the Industrial A Zone to have at least a 2m front yard. (Some uses are required to provide greater front yards). All front yards and yards adjoining residential zones, public open space and commercial zones must include a landscaping strip not less than 2m in depth. Outdoor storage areas visible from the street, residential zone, public open space or commercial zone must be screened by landscaping and a screen fence not less than 1.8m high: any such fence shall be behind any front yard landscaping requirement.

NB: Attention is drawn to Ordinance 3.6, Landscape Plan.

(b) Noise:

Any use of the land shall be so conducted and buildings shall be so designed and laid out as to ensure that as a result of any activity the following

noise levels, measured and assessed in accordance with standards prescribed in N.Z.S. 6801 and 6802 (1977), are not exceeded on the boundaries of any site.

Table 1

	2400hrs to 0700hrs	0700hrs to 1200hrs	1200hrs to 1900hrs	1900hrs to 2300hrs	2300hrs to 2400hrs
Weekdays Mon to Fri	40dBA	55dBA	55dBA	45dBA	40dBA
Saturday	40dBA	55dBA	55dBA	45dBA	40dBA
Sun & Public Holidays	40dBA	40dBA	40dBA	40dBA	40dBA

Measurement, 95 percentile levels (L95)

Provided that the following noise levels are not exceeded on the boundaries of any site adjoining or fronting residential or commercial zones.

Table 2	2400hrs to 1700hrs	0700hrs to 1200hrs	1200hrs to 1900hrs	1900hrs to 2300hrs	2300hrs to 2400hrs
Weekdays Mon to Fri	38dBA	45dBA	45dBA	40dBA	38dBA
Saturday	38dBA	45dBA	38dBA	38dBA	38dBA
Sun & Public Holidays	38dBA	38dBA	38dBA	38dBA	38dBA

Measurement, 95 Percentile levels (L95).

No single event noise shall exceed 75dBA or exceed the background noise level by 30dBA, whichever is the lower, except between 0700 to 1900 hours Monday to Friday and 0700 to 1200 hours Saturday on days other than public holidays.

Note: These provisions also apply to steady noise with an impulsive or irregular character as described in NZS 6802 (1977) Section 5.

(c) **Air Pollution**

Any scheduled process under the Clean Air Act 1972 shall meet the standards applicable to the licensing of that process under the Act. In addition, all processes and site uses shall ensure that the emission of odorous matters, smoke, and other particle 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.

(d) **Waste Water**

No water or other liquid or liquid borne waste which would or is likely to pollute waterways or other land shall leave any site other than by trade waste or other sewage system.

FOOTNOTE: Attention is drawn to the Acts, Regulations and Bylaws administered by the Christchurch Drainage Board.

(e) **Glare**

All industrial use and the premises in which they are conducted shall be operated to ensure that:

- all lighting is directed away from residential zones.
- all activities are conducted so that direct or indirect illumination does not create a nuisance to nearby properties or residential zones.
- no building or fence clad in metal shall be left in such a condition as to detract from the amenities of the residential zones by way of reflection or sunlight.

11.3 **Predominant Uses and Standards**

- (a) Service Industry (refer Definitions); and
- (b) Any industry except those excluded by the definition of Service Industry or Appendix A.
- (c) Wholesale storage and retail outlets in conjunction therewith; and

(d) Car Sales Yards and Showrooms.

Note: Standards relate to predominant uses (a).-
(d).

- (i) Maximum site coverage including accessory buildings: 60%.
- (ii) Maximum Height: 9m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
- (iii) Yard Requirements:
Front: 4.5m where fronting or adjoining a residential or commercial zone, provided that the front yard shall be deemed to being not less than 10m from the centre line of the street.
Side: where adjoining a residential zone 4.5m
Rear: where immediately adjoining a residential zone 7.5m provided that for rear sites the sides adjoining a residential zone shall be deemed to be rear yards unless otherwise determined by the Council.
- (iv) Parking: 2 spaces per 100m² of gross floor space except that in the area bounded by Blenheim Road, the S.I.M.T. railway and the Addington Workshops the parking requirement is 3 spaces per 100m² of gross floor space.

Parking for Car Sales Yards and Showrooms: 1 space per staff member, plus 2 spaces per 250m² of display area.

(v) Loading and Access: see Ordinance 18 "Transportation".

(vi) Landscaping:
NB: Special attention is drawn to the landscape plan requirements Ordinance 3.6 for Car Sales Uses.

(e) Petrol Service Stations.

- (i) Maximum site coverage including accessory buildings: 60%.
- (ii) No building shall be sited within 15m of a residential zone.
- (iii) Height: all buildings are subject to the recession planes as shown and defined in Appendix C.
- (iv) Petrol pumps shall be sited a minimum of 4.5m back from the front boundary.
- (v) Parking: 5 spaces per 100m² of gross floor space.
- (vi) Loading and Access: see Ordinance 18 "Transportation".

(f) Living quarters for a residential caretaker or other person whose employment is such that they are required to live on the premises.

- (i) A minimum of 84m² of open space at ground level shall be provided about the building for the exclusive use of the caretaker and his/her 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: 3.7m - provided that any building shall not project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries (refer Appendix C).
 - (ii) Compliance with all relevant ordinances, statutes and bylaws.
- (h) Banks.
- (i) Maximum site coverage including accessory buildings: 60%.
 - (ii) Maximum Height: 9m - provided that no buildings shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
 - (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 setback of up to 7.5m may be required to enable footpath widening or a kerb set back for on-street parking.
 Side: 4.5m where immediately adjoining a residential zone.
 Rear: 6m.
 - (iv) Parking: 5 spaces per 100m² gross floor area, including security parking.
 - (v) Loading and Access: see Ordinance 18 "Transportation".
- (i) Places of Assembly.
- (i) Maximum site coverage including accessory buildings: 60%.
 - (ii) Maximum Height: 9m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
 - (iii) Yard Requirements:
 Front: 6m
 Side and Rear: 7.5m where immediately adjoining a residential zone.
 - (iv) Parking: 1 space per 10m² of public area, plus 1 space per 4m² of licensed area.
 - (v) Loading and Access: see Ordinance 18 "Transportation".
- (j) Professional, Commercial and Administrative Offices.
- (i) Maximum Site Coverage: 70%.
 - (ii) Maximum Height: 14m.
 All buildings will be subject to the recession plane as defined in Appendix C of the District Scheme.
 - (iii) Yard Requirements:
 Front Yard: all development must provide a minimum front yard of 2m which must be landscaped. Where the site fronts, adjoins or faces a Residential Zone or Public Open Space the yard requirement is 4.5m (all of which must be landscaped).

Side and Rear Yards: where adjoining a Residential Zone the requirement is 2m, all of which must be landscaped.

- (iv) Parking: 3 spaces per 100m² of gross floor space.
- (v) Access and Loading:
 - (a) Refer Ordinance 18 "Transportation".
 - (b) No additional access points will be permitted onto Riccarton Road along the Industrial A frontage.
- (vi) Plot Ratio - maximum plot ratio 0.65.
- (vii) Landscaping: attention is drawn to the requirement for a landscape plan, Ordinance 3.6.
- (k) Public Utility Substations, Pumping Stations, Kiosks and Exchanges.
Refer Ordinance 21.

11.4 Conditional Uses

- (a) Licensed Hotels and Taverns.
 - (i) Minimum site area 0.8 hectare.
 - (ii) No building shall be erected within 12m of a site boundary.
 - (iii) Height: all buildings are subject to the recession planes as defined and shown in Appendix C.
 - (iv) Parking: 1 space per staff member, plus 1 space per 4 beds, plus 1 space per 4m² of

licensed area including counters and servery area.

- (v) Loading and Access: see Ordinance 18 "Transportation".

(b) Places of Entertainment.

- (i) Maximum site coverage including accessory buildings: 60%.
- (ii) Maximum Height: 9m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
- (iii) Yard Requirements.
 - Front: 6m
 - Side and Rear: 7.5m where immediately adjoining a residential zone.
- (iv) Loading and Access: see Ordinance 18 "Transportation".
- (v) Parking: 1 space per 10m² of public area plus 1 space per 4m² of licensed area.

ORDINANCE 12

INDUSTRIAL C ZONE

12.1 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, pollution and amenity controls apply to all uses and these are set out below.

12.2 Amenity and Design Standards - All Uses and Buildings

(a) Landscaping:

Every use in the zone will have a front yard of at least 2m (unless a greater distance is specifically stated) and all front yards fronting residential and commercial zones and public open spaces must provide a landscape strip at least 2m deep. In the case of petrol service stations this may be reduced to 1.5m. Where three or more parking aisles are established on a site landscaping shall be provided between every two aisles or as mutually agreed.

All outdoor storage areas visible from the street, residential or commercial zone, or public open space shall be screened by landscaping and a screen fence not less than 1.8m high. Any such fence shall be behind any front yard landscaping requirement.

NB: Attention is drawn to Ordinance 3.6, Landscape Plan.

(b) Noise.

The noise standards are as for the Industrial A Zone, Ordinance 11.2(b) except that a maximum noise level of up to 60 dBA is permitted between 0700 hours and 1900 hours Monday to Thursday and Saturday morning, except where a site adjoins a commercial or residential zone.

(c) Air Pollution: as for the Industrial A Zone, Ordinance 11.2(c).

(d) Waste Water: as for the Industrial A Zone, Ordinance 11.2(d).

(e) Glare: as for the Industrial A Zone, Ordinance 11.2(e).

(f) Access and Protected Frontage (Saleyards Site)

(i) The maximum number of vehicle ingress/egress points along the Saleyards frontage between Lester Lane and Blenheim Road will be two. These must conform with Ordinance 18 of the District Scheme in regard to the minimum standards for distance of access from intersections.

(ii) Any scheme plan of subdivision for the Saleyards site must provide for a road link between Lester Lane and Deans Avenue. Such a link should be designed to assist in providing access to both the Saleyards land and the land south of Lester Lane for vehicles approaching the Saleyards site from the north or west.

12.3 Predominant Uses and Standards

- (a) Any industry except those specified in Appendix A.
- (b) Warehouses and Bulk Stores.
- (c) Showrooms and offices associated with any predominant use above.
- (d) Motor Repair Garages.

Note: Standards relate to (a) - (d).

- (i) Maximum site coverage including accessory buildings: 70%.
- (ii) Maximum Height: 30m - provided that no buildings shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
- (iii) Yard Requirements.
Front: 6m where facing or adjoining a residential zone or public open space. Furthermore the front yard shall be deemed to begin not less than 10m from the centre line of the street.
Side and Rear: required only when the site faces or adjoins a residential or commercial zone:
Side: 4.5m
Rear: 7.5m
- (iv) Parking:
Warehousing: 2 spaces per 100m² of gross floor area (provided that any loading bays required may be counted as a parking space).

Motor Repair Garages: 5 spaces per 100m² of gross floor area.

Showrooms and Offices associated with warehouses, bulk stores and any industry: 2 spaces per 100m² of gross floor area.

- (v) Loading and Access: see Ordinance 18 "Transportation".
- (e) Petrol Service Stations.
 - (i) Maximum site coverage including accessory buildings: 60%.
 - (ii) No building shall be sited within 15m of a residential zone.
 - (iii) Height: all buildings are subject to the recession planes as shown and defined in Appendix C.
 - (iv) Petrol pumps shall be sited a minimum of 4.5m back from the front boundary.
 - (v) Parking: 5 spaces per 100m² of gross floor space.
 - (vi) Loading and Access: see Ordinance 18 "Transportation".
- (f) Living quarters for a residential caretaker or other person whose employment is such that they are required to live on the premises.
 - (i) A minimum of 84m² of open space at ground level shall be provided about the building for the exclusive use of the caretaker and his/her 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: 9m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
- (iii) Yard Requirements.
Front: 6m
Side and Rear: where immediately adjoining a residential zone 4.5m
- (iv) Parking:
Recreation Facilities: 1 space per 10 spectators plus 1 space per 2 participants.
Restaurants, Coffee Bars and Canteens: up to 20 seats - 5 spaces. More than 20 seats - 1 space for every three seats.
Takeaway Food Bars: 5 spaces for every 100m² of gross floor area.
- (v) Loading and Access: see Ordinance 18 "Transportation".
- (h) Building accessory to buildings or to the use of land for any of the foregoing purposes.
- (i) Maximum Height: 3.7m - provided that no building shall not project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries (refer Appendix C).
- (ii) Compliance with all relevant ordinances, statutes and bylaws.
- (i) Licensed Hotels and Taverns.
- (i) Minimum site area 0.8 hectare.
- (ii) No building shall be erected within 12m of a site boundary.
- (iii) Height: all buildings are subject to the recession planes as defined and shown in Appendix C.
- (iv) Parking: 1 space per staff member, plus 1 space per 4 beds, plus 1 space per 4m² of licensed area including counters and server area.
- (v) Loading and Access: see Ordinance 18 "Transportation".
- (j) Banks.
- (i) Maximum site coverage including accessory buildings: 60%.
- (ii) Maximum Height: 9m - provided that no buildings shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
- (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 setback of up to 7.5m may be required to enable footpath widening or a kerb set back for on-street parking.

Side: 4.5m where immediately adjoining a residential zone.

Rear: 6m.

(iv) Parking: 5 spaces per 100m² gross floor area, including security parking.

(v) Loading and Access: see Ordinance 18 "Transportation".

(i) Places of Assembly.

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

(ii) Maximum Height: 9m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.

(iii) Yard Requirements:
Front: 6m
Side and Rear: 7.5m where immediately adjoining a residential zone.

(iv) Parking: 1 space per 10m² of public area, plus 1 space per 4m² of licensed area.

(v) Loading and Access: see Ordinance 18 "Transportation".

(j) Professional, Commercial and Administrative Offices.

(i) Maximum Site Coverage: 70%.

(ii) Maximum Height: 30m.

(iii) Maximum Plot Ratio: 1:0.75.
All buildings will be subject to the recession plane as defined in Appendix C of the District Scheme.

(iv) Yard Requirements:
Front Yard: all development must provide a minimum front yard of 2m which must be landscaped. Where the site fronts, adjoins or faces a Residential Zone or Public Open Space the yard requirement is 6m (all of which must be landscaped).
Side and Rear Yards: where adjoining a Residential Zone the requirement is 2m, all of which must be landscaped.

(v) Parking: 3 spaces per 100m² of gross floor space.

(vi) Access and Loading: refer Ordinance 18 "Transportation".

(vii) Landscaping: attention is drawn to the requirement for a landscape plan, Ordinance 3.6.

(m) One, Two and Three Storey Apartments and Apartments over Three Storeys.

(i) Location: these uses are restricted to the area identified on the map included as part of this Ordinance and generally described as the land bounded by Deans Avenue, Blenheim Road, Lester Lane and the SIMT railway line.

(ii) The bulk and location requirements for these uses shall be the same as for these

uses as located in the Residential C Zone, Ordinance 6 Clause 6.3(c), (d), and (e) (except height is subject only to the Recession Plane as defined and shown in Appendix C)

- (n) Travellers Accommodation (Unlicensed).
- (i) Location: these uses are restricted to the area identified on the map included as part of this Ordinance and generally described as the land bounded by Deans Avenue, Blenheim Road, Lester Lane and the SIMT railway line.
- (ii) The bulk and location requirements for these uses shall be the same as for these uses as located in the Residential C Zone, Ordinance 6 Clause 6.3(h)(ii) to (viii).
- (o) Public Utility Substations, Pumping Stations, Kiosks and Exchanges.
- Refer Ordinance 21.

12.4 Conditional Uses

- (a) Places of Entertainment
- (i) Maximum site coverage including accessory buildings: 60%.
- (ii) Maximum Height: 9m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
- (iii) Yard Requirements.
Front: 6m

Side and Rear: 7.5m where immediately adjoining a residential zone.

- (v) Parking: 1 space per 10m² of public area plus 1 space per 4m² of licensed area.
- (iv) Loading and Access: see Ordinance 18 "Transportation".
- (b) Car Sales Yards and Car Sales Showrooms.
- (i) The bulk and location requirements are as for 12.3 (d).
- (ii) Landscaping.
- NB: attention is drawn to the Landscape Plan requirements of Ordinance 3.6 and for Car Sales Yards 3.6(c).
- (iii) Parking: 1 space for each staff member plus 2 spaces per 250m² of display area.



Main North Railway

SALE YARDS SUB-ZONE

SALEYARDS
SUB-ZONE
BOUNDARY

New Road Link Lester Lane to Deans Avenue
(Refer Ordinance 12) Illustrative alignment only.

LESTER LANE

BLenheim ROAD

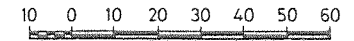
Minimum Setback from
Intersection to closest access
point - 70 metres
Refer Ordinance 18

Maximum Number of Access Points along
Frontage is 2 Refer in Ord. 12 Industrial Zone

DEANS AVENUE

Legal Boundary between Hagley Park
& Deans Ave coincides with fence.
Existing Kerb & Channel is approx
3.4 metres from Legal Boundary.

HAGLEY PARK



RICCARTON BOROUGH DISTRICT SCHEME Saleyards Site Sub-Zone

Refer Scheme Statement & Predominant Use Provisions - Industrial C Zone

Davie, Lovell-Smith

SURVEYORS • PLANNERS • ENGINEERS

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Figure
Scale 1:1760 at A4
Date November 1988
File 3844

ORDINANCE 13

SPECIAL INDUSTRIAL ZONE

13.1 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 Appendix A of this scheme) including display areas is a permitted use provided that the criteria of this ordinance as to performance standards are met. All development will be subject to specified amenities and environmental controls.

13.2 Predominant Uses

- (a) Warehousing, storage and industrial uses but including showrooms, offices, canteens, and caretakers' accommodation associated therewith, but excluding any use listed in Appendix A.
- (b) Retail and wholesale uses limited to those activities listed in Appendix B.1.

Note: Standards relate to (a) and (b).

- (i) Coverage: maximum coverage including accessory buildings: 70%.
- (ii) Retail Floorspace: the maximum area of floorspace within any building permitted for the retailing of any products listed in Appendix B.1 shall be 50%.
- (iii) Maximum Height: 30m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.

- (iv) Yard Requirements: (applicable only fronting or adjoining other than an industrial zone).

Front: 6m, provided that the front yard shall be deemed to being not less than 10m from the centre line of the street.

Side: 4.5m

Rear: 7.5m

- (v) Parking:

Retailing: 5 spaces per 100m² of gross floorspace.

Warehouses: 2 spaces per 100m² of gross floor area (provided that any loading bays required may be counted as a parking space).

All Industry: 2 spaces per 100m² of gross floor area.

Caretakers Accommodation: 1 space per residential unit.

- (vi) Loading and Access: see Ordinance 18 "Transportation".

- (vii) Landscaping: the first 2m of the front yard must be landscaped. (Attention is drawn to Ordinance 3.6, Landscape Plan).

All outdoor storage areas visible from the street, residential or commercial zone, or public open space shall be screened by landscaping and a screen fence not less than 1.8m high. Any such fence shall be behind any front yard landscaping requirement.

- (viii) Power and Telephone Connections: all power and telephone connections shall be installed underground. The cost will be met by the applicant.

- (ix) Footpath Sealing: the footpath fronting the property shall be paved full width at applicant's expense. The cost per metre of frontage for paving shall be set by the Council.
- (x) Noise: the noise standards are for the Industrial A Zone, Ordinance 10.2(b) except that a maximum noise of up to 60 dBA is permitted between 0700 hours and 1900 hours Monday to Thursday and Saturday morning except where a site adjoins a commercial or residential zone.
- (xi) Air Pollution: as for the Industrial A Zone, Ordinance 10.2(c).
- (xii) Waste Water: as for the Industrial A Zone, Ordinance 10.2(d).
- (xiii) Glare: as for the Industrial A Zone, Ordinance 10.2(e).

(c) Places of Assembly.

- (i) Maximum site coverage including accessory buildings: 60%.
- (ii) Maximum Height: 9m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
- (iii) Yard Requirements:
 Front: 6m
 Side and Rear: 7.5m where immediately adjoining a residential zone.

- (iv) Parking: 1 space per 10m² of public area, plus 1 space per 4m² of licensed area.
- (v) Loading and Access: see Ordinance 18 "Transportation".
- (vi) Landscaping: the first 2m of the front yard must be landscaped. In addition special attention is drawn to the Landscape Plan requirements of Ordinance 3.6, and for Car Sales Yards, 3.6(a).

(d) Car Sales Yards and Car Sales Showrooms.

- (i) Minimum site coverage - 70%.
- (ii) Maximum height, 9m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
- (iii) Yards
 Front: 6m, provided that the front yard shall be deemed to begin not less than 10m from the centre line of the street.
 Side: 4.5m
 Rear: 7.5m
- (iv) Parking: 1 space per each staff member, plus 2 spaces per 250m² of display area.
- (v) Loading and access: Refer Ordinance 18, Transportation.
- (vi) Landscaping: The first 2m of the front yard must be landscaped. In addition special attention is drawn to the Landscape Plan requirements of Ordinance 3.6, and for Car Sales Yards, 3.6 (a).

