



PAPARUA COUNTY APPROVED DISTRICT SCHEME

PAPARUA AND HALSWELL SECTIONS

This Scheme shall come into operation on the 1st day of August, 1974, being the date fixed at the meeting of the Paparua County Council held on the 1st day of July, 1974, and it incorporates all matters to be covered by District Schemes, but excludes provisions incorporated by reason of a requirement, pursuant to Section 21(6) of the Town and Country Planning Act, 1953, made on the 26th August, 1965 by the then Minister of Works imposing provisions relating to the Christchurch International Airport, such provisions being a take off/approach fan zone shown in the District Planning Scheme as being adjacent to the Christchurch International Airport and denominated "Aerodrome Protection Area" together with its attendant ordinances, and the provision of approach slopes, strips, lighting visibility slopes, the I.L.S. overshoot surfaces, transitional slopes, the horizontal surface and surrounding sloping planes in respect of which a height control limit was imposed and which are shown on the District Planning Maps and referred to in the following Ordinances:-

- (a) That portion of Ordinance 9J which relates to the height control for the Christchurch International Airport.
- (b) The reference to height control limits in connection with the Christchurch International Airport in Ordinances 9A(D), 9B, 9C(1), 9D, 9E, 9E(1), 9F, 9G, 9H, and 9I.

It is hereby certified that this is a correct copy of the District Planning Scheme for the Paparua County as approved by resolution of the Paparua County Council on the 1st day of July, 1974.

This volume contains the Scheme Statements and Codes of Ordinances and should be read in conjunction with the District Planning Maps.

County Manager and County Clerk

THE COMMON SEAL OF THE)
CHAIRMAN, COUNCILLORS)
AND INHABITANTS OF THE)
COUNTY OF PAPARUA was)
hereto affixed this 54)
day of August 1974)
in the presence of	\rangle
in the presence of)

\$ H. matter

County Chairman

Ku County Manager and County Clerk.





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PAPARUA COUNTY

DISTRICT PLANNING SCHEME

COMPRISING

PAPARUA AND HALSWELL SECTIONS

Scheme Statements

and

Codes of Ordinances

in terms of

The Town and Country Planning Act, 1953

NOTE:

1

District Schemes are subject to periodic change and persons using the Scheme should ensure that they are aware of any alterations or changes made subsequent to the 1st August, 1974.

Publicly Notified: Paparua Section - July, 1967 Halswell Section - September 1968

lst AUGUST. OPERATIVE: 1974



SCHEME STATEMENT

PAPARUA SECTION

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The Town and Country Planning Act 1953

PAPARUA COUNTY COUNCIL

DISTRICT PLANNING SCHEME

(Paparua Section)

SCHEME STATEMENT

Being a Description of the Particular Purposes of the District Scheme for the Paparua County and other particulars necessary for its Proper Explanation.

PART I - INTRODUCTORY

1. Documents This statement together with the Code of Ordinances <u>comprising</u> and the District Planning maps comprise the Paparua <u>District</u> County District Scheme (hereinafter called the scheme) <u>Scheme</u> as required by Section 21 of the Town and Country Planning Act 1953 and Regulation 15(1) of the Town and Country Planning Regulations 1950.

2. <u>Area incl-</u> (a) The purpose of this scheme is to provide for the <u>uded with-</u> future development of the Paparua Section of the Paparua in <u>District</u> County being an area of 133 square miles of flat <u>Scheme</u> plains to the west of and separated from the City of Christchurch by the Borough of Riccarton and the County of Waimairi.

(b) The area covered by the scheme can be divided into two distinct sections, the well developed and closely populated industrial and residential section covering the County Boroughs of Sockburn and Hornby and the Rural Township of Islington containing approximately 2/3 of the total County population and the Rural Districts throughout which the land is used almost entirely for farming of various kinds.

3. <u>Planning</u> Period

2.

The District Scheme covers a term of 20 years (hereinafter called the planning period) being the years 1956 1976 inclusive.

PART II - POPULATION AND OCCUPATIONAL STRUCTURES AND FUNCTIONS OF DISTRICT

1. <u>Population</u> The total population of the district at the <u>Changes</u> census taken in 1966 was 18362 with an estimated increase to 27500 by 1976.

Sex and The figures available for sex and age structure <u>Age struct</u>-of the population from the 1956 census are as follows:-<u>ures of</u> population

	1956	1966
Sex Groups - Males Females	6928 <u>6167</u>	9744 <u>8618</u>
	13095	18362
Age Grouping		n an
	Per Cent	% of N.Z.
Pre School Age (under 5		
School Aco (5 ma 2 mains)	11.2	11,8
School Age (5 yrs & under 16)	23.0	01 0
Working Age (16 yrs & unde		21.3
65)	56.8	57.8
Over working age	9.0	9. L
	100.0	100.0

З, (a) This district scheme is based on the following Estimate of Future estimate of probable population: population

<u>Present</u>

ion of

Uses of Land

Policy as

to Zoning

1.

2.

See Sec.						
1956	1961	1962	1966	1970	1976	
13095	15895	16500	18362	22540	27500	

(b) No recent figures are available for the structure of the present population.

(c) Four large blocks comprising the bulk of the unused residentially zoned land are already subdivided so the population can be expected to increase.

PART III - USE ZONING

The present distribution of uses of land is shown Distribut - on the planning data map which is available for inspection at the Council's Office.

> (a) The future building and other development in the district shall be so directed as to avoid the indiscriminate mixture of uses, with the object of economising in the servicing of the district and of maintaining the stability of individual property values by preventing detrimental use of land. This object will be secured as far as possible by allocating particular areas or zones for compatible uses of land and buildings, which shall be grouped in the appropriate zones as future building and development takes place and where necessary securing compatability by the imposition of special conditions.

The areas within the District that are zoned for (b) Rural Commercial and Industrial purposes have been calculated to provide for the anticipated needs of the planning period. The area of Industrial zoning provided has been correlated with the anticipated requirements of the whole of the Christchurch area.

(c) The predominant and conditional uses in each zone shall be as set out in the Code of Ordinances which forms part of this Scheme.

(d) The area provided for Residential Zoning within the Urban Fence will provide for the population increase up to 1970 only at the present density of occupation.

(a) Subject to the general law as to the use of land and to the provisions of the Town and Country Planning Regulations 1960 and the Code of Ordinances which forms part of this scheme, any land within the Rural Zone may be used for any farming purpose and for any other purpose permitted in a Rural Zone under the said Code of Ordinances unless the proposed use would: -

- (1)Cause a demand for extension of public services that it is not in the economic interests of the region or locality:
- (ii) Cause public services that already exist or are substantially committed to be uneconomically used:
- (iii) Cause an extension, that is not in the economic interests of the locality or region, of the subdivision into lots of less than 20 seres of Cont A. land along existing roads:

З. Rural Zone

- (iv) Cause an extension, that is not in the interests of the locality or region, of industrial or commercial development along existing roads or streets:
- (v)Cause or tend to promote close settlement.

324 Km² (b) The area zoned for Rural purposes is 125_square miles and is shown on the district planning map marked RU except where designated for special purposes.

47440 592ha. The aggregate area (including/streets) now used for residential purposes is 1171 acres and 1464 acres Residential have been zoned for this use for the estimated population at the end of the planning period.

Zone

5.

Zone

Commercial (a) The Commercial zones provide primarily for business or commercial development and consist predominantly of areas for shops, offices and retail storage. Commercial A zoning is intended to be used for purely retail shopping, whereas Commercial B zoning is intended to be used for business offices, professional rooms, agencies, storage areas, and places of public and private assembly. The use of land in Commercial 'A' zones shall as far as possible provide continuity of shop frontages without the intrusion at street level of any other use which would tend to affect detrimentally the business or goods of retailers or would tend to draw unnecessary or obstructive. vehicular traffic into streets which retail shopping premises front. Commercial zones have been established in Hornby, Templeton and Prebbleton with local shopping areas in Sockburn at Yaldhurst Road, Epsom Road and Main South Road and Hansons Lane, in Hornby at Witham Street, Springs Road, Main South Road and Wycola Avenue; in Islington at Waterloo Road and Main South Road and Marshs Road.

> (b) It is intended that the Hornby Commercial area on Main South Road shall form the main commercial centre of the district and sufficient land has been zoned to provide for the requirements till the end of the planning period.

(c) The smaller shopping areas are sufficient to meet local requirements and do not provide for much expansion.

(d)The areas at present in use or proposed for commercial development are as follows: -

(i) Aggregate (excluding streets) at present used for Commercial A purposes: 1862 .8 mins -15.8-aeres 6.44 Commercial B: 891 2m 44.3 chains -15.4 acres 6 2ha (ii) Aggregate areas (excluding streets). of zones proposed: 527.1m 2-11-00 Commercial A zone -26.2 chains 5-2-2-2-2-2 Cc

ommercial B zone	Therease and the second second	*10000-00000
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1977. He	and some datas is therein	and a construction
Proposed	Od Olahahan	17 0
7 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	- 34,2 chain s	-11.8 acres
	1.000	1- ADALTAN AND AND AND AND AND AND AND AND AND A

Zone .

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Industrial (a) Industries shall be grouped according to their common characteristics, distinguishing between them in accordance with the classification set forth in the Code of Ordinances which forms part of this scheme.

(b) For the protection of residential property and to ensure that sufficient areas zoned, serviced, and roaded for industry will be available, residential uses shall, except as provided in the said Code of Ordinances, be excluded from industrial zones.