- (e) Professional, Commercial and Administrative Offices.
 - (i) Maximum Site Coverage: 70%.
 - (ii) Maximum Height: 30m.
 - (iii) Maximum Plot Ratio: 1:0.75. All buildings will be subject to the recession plane as defined in Appendix C of the District Scheme.
 - (iv) Yard Requirements:
Front Yard: all development must provide a minimum front yard of 2m which must be landscaped. Where the site fronts, adjoins or faces a Residential Zone or Public Open Space the yard requirement is 4.5m (all of which must be landscaped).
Side and Rear Yards: where adjoining a Residential Zone the requirement is 2m, all of which must be landscaped.
 - (v) Parking: 3 spaces per 100m² of gross floor space.
 - (vi) Access and Loading: refer Ordinance 18 "Transportation".
 - (vii) Landscaping: attention is drawn to the requirement for a landscape plan, Ordinance 3.6.
- (f) Parking areas and buildings for the joint provision of parking for uses in the zone.
 - (i) The bulk and location requirements are as for 13.2 (a) and (b).

- (g) Public Utility Substations, Pumping Stations, Kiosks and Exchanges.

Refer Ordinance 21.

13.3 Conditional Uses

- (a) Places of Entertainment
 - (i) Maximum site coverage including accessory buildings: 60%.
 - (ii) Maximum Height: 9m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
 - (iii) Yard Requirements.
Front: 6m
Side and Rear: 7.5m where immediately adjoining a residential zone.
 - (v) Parking: 1 space per 10m² of public area plus 1 space per 4m² of licensed area.
 - (iv) Loading and Access: see Ordinance 18 "Transportation".
- (b) Other retail and wholesale uses which have similar characteristics to those listed in Appendix B1, being those retail uses which involve bulky or heavy items, large areas for display and/or drive-in facilities.
 - (i) Bulk, location and parking requirements (refer Clause 13.2 (i) to (ix)).

ORDINANCE 14

SPECIAL DEVELOPMENT ZONE 4

14.1 Zone Statement

The S.D.4 zone is to provide for a transfer area between the Industrial Special Zone and the Residential B Zone. The zone is restricted to those uses which can be established in a manner which will not detract from but rather protect, residential amenity.

14.2 Access Requirements - All Uses

All uses with a rear yard adjoining the Residential B Zone will be required to provide a 4m accessway to that rear yard. This accessway can be provided in a side yard, by mutual right-of-way between adjoining uses or as an access through a building.

14.3 Predominant Uses

- (a) Borough Yard.
- (b) Parking Areas.
- (c) Medical Centres.
- (d) Commercial artists, signwriting and engraving; jewellery manufacture and repairs; precision instruments manufacture and repairs (including medical, surgical, optical, dental, photographic and electronic equipment); printing, publishing and duplicating services; studios (including arts and crafts, photographic and recording); and industrial instrumentation (manufacture and repair).
- (e) Showrooms.

- (f) Professional, Commercial and Administrative Offices.

Note: Standards relate to (a) - (f) above.

- (i) Maximum site coverage including accessory buildings: 60%.
- (ii) Maximum Height: 9m - provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
- (iii) Yard Requirements.
Front: 4.5m, and the yard landscaped for a minimum depth of 4.5m from the road boundaries.
Side: where adjoining a residential zone: 4.5m and the site landscaped for a minimum depth of 4.5m from the boundary.
Rear: where adjoining a residential zone: 7.5m to include a landscaped strip of 6m along the residential boundary.
- (iv) Parking:
Commercial, Professional and Administrative Offices: 3 spaces per 100m² gross floor space.
Medical Centres: 4 spaces per professional person plus 1 space per 2 assisting staff.
Borough Yard: 5 spaces per 100m² gross floor space.
Showrooms: 2 spaces per 100m² of gross floor space.
Industrial or Service Zones: 2 spaces per 100m² of gross floor space.

- (v) A 6m landscaped strip to be provided along the residential boundary.
- (vi) Storage Areas: All outside storage areas visible from the street, residential or commercial zone, or public open space shall be screened by landscaping and a screen fence not less than 1.8m high. Any such fence shall be behind any front yard landscaping requirement.
- (vii) Design: all office and showroom space will be located on that part of the site closest to the street.
- (viii) Loading and Access: see Ordinance 18 "Transportation".
- (g) Public Utility Substations, Pumping Stations, Kiosks and Exchanges.
Refer Ordinance 21.

14.4 Conditional Uses

- (a) Warehousing (excluding any storage of materials listed in Appendix A).
 - (i) Site coverage, height, yard, landscaping and storage area requirements as for Commercial Offices, Clause 14.3(f).
 - (ii) Design: all office and showroom space will be located on that part of the site nearest to the street.
 - (iii) Parking: 2 spaces per 100m² of gross floor space (provided that any loading bays required may be counted as a parking space).

(b) Travellers Accommodation (Unlicensed).

- (i) Site coverage, height, yard, landscaping and outdoor storage area requirements as for Commercial Offices, Clause 14.3(f).
- (ii) Parking: 1 space per unit plus 1 space per two staff members.
- (iii) Every complex will be required to provide a permanent caretaker-manager.

(c) Places of Assembly

- (i) Site coverage, height, yard, landscaping and outdoor storage area requirements as for Commercial Offices, Clause 14.3(f).
- (ii) Parking: 1 space per 10m² of public area plus 1 space per 4m² of licensed area.

ORDINANCE 15**SPECIAL PROVISIONS FOR SERVICE STATIONS****15.1 Conditions**

Each service station listed and described herein and annotated on the planning map 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 4.5m provided that no building shall project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries where required by Appendix C.
- (iii) The property shall be landscaped to the satisfaction of the Engineer.
- (iv) Petrol Pumps shall be sited a minimum of 4.5m from the front boundary.
- (v) Parking: 5 spaces per 100m² of gross floor space.
- (vi) Loading and Access: see Ordinance 18 "Transportation".
- (vii) Power and Telephone Connections shall be installed underground, the connection fee for the power to be set by the Council.

- (viii) Footpaths fronting the property shall be paved full width at the applicants expense, the cost per metre of frontage to be set by the Council.

15.2 Conditional Uses

- (a) Where any such service station does not comply with all or any of the above standards (and where the standard is not a matter which can be considered as a dispensation), the use shall be a conditional use on the specified site.
- (b) Where any service station listed applies to redevelop and expand onto any one site immediately adjoining the service station site specifically identified on the planning map, any such expansion shall be a conditional use.

15.3 List of Service Stations

Crossroads Service Station
189 Riccarton Road
Lot 1 DP 10273, CT 437/122

Dave Duthie Motors
297 Lincoln Road
Lot 1 DP 14614 and part Lot 4 DP 111, CT 526/115

N.Z. Motor Corporation Ltd
87 Riccarton Road
Lots 6 and 7 and part Lots 8, 15 and 16 DP 552, CT 11F/480

Footnote:

Design Standards

The requirements of the Ministry of Transport "Standard for Service Stations 1983" as amended and updated from time to time should be observed as part of any service station design proposal.

ORDINANCE 16

SUBDIVISIONAL REQUIREMENTS

16.1 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.

16.2 Conditions of Approval

The Council may approve a proposed subdivision subject to any conditions contained in this Code or any empowering Act or Bylaw 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.

16.3 Applications for Approval.

Refer Ordinance 3 for Applications for Approval.

16.4 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 21.

16.5 Corner Rounding

If a corner lot is included in any subdivision the corner must be rounded off to a radius of not less than 5.5m in any Residential Zone, and rounded off to a radius of 5.5m or cut back 3.7m along each street line in a Commercial or Industrial Zone.

16.6 Limited Access Roads

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.

16.7 Residential A and B Zones

(a) Standards

Front Lots	Area (m ²)		Dimensions (metres)		
	Min	Ave.	Min Front -age	Ave Front -age	Min Depth
Dwellings and Apartments	500	550	15	16.2	20
Reduced Standards (to assist in better utilisation of land locked or small blocks of land).	400		13.5		
			Maximum number of lots to reduced standards: 1 front, 1 rear		
Semi-detached Dwellings (one site)	400		12		18
Terrace Houses	250		7.5		18
Rear Lots	Area (m ²) (excl. Access strips)		Access Strips (metres)		
Use	Min	Ave	Dimen Refer (c) below	Min.Width	Length
Dwellings/ Apartments	600	675	Refer (c)		60max

Reduced Standards

(to assist in better utilisation of land locked or small blocks of land) 550 Maximum number of lots to reduced standards: 1 front, 1 rear

Corner Lots Use	Area (m ²)		Dimensions (m)	
	Minimum	Minimum Width	Minimum	Minimum Depth
Dwellings & Apartments	600		18	18
Semi-detached Dwellings (one site)	400		12	18

(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 750m² or over shall be treated as 750m² 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 6m if the site width at a distance

of 6m from the street is not less than 13.5m.

(ii) A corner lot for a single unit dwelling shall have a minimum frontage of 33m comprising two contiguous straight lines each not less than 15m 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 18m with a minimum width of 15m 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 550m² 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 3.7m 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, bylaws 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.

16.8 Residential C Zone

- (a) Detached dwelling or subdivision without commitment to build: minimum area 1,000m².
- (b) Multi-Unit Development: the minimum site area per unit is 250m², maximum site area per unit 350m²; provided that the Council has approved a plan for the siting and design of the units. In considering the application the Council shall have regard to the following:
- (i) the zone policy to encourage higher density development;
 - (ii) the co-ordination of building design and style for all the units/apartments/town houses over the site as a whole;
 - (iii) that every unit with a ground floor has a minimum area of adjacent open space of 30m², least dimensions 3m²;
 - (iv) that a landscape plan has been approved in terms of the District Scheme requirements;
 - (v) compliance with all other relevant bulk and location requirements for the zone.

Provided that where a staged development is proposed, being a development that does not involve the total site area then the applicant must provide as part of the application a site plan for Council's consent which shows how the total site can be subdivided or developed in accordance with the above dimensions and criteria.

Footnote: The above provision is considered by the Council to be a desirable alternative to subdivision in terms of the Unit Titles Act 1972.

16.9 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.

16.10 Other Uses Within Residential Zones

Each allotment created shall be of sufficient area and of suitable shape to provide for all the relevant bulk, location, parking, access, landscaping and other standards listed for the use within the zone. Where no details and siting of the proposed building are available, the subdivision area and width of a new allotment shall be as for a detached dwelling unit in the zone.

16.11 Commercial, Service, Special Development Four and Seven Zones

- (a) Standards.

Minimum area 250m²)
Minimum frontage 6m)
Minimum depth 18m)

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 18.

- (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 bylaws 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.

16.12 Industrial Zones

- (a) Standards

As for (a) and (b), Commercial Zone above, provided that the frontage to a rear industrial zoned site may be reduced to 3.7m if the access strip is less than 40m in length and the area inclusive of access strip is less than 1,000m².

ORDINANCE 17**BUILDINGS - SITING, COVERAGE, HEIGHT
ALTERATIONS AND BUILDING LINES****General as to Use of Site for Buildings****17.1 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.

17.2 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 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.

17.3 Street Widening or Realignments

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.

17.4 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.

17.5 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.

17.6 Minimum Residential Building Sites

Notwithstanding the requirements of these ordinances as to area and frontage, a dwellinghouse may be erected in a residential zone on a site comprising the whole of a parcel of land which -

Being a front site, contains an area of not less than 300m² with street frontage of not less than 9m if it is held in a separate certificate of title before this scheme was recommended by the Council, and is not in the same ownership as any adjoining land.

Yard Requirements**17.7 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 the Ordinances for those zones.

- (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 0.6m 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.

17.8 Exceptions to Normal Requirements

- (a) When owner provides land for accessway or service lane: where land for a service lane or accessway is provided at the rear or at the side of a site, the rear yard requirements or the side yard requirements, as the case may be, shall be diminished correspondingly.
- (b) Adjoining sites in Residential Zones: where in a residential zone two shops adjoin, each may have one side yard only.

ORDINANCE 18

TRANSPORTATION

General

Ordinance 18 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 onto 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 bylaws.

Parking

18.1 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 4 to 14 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 Ordinances 4 to 14 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(c)).

18.2 Provision of Public Parking

- (a) **Ordinance and Bylaws:** 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 bylaws.
- (b) **Council Policy:** public parking, provided either by parking lots or by a building in excess of the requirements of Ordinances 8 and 9 (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 4 to 14 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 185m² 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 Ordinance 3.5.
- (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.

18.3 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 6m of the road boundary, unless serviced by internal access.

18.4 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 Appendix H.

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 Appendix H.

- (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 - ie 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 H 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 6m for accesses serving 50 to 100 spaces, and 15m 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 1.8m high screen fence shall be erected.
 - (vii) All parking areas and car sales yards shall be landscaped for a minimum depth of 1.5m from internal boundaries and 2m from road boundaries.

- (viii) Where three or more parking aisles are to be established landscaping shall be provided between every two aisles or as mutually agreed.
- (ix) All of the above shall be provided and maintained to the satisfaction of the Council.

Loading

18.5 Obligations of Owner or Occupier

- (a) Off-street Loading to be Provided: except in the case of single and double unit residential properties, or as described in Clause 3 (1) (b), every owner or occupier who constructs or who substantially reconstructs or adds to any buildings or changes the use of any site, shall make adequate provision on his own property, or by mutual agreement on an adjacent property, for the loading and unloading of all goods associated with the site.
- (b) Council May Waive Requirements or Require Developers to Enter into an Agreement: where the configuration of the site precludes the provision of off-street loading, the floor area of the building is not greater than 185m² 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 Ordinance 3.5.
 - (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.

18.6 Loading Requirements to Depend on Class of Street

- (a) Properties Fronting Classified Roads: where a property fronts onto an arterial, primary or secondary road, as illustrated in the plan of the Principal Road Network prepared by the Canterbury United Council, off-street loading facilities, together with access and turning space, shall be designed so that it is not necessary to reverse vehicles either onto or off the street. The area and layout required shall conform to Clause 18.7 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 onto primary (but not one-way) and secondary streets. The dimensions of any loading dock shall be as specified in Clause 18.7 of this Ordinance.
- (b) Properties Fronting Unclassified Roads: where a property fronts onto an unclassified road, off-street loading facilities may be in the form of a loading dock as defined in Section 18.7(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.

18.7 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 onto the street their position shall conform with the access requirements of this Ordinance. The minimum dimensions for a loading dock shall be 3.7m wide and 7.5m deep, measured from the street boundary. Access to any loading dock shall be substantially at footpath level for a distance of not less than 7.5m from the street boundary.
- (c) General Design and Construction Details: all loading or manoeuvring areas shall conform to the relevant requirements laid down in Clause 2.4(d) of this Ordinance.

Access to Property

18.8 Obligation of Owner or Occupier

- (a) Access to be Provided: except where, in 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 Clause 4.3. In the case of major developments a "drive-in" type access may be required as defined in Clause 18.10(d).
- (b) Responsibilities of Council and Developer: all work on culverts and crossings within the road reserve 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 crossings 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, chip and gravel being carried onto a public street or footpath.

The requirements of this paragraph will be met if the first 12m 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 pump and pipe to the street channel or stormwater drain.

- (iii) Accessways shall not remain open outside of the normal hours of the associated predominant use where to do so would create a nuisance.

- (e) Drive-In Facilities: where the use of the property requires drive-in facilities such as in service stations or bottle stores, the location of accesses and the layout of the site shall be subject to the 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.

18.9 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 Canterbury United Council.
- (b) **Major Developments:** where, in the opinion of the Council, the use of a site is likely to generate more than 50 vehicular movements on 37m 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 Clause 18.10(d) of this Ordinance.

18.10 Design of Accesses

- (a) **General:** access from the carriageway to the property shall normally be gained by culvert and crossing. In the case of major developments, access shall be by a continuation of the carriageway kerb into the property. This latter form of access is known as a drive-in access.

There are two types of culverts and crossings: "residential" and "commercial". The residential type is built to carry car traffic and the commercial type is built for heavier traffic. "Crossing" refers to the pavement between the channel and the property boundary while "culvert" refers to the channel crossing.

- (b) **Residential Standards:** the permissible length of residential crossings is set down in Clause 18.10(e) of this Ordinance. Only one crossing is permitted unless the frontage is greater than 18m 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 3.7m 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 Clause 18.10(e) of this Ordinance. A crossing contiguous with a side boundary must not exceed 4.5m in length.

(d) Drive-In Access: 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 site 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 and Number of Crossings.

(i) Maximum Number of Vehicle Crossings: The following table shows the maximum permissible number of vehicle crossings serving any site related to the site frontage and the type of frontage road.

Length of Site Frontage		Type of Frontage Road			
		Service Lane	Local & Secondary	Primary Road	Arterial Road
over 0m	up to 18m	3	1	1	1
18m	60m	3	2	1	1
60m	100m	3	3	2	1
100m		3	3	3	2

Except that on a Local, Secondary or Primary road where only one crossing is permitted this may be increased to two if this enables a drive-through facility to be constructed.

(Attention is drawn to the restrictions in access to Riccarton Road in the S.D.Z.7 and Commercial B Zones).

Sites with two frontages are entitled to the separate entitlement for each frontage with a maximum of three crossings.

(ii) Length of Culverts and Crossings on Roads:

Residential Purposes: crossings shall be constructed to a minimum width of 2.5m and a maximum width of 3.5m on local roads. On other roads the minimum width shall be 3.0m and the maximum 3.5m.

Where local traffic, pedestrian or carriageway width considerations warrant extra length of crossing these dimensions can be increased by 2m.

Commercial Purposes: on local roads the minimum width of a commercial crossing shall be 4.0m and on other roads the minimum shall be 5.0m.

The maximum width shall be according to the following table related to carriageway width.

Width of Carriageway	Commercial Crossing	
	Local Roads	Other Roads
over 7m	9.5m	
up to 8m	7.5m	
8m	6.0m	
9m	5.5m	7.5m
10m	5.0m	7.0m
11m	4.5m	6.5m
12m	4.5m	6.0m
13m	4.5m	6.0m
14m	4.5m	5.5m

Where local traffic or pedestrian considerations warrant extra length these dimensions may be increased by 2.0m.

On service lanes crossings may be constructed to any length needed to accommodate the type of vehicle used to serve the site.

(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.

(g) Distance of Vehicle Crossing from Intersections. No part of any vehicle crossing shall be located closer to the intersection of any roads or service lanes than the distances permitted in this table. These distances shall be measured parallel to the centreline of the carriageway of the frontage road from the centreline of the intersecting road. Where the carriageway is divided the edge of the dividing strip nearest the vehicle crossing shall be deemed to be the centreline.

Frontage Road Type	Intersecting Road Type				
	Service Lane	Local	Second-ary	Primary	Arterial
Service Lane	15m	15m	20m	20m	20m
Local	20m	20m	25m	25m	25m
Secondary	20m	20m	40m	40m	40m
Primary	20m	35m	40m	55m	55m
Arterial	20m	35m	40m	55m	70m

Where these distances related to the boundaries of a site preclude the provision of a crossing, a single vehicle crossing will be permitted provided it is located adjoining a side boundary of the site where it most nearly complies with this Code.

Minimum Distance Between Crossings:
Subject to compliance with all other requirements of this Clause the minimum distance between any

two crossings for one site shall be 7.5m measured along the edge of the carriageway.

Notwithstanding the above, the Council may grant a dispensation under Ordinance 3.5 in respect of properties fronting onto a primary (but not one-way), secondary or local road, if 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.

(h) 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.

18.11 Reverse Manoeuvring

All parking, loading and trade vehicle storage areas associated with commercial and industrial uses having access to arterial, primary and secondary roads (and including Mandeville Street) shall be designed to ensure that vehicles are not required to reverse either onto or off the site.

ORDINANCE 19

AIRPORT SAFETY PROVISIONS

19.1 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 Ministry of Transport 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 Map by distinctive notations and where only one line appears on the 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 Specification for Approach and Limited Lane Use Control Act dated 14 May 1980; provided that where there is 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 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 32m above mean sea level.

19.2 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.
- (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 2286m, that is, to a height of 45m 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 45m above the airfield.
 - (iii) Penetrate a horizontal surface at a height of 45m above the airfield and extending out to a distance of 3200m 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 22.5 metres above mean sea level.

ORDINANCE 20

AMENITIES

Objects and Places of Historic or Architectural Interest or Natural Beauty

20.1 Preservation and Conservation of Buildings, Objects and Areas of Architectural, Historic, Scientific and other Interests or Visual Appeal.

(a) Protected Items Not to be Destroyed.

Notwithstanding that any use, work or subdivision may be permitted as of right or by application by other provisions of this Scheme, no person shall wilfully destroy, remove, damage, alter or add to any item listed in the Historic Places Schedule except as provided under (b) below.

(b) Procedures for Obtaining Consent to Demolition, Alteration or Removal.

Where demolition, alteration or removal of any item listed in Appendix E is proposed the following conditions shall apply.

- (i) Prior notice shall be given to the Council, being not less than 6 months, or such lesser time as the Council may consider reasonable in the circumstances, of any proposal to demolish, alter or remove a listed item.
- (ii) Following such notice being received, the Council shall publicly notify the proposal and arrange such meetings with the applicant as may be necessary to fully explore all alternatives to demolition, alteration or removal and may seek such historical, architectural, structural,

landscape or other specialist professional advice as it sees fit.

- (iii) During the period of the notice the Council, its agents and employees shall be granted reasonable access to the item to permit adequate recording.
- (iv) In the event of no alternative to demolition, alteration or removal of the item satisfactory to the applicant being found the Council shall grant its consent to its demolition, alteration or removal.
- (v) Upon the demolition of any building or object or feature of it according to Clause (c) it shall be removed from Appendix E without further formality.

(c) Redecoration and Restoration.

No Council consent under this Ordinance shall be required in respect of any redecoration and/or restoration of any original fabric or detailing provided that it is carried out to the same design and with similar materials to those originally used and does not detract from those characteristics of the item which warranted its protection in the Scheme.

20.2 Tree Protection, Conservation and Replanting, Protected Trees.

- (a) No person or body shall destroy, remove, damage or otherwise adversely affect any tree or trees listed in Appendix E.
- (b) Where further trees are identified as being notable for reasons indicated in the Scheme Statement the

Council shall add to the list in Appendix E by initiating a scheme change.

- (c) Any tree required by this Code to be preserved and maintained may be marked with a plaque identifying the tree.
- (d) Any person or body wishing to remove any listed tree or carry out any major tree surgery, pruning or groundworks within the crown periphery (dripline) of the tree shall prior to commencing any such work on or in the vicinity of the tree apply to the Council for its consent.
- (e) Any application under subclause (d) shall be made without public notice and the Council may request the comments of any person or body whose interests might in the Council's opinion be prejudicially affected, or who were consulted at the time the tree was listed in Appendix E.
- (f) The Council may at its discretion consent to any application under this part of this Code where any one or more of the following conditions is established to its satisfaction:
 - The trees are dead, dying, diseased, or have lost their essential qualities for which they were originally protected.
 - The tree or trees have become a danger to the public or are an actual or potential danger to the occupant's life or health.
 - The tree or trees interfere with essential public utilities or important public construction work.
 - The tree or trees are required to be removed from drainage systems, watercourses,

streams or rivers under the Christchurch Drainage District Act 1951.

- The tree or trees are causing serious damage to buildings or property, public or privately owned.
- The tree or trees would seriously restrict redevelopment of the site which would have a more advantageous affect on the amenities of the area.
- (g) Where trees are removed the Council may require arrangements to be made for suitable replacement plantings.
- (h) Where in any case the Council refuses its consent to any application under this part the applicant may in accordance with Section 69 of the Act appeal to the Planning Tribunal.

20.3 Control of Advertising

- (a) Ordinance Supplementary to Bylaw: without limiting the generality of any bylaw it is expressly declared that this Ordinance is supplementary to and not in substitution for, the bylaws relating to the control of signs and advertising.
- (b) Signs Permitted in Residential and Recreation Zones.

Subject to the provisions of 20.3(e) and having full regard to those matters listed in 20.3(f), the following signs are permitted in the Residential Zones.

 - (i) Those which identify the name of a residential building, the street number of any premises, or the name, character,

purposes, location, timetable, or other details of a public utility or facility. No such sign shall exceed 0.5m^2 in area.

- (ii) Those attached to a building used for a medical practice or medical centre and bearing only the name, occupation and hours of attendance of the persons so using the building. No such sign shall exceed 0.2m^2 in area for each professional person, and if more than one sign is displayed on one site the total area of signs shall not exceed 1m^2 .
- (iii) Those which identify a veterinary clinic and bear the name and/or logo of the establishment, the names of the persons operating the centre and the hours of attendance. Such a sign shall not exceed 0.5m^2 for a single veterinary surgeon but may be increased to a maximum of 1m^2 where two or more veterinary surgeons share the practice.
- (iv) One sign attached to or on a building used for a home occupation and bearing only the name, occupation and hours of attendance of the persons so using the building. No such sign shall exceed 0.2m^2 in area.
- (v) One sign displayed in connection with the sale of produce or plants from the site on which they are grown. No such sign shall exceed 0.5m^2 in area.
- (vi) Those displayed in connection with a shop dwelling (dairy) and located below verandah level except that one sign not exceeding 1m^2 in area and bearing only the

word "dairy" may be located above verandah level substantially at right angles to the line of the building frontage. On any one site the total area of signs shall not exceed 2.0m^2 .

- (vii) Those displayed in connection with and on the same site as a licensed hotel, tourist house premises or tavern. On any one site the total area of signs shall not exceed 2.0m^2 .
- (viii) Those displayed in connection with and on the same site as a service station. On any one site the area of signs shall not exceed 3m^2 , and the height of a free standing sign shall not exceed 6m.
- (ix) One sign displayed in connection with and on the same site as any travellers accommodation or boarding house. No such sign shall exceed 1.0m^2 in area.
- (x) Those displayed in connection with and on the same site as any of the following uses:
 - Parks and recreation grounds
 - Places of assembly
 - Community facilities
 - Hospitals, Old People's Homes
 - Schools.
 On any one site the total area of signs shall not exceed 2.0m^2 .
- (xi) Those advertising the intention to sell or dispose of land or premises on which the sign is situated. No such sign shall be displayed for a period exceeding 6 months and no such sign shall exceed 1m^2 in area.

(xii) Those displayed for electioneering purposes, or advising forthcoming cultural, religious, educational or sporting events. No such sign shall be displayed for a period exceeding 3 months and signs shall be removed within 7 days after the election or event. Signs on any one site shall not exceed 3m² in area and 3m in height.

(xiii) Those erected on a construction site giving details of the project. No such sign shall be displayed for longer than the duration of the construction period. On any one site the total area of signs shall not exceed 2m².

Provided no such sign shall be placed in any area set aside as part of the landscape requirement for that site and no sign shall be placed on any public footpath or roadway.

(c) Dispensations for Signs in the Residential Zone.

In considering any application for a dispensation for a larger sign the Council will have regard to:

- the design of the sign
- the form and neatness of lettering
- legibility
- the size of the site
- the length of road frontage
- the effect such a sign would have on traffic safety particularly in respect of major and minor arterial roads.

(d) Signs Permitted in the Commercial, Industrial and Special Zones.

Subject to the provisions of 20.3(e), and having full regard to those matters listed in 20.3(f), the following signs are permitted in the above zones.

(i) Signs attached to or on any building or its walls or a verandah provided that no part of the sign protrudes above the line of the eaves or parapet of a building.

(ii) Free-standing signs not exceeding 5m² in area and 6m in height. The maximum number of free-standing signs is one per 20m of road frontage.

(iii) Sky-signs are permitted as a Conditional Use in the Commercial, Industrial and Special Zones. In considering any application for a sky-sign the Council will have regard to the matters listed in 20.3(e).

Provided:

(i) No red or green illuminated sign otherwise complying with the scheme may be erected if it forms part of or may form part of the background to any traffic signals which are present.

(ii) No sign shall detract from a site in a Residential Zone. Where the Council or its delegated officer determines that a sign will detract then a non-notified application will be required.

(iii) No sign shall be placed in any area set aside as part of the landscape requirement for that site and no sign shall be placed on any public footpath or roadway.

(iv) Flashing, rotating, moving or rapidly changing signs will not be permitted within 50m of an intersection between arterial roads.

(e) General Criteria for Assessment of Applications or Permits.

Before approving a permit or application the Council or its delegated officer must be satisfied that a proposed sign will not:

- (i) Affect detrimentally traffic safety or traffic control; or
 - that it will not create a visual obstruction or cause confusion to the driver of any vehicle, or
 - that it will not create a situation hazardous to the safe movement or direction of traffic.
- (ii) Affect detrimentally the amenities of any land or property; or
 - that it will not tend to depreciate the value of adjoining property; or
 - that it will not be visually inappropriate to the neighbourhood.

In considering an application for a sign the Council will have regard to the following criteria:

- The structure of the sign; its method of support and fixing - in general these should be either obscured by, or incorporated in the main body of the sign.
- The relationship with other signs and elements - the proposed sign should not contribute to a collective effect of clutter in its vicinity.
- The effect on residential and recreational zones - signs should not be visible from these areas.
- The effect on visual features of value to the Borough - signs and advertising should not

detract from or obscure visual features such as views along Riccarton Road.

- The scale, form or harmony of signs in relation to the building or place where the sign is to be erected and the immediate area, and the wider area within the influence of the sign.
- The use of spot or floodlighting, no direct rays of light shall be projected into dwelling units or streets.
- Flashing signs will not generally be considered appropriate in residential or recreation zones.
- The effect such a sign would have on traffic safety particularly in respect of major and minor roads.

(f) Procedures and Applications for Signs.

- (i) Those signs permitted as of right and not offending the provision of 20.3(e) will only require a permit in terms of the sign bylaws. Signs painted on the sides of buildings do not require a permit.
- (ii) Signs permitted as of right but in conflict with the provisions of 20.3(e) will be subject to an application made without notice. In considering any such applications the Council will have regard to the criteria listed in 20.3(f).
- (iii) All permits or applications required in terms of this ordinance or the Signs Bylaw shall be accompanied by such plans and information as the Council or its delegated officer considers to be necessary. Such information shall include:
 - a. An elevation (accurately drawn to scale) of the proposed sign, indicating

- all materials and colours forming an integral part of the display; and
- b. A site plan of the property showing the location of the proposed sign; and
- c. Full structural details of the sign and method of erection or attachment.

(g) Referrals and Appeals

Where under these ordinances or the Sign Bylaws:

- (i) Permission is refused for the erection, construction or display of a sign; or
- (ii) The erection, construction or display of a sign is permitted on conditions unacceptable to the applicant; or
- (iii) The display is prohibited of an existing sign is required on the grounds that the sign would or (in the case of an existing sign) does conflict with the requirements of the ordinances relating to traffic safety and amenities, then, in any of such cases the applicant or the owner of an existing sign, on having been informed in writing of such decision and of the reasons therefore, shall have the right to refer the decisions to the Council or to a committee thereof constituted for the purpose and to state a case seeking a reversal or alteration of that decision.

Where in any case the Council refuses its consent to an application under this part, the applicant may, in accordance with Section 69 of the Act, appeal to the Planning Tribunal.

20.4 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 bylaws 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.

20.5 Harmony in Design and External Appearance of Buildings

No structure, sign, excavation or other work shall be sited, or made or finished (notwithstanding that the design and materials may comply with the Council's building bylaws) 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.

20.6 Radio, Television Aerials, Antennae and Satellite Receiver Dishes

(a) Residential Zones

On any site there may be erected:

- (i) One radio and one television reception or transmission aerial up to a height of 3m

above the highest point of the roof of the building on which it is erected.

- (ii) One radio or television reception or transmission aerial up to a height of 17m above ground level.
- (iii) One satellite receiver dish, maximum diameter 5m, maximum height 2m above ground level.

(b) Conditions Applicable to the Above.

- (i) The centre of the structure shall be located at least 6m from all boundaries; and
- (ii) No part of the structure extends beyond any site boundary; and
- (iii) The mast or antenna is unguyed above 10m; and
- (iv) Where the antenna is other than simple wire dipole the distance from the centre of the mast to the furthest element tip shall not exceed 7.5m; and
- (v) The mast which supports the antenna shall have a cross-section diagonal measurement not greater than 226mm for a distance of 6m from ground level and 142mm between 6m and the maximum permitted height; and
- (vi) Any temporarily extendable structure is nested at all times when not in use; and
- (vii) The position and finish is designed to minimise impact on outlook from surrounding properties; and

(viii) There is only one such structure on any one site.

(ix) No aerial, antennae or receiver dish shall be erected forward of a dwelling.

(x) On sites where multiple unit housing or motels are to be erected, one television aerial or satellite receiver dish only is to be installed on each building to service the number of receivers likely to be installed.

(c) Other Zones.

The same conditions as for the Residential Zones shall apply except that an aerial, antennae or receiver dish may be erected within 6m of a boundary provided:

- (i) the yard does not adjoin a residential zone property;
- (ii) any aerial or receiver dish is screened so as not to be visible from any Residential Zone property.

ORDINANCE 21

PUBLIC UTILITIES - BULK AND LOCATION REQUIREMENTS

21.1 Interpretation

In this part electricity kiosks shall be limited to those less than 2.5m in height and 6m² in floor area.

21.2 Buildings Permitted in all Zones

Electricity kiosks as defined in Clause 21.1. Provided that all kiosks shall be painted in colours that harmonise with the surrounding neighbourhood, and parts of the site unused for building or access shall be landscaped.

21.3 Electricity Substations, Water Pumping Stations, Sewerage and Waste Water Pumping Stations, Suction Tanks and Telephone Exchanges

(a) Condition of Development:

(i) Residential Zones

- Maximum height 7m
- yards: front 4.5m
all other yards 2m
- all front yards must be landscaped for a depth of 2m and all buildings designed to harmonise with the surrounding neighbourhood.

(b) Commercial A and B Zones, Service Zone, and the S.D.A. Zones: the above utilities are permitted as predominant uses subject to the same coverage, height, yard and landscaping requirements as for Professional, Commercial and Administrative Offices in the Service Zone.

(c) Industrial A, Special Industrial and Industrial C Zones: the above utilities are permitted as predominant uses subject to the same coverage, height, yard and landscaping requirements as for service industries in the Industrial A Zone.

Appendices

APPENDIX A
NOXIOUS AND DANGEROUS INDUSTRIES

Abattoirs and slaughterhouses (including freezing and packaging of products)
 Acetylene-gas manufacture
 Acids manufacture
 Aerosol packers and manufacturers
 Aluminium alloy manufacture
 Alkali - waste works
 Ammonia manufacture
 Ammunition, explosives and fireworks manufacture and bulk storage
 Animal by-products manufacture, including bone crushing, boiling down works, fat rendering, tallow melting and refining
 Arsenic works and production
 Artificial manure manufacturers
 Asbestos and asbestos products manufacture
 Battery manufacture
 Bearing manufacture
 Bisulphide of carbon works
 Boiler makers
 Brick and tile manufacture
 Briquette manufacture
 Celluloid works
 Cement - manufacture, packaging and bag cleaning
 Carbonising, gasification and liquification of carbonaceous material (including hydro-carbons and bulk storage and treatment of by-products)
 Chlorine, ammonia, bleaching powder manufacture
 Detergent manufacture
 Fell mongering
 Fertilizer and manure manufacture
 Fibreglass manufacture
 Fish curing, cleaning, preserving, treatment of by-products excluding industries where any such process is ancillary to the principal use

Fluoride works
 Fuel and lubrication oils - refining, purification, reforming, distillation, blending and bulk storage
 Gas (coal, acetylene, ammonia, oxygen, sulphur dioxide) manufacture, bulk storage and treatment of by-products
 Gelatine manufacture
 Glass manufacture
 Glue (animal based) manufacture
 Industrial chemicals
 Lampblack manufacture
 Leadworks, including white lead manufacture
 Lime manufacture and packing and bag cleaning
 Linoleum manufacture
 Lucerne dehydration plant and bulk storage
 Paints, varnish, french polish, lacquer and stains manufacture
 Paper and pulp manufacture
 Patent and synthetic fuel manufacture and bulk storage
 Petroleum and petroleum based products (including L.P.G. and other liquified energy gases), and associated bulk storage, handling, and distribution facilities excluding,
 . service stations
 . retail outlets and industries where storage is ancillary to the principle use
 P.V.C. manufacture
 Plaster of Paris manufacture
 Pyridine works
 Raw material plastics manufacture
 Raw rubber preparation
 Rubber (latex) carpet underlay and moulded goods manufacture
 Sausage casing manufacture
 Smelting, and secondary smelting of metal ore, metal, metal alloys (including scrap metal) and non-ferrous metals
 Soap manufacture
 Stock and sale yards
 Sugar extraction and refining
 Tanning and curing of hides, skins and furs

RnB 5.90/152

Turpentine manufacture

Wallboards manufacture excluding

fibrous plaster and plaster wallboards

Wool scouring

Zinc works

Or any other industry, warehouse, or bulk store that is, or under any conditions may become, noxious or dangerous in relation to adjacent areas.

APPENDIX B
SERVICE INDUSTRY

Bakeries and catering depots
 Cabinet makers and associated woodcrafts, furniture restoration and upholstery
 Commercial artists, signwriting, sign making and engraving
 Dressmaking, tailoring, and footwear repairs
 Foodstuffs manufacture, processing and packing, **excluding**

- those included in Appendix A
- animal foods manufacture
- bacon and ham curing
- food canning
- grain milling
- malting and brewing
- margarine manufacture
- meat processing works
- milk treatment, processing and products manufacture
- oil (vegetable), oil-essence or extract manufacture
- yeast and vinegar manufacture

Funeral parlours and chapels
 Garden centres
 Hire and storage of vehicles and general equipment
 Jewellery manufacture and repair
 Laundries, dry cleaning, dyeing and cleaning services
 Precision instrument manufacture and repair (including medical, surgical, optical, dental, photographic and electronic equipment)
 Printing, publishing, duplicating and associated services
 Repair and servicing of household and garden equipment and appliances, electrical goods, motor vehicles, caravans, boats, cycles and motorcycles, **excluding**

- general engineering
- fibreglassing
- panel beating
- grain silos
- industrial chemicals
- motor vehicle bodies and parts and heavy machinery
- recycled bottles, cloth, paper and plastics
- scrap metal

- spray painting
- sand, steam and shot blasting

Studios (including arts and crafts, photographic and recording)
 Tradesman's depots (including painters, plumbers, plasterers, glaziers and electricians)
 Watch and clock repairs

Canvas, leather and fur goods manufacture, **excluding**

- tanning and curing, dressing and dyeing of hides, skins and furs

Clothing and clothing accessories manufacture
 Cosmetics manufacture
 Fabricated light metal products manufacture, **excluding**

- general engineering

Furniture manufacture (including joinery)
 Household and garden equipment, appliances and electrical goods manufacture, **excluding**

- concrete products
- rubber products
- nails and wire

Safety equipment manufacture
 Textile products manufacture, **excluding**

- carpet, felt, flock, shoddy and mungo

Tobacco, cigars and cigarette manufacture and packing
 Toys and sporting equipment manufacture, **excluding**

- rubber products

Warehouses **excluding**

- those included in Appendix A
- hides, wool, tallow and skins

Bulk stores **excluding**

- those included in Appendix A
- asphalt and bitumen
- cool stores for bulk agricultural produce and processed food
- concrete products, bricks, tiles, sand and gravel
- hides, wool, tallow and skins

APPENDIX B1
RETAIL AND WHOLESALE USES PERMITTED IN THE
INDUSTRIAL SPECIAL ZONE

Auction Rooms
Awnings, Blinds
Camping Equipment
Clay products such as tiles, pipes, bricks
Commercial Heating Equipment
Commercial Kitchen and Catering Equipment
Commercial Lighting Equipment
Computers and Photocopiers
Concrete products such as troughs, garden ornaments, pipes
Equestrian Supplies
Farm Machinery Equipment
Firewood supplies limited to coal, coke, carbonettes, and wood
sold in prepacked lots
Floor coverings restricted to vinyls, tiles, linoleum and carpet
Garages, Sheds, Carports and Accessory Buildings
Garden Machinery such as lawn mowers, chainsaws
Garden Supplies and Tools
Glasshouses, Conservatories
Heavy Machinery

Hire Services
Home Handyman Supply Outlets
Lighting Equipment
Office Equipment and Furniture
Spa Pools and Saunas
Sports Equipment limited to billiard tables, table tennis tables,
trampolines, swings, slides, climbing frames, and similar
large or bulky sports equipment. It specifically excludes
the sales of such goods as sports clothes, shoes, racquets,
fishing rods, skis and similar small items of sports gear.
Warehouses and showrooms for the sale of materials, tools and
equipment used in the construction, building, plumbing,
electrical, painting and decorating trades.

APPENDIX C
RECESSION PLANES AND ANGLES OF RECESSION
PLANES

1. **Definition**

A recession plane is a plane constructed from points on or above a boundary surface or a road surface, the angle or inclination of which is measured from the horizontal, at right angles to a site boundary and in towards the site. The accompanying indications define the angles. No building features shall protrude through or above the recession plane except the following:

- Chimneys, ventilation shafts, roof water tanks, lift and stair shafts and spires, poles and masts less than 9m above ground level, provided the maximum dimension thereof measured parallel to the boundary under consideration shall not exceed 2m.

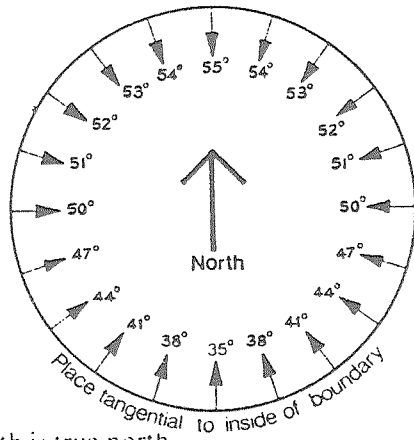
- In residential zones where a single gable and with a base 7.5m or less faces a boundary and a recession plane strikes no lower than half way between the eaves and ridge line, a gable end may penetrate the recession plane.