(c) The areas at present used and those proposed under the scheme for industrial uses including wholesale storage are as follows: -

Aggregate area (including streets) of land zoned for industry under the categories defined in the Code of Ordinances as: -

Used Not Used Total Industrial A 2.11-a 4.9-a Tha -5.3 -11.9 acros 17.2 acres acres 8.2 ha 16-1 54-9 and Industrial B 94.5 aeres-41.3 acres 13 ŝ_Q acres 590 JuIndustrial C 1106.4 acres 353.4 acres 1459,8 acres 14360 47.7ha

Those aggregate areas zoned for Industria A, B, C, = 1613.8 acres: 652.64a

(d) Industries included in Appendix B are not provided for in any zone. Applications for such uses will be dealt with under the Specified Departure procedure.

In order to safeguard the development and operation Protection of Christchurch International Airport and Wigram Airfield, provision is made for relevant height restrictions in nearby areas. There may be cases where the stage of development or the operation of the aerodrome would permit some infringement of these height control restrictions for a limited period, or isolated instances where conditions (such as shielding by local terrain) would permit some limited permanent infringement. However, any such proposed infringements are subject, in the case of the Christchurch International Airport to the prior written consent of the Director of Operations and Technical Services, Department of Civil Aviation, being obtained, and to any conditions (e.g., those relating to marking and lighting) which he may require. In the case of Wigram Airfield the prior written consent of the Secretary of Defence is required.

> Provision is also made in the district scheme for (b) Take-Off/Approach Fan Aerodrome Protection areas as shown on the district planning maps.

In addition measures will be necessary to (c)discourage close settlement in localities adjacent to Christchurch International Airport.

Quarrying Lone

8

(a) As most of the land in the County is underlain by deep beds of alluvial gravel, valuable for the production of road building materials or aggregates for concrete production the quarrying of gravel is restricted to the zones defined in the planning map as quarrying zones. The zones are located in areas where the quality of the surface soil is poor.

(b) For a number of years quarrying of shingle has been carried out in the old flood channel of the Waimakariri between Islington and Halswell. It is intended to phase this activity out in this area as the existing pits are exhausted.

7. <u>Aerodrome</u> (a) Areas

(c) To make provision for future requirements of gravel for road metal, concrete aggregates, block making, etc., a quarrying area has been defined in the District Planning Scheme.

(d) The concentration of quarrying in this area will prevent the establishment of pits in less suitable areas as practically the whole area of the County is underlain by shingle deposits.

(e) At a rate of use of approximately 6 acres per year it is estimated that the area zoned will be sufficien for the next 100 years. It is necessary that zoning be provided for a very long period so that the activities can be extended on contiguous sites.

(f) Quarrying of any site shall be so arranged that no excavation is carried closer to any boundary than the distances set out in the Ordinances.

(g) Topsoil stripped from the area to be excavated shall be stockpiled. When quarrying of the site is complete the sides of the excavation shall be trimmed to a slope of 30 degrees and the stockpiled soil spread evenly over the surface of the excavated area.

ç	9. Abst	ract		County	area							
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			* *		7	That						

* Includes 190 ucres of unzoned Railway land adjacent to Carmen Road.

PART IV - LAND SUBDIVISION

. <u>Streets</u>

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Each proposed street is to be specifically designed both in layout and structural strength to cope with the frequencies and weights of traffic that seem likely to use it from time to time during the planning period. Through traffic streets will be wider, straighter, and more heavily constructed than those for local traffic; and the traditional standard width of <u>66 ft</u>., will not be universally applied. Motorways, State Highways, and main highways, will normally be wider than this, but streets in areas permanently zoned as residential and carrying little traffic will normally be not less than <u>54 feet wide</u>. In order to maintain the free flow of traffic along certain highways, by eliminating as far as possible the ill effects of vehicular traffic to or from property abutting on those roads shown as Proposed Limited Access Roads it is intended that future subdivision and development shall be controlled in such a way that it assists and does not hinder the eventual declaration of the road as a Limited Access Road. 2. Roading Standards

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3. <u>Subdivis</u>ional Standards

(a) In this clause unless the context otherwise requires, "Minor Residential Street" means a street to be formed or used to serve allotments in a subdivision of land in a residential area or zone by providing access to the abutting allotments; and includes a cul-de-sac where its length exceeds 300 feet. . 90m

(b) "Major Residential Street" means a street to serve or to be likely to serve more than 700 allotments in a subdivision of land in a residential area or in a suburb or locality by connecting a minor residential street with an arterial route or a street having or likely to have operating on it at least eight buses

> (c) In new subdivisions, roading shall comply with the following standards: -

	rvé width Less than	<u>Carriageway</u> width	Footpaths
Cul-de-sac not more than 200 ft long ?~~ ~	12m 401	7.2 m 241	24.
Minor residential street	16.5 _m 541	9.7 301 reducible to 281 local Authority Approval	
Major residential street and indust- rial and commercial	2.00 2.0	13 14	3

nercial	20		13	14 <u>.</u>	3	
	661	1.1	42' to	46'	10 1	min.
		1.1.1.1			Constant of the local division of the local	

(d) In order to increase safety and improve visibility corner rounding and splays will be taken at all intersections. For minor roads this splay or rounding will be 204 feet but in special cases, principal intersections of the network may require larger corner rounding and splays.

These subdivisional standards are the same as in Ordinance 10.

(a) <u>Rural Zone</u> - Normal minimum standards for new subdivisions in rural zones are:-

8ma Area: 20 acres

streets

200m Frontage: 660 feet

Except that where a proposed subdivision fronts a limited access road or a proposed limited access road it shall not be permitted unless alternative legal access to a road other than a limited access road or proposed limited access road, is provided.

(b) <u>Take-Off/Approach</u> Fan Aerodrome Protection Areas -Minimum standards for new subdivisions in Take-Off/ Approach Fan Aerodrome Protection Areas:

	9~~			200m
	Area: 20 acres		Frontage:	660 foot
	والمتحد والمتح			
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(c) <u>Quarrying Zone</u> - Normal minimum standards for new subdivisions in Quarrying Zones are:-

Area: 10 acres (maximum) Frontage: 416 feet.

(d) <u>Residential Zones</u> - Normal minimum standards for new subdivision in residential zones are: -

	Area	Frontage
Sewered Area	24 perches	4、50 ft.
Non-sewered area	20,232 perches	公元 50 ft.

(e) <u>Industrial & Commercial Zones</u> - Normal minimum standards for new subdivision in industrial and commercial zones are:-



PART V - RESERVES

<u>Reserves</u>

Uhen

1.

1.

Use of

Lower Sockburn

Area

Recreation (a) Within the area zoned the Council is reasonably well served with reserves and any future extension of the urban zones will be into rural land where areas for reserves may be acquired by purchase or subdivision.

3-2 (b) A recreation reserve of 7 acres is being developed off Witham Street in Hornby.

(c) The area of Smarts Pit in Waterloo Road is being filled with rubbish and is zoned as a future reserve for recreation.

(d) Council Reserves at Lincoln and Weedons are being used and developed as Golf Courses, and a well established course is in use at Templeton. Several golf courses are being established at Harewood.

(e) Speedway and car racing circuits are in use at Templeton.

PART VI - FUBLIC UTILITIES AND OTHER WORKS

(a) The development of the area within the urban fence is proceeding fairly regularly except where land is held by the N.Z. Government Railways and the N.Z. Refrigerating Co. on Waterloo Road and by the N.Z. Government Railways in Buchanans Road and Carmen Road. The Refrigerating Co uses the land for holding stock and the N.Z. Railways policy on land development has not attracted development.

(b) The land zoned industrial in Curletts Road and Wigram Road is not readily accessible and the height restrictions protecting Wigram Aerodrome tend to retard development. The Council is proceeding with the widening of Wigram Road and this may attract development.

PART VII - BUILDINGS: SITING AND HEIGHT

Siting 1.

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Par de la com

2.

(a) The position of the buildings on each section is governed within limits by yard requirements designed to ensure that satisfactory access for all purposes is, if and where necessary, provided to the rear of each section, and also that the needs of neighbouring properties in respect of ventilation, lighting and privacy are reasonably allowed for. These requirements are more particularly specified in the Code of Ordinances which forms part of this scheme.

No building or part of a building or additionl (b) to a building shall be erected or substantially reconstructed if any part of it as so erected or reconstructed would stand between the street named and the proposed road widening line or building line specified in respect of it in Appendix I hereto, or on any front yard specified in the Code of Ordinances in relation to the particuar road widening line.

Limitation Buildings are limited to the heights and floor areas as set out in the said Code. These are related <u>on Height</u> and Use of both to the requirements of the particular zone and to Uncovered the traffic capacity of adjacent streets. Maximum heights of and maximum site coverage by buildings permitted in each zone are set out in the said Code. The portion of sites not permitted to be covered by buildings are required primarily for the provision of adequate light, ventilation and amenities, but amy also be used for parking and loading of vehicles to the extent authorised in the said Code. ا با بر ۲ ا ا ا م اعد معند ا تاریک از دیگر

PART VIII - COMMUNICATIONS AND TRANSPORTATION

Roading Network

Space

(a) In this clause unless the context otherwise requires, "district arterial route" means a road with a reserve width of not less than 99, feet with dual Sm____Carriageways between kerbs of 30 feet with a median of 19 feet and footpaths of 10 feet wide.