2. **Angles of Recession Planes**

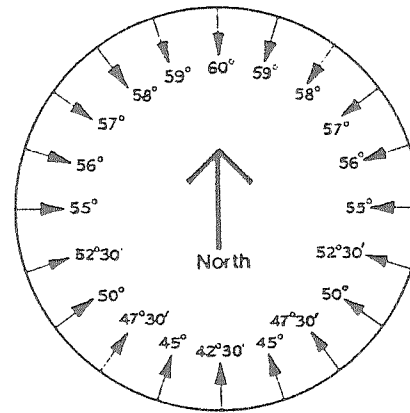
Angles of recession planes shall vary with the direction or bearing of each site boundary according to the indicator diagram. They shall commence at points 2.5m (2.3) above site boundaries. The recession plane angle shall be calculated by orienting both site plan and relevant diagram to the true north, placing the recession diagram over the site plan with the circle tangential to the inside of the site boundary under consideration. The recession plane angle shall be that indicated by the diagram at the point where it touches the site boundary. Where recession lines fall between those indicated on the diagram, interpolations shall be made. On irregular boundaries the same principles shall apply with the recession operating at right angles to all boundaries.

Recession plane indicators:

(1) Applicable to all uses in all residential zones (except Residential C) and all adjoining uses in other zones.



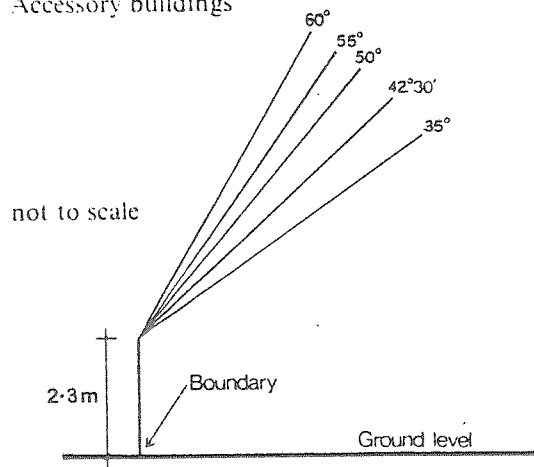
(2) Applicable to all uses in the Residential C zone and all non Residential uses, where they adjoin Residential C.



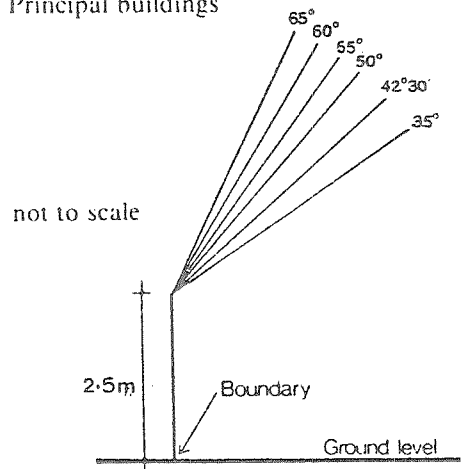
Note: North is true north

Recession plane cross sections:

(4) Accessory buildings



(5) Principal buildings



APPENDIX D
RESIDENTIAL DENSITY TABLE
DENSITY - PERSONS PER HECTARE

For the purpose of assessing density for permanent residential uses only the following table shall be used:

One Bedroom		Two Bedrooms		Three Bedrooms		Larger
Less than 12m ²	Over 12m ²	Average less than 12m ²	Average Over 12m ²	Average less than 12m ²	Average Over 12m ²	
1 person	1.5 p.	2 p.	2.5p	2.5p	3 p	+ 0.5 p. per additional bedroom

APPENDIX E
PROTECTED FEATURES AND TREES

PART I

PRESERVATION AND CONSERVATION OF BUILDINGS, OBJECTS AND
AREAS OF ARCHITECTURAL, HISTORIC, SCIENTIFIC AND OTHER
INTERESTS OR VISUAL APPEAL

Legal Description

- | | | |
|----|--|--|
| 1. | Woods Mill
Wise Street
Riccarton | Lot 2 Deposited Plan 48863 |
| 2. | Mona Vale
Matai Street East
Riccarton | Lot 1 Deposited Plan 26862 Lots 9-18
Deposited Plan 7787 Lots 2,3,5
Deposited Plan 10765 |
| 3. | St James Church
Riccarton Road
Riccarton | Lot 1 Part Lot 2,3,4 and 5
Deposited Plan 2831 |

PART III

- | | |
|----|--|
| 4. | St Teresas Catholic School |
| 5. | Agricultural and Pastoral Association
- Showgrounds |

APPENDIX E - LIST OF PROTECTED TREES

59 *Elaeocarpus dentalus* -
hinau - only one in Borough

PART II

AYR STREET

- 5 *Pittosporum eugenioides* - lemonwood
 9 *Chamaecyparis lawsoniana* - Lawson cypress (golden)
 11 *Cordyline australis* - cabbage tree (NZ)
 21 *Hoheria populnea* - lacebark, houhere (NZ)
 25 *Liquidamber styraciflua* - sweet gum

BARTLETT STREET

- 7 *Acacia baileyana* - Cootomundra Wattle

BLENHEIM ROAD

- 77-79 *Buluta Pendula* - silver birch
 79 *Liriodendron tulipifera* - Tulip tree

BRADSHAW TERRACE

- 7 *Liquidamber styraciflua* - sweet gum
 17 *Cedrus altantica* Glauco - Atlas cedar

BROADBENT STREET

- 1 *Magnolia grandiflora* - evergreen magnolia
 2 *Aesculus x carnea* - horse chestnut
 9 *Betula pendula* - silver birch
 12 *Alnus glutinosa* - alder

BROCKWORTH PLACE

- 12 *Cordyline australis* (clump) - cabbage trees (NZ)
 17 *Maytenus boaria* - mayten
 27 *Pseudopanax arboreum* - five-finger (NZ)
 27 *Pittosporum eugenioides virgatum* - lemonwood (NZ)
 59 *Podocarpus dacrydioides* - kahikatea, white pine (NZ)
 Rare in Christchurch

- 59 *Nothofagus cliffortioides* - mountain beech (NZ)
 59 *Pittosporum eugenioides* - lemonwood (NZ)
 59 *Pittosporum tenuifolium* - kohuhu, matipo (NZ)
 63 *Pseudopanax crassifolium* - lancewood (NZ)
 63 *Hoheria augustifolia* - narrow-leafed lacebark (NZ)
 Very large
 66 *Arbutus unedo* - Irish strawberry tree
 78 *Liquidamber styraciflua* - sweet gum
 82 *Cordyline australis* - cabbage tree (NZ) clump
 86 *Pittosporum eugenioides* - lemonwood (NZ)
 86 *Juglans regia* - English walnut
 87 *Pittosporum eugenioides* - lemonwood (NZ) 3 trees

CENTENNIAL AVENUE

- 34 *Hoheria augustifolia* - narrow-leafed lacebark (NZ)
 41 *Quercus robur* - penduculate oak
 53 *Arbutus unedo* - strawberry tree
 53 *Cordyline australis* - cabbage tree (NZ)
 55 *Cryptomeria japonica* - Incense cedar
 57 *Metasequoia glyptostroboides* - Dawn redwood
 57 *Liquidamber styraciflua*
 57 *Trachycarpus fortunei* - Chusan palm

CHATHAM STREET

- 9 *Schinus molle* - Peruvian pepper tree
 Only known specimen in Borough
 11 *Nothofagus fusca* - Red beech (NZ)
 19 *Ilex equifolium* 'Silver Queen' - Holly

CLARENCE STREET

- 22 (f/1) *Fraxinus excelsior* - English ash
 (Durhams Transport; cnr Walsall Street)
 44 *Juglans regia* - walnut
 124 *Cordyline australis* - Cabbage tree (NZ)
 139 *Aesculus x cornea* - Horse chestnut
 151 *Maytenus boaria* - Mayten
 161 *Pseudopanax crassifolium* - lancewood (NZ) 3 trees
 188 *Betula pendula* - silver birch
 188a *Betula pendula* - silver birch
 188 *Tilia* Sp. - lime

CLYDE ROAD

- 8 *Ulmus Van Houtti* - Golden Elm
 30 *Ulmus glabra* 'Camperdownii' - Camperdown Elm
 36 *Quercus palustris* - pin oak
 50 *Quercus robur* - pendunculate oak

DALLAS STREET

- 1 *Podocarpus hallii* - Hall's totara (NZ)
 Only known specimen in Riccarton
 5 *Juglans regia* - walnut
 17 *Pseudopanax crassifolium* - lancewood (NZ)

DARVEL STREET

- 1 *Pseudopanax crassifolium* (2) - lancewoods (NZ) clump
 14 *Podocarpus totara* - totara (NZ)
 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

- 11 *Acer palmatum* - Japanese maple
 75 *Arbutus unedo* - strawberry tree
 75 *Phebalium squameum*
 75 *Pittosporum engenioides* - lemonwood (NZ)
 79 *Metasequoia glyptostroboides* - Dawn redwood
 123 *Podocarpus totara* - Totara (NZ)
 145 *Juglans regia* (2) - walnuts
 145 *Magnolia* Sp.
 159 *Chamaecyparis lawsoniana* - Lawson cypress
 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
 183 *Tilia x europea* (cluster) - common limes
 183 *Cordyline australis* - cabbage tree (NZ)
 183 *Acacia melanoxylon* - Tasmanian blackwood, on west
 boundary
 183 *Eucalyptus viminalis* - Manna gum
 183 *Aesculus x carnea* - Horse chestnut
 187 *Castanea sativa* - sweet chestnut
 201 *Tilia* Sp. - lime
 201 *Quercus palustris* - pin oak
 201 *Fagus sylvatica* - English 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 Hoheria populnea - lacebark, houhere (NZ)
- 21 Magnolia grandifolia
- 21 Pseudopanax crassifolium - lancewood (NZ)
- 21 Maytenus boaria - Mayten

DIVISION STREET

- 2 Cordyline australis (2) - cabbage trees (NZ) clump
- 17 Arbutus unedo - Irish strawberry tree
- 23 Agathis australis - kauri (NZ) Rare in Borough
- 35 Liriodendron tulipifera - Tulip tree
- 38 Rhodendron 'Sir Robert Peel'
- 40 Podocarpus dacrydioides - kahikatea, white pine (NZ)
- 52 Cedrus atlantica 'Glauca' - blue Atlas cedar
- 59 Betula pendula Dalecarlica (3) - Swedish birch
- 62 Liquidamber styraciflua - Sweet gum
- 79 Liquidamber styraciflua

ELIZABETH STREET

- 27 Nothofagus fusca - Red beech (NZ)
- 39 Tieghemopanax sambrucifolius
New Guinea native, rare in New Zealand
- 39 Chamaecyparis pisifera 'Plumosa' - Sawara cypress
- 65 Arbutus unedo - strawberry tree
- 121 Betula pendula - silver birch
- 124 Hoheria populnea - lacebark, houhere (NZ)
- 124 Plagianthus betulinus - lowland ribbonwood (NZ)
- 126 Cedrus atlantica 'Glauca' (2) - blue Atlas cedards
- 127 Pseudopanax ferox - toothed lancewood (NZ) at NE corner
- 127 Pseudopanax crassifolium - lancewood (NZ) at NW corner
- 128 Sophora microphylla - kowhai (NZ)
- 128 Cedrus atlantica - Atlas cedar
- 128 Prunus subhirtella - flowering cherry
- 129 Betula pendula - silver birch

EUSTON STREET

- 7 Dendrobenthamia capitata - Himalayan dogwood
- 9 Hoheria augustifolia - narrow-leafed lacebark (NZ)
- 14 Arbutus unedo - strawberry tree
- 25 Quercus palustris - Pin oak
- 25 Ulmus sp.
- 25 Pittosporum tenuifolium - kohuhu, matipo (NZ)
- 32 Arbutus unedo - Irish strawberry tree
- 34 Arbutus unedo - Irish strawberry tree

FREYBERG STREET

- 1 Eucalyptus delegatensis - Blue gum
- 1 Acer palmatum - Japanese maple
- 1 Eucalyptus pauciflora - gum
- 4 Cedrus deodara - Himalayan cedar
- 5 Fraxinus excelsior - English ash
- 7 Liquidamber styraciflua - Sweet gum
- 7 Maytenus boaria (2) - Mayten

HARAKEKE STREET

- 7 Acacia baileyana - Cootamundra wattle
- 7 Cordyline australis - cabbage tree (NZ)
- 8 Ulmus Glabra - Camperdown elm
- 10 Chamaecyparis pisifera 'Plumosa' - Sawara cypress
- 16 Magnolia grandifolia
- 20 Fraxinus excelsior 'Pendula' - weeping ash
- 34 Prunus subhirtella Pendula - weeping cherry
- 37 Nothofagus solandri - black beech (NZ)
- 39 Quercus rubra - red oak
- 41 Plagianthus betulinus - lowland ribbonwood (NZ)
- 41 Hoheria populnea - lacebark, houhere (NZ)
- 46 Quercus palustris - pin oak
- 53 Ulmus glabra 'Camperdownii' - Camperdown elm
- 53 Nothofagus fusca - red beed (NZ)
- 53 Cyathea (clump) - tree ferns (NZ)
- 53 Sophora microphylla kowhai (NZ)
- 70 Picea smithiana (2) - Himalayan spruces)BHS Hostel

- 70 Cupressus torulosa - Himalayan cypress) frontage listed here
 70 Pittosporum eugenioides - lemonwood (NZ)
 70 Aurucauria araucana - Monkey Puzzle

HINAU STREET

- 73 Arbutus unedo - strawberry tree
 75 Liquidamber styraciflua
 77 Cedrus Atlantica Glauca - Blue Atlas Cedar
 77 Pittosporum eugenioides - lemonwood (NZ)
 77 Quercus rubra - red oak
 78 Tilia Sp. - Lime
 78 Quercus palustris - pin oak
 81 Cordyline australis - cabbage tree (NZ)
 90 Sophora tetraphtera - NI kowhai (NZ)
 Rare in Christchurch
 96 Juglans regia - walnut
 96 Quercus robur - penduncluate oad
 99 Acer palmatum (3) - Japanese maple
 99 Magnolia x soulangiana - Magnolia
 105 Sophora microphylla - kowhai (NZ)

HUIA STREET

- 2 Acer pseudoplatanus - sycamore
 2 Laburnum anagyroides

KAURI STREET

- 9 Nothofagus fusca - red beech (NZ)

KAWAKA STREET

- 3 Cordyline australis - cabbage tree (NZ)
 6 Fraxinus excelsior - English Ash
 8 Betula pendula - silver birch

KEA STREET

- 1 Hoheria populnea - lacebark, houhere (NZ)
 4 Quercus robur - pedunculate oak
 8 Fraxinus excelsior - English ash

KILMARNOCK STREET

- 10 Maytenus boaria (2) - Maytens (large specimens on Kilmarnock Street frontage)
 10 Pittosporum eugenioides - lemonwood (NZ)
 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 Nothofagus fusca - red beech (NZ)
 31 Cordyline australis - cabbage tree (NZ)
 33 Ulmus glabra 'Camperdownii' - Camperdown elm
 35 Arbutus unedo - strawberry tree
 37 Pittosporum eugenioides - lemonwood (NZ)
 43 Ulmus glabra 'Camperdownii' - Camperdown elm
 52 Maytenus boaria - Mayten
 57 Ulmus glabra 'Camperdownii' - Camperdown elm
 59 Hoheria populnea - lacebark, houhere (NZ)
 60 Chamaecyparis lawsoniana - Lawson cypress (golden)
 63 Pseudopanax crassifolium (group) - lancewoods (NZ)
 63 Hedycarya arborea - pigeon wood (NZ) Only one known in Borough

KONINI STREET

- 9 Maytenus boaria - Mayten
 12 Juglans regia - English walnut
 14 Fraxinus excelsior - English ash
 15 Cordyline australis - cabbage tree (NZ)
 15 Ulmus glabra 'Camperdownii' - Camperdown elm
 20 Pseudopanax arboreum - five-finger (NZ)
 27 Ulmus glabra 'Camperdownii' - Camperdown elm
 27 Paulownia tomentosa - Paulownia

LINCOLN ROAD

309 Magnolia grandiflora - evergreen magnolia

LYNDON STREET

13 Hoheria populnea - lacebark, houhere (NZ)
 15 Camellia japonica (2) - Camellia
 16 Chamarcyparis obtusa - Hinoki Cypress
 17 Cordyline australis - cabbage tree (NZ)
 20 Cedrus atlantica 'Glauca' - Blue Atlas Cedar
 40 Sophora microphylla - kowhai (NZ)
 42 Plagianthus betulinus - lowland ribbonwood (NZ)
 42 Hoheria populnea - lacebark, houhere (NZ)
 42 Pittosporum tenuifolium - kohuhu, matipo (NZ)

MANDEVILLE STREET

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

11 Arbutus unedo - strawberry tree
 25 Cordyline australis - cabbage tree (NZ)
 35 Juglans regia - walnut
 44 Fletchers:
 Maytenus boaria (3) - Mayten
 Ulmus sp. - elm
 Pittosporum eugenioides - lemonwood (NZ)
 48 Ginkgo biloba (2) - Maidenhair tree
 45 Podocarpus totara - totara (NZ)
 71 Arbutus unedo - strawberry tree
 71 Sophora microphylla - Kowhai (NZ)
 71 Cordyline Australis - (2) Cabbage tree (NZ)
 83 Cupressus sempervirens - Cypress
 83 Cedrus atlantica 'Glauca' - Blue Atlas Cedar
 83 Maytenus boaria - Maytens (2)
 93 Arbutus unedo - strawberry tree
 110 Betula pendula - silver birch
 110 Nothofagus fusca - red beech (NZ)

MATAI STREET

5 Betula pendula - silver birch
 5 Magnolia grandiflora
 10 Pittosporum eugenioides - lemonwood (NZ)
 10 Pseudopanax crassifolium - lancewood (NZ)
 10 Rhododendron 'Sir Robert Peel'
 13 Pseudopanax arboreum - five-finger (NZ)
 33 Acer negundo - box elder
 35 Taxus baccata - yew
 35 Thuya plicata zebrina - western red cedar
 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 (NZ)
 47 Pittosporum eugenioides - lemonwood (NZ)
 47 Coprosma robusta - karamu (NZ)
 47 Griselinia littoralis - broadleaf (NZ)
 55 Pseudopanax crassifolium - lancewood (NZ)
 55 Fraxinus excelsior - English ash
 63 Quercus palustris (2) - pin oaks
 63 Tilia sp. - lime
 74 Nothofagus fusca - red beech (NZ)
 88 Sophora tetraptera - kowhai
 98 Quercus Coccinea - scarlet oak

MATIPO STREET

56 Wharenui School
 Ulmus glabra 'Camperdownii' - Camperdown Elm
 Betula pendula (5) - silver birches
 Thuja plicata 'Zebrina'
 Populus yunnanensis - Yunnan poplar
 Plagianthus betulinus - lowland ribbonwood (cluster) (NZ)
 Agathis australis - kauri
 91 Ilex aquifolium - English holly
 91 Nothofagus fusca - red beech (NZ)

- 92 *Pittosporum tenuifolium* - kuhuhu, matipo (NZ)

MAXWELL STREET

- 46 *Cedrus atlantica* 'Glauca' - Blue Atlas Cedar

MAYFAIR STREET

- 14 *Arbutus unedo* - strawberry tree
14 *Agathis australis* - kauri (NZ) rare in Christchurch

MONA VALE AVENUE

- 14 *Plagianthus betulinus* - lowland ribbonwood (NZ)
31 *Acacia baileyana* - Cootamundra wattle

NELSON STREET

- 15 *Cordyline australis* - cabbage tree (NZ)

NIKAU STREET

- 2 *Ulmus glabra* 'Camperdownii' - Camperdown elm
4 *Cordyline australis* - cabbage tree (NZ)
10 *Magnolia grandiflora*

PAEROA STREET

- 4 *Abies pinsapo* - Spanish fir
14 *Acer negundo* - box elder
21 *Cedrus deodara* - Himalayan cedar

PEVEREL STREET

- 16 *Magnolia grandiflora* - evergreen magnolia
53 *Cordyline australis* - cabbage trees (2) (NZ)
69 *Pittosporum tenuifolium* - kuhuhu, matipo (NZ)
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 trees (NZ)
161 *Ulmus glabra* 'Camperdownii' - Camperdown elm
163 *Arbutus unedo* - strawberry tree, very large specimen

PICTON AVENUE

- 11 *Liriodendron Tulipifera* - Tulip tree
17 *Pittosporum eugenoides* - lemonwood (NZ)
25 *Acacia baileyana* - Cootamundra wattle
35 *Ulmus glabra* 'Camperdownii' - Camperdown elm
67 *Hoheria populnea* - lacebark, houhere (NZ)
70 *Cedrus deodara* - Himalayan cedar
74 (F/1) *Ilex aquifolium* - English holly
74 *Cordyline australis* - cabbage tree (NZ)
85 *Sophratetraptera* - NI kowhai, rare in Christchurch