(b) The major network (which includes industrial arterial routes) is illustrated on the Planning Maps to this scheme. The principal roads are the three state highways (No. 1, No. 73 and No. 75). It is proposed that the Main South Road should be supplemented with the construction of the Southern Motorway through the country and that the Ellesmere Road route be developed to supplement and replace the present State Highway 75 to Akaroa. Apart from these two major works, which will not be undertaken until beyond the present planning period, the rest of the primary network consists of existing roads selected because of their present and future traffic importance. These roads are grouped as expressways (both proposed Limited Access Roads and urban expressways with frontage access), Primary and Secondary Roads.

(c) With some widening of the expressways and a few isolated road improvements, outlined in Appendix I and generally illustrated on the Planning Maps, this system of roads will be adequate to meet the long term needs of the district and its contribution to the regions traffic movement.

. <u>Limited</u> <u>Access</u> Roads

Proposed

Improvements to

Roading Network

Existing

Railways

E.S. 7323 (E.S. 4

Proposed

Railways

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The procedure for the declaration of these roads as limited access roads is set out in the Public Works Amendment Act 1963. At the time of declaration alternative practicable access will be provided or, pending its provision, sufficient access places will be licensed subject to such conditions of form and frequency of use as the road authority may specify. Future development and subdivion will only be permitted if alternative legal frontage and alternative practicable access are provided as detailed in the Code of Ordinances.

(a) The roads which form part of the regional and principal district network are included in Appendix I of the Scheme Statement and specific widening and improvements proposed are listed in that appendix and illustrated in the maps attached to this Scheme.

(b) The proposed streets, accessways and service lanes shown on the district planning maps are subjected to adjustment and to precise location by agreement with the owners of the land directly affected and in the light of more detailed design near the time of construction.

(a) The existing railways through the County include the Main South Railway - Addington to Dunedin, which passes generally from Christchurch in a westerly direction parallel to the existing Main South Road and State Highway. Extensive sidings already exist to service industrial land adjacent to this Railway.

(b) An existing railway overbridge at Sockburn is the only grade separation at present and similar facilities are programmed in the Master Transportation plan for arterial road crossings including Curletts Road, Carmen Road and Annex Road.

(c) Leaving the Main South railway at Hornby an additional line, which used to serve the Lincoln, Little River and Leeston areas and now is terminated at Prebbleton, provides an industrial spur line to properties in the developing Halswell Junction Road, locality.

(a) The Sockburn/Styx Loop Line is proposed to link between the Middleton marshalling yards and the Northern Railway adjacent to the Styx overbridge. The route passes generally parallel to Russley Road and between that road and the International Airport. The line was first defined in 1953 and while no specific date has been indicated for its construction it is protected by proclamation gazetted on the 3rd March, 1960. The line is illustrated on the Planning Maps and it is intended at the Sockburn end to provide rail access and sidings to industrially zoned land adjacent to Waterloo and Buchanans Road.

(b) Road-rail grade separation will be required at the more important crossings of the following regional roads.

Buchanans Road Carmen Road Yaldhurst Road Memorial Avenue Harewood Road

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(c) At other crossings including Waterloo Road, Ryans Road, Avonhead Road and Wairakei Road the type of protection would be dependent on design factors including the future function of these roads and the level of the railway at each crossing.

(đ) In addition to this major railway provision a minor spur line is also proposed in the Wigram industrial area which will run generally parallel to and approximately 15 chains on the north-east side of Haytons Road. No date can be forecast for this facility which is dependent upon subdivisions and the growth of industrial activity in this locality.

PART IX - PARKING AND LOADING OF VEHICLES

Service

Lanes

1.

1.

Develop-

ment

<u>Off-street</u> To reduce congestion of vehicular traffic, in and about areas devoted to industry, commerce or recreation, caused by the parking of private and commercial vehicles on the carriageways of streets which Parking & Loading should be available for moving traffic, property owners who or whose tenants have regular or frequent or numerous visits from vehicular traffic are required to provide on their own land or premises, adequate parking and loading space for such traffic in accordance with the requirements set out in Ordinance 20 of the Code of Ordinances.

> To avoid confusion and inconvenience to traffic and pedestrians caused by the loading and unloading of bulk goods across footpaths and through the fronts of shops, common access to the rear of commercial and industrial properties is to be provided wherever possible by means of properly dedicated service lanes. Right of Access service lanes shall be limited to the properties they actually serve.

PART X - AMENITIES

<u>Objects &</u> (a) The places and objects listed in the register referred to in Clause 21 of the Code of Ordinances are <u>Places of</u> Historical to be preserved and maintained as far as the powers of Interest or the Local Authority from time to time permit. Natural Beauty (b) The Memorial Stone on Russley Road erected to mark

the location of Captain Thomas's base line on which the survey of Canterbury was originated, shall be one such object.

PART XI - STAGE DEVELOPMENT

<u>Staging of</u> (a) In order to promote the orderly and systematic development of the County the construction of certain works and the zoning and use of certain land shall proceed by stages throughout the planning period.

> (b) All land within the Urban areas zoned for specific uses shall be developed by such stages as are determined by Council in order to ensure that there is no uneconomic extension of services on use of land.

Roadworks (a) The Council policy is to reconstruct all existing metal roads to a Class I standard with an 18 foot wide sealed surface. This work will be carried out at a rate of approximately 7 to 8 miles a year. TI-12Km 2. <u>Roadworks</u>

(b) Those County Roads defined in the Christchurch Regional Planning Scheme, Section II - Communications, will be reconstructed and upgraded to the required standards in accordance with the schedule set out by the Porional Planning Authomity the Regional Planning Authority.



<u>ech o tianach</u> geographic

APPENDIX I

PROVISIONS FOR FUTURE TRAFFIC

The following are the principal roads of the District and are illustrated on Map P 14 attached to this scheme.

The necessary road widening, realignments, improvements and limitations of access are set out below, together with reference to Maps on which they are illustrated.

I. MOTORWAYS

Christchurch Southern Motorway. (Corridor for Control of Development)

'P-3; P.4; P.9, P-10, P-11

Planning Map References 1.0

		Road	Ultimate	the set of the
		<u>Widening</u> Line	Widening Line	na ser en
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II.	EXPRESSWAYS		÷.	and a state of the
(a)	DECLARED LIMITED ACCESS ROADS			
<i>Q</i>	State Highway No. 1 Seymour Street to 15 chains west of Trents Road			P8, P9.
	15 chains west of Trents Road to 11 chains east of Berketts Road 720 m.	-66' N.W. 2 sīde		P 3, P 8, P 12.
12cm	H chains east of Berketts Road to Weedons Ross Road	99⁴ N.W. 3 síde	0Cim	P 3, P 12
(b)	PROPOSED LIMITED ACCESS ROADS		r y r	· · · · · ·
	Curletts Road - Wigram Road to Blenheim Road (Substantial realignment between McAlpine Street and Wigram Road)		ta La constante	P 7, P 10.
	Dawsons Road - Full length	30~	99' N.E. side	P 1, P 8, P 12.
	Ellesmere Road - Sand Hill corner to County Boundary Halswell Junction Road S.H. 1 to Railway	30m -66' S.W. side		P 4, P 5, P 12 P 9
	Railway to Motorway 200	~66' N.E.		
	Longstaffs Road - Ellesmere Road to Winchops Road Russley Road - Full length	sidé 25		P 9. P 4, P 12. P. 2, P 6, P 12
	Shands Road - Motorway to Halswell Junction Road	66' S.E. 20 side	S Surgeong	 P. 9. (200) P. 10. (200) P. 10.

		<u>Road</u> <u>Widening</u> Line	<u>Ultimate</u> Widening Line	<u>Planning Map</u> <u>References</u>
	• ¹⁴	1		
(b)	PROPOSED LIMITED ACCESS ROADS (Co	ont'd)		
	S.H. 73 being West Coast Road			
	and Yaldhurst Road	15m		
	Russley Road to Pound Road	<pre>49'6" north & south sid</pre>		P6, P2
	Pound Road to Dawsons Road		-66' on	
			north side	P 1, P 2,
	Dawsons Road to County Boundary	y 99 on sout	:h	
1		side ~		P 1.
	Waterholes and Hamptons Road -		Sons W.	
	S.H. 1 to Motorway		side	P3, P4, P12
. 1*	Winchops Road - new Road Longsta:	ffs	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	e 1. and 1. An
	Road to Halswell River		S. side نوه	P 4, P 12
(c)	URBAN EXPRESSWAYS			
	Blenheim Road	IST		
	Local widening Hansons Lane and Curletts Road	-50 'N&S side		Р7.
	Carmen Road		R.	
	Main South to Waterloo Roads	sides		P 6, P 9
	Waterloo Road to Tirangi Stree	t 66-W. side	e	Рб.
	Tirangi Street to Deviation 🚝		E. :	
		sides		P 6.
	Deviation to Masham Road 5 and Masham Road	m 4916" W & I sides	E ^{ta} l t	Рб.
	Curletts Road	1		
	C Blenheim - Main South Roads 15	496"W & E sides		2 7
	Extension to Yaldhurst Road	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		2 7 1 1 1 1 1 1 1 1 1 1
	Memorial Avenue			ng an trainn An trainn an trainn
	Russley Road - Airport			P 2
	Shands Road			
	Main South Road to Halswell 🤝	- 4 9'6 " N.W.	&	
	Junction Road	S.E. sides	t	? 9
	S.H. No. 1			and a start of the
and and a second	Springs Road to Carmen Road ⊃	m 66' N. side	· J	9, P 10
	Carmen Road - Seymour Street	saa în per s		? 9
	S.H. No. 73 - Yaldhurst Road			
	Peer Street - Russley Road 🛛 🕏			같은 사람이 있는 것이 가지 않는 것을 가지 않는다. 같은 것은 것이 있는 것이 아버지는 것이 가지 않는다. 행동 같은 것이 있는 것은 것이 가지 않는다. 것이 있는 것이 있는 것이 있는 것이 있는 것이 없다.
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III	PRIMARY ROADS			
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	Annex Road 🌫	~664 S.W. si	de	7, P 10
	Awatea Road Realignment near Wigram Road]	2 10
	Buchanans Road	-4916" N. &	S	
	Racecourse to Carmen Roads Carmen to Gilberthorpes Roads	sidēs Sa61 N. side		26, P7
	Gilberthorpes Road to S.H. 73	4916" N & S		
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III PRIMARY ROADS (Cont'd)