PIKO CRESCENT

- 10 *Fraxinus excelsior* - English ash
22 *Ulmus x hollandica* - Dutch elm
28 *Araucaria araucana* - Monkey puzzle
33 *Ilex aquifolium* - English holly
35 *Arbutus unedo* - Irish Strawberry tree

PRINCES STREET

- 16 *Cordyline australis* - cabbage tree (NZ)

PURIRI STREET

- 29 *Arbutus unedo* - strawberry tree
31 *Magnolia x soulangeana*
32 *Magnolia grandiflora* - evergreen magnolia
49 *Quercus palustris* - pin oak
50 *Arbutus unedo* - strawberry tree, fine specimen
55 *Pseudopanax crassifolium* - lancewood (NZ)
61 *Pseudopanax crassifolium* - lancewood (NZ)
63 *Fagus sylvatica* - English beech
75 *Quercus palustris* - pin oak

- 76 Plagianthus betulinus - lowland ribbonwood (NZ)
Very fine specimen
- 76 Hoheria augustifolia - narrow-leaved lacebark (NZ)
- 76A&B Pittosporum tenuifolium - kohuhu, matipo (NZ)
Very fine specimen
- 76A&B Podocarpus totara - totara (NZ)
- 76A&B Plagianthus betulinus (2) - lowland ribbonwoods (NZ)
- 81 Trachycarpus fortunei (group) - Chusan palm
- 81 Podocarpus totara - totara (NZ)
- 84 Pseudopanax crasifolium - lancewood (NZ)
- 86 Fagus sylvatica - English beech
- 92 Fagus sylvatica - English beech
- 96 Maytenus boaria - Mayten
- 98 Fagus sylvatica - English beech
- 98 Podocarpus totara - totara (NZ)
- 98 Pseudopanax crassifolium - lancewood (NZ)
- 98 Pittosporum crassifolium - karo (NZ)
- 101 Arbutus unedo - Irish strawberry tree
- 101 Fagus sylvatica - English beech
- 101 Thujopsis dolobrata - Lizard tree
- 110 Cedrus deodara - Himalayan cedar
- 111 Quercus ilex - holm oak
- 111 Cedrus deodara - Himalayan cedar
- 113 Fagus sylvatica - English beech
- 113 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 (NZ)
Only one known in Borough
- 127 Betula Pendula - silverbirch
- 127 Nothofagus Solandri - black beech
- 129 Fagus sylvatica - Lizard tree

RATA STREET

- 9 Cedrus atlantica 'Glauca' - Blue Atlas Cedar
- 9 Arbutus unedo - strawberry tree

- 17 Ulmus carpinifolius 'variegata' - variegated elm
- 17 Ulmus procera 'Louis Van Houtte' - golden elm
- 19 Hoheria populnea - lacebark, houhere (NZ)
- 31 Sophora microphylla - kowhai (NZ)
- 33 Trachycarpus fortunei - Chusan palm

RATTRAY STREET

- 102 Cryptomeria japonica 'Elegans' - Japanese cedar
- 102 Chamaecyparis obtusa - Hinoki cypress
- 106 Fagus sylvatica - English beech
- 111 Betula pendula - silver birch

REX STREET

- 11 Cordyline australis - cabbage tree (NZ)

RICCARTON ROAD

- 32 Pittosporum tenuifolium (group) - Kohuhu, matipo (NZ)
- 32 Pittosporum sp. - several good groups along railway
boundary (NZ)
- 32 Cordyline australis - cabbage tree (NZ)
- 42 Pittosporum eugenioides - lemonwood (NZ)
- 42 Maytenus boaria - Mayten
- 42 Chamaecyparis lawsoniana (2) - Lawson cypresses
- 118 Ulmus Procera Van Houtte - Golden elm
- 158 Pittosporum eugenioides - lemonwood (NZ)
- 179 Pittosporum tenuifolium - kohuhu, matipo (NZ)
- 200 Cupressus torulosa - Himalayan cypress
- 200 Chamaecyparis lawsoniana (3) - Lawson cypresses
- 200 Cedrus deodara - Himalayan cedar
- 204 Cupressus torulosa - Himalayan cypress
- 204 Quercus palustris - pin oak

ROTHERHAM STREET

- 24 Metasequoia glyptostroboides - dawn redwood
Rare in Riccarton

STRAVEN ROAD

- 17 Tilia sp. - lime
- 19 Tilia sp. - lime
- 22 Quercus palustris - pin oak
- 48 Pyrus communis (2)
- 60 Chamaecyparis lawsoniana - Lawson cypress
- 60 Fagus sylvatica - European beech
- 60 Cedrus deodara - Himalayan cedar

TIKA STREET

- 2 Cedrus Deodara (2) - Himalayan cedars

TONGA STREET

- 5 Acacia parvissima - wattle
- 7 Prunus subhirtella - flowering cherry

TOTARA STREET

- 10 Nothofagus solandri - black beech (NZ)
- 14 Juglans regia - walnut
- 101 Griselinia littoralis - broadleaf (NZ)
- 108A Tilia europea - Lime; Linden
- 109 Ulmus glabra 'Camperdownii' - Camperdown elm
- 115 Arbutus unedo - strawberry tree
- 117/F1 Betula pendula - silver birch
- 117/F2 Tilia sp. - lime
- 135 Griselinia littoralis - broadleaf (NZ)
- 135 Hoheria populnea - lacebark, houhere (NZ)
- 135 Nothofagus solandri - black beech (NZ)
- 135 Fagus sylvatica - copper beech
- 135 Plagianthus betulinus - lowland ribbonwood (NZ)
- 135 Podocarpus totara - totara) Only known specimens
- 135A Podocarpus totara - totara) in Totara Street
- 135 Quercus sp. - oak
- 135 Ulmus sp. - elm (very fine specimen - 60 feet)
- 135 Hoheria populnea - lacebark, houhere (NZ)
- 139 Cryptomeria japonica - Japanese Incense cedar

- 142 Ilex aquifolium - variegated holly
- 143 Ulmus glabra 'Camperdownii' - Camperdown elm

WAINUI STREET

- 51 Arbutus unedo - strawberry tree
- 51 Azara microphylla - vanilla bush
- 59 Pseudopanax crassifolium - lancewood (NZ)
- 69 Nothofagus cliffortioides - mountain beech (NZ)

WHARENUI STREET

- 25 Arbutus unedo - Irish strawberry tree
- 41 Acer sp. - maple
- 51 Acer sp. - maple
- 51 Sycamore
- 63 Acer Pseudoplatanus - sycamore

WHITELEIGH AVENUE

- 2/F2 Ginkgo biloba - Maidenhair tree
- 33 Plagianthus betulinus - lowland ribbonwood (NZ)
- 53 Cordyline australis (2) - cabbage trees (NZ)
- 61 Ulmus glabra 'Camperdownii' - Camperdown elm

APPENDIX F
DESIGNATIONS
(Refer Ordinance 2.4)

No. on Planning Map	Purpose - Common Name	Admin. Body	Legal Description	Classification	Area ha.	Underlying Zoning
1	South Island Main Trunk Railway	N.Z. Railways		Govt. Purpose land for railway use.		Lincoln Rd - Blenheim Rd (Ind.C) Blenheim Rd - Borough Bdy (Res C.)
2	Addington Railway Workshops	N.Z. Railways		Govt. Purpose land for railway workshops		Industrial C.
3	Addington Substation	N.Z. Electricity Department		Govt. Purpose land for electricity substation		Industrial C.
4	Wharenui Primary School	Education Board		Govt. Purpose site for school		Residential B.
5	Girls High School	Education Board		Govt. Purpose site for school		Residential C.
6	Reserve, cnr Riccarton Rd, Mandeville St	Riccarton Borough Council		Local Authority Purpose, site for Recreation Reserve		Residential B.
7	Reserve, Peverell St to Riccarton Rd	Riccarton Borough Council		Local Authority Purpose, site for Recreation Reserve		Residential B.
8	Reserve, Walsall Street	Riccarton Borough Council		Local Authority Purpose, site for Recreation Reserve		Residential B.

9	Wharenui Swimming Pool	Riccarton Borough Council	Local Authority Purpose, Swimming Pool	Residential B.
10	Council Office Town Hall and Library	Riccarton Borough Council	Local Authority Purpose	Commercial B.
11	Vocational Training Centre in Rehabilitation League	Dept of Social Welfare	Govt. Purpose Vocational Training	Residential A

APPENDIX G
DISPENSATIONS AND WAIVERS

Ordinance 3.5 (Implementation and Application Procedures) provides for the granting of dispensations from or waivers of certain of the standard requirements of this district scheme, and sets out the criteria which apply to all applications for dispensation or waiver.

The following are examples of situations where dispensations and waivers may be considered to encourage better development or where it is not reasonable or practicable to enforce the provisions of the district scheme:

(a) Where the particular provision can be met in other ways; for example:

- outdoor open space replaced by balconies or roof gardens;
- on-site privacy achieved by fencing or building design rather than separation distances;
- amenities of the area protected by consistency and harmony of design of advertising signs rather than limits on area or number of signs;
- amenities of neighbours protected by building design, sound proofing or landscaping rather than separation distances;
- where off-street parking can be provided by shared parking between two or more owners or uses, or where the demand for parking for different uses occurs at different times.

(b) Where terrain is irregular or sites are narrow, small, irregular or unusual in shape; for example:

- wide front lots with shallow depth;
- sites where vehicles access is difficult or impracticable.

(c) Where the use of the site or adjoining sites is non-confirming or unusual, for example:

- where non-residential uses within residential zones adjoin non-residential zones;
- where sites adjoin non-residential uses;
- where sites adjoin access strips, drains or permanent open space;
- where vehicle movements or parking demand are uncharacteristically low;
- where the scale or range of development or number of persons involved are unusually small;
- where sites are created for specific uses or buildings.

(d) Where there are existing buildings, for example;

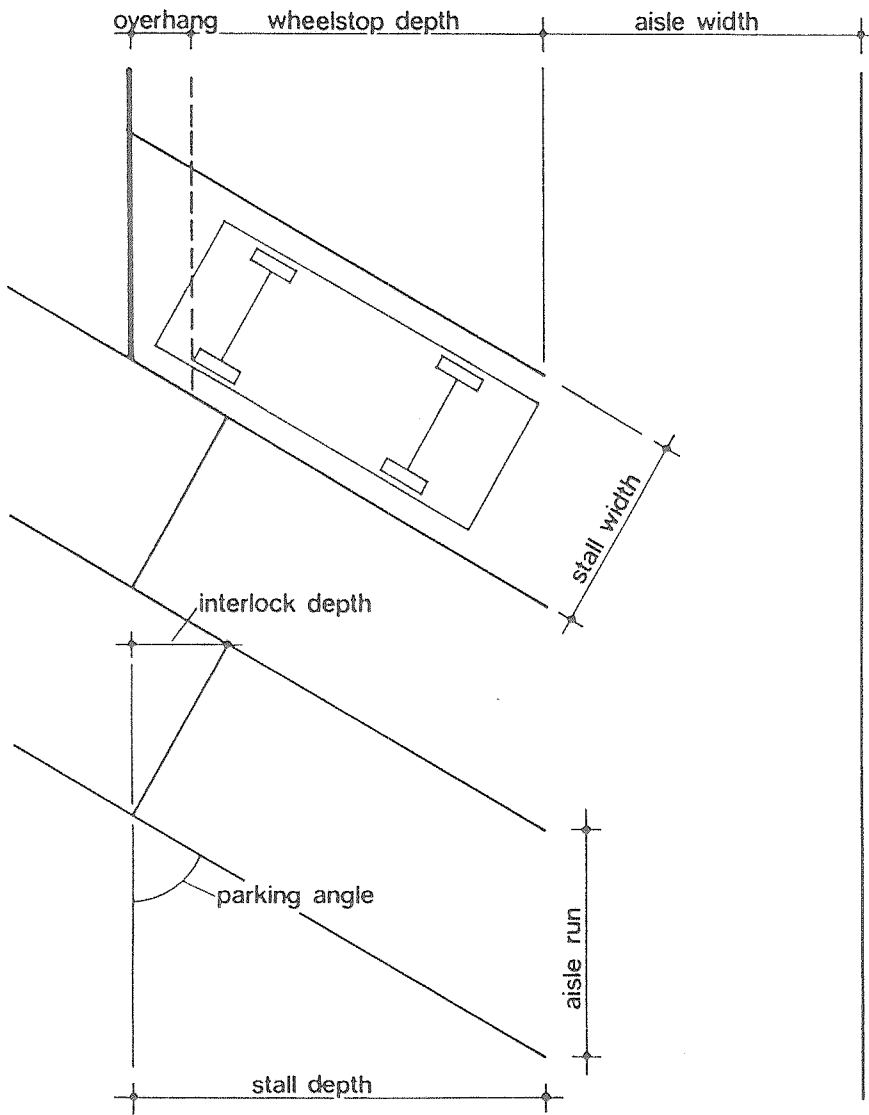
- where an existing building is located so that either subdivisional standards or siting requirements (bulk and location) cannot be met;
- height, bulk and location requirements may be dispensed with where building extensions achieve harmony or consistency of design;
- where an existing building makes access and parking difficult to achieve.

(e) Where there are legal constraints, for example:

- on sites affected by easements;
- properties affected by caveats, covenants or designations;
- where there are unusual restrictions on buildings, such as airport related height limits.

(f) Where the dispensation or waiver would assist with the conservation of buildings, other objects or places of historic, scientific or architectural interest, natural beauty, or special amenity areas, or the preservation of notable trees.

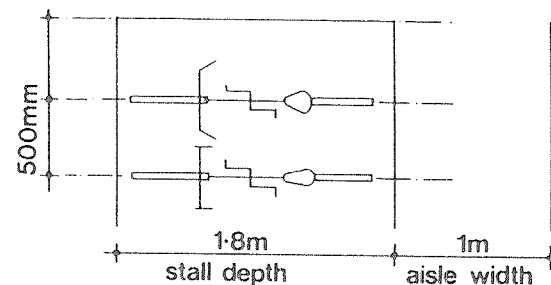
Car and bicycle parking space layouts



Scale 1:100

Parking Angle	Barrier/Wheelstop Parking			Interlock Parking				
	Stall Width m	Aisle Width m	Aisle Run m	Stall Depth m	Overhang m	Wheelstop Depth m	Interlock Depth m	Stall Depth m
90°	2.500	8.500	2.500	5.000	0.800	4.200		
	2.700	8.100	2.700					
	2.900	7.700	2.900					
	3.000	7.500	3.000					
75°	2.500	6.600	2.600	5.400	0.800	4.600	0.650	5.500
	2.700	6.200	2.800				0.700	5.500
	2.900	5.700	3.000				0.750	5.600
	3.000	5.400	3.100				0.800	5.600
60°	2.500	4.500	2.900	5.400	0.800	4.600	1.250	5.550
	2.700	4.000	3.100				1.350	5.650
	2.900	3.500	3.400				1.450	5.750
	3.000	3.500	3.500				1.500	5.800
45°	2.500	3.800	3.500	5.000	0.700	4.300	1.800	5.300
	2.700	3.500	3.800				1.900	5.400
	2.900	3.500	4.200				2.050	5.550
	3.000	3.500	4.200				2.100	5.600
30°	2.500	3.500	5.000	4.400	0.600	3.800	2.150	4.650
	2.700	3.500	5.400				2.300	4.800
	2.900	3.500	5.800				2.500	5.000
	3.000	3.500	6.000				2.600	5.100
Parallel Parking	Stall length=6.100			Stall width=2.500	Aisle width=3.700			

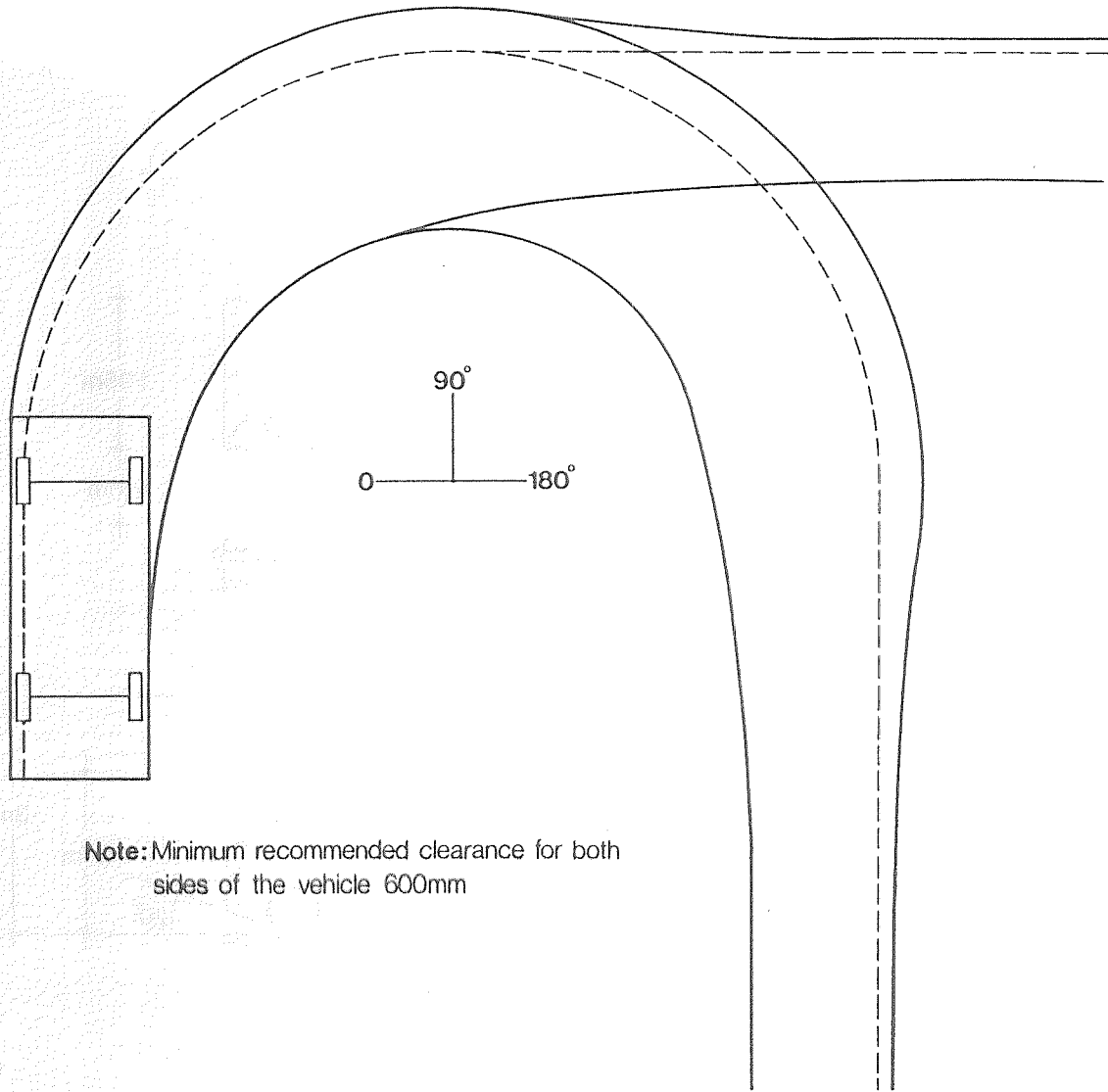
- Notes:
- Two way flow is permitted with 90° parking.
 - Aisle run distances are approximate only.
 - Stall widths shall be increased 300 where they abut obstructions such as columns or walls.
 - Minimum Oneway Aisle width 3.700m
Minimum Twoway Aisle width 5.500m