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		<u>Road</u> <u>Widening</u> Line	Ultimate Widening Line	<u>Planning Map</u> References	- ii -
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Halswell Junc	tion Road	e da la compañía de ser	and the state of the	e Aller e State	
	Boundary with ction of Scheme	n, esc.	-66' S.W. side	P 4, P 11	
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Motorway to	Springs Road		side	P4, P12	
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Lincoln - Tai		$[M_{2} \rightarrow 1, M_{1} M_{2}, M_{2}] = 0$	tata in 1	P 5.	
Main South Roa	ad	491-6" N.W.			
Yaldhurst Ro	oad - Blenheim Road			o na wionek 1 P. 7 202 (Sti	
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	iden to 1 chain -20-		in the grade of the		
Pound Road Yaldhurst Ro	oadsto Waterloo Road			1. P. 2,, , P. 6,, , P. 6	3, 1
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IV SECONDARY ROADS

These are the more important local roads and have a one chain road reserve.

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Birchs Road		ΡŹ	, P	5.	Ρ	1
Blakes Road and part of Trents Road (P	rebbleton to					
Main South Road)	a kajo na seleta par da sa por			8.	Р	1
Boundary Road	e de mereo de la compositione de la La compositione de la compositione d	PS	. P	5		
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Halkett Road						
Harewood Road (Pound to Russley Roads)	n generation en e					
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Leadleys Road	n Barris (B. 1997) (B. 1997) Barris (B. 1997) (B. 1997)	P. 4				
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Pound Road (Yaldhurst to Harewood Road) A start water a start water a	P 2	·	1.1		
Racecourse and part of Epsom Roads		P 7				
Railway Road		P 3	· · · ·			
Selwyn Road	يوب فالمحاف المراجع والعراق	P 3	P	4		
Vaterloo Road		-	· ·			
aterholes Road (north of Selwyn Road)	j, ski kosti	P3	3) E			
Veedons Ross Road	$\delta_{ij} = \delta_{ij} + \delta$	- J	; p	3		

V LOCAL ROADS REQUIRING WIDENING

Some other local roads will also need to be widened to a one chain reserve; including:-

Lunns Road P 10 Curletts Road (in that length from south of McAlpine Street to Wigram Road) and the state of the P 10

VI ROAD CLOSURES AND DEVIATIONS

Where roads intersect each other at acute angles it is proposed to make deviations to one or other of the intersecting roads to provide right angled functions and eliminate the existing acute intersections.

Charles and the second Such Intersections References

Planning Map

 $\{ (x_1, \dots, y_n) \}$

School Road - State Highway 73 P 2 Buchanans Road - State Highway 73 P 2 Old West Coast Road - State Highway 73 P 2 Moffett Street - Waterloo Road - Gilberthorpes Road . P 9 Wilmers Road - Springs Road - Halswell Junction Road P 9 Curraghs Road - Lawford Road - Halkett Road - State Highway 73 Weedons Ross Road - State Highway 73 - Rolleston Road

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v.

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<u>Code of</u> 1. This Code of Ordinances forms part of the Paparua District <u>Ordinances</u> Scheme (Paparua Section) and is for the administration and implementation of that section of the Scheme.

1

Interpretation

101

1983P

 2_* In this Code of Ordinances and in each document relating to this Scheme, unless the context otherwise requires -

"Accessory Buildings" in relation to any land, means a building the use of which is incidental to that of the main building on the land or to the use of that part of the land not built on.

"The Act" means the Town and Country Planning Act 1953 and includes its amendments.

"<u>Apartment</u>" means a household unit which is not wholly self-contained in that some household facilities are shared.

"Block of attached dwellings" (see dwelling)

"<u>Block of Flats</u>" (see dwelling)

"<u>Boarding-house</u>" means a residential building, not being a licensed hotel, in which board and lodging is provided or is intended to be provided for four or more permanent boarders or lodgers, for reward or payment.

"Building" whether temporary or permanent, movable or immovable in addition to its ordinary and usual meaning shall include the following:-

i. Any structure or erection enclosed or partly enclosed within walls or supported on columns whether it has a roof thereto or not.

ii. Any grandstand or structure or erection in which sitting or standing accommodation is provided, whether such grandstand structure or erection be enclosed or not.

iii. Any retaining wall which exceeds a height of four feet from the lowest ground level and is within four feet of the boundary of a street or public place.

iv. Any wall:

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 (a) Being of concrete, masonry or brick and of a height exceeding six feet from the lowest ground level adjoining; or .