Scale 1:50

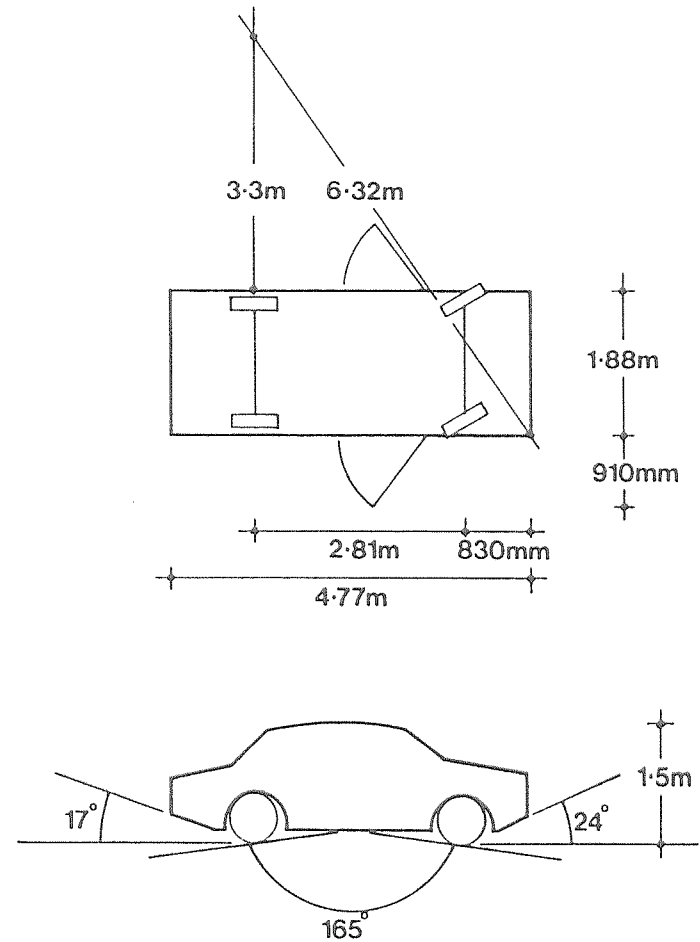
Bicycle parking

Vehicle swept path design

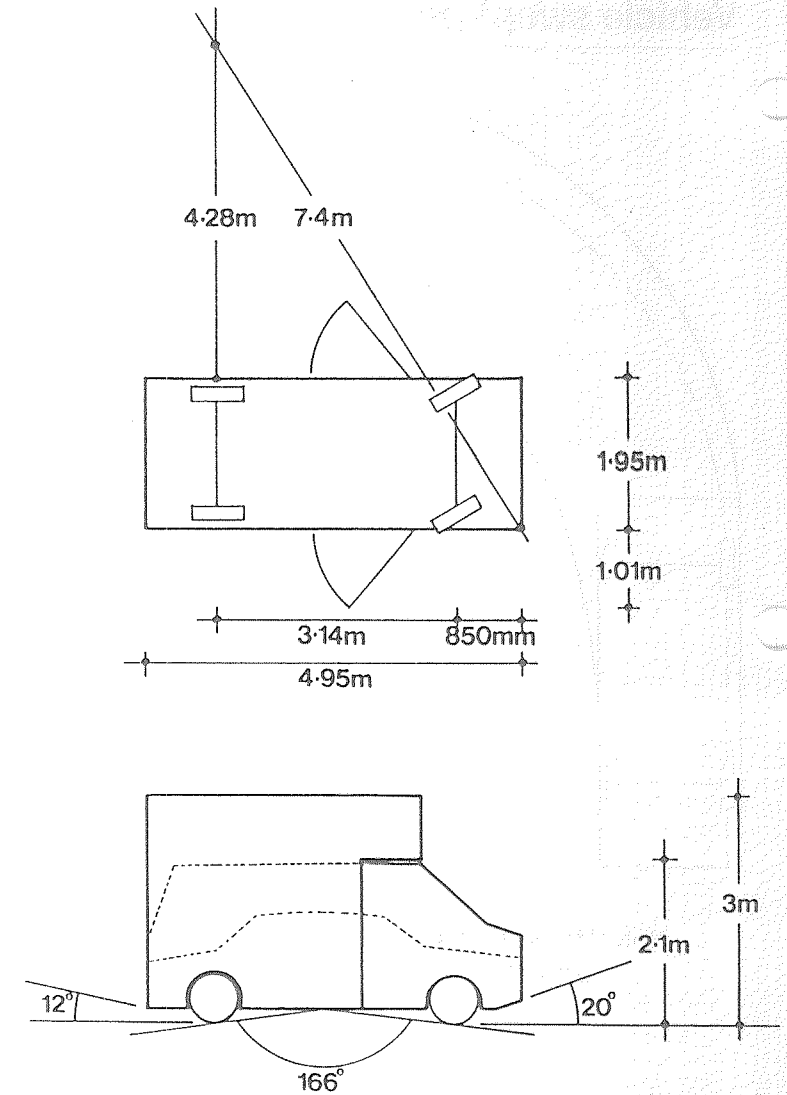
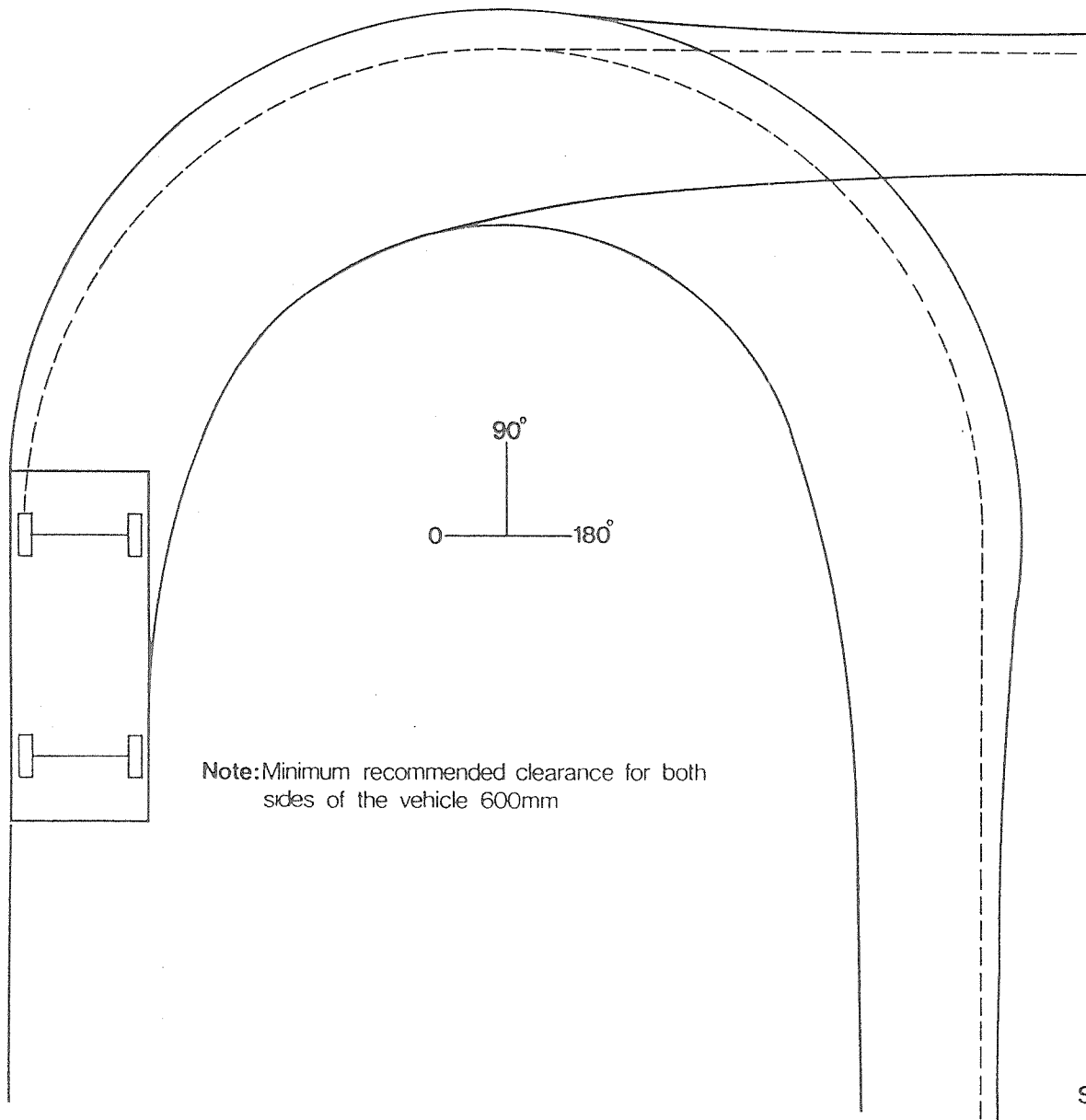


Note: Minimum recommended clearance for both sides of the vehicle 600mm

90 percentile design motor car

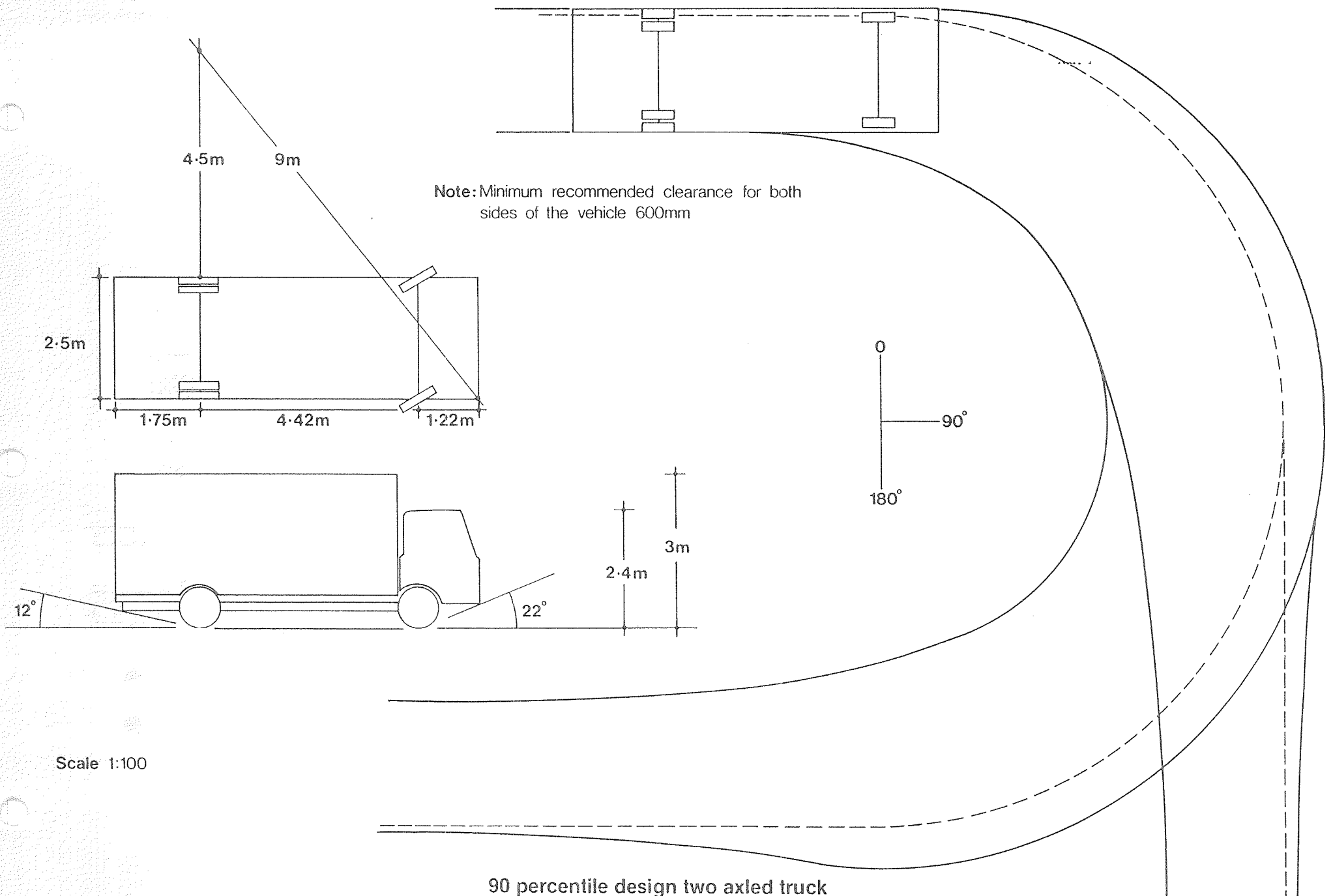


Scale 1:100



Scale 1:100

99 percentile design motor car



Scale 1:100

90 percentile design two axled truck

DISTRICT PLANNING SCHEME

PLANNING MAPS




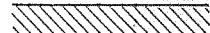


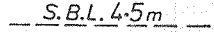



ZONES

RESIDENTIAL	R/A to R/C
COMMERCIAL	C/A to C/B
INDUSTRIAL	I/A & I/C
SERVICE	SER
SPECIAL DEVELOPMENT AREA	SDA 4
SPECIAL DEVELOPMENT ZONE SEVEN	SDZ 7

DESIGNATIONS (Refer Appendix F)

POS	PUBLIC OPEN SPACE
PS	PRIMARY SCHOOL
SS	SECONDARY
SW	STREET WORKS (Includes New Roads)
RLY.	RAILWAY
NZED	N.Z. ELECTRICITY DEPT.
DSW	DEPT OF SOCIAL WELFARE

SYMBOLS

BOROUGH BOUNDARY	
ZONE BOUNDARY	
DESIGNATED AREA (Refer Appendix F)	
SPECIAL DEVELOPMENT AREA	
SPECIFICALLY IDENTIFIED (Refer Appendix E)	
STREET TO BE STOPPED OR CLOSED TO VEHICULAR TRAFFIC	
SPECIAL BUILDING LINE	
AIRPORT CLEARANCE BOUNDARIES	
OBJECTS, PLACES OF ARCHITECTURAL OR HISTORICAL INTEREST	
SERVICE STATIONS	



Scale 1:8000

1

WAI
DIST

University of Canterbury

Riccarton
Bush

Kirkwood
Int School

C/A

R/A

R/A

PS
Roman Catholic
(4)

RATA

S/W

RICCARTON

C/B

Inter Planning Map
2015 for Enlargement

R/B

STREET

DALLAS ST

MAXWELL

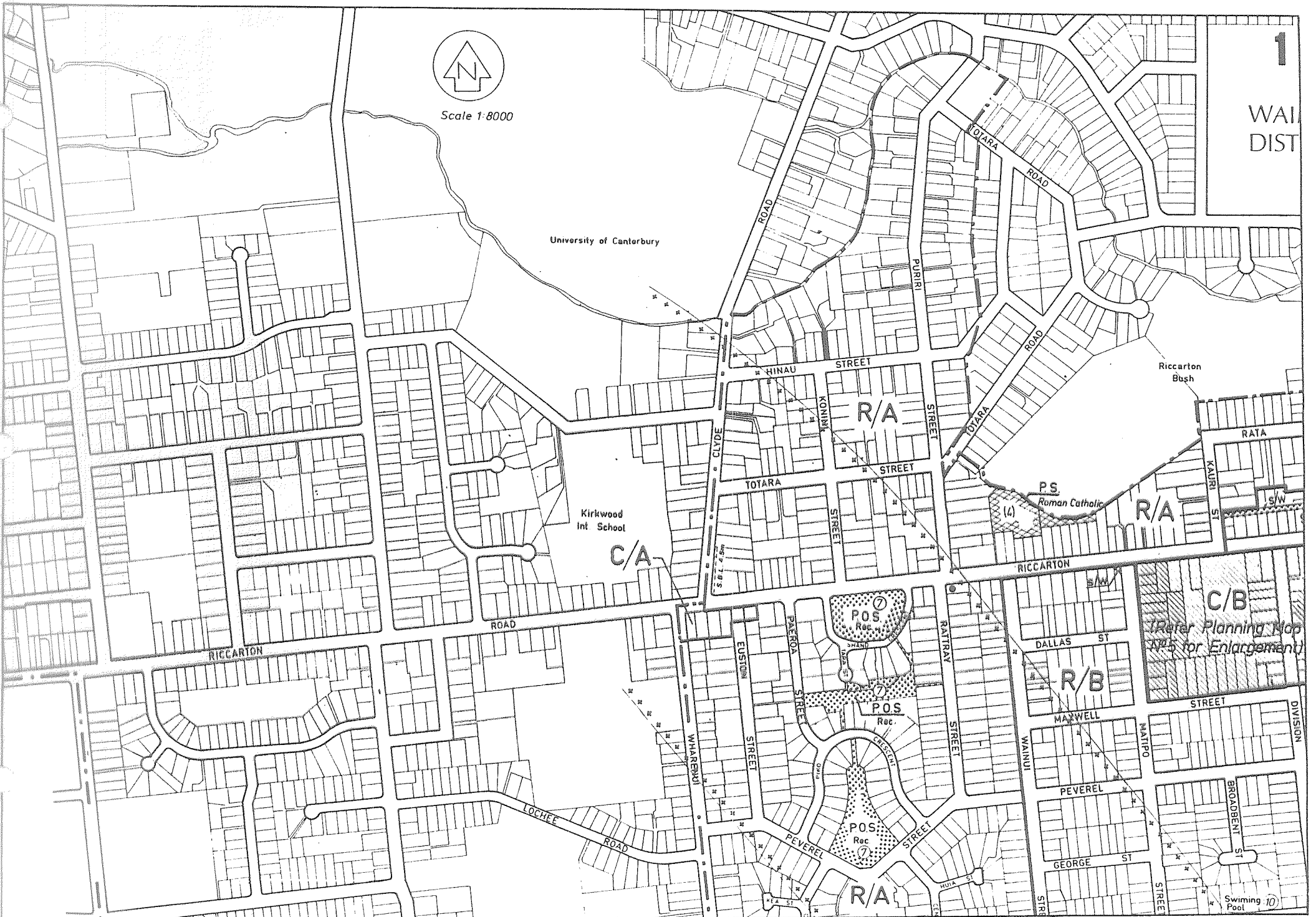
MATPO

PEVEREL

GEORGE ST

R/A

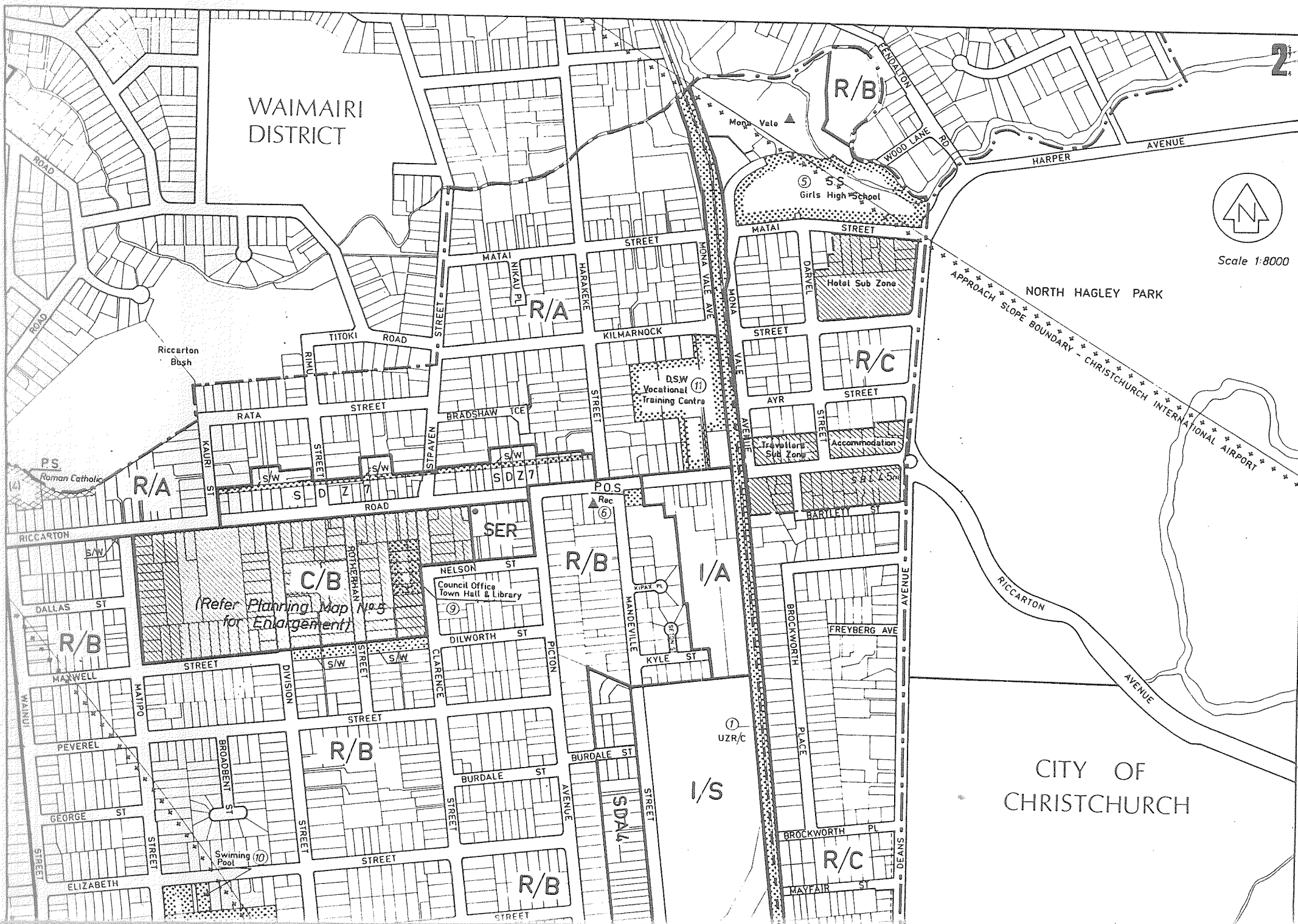
Swimming
Pool (10)



WAIMAIRI DISTRICT



Scale 1:8000



Riccarton Bush

PS Roman Catholic

(Refer Planning Map No 5 for Enlargement)

1 UZR/C

I/S

SDAL

CITY OF CHRISTCHURCH

R/B
Girls High School

R/A

R/C
Hotel Sub Zone

R/C
Accommodation

R/B
Council Office Town Hall & Library

I/A

R/B

R/B

R/C

APPROACH SLOPE BOUNDARY - CHRISTCHURCH INTERNATIONAL AIRPORT

NORTH HAGLEY PARK

RICCARTON

AVENUE

AVENUE

WOOD LANE

HARPER AVENUE

MONA VALE

MATAI STREET

MATAI STREET

STREET

STREET

KILMARNOCK

AYR STREET

RATA STREET

BRADSHAW TCE

DSW Vocational Training Centre

Travellers Sub Zone

RICCARTON

SER

POS Rec 6

DALLAS ST

NELSON ST

R/B

I/A

DILWORTH ST

MAXWELL

(Refer Planning Map No 5 for Enlargement)

CLARENCE

MANDREVILLE

KYLE ST

PEVEREL

R/B

BURDALE ST

1 UZR/C

GEORGE ST

BURDALE ST

I/S

ELIZABETH

STREET

STREET

AVENUE

BROCKWORTH PL

R/C

MAYFAIR ST

DEANS

FREYBERG AVE

BROCKWORTH PLACE

RICCARTON

AVENUE

AVENUE

WOOD LANE

HARPER AVENUE

MONA VALE

MATAI STREET

MATAI STREET

STREET

STREET

KILMARNOCK

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(Refer Planning Map No 5 for Enlargement)

CLARENCE

MANDREVILLE

KYLE ST

PEVEREL

R/B

BURDALE ST

1 UZR/C

GEORGE ST

BURDALE ST

I/S

ELIZABETH

STREET

STREET

AVENUE

BROCKWORTH PL

R/C

MAYFAIR ST

DEANS

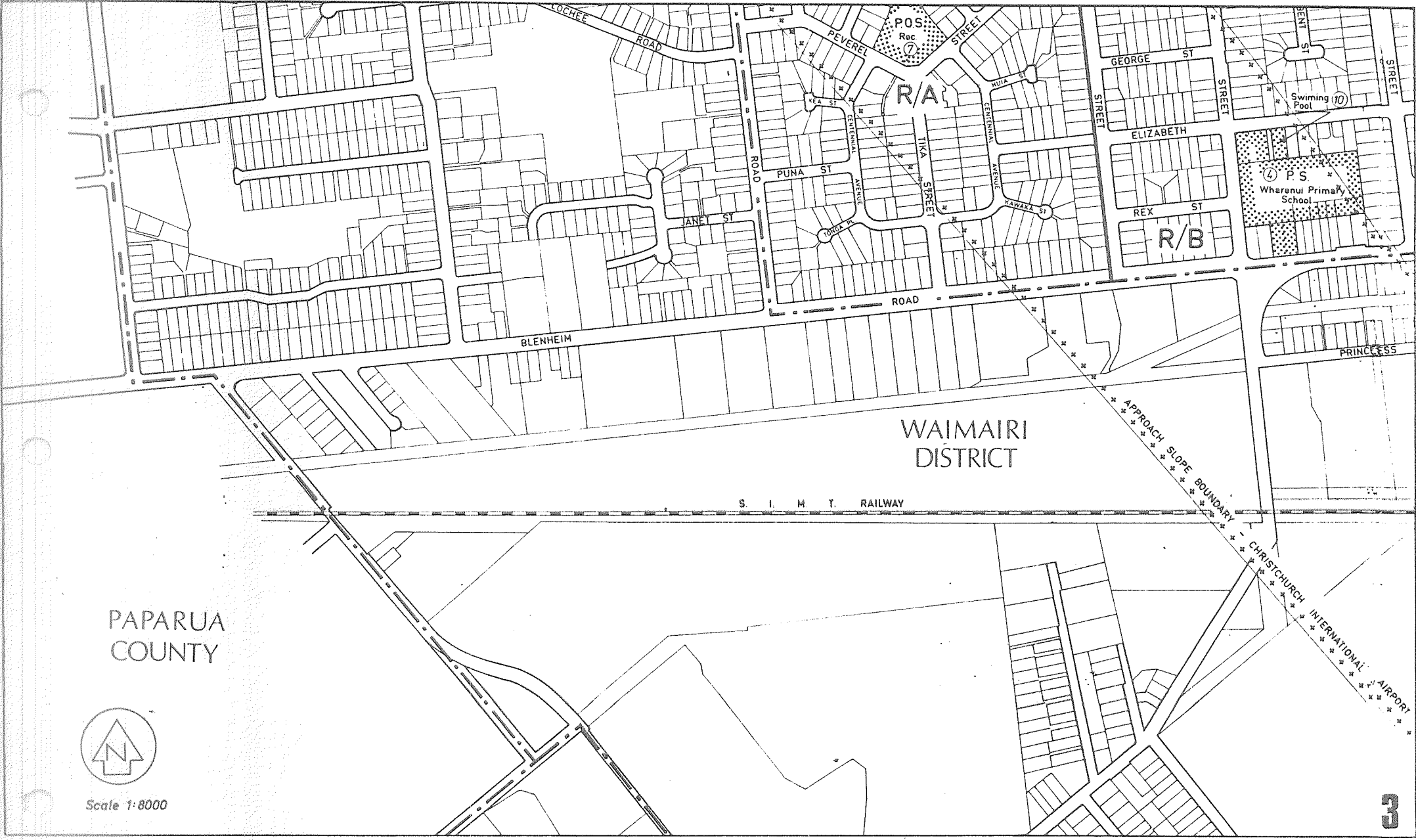
FREYBERG AVE

BROCKWORTH PLACE

RICCARTON

AVENUE

AVENUE



PAPARUA COUNTY

WAIMAIRI DISTRICT

S. I. M. T. RAILWAY

APPROACH SLOPE BOUNDARY
CHRISTCHURCH INTERNATIONAL AIRPORT



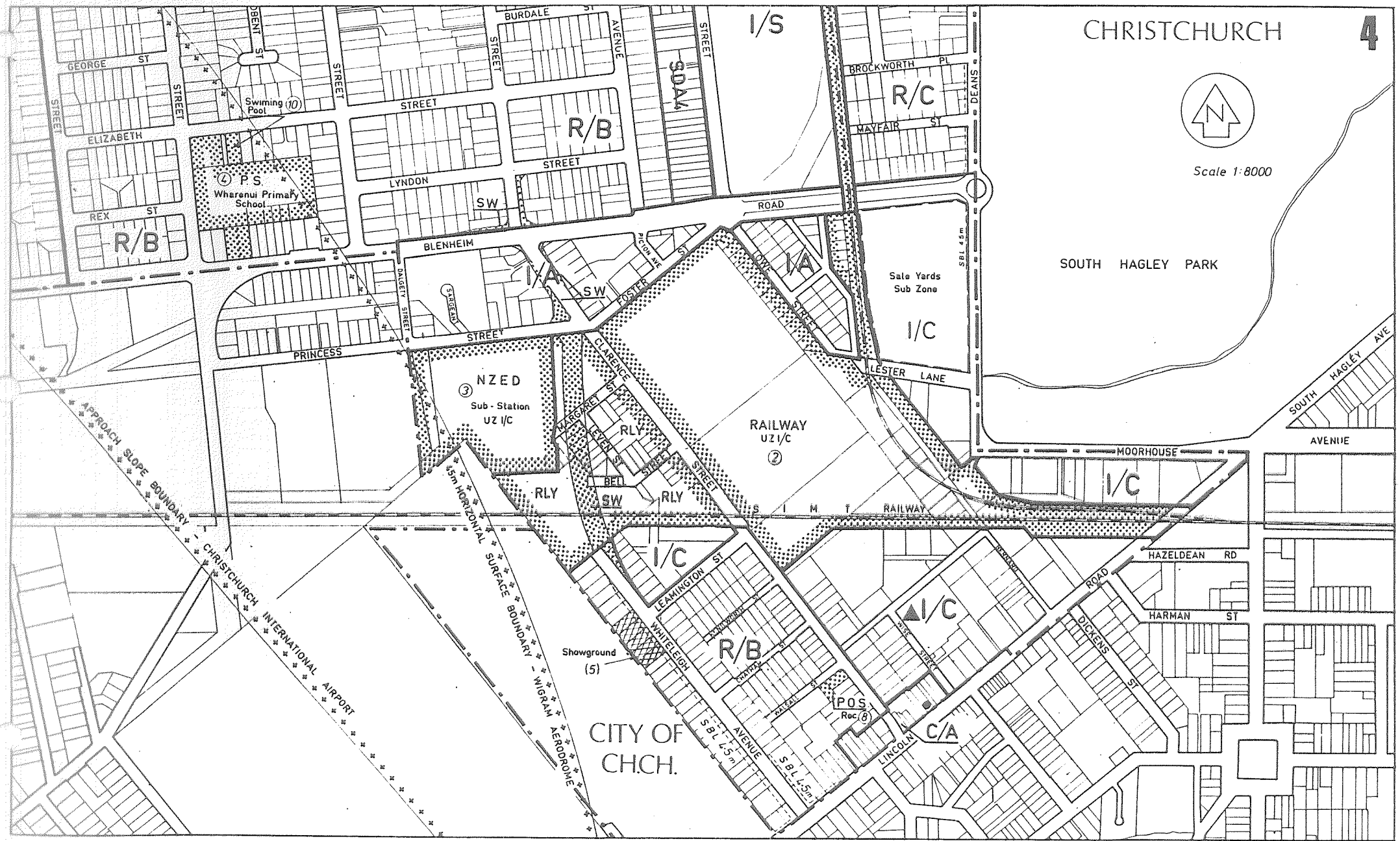
Scale 1:8000

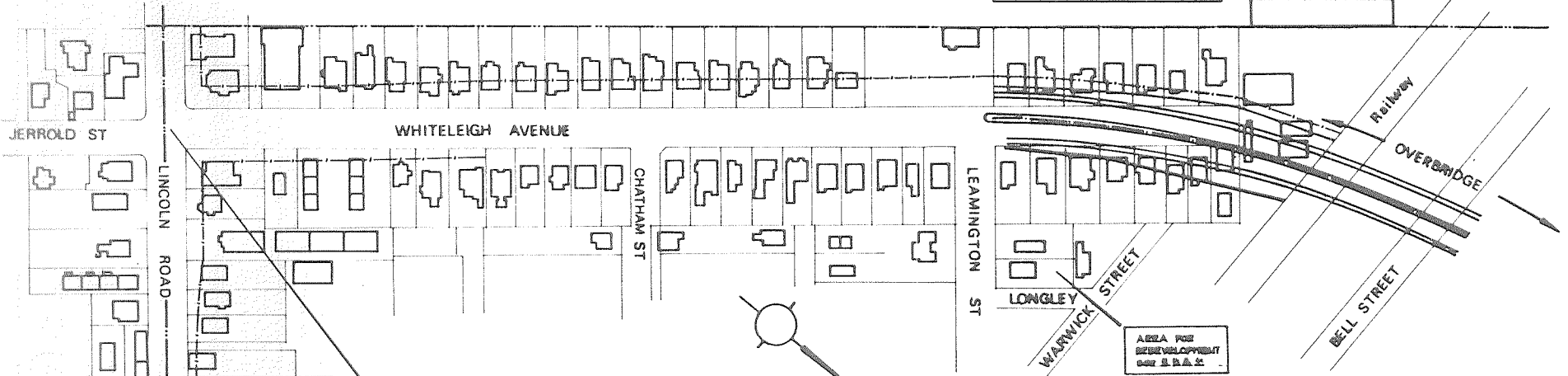
CHRISTCHURCH

4



Scale 1:8000





REFER TO CRPA PLAN H 1191
for detailed layout.

AREA FOR
REDEVELOPMENT
See D.R.P.

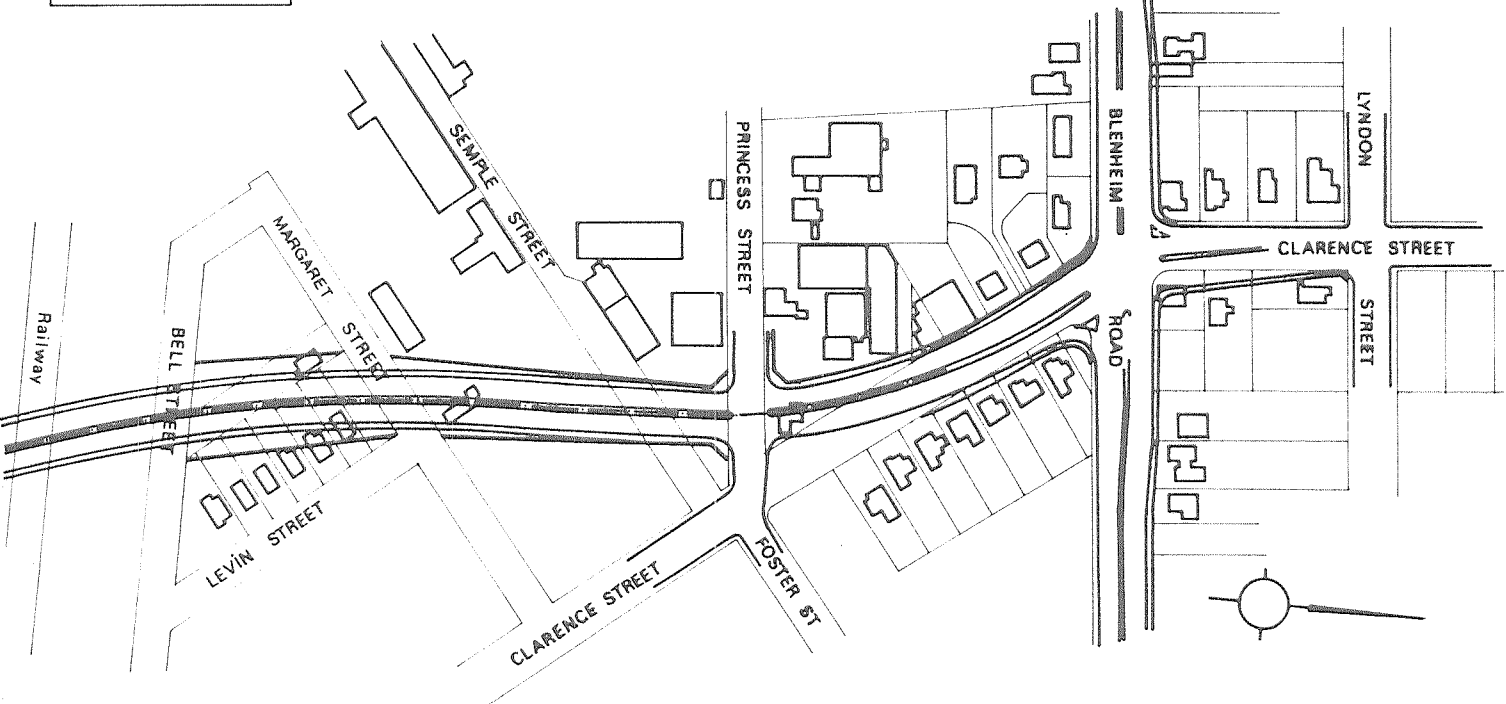


FIG No 1

**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 ——— , ——— , ———

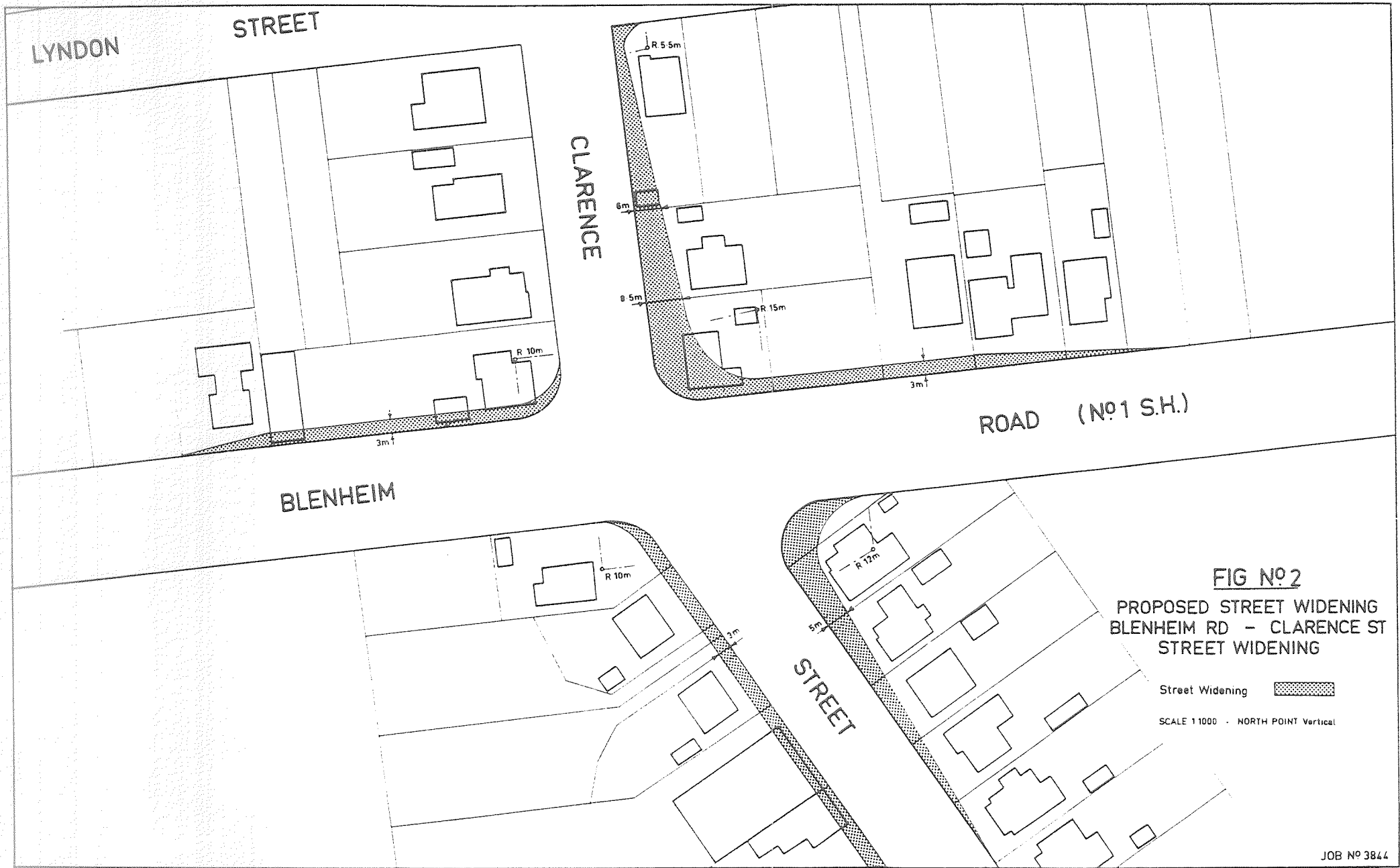

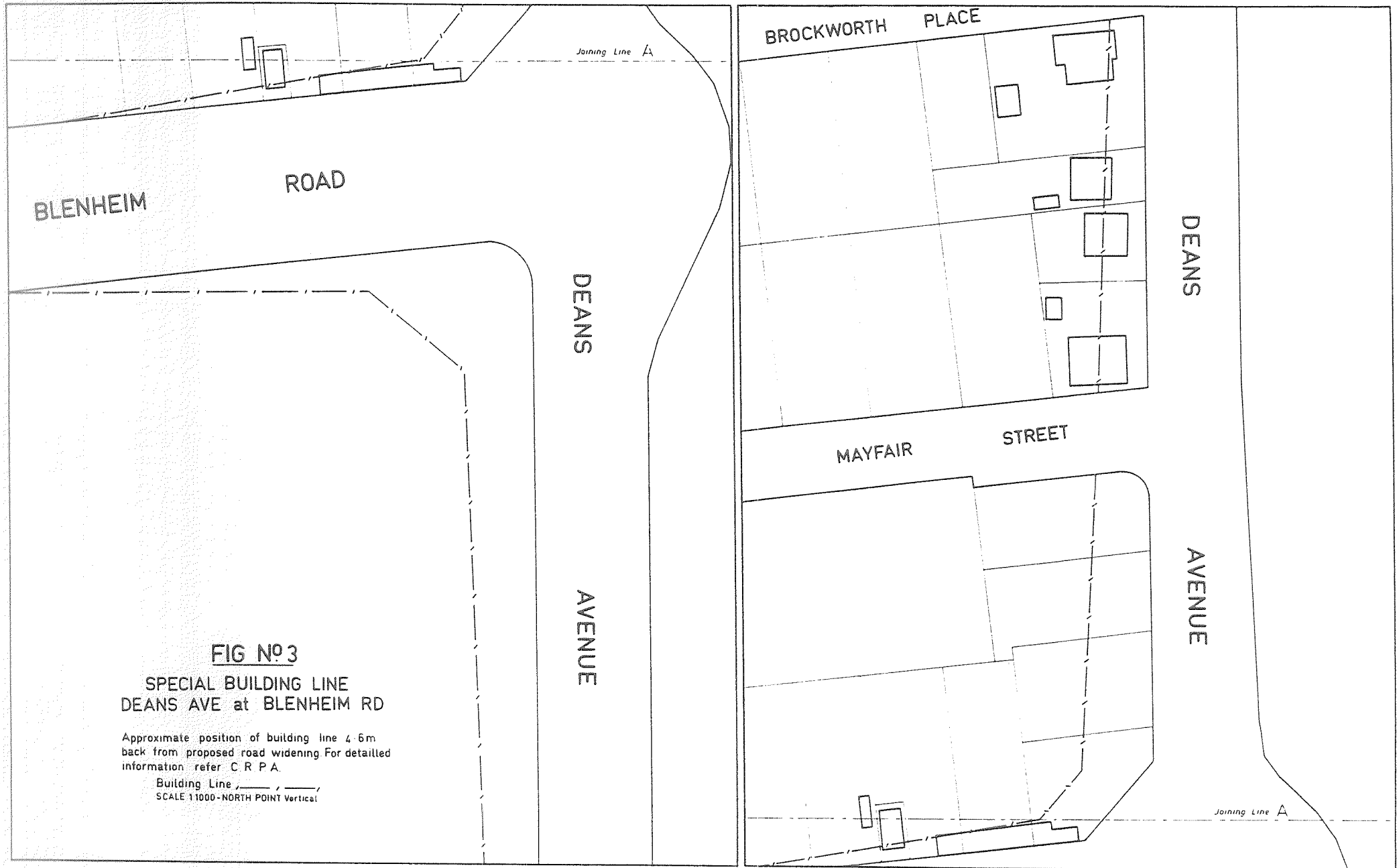


FIG N^o 2
PROPOSED STREET WIDENING
BLenheim RD - CLARENCE ST
STREET WIDENING

Street Widening 

SCALE 1:1000 - NORTH POINT Vertical



BLENHEIM ROAD

BROCKWORTH PLACE

Joining Line A

DEANS AVENUE

DEANS AVENUE



MAYFAIR STREET

DEANS AVENUE

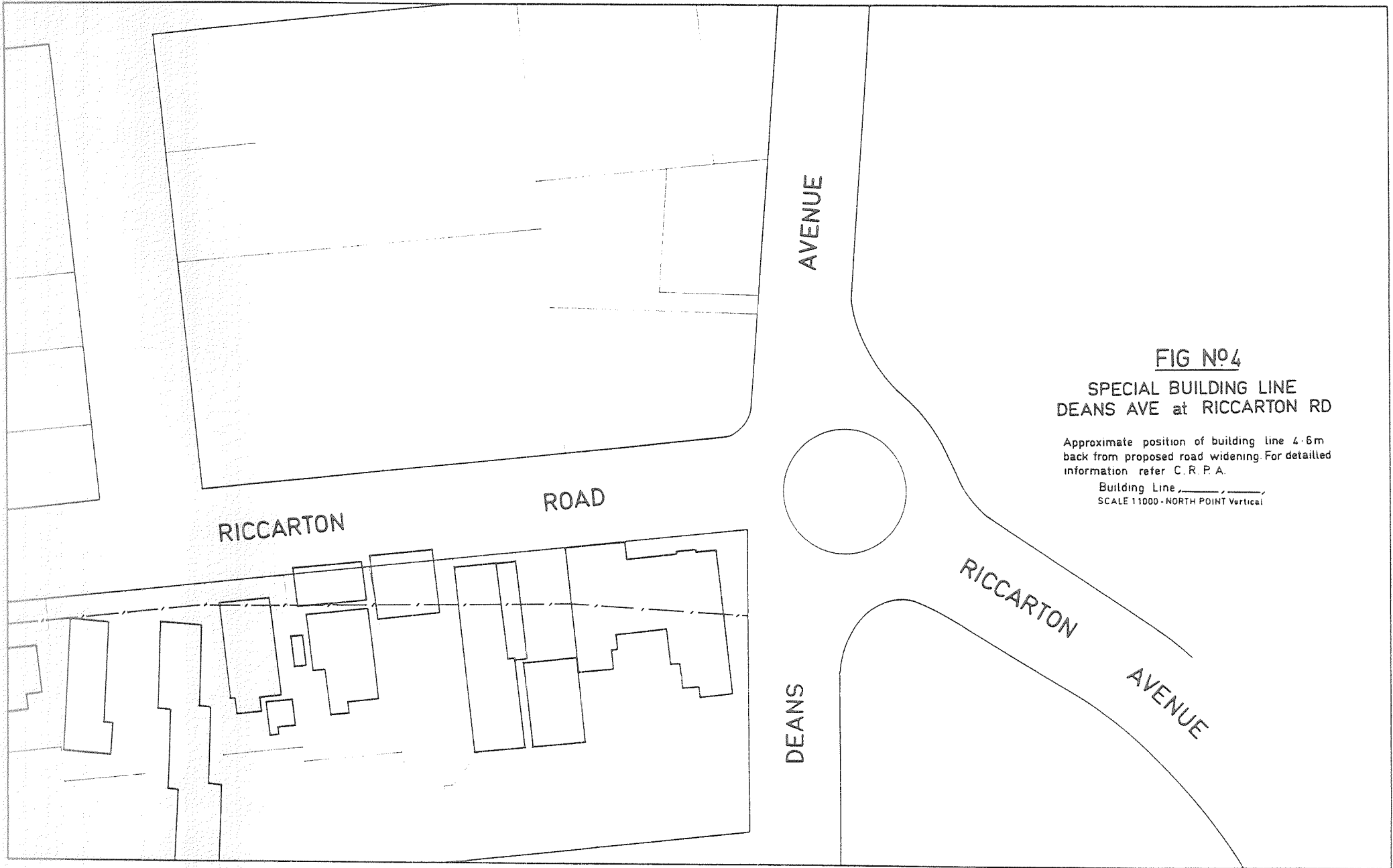
FIG N^o 3

**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



AVENUE

ROAD

RICCARTON

DEANS

RICCARTON

AVENUE

FIG N^o4

**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

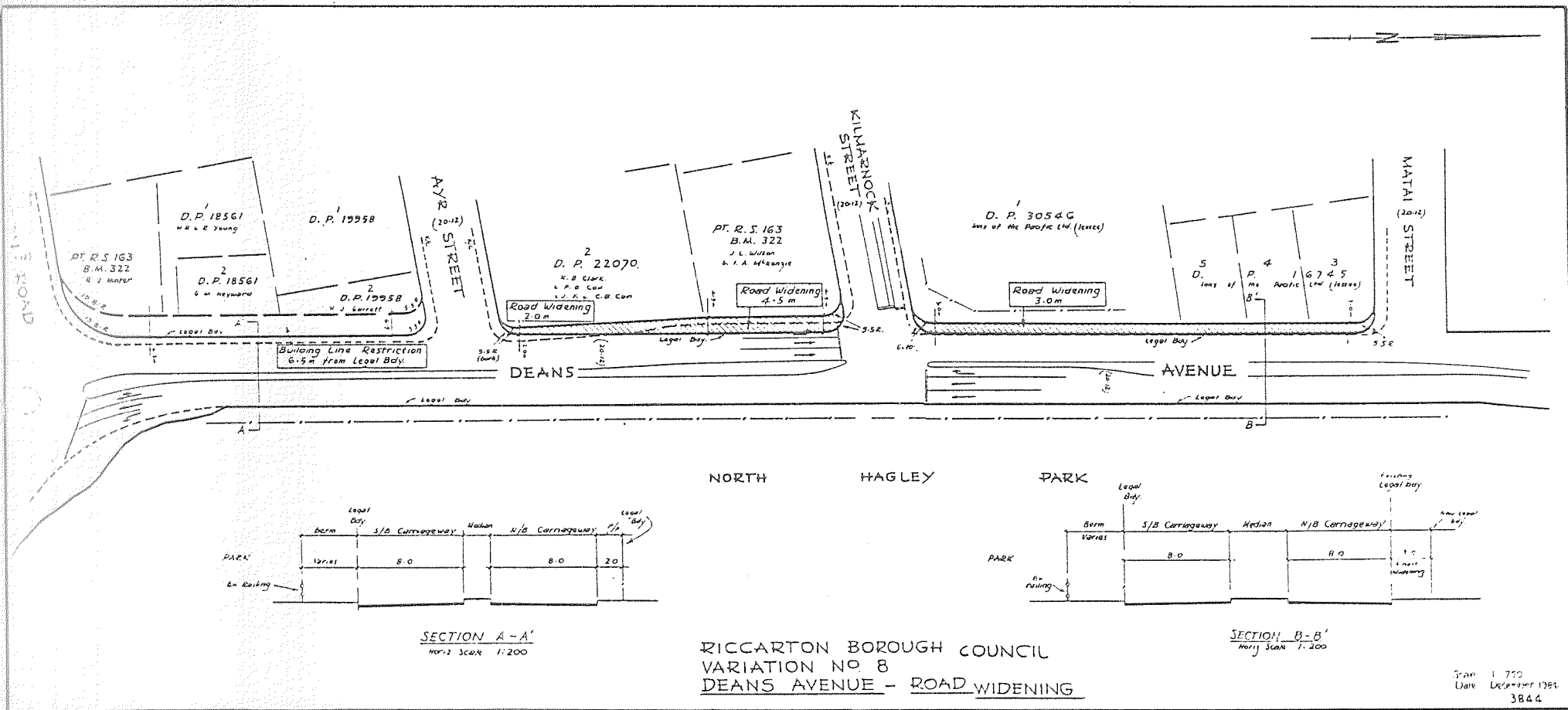
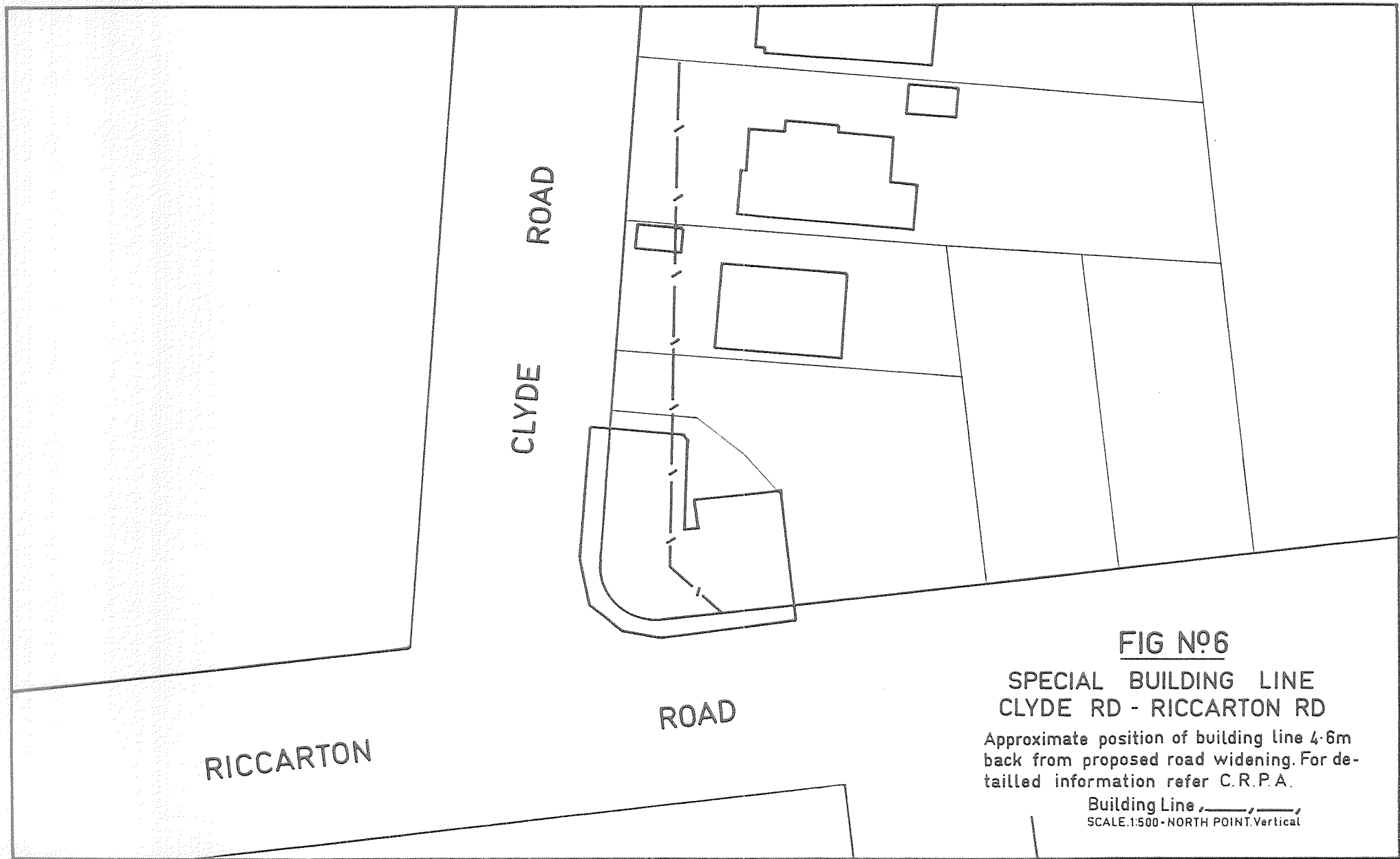
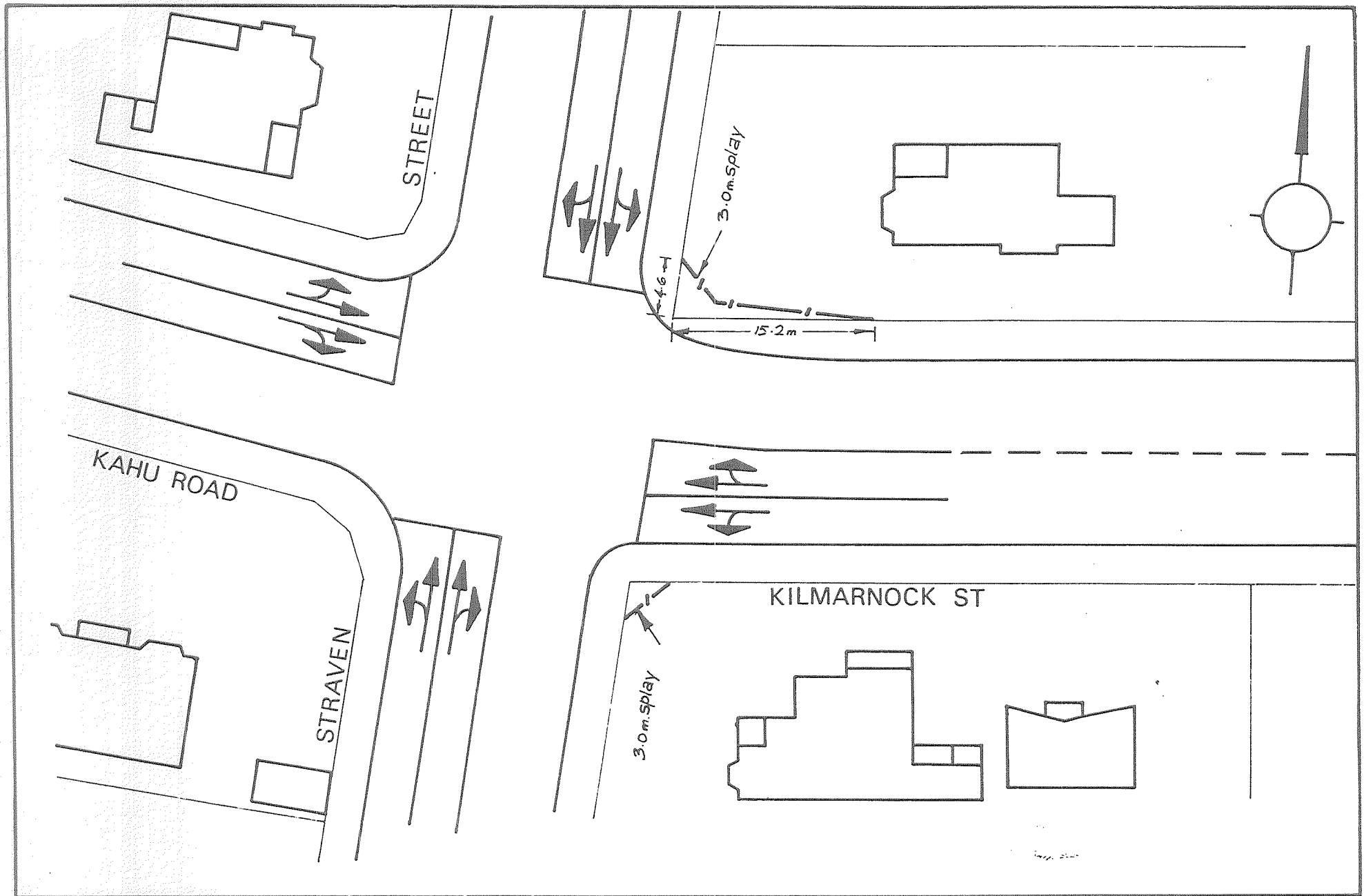


Figure No.5

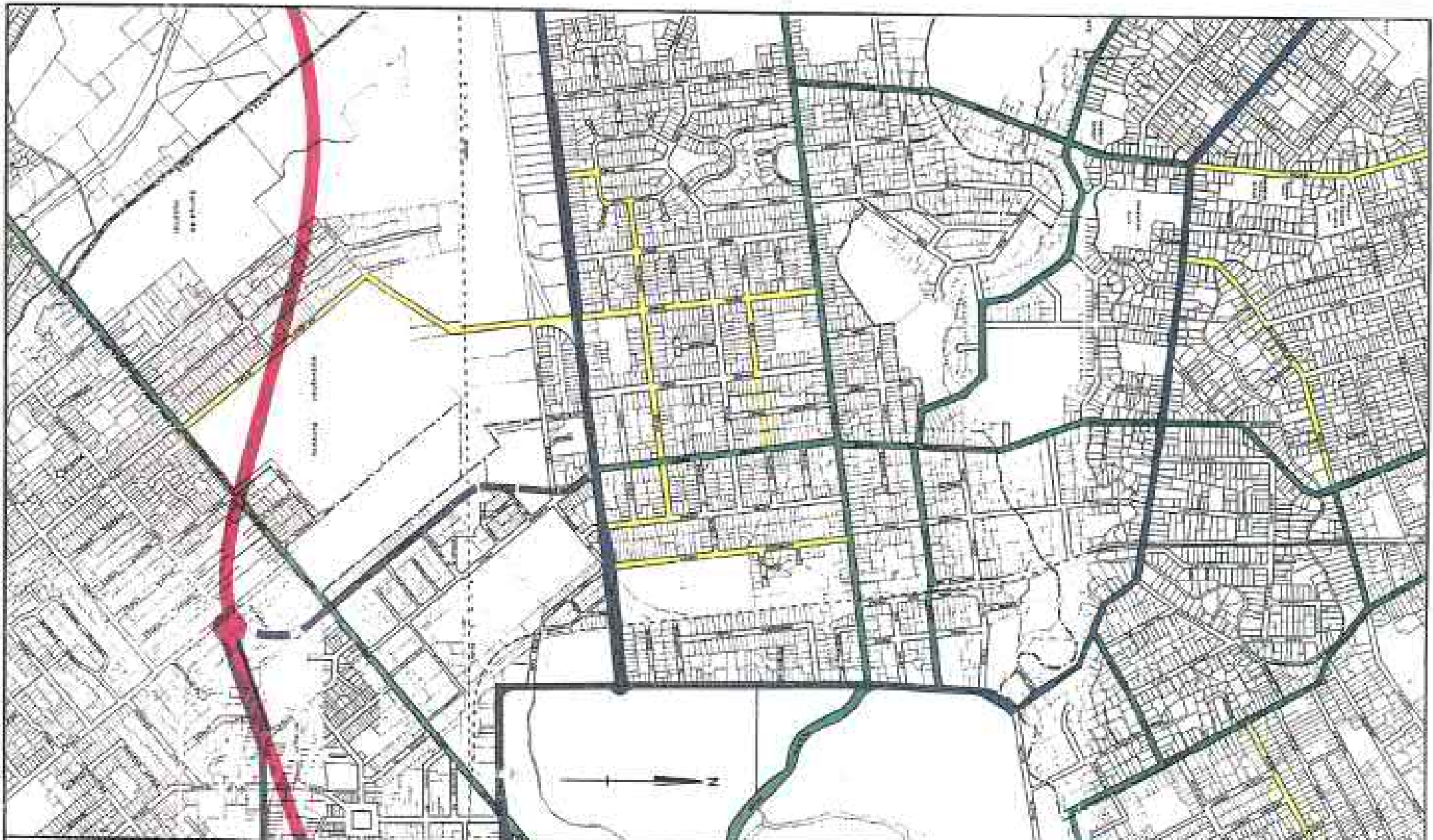




SCALE. 1:400

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 N°8



DAVIE, LOVELL-SMITH & PARTNERS

Survey Planners - Map Surveyors - Consulting Engineers
 78 Hereford St - DUNEDIN 9010 - TEL 03 479 879

RICCARTON BOROUGH COUNCIL DISTRICT SCHEME REVIEW
PRINCIPAL ROAD NETWORK

FIG. N/75

ARTERIAL ROADS
 PRIMARY ROADS
 SECONDARY ROADS
 PROPOSED MOTORWAY



DATE: April, 1975

WORTH POINT: As Shown