(b) Being of other material and of a height exceeding eight feet from the lowest ground level adjoining; but shall not include a framework supporting mesh or wire or netting or similar open material.

Any tank including its supporting structure: (a) Which has a capacity of not less than 3000 gallons; or; (b) Which, having a capacity of 400 gallons or more, is supported at a height of more than 6 ft. from the base of its structure; or 1.2000

(c) Which is supported at a height of more than 12 ft. from the base of its supporting structure.

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Any part of a building as defined above including any construction for the permanent support or (1911) and (1911) partial support of a building when such construction is erected or placed in position on the site as an transport independent stage in the erection of a building.

"Camping Ground" means a camping ground within the meaning of the Camping Ground Regulations, 1936, and includes every area of land that would be a camping ground within the meaning of those regulations if the words "and includes any building whether permanent or temporary, occupied either wholly or in part as a temporary living place for human habitation" were added to the definition of the term "living place" in Regulation 3 of those Regulations.

"Caravan Park" see under Motor Camps hereof.

"Cinema" means a place of assembly required to be licensed under the provision of the Cinematograph Films Act 1961, and in respect of which an exhibitor's licence for the projection of cinematograph films under the Act is held or is required to be held.

"Code" means this Code of Ordinances. "Commercial Garage" means a garage:-

(a) For three or more self-propelled vehicles which are regularly used for any commercial or business purpose; or e Lidoen bog ook oo will Gobb, so**(b)** solaan oo bol af teensol

In which two or more self-propelled vehicles, used as public conveyances for hire or reward, are housed or cared for, or

For any two or more self-propelled vehicles which are housed for reward, or

In which any self-propelled vehicle not belonging to the occupier of the premises or his family is serviced, over-hauled, or repaird, or

In which is housed more than one self-propelled vehicle of more than 30 ewt capacity. 1520 Kg (Shines)

"Conditional Use" in relation to land and to any building in any zone, means any use specified in these Ordinances as a use that is permitted only if the Council consents and being 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.

"Council" means the Paparua County Council.

"Coverage" means that portion of a site which may be covered by buildings, including accessory buildings.

"Dwelling" means a residential building designed for or occupied exclusively as the house or residence for one household and includes a dwelling unit and a household unit, and when used alone or in conjunction with any of the words Accommodation, Attached, Semi-attached, Double Unit, Multi-unit shall, in every case, mean and include the land required to comply with Chapter 4 of N.Z.S.S. 1900 and the buildings belonging thereto or usually enjoyed therewith.

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"Accommodation Dwelling" means a residential building in which accommodation is or is intended to be provided for five or more guests, boarders, lodgers, patients, home, orphanage, boarding school, barracks, lodging house, or similar building and where necessary includes a portion of a building or combination of two or more buildings or parts thereof.

"Attached Dwelling" means one of the dwellings in a block of attached dwellings, the household unit of which is bounded on two sides by fire walls.

"Semi-Attached Dwelling" means a dwelling, the household unit of which is bounded on one side only by a fire wall.

"Block of Attached Dwellings" means a group of more than two dwellings, the household units of which are contained within one building and are separated by fire walls only.

"Double Unit Dwelling" means a residential building of:

i. Two or more storeys in which there are two dwelling units only, one of which is located above the other; or ii. One or more storeys in which there are two apartments

· 143.4 143.4 143.4 143.4 143.4 143.4 143.4 143.4 143.4 143.4 143.4 143.4 143.4 143.4 143.4 143.4 143.4 143.4 1 "House or Dwelling House" means the building portion of a dwelling unit, but excludes the site and outbuildings.

"Multi-Unit Dwelling" means a residential building in which there are:

(a) three or more household units; or

(b) two or more household units and one or more separately occupied premises used or intended to be used for other than residential purposes; and

. a. 17.

ii. Each household unit is separated from one or more of the above-mentioned units or premises by a horizontal division and/or by such vertical divisions as are required. The term includes a "Block of Flats" and an "Apartment Building" or a combination of both, whether or not part of such building is used for other than residential purposes.

"Erection" of a building includes the reterection and the reconditioning of a building and the making of any alteration repair, or addition to any building heretofore or hereafter erected, and the removal either in whole or part, of a building from any place within or without the Council district to any place within such district or from one position to another position on the same lot of land, and "Erect" has a corresponding meaning:

> Provided that maintenance work other than structural shall not be deemed a repair.

"Factory" means a building or a part of a building or land used for the packaging, processing, assembling or manufacture of goods or materials for sale, gain or service.

"Flat" means a self-contained household unit in a multi-unit dwelling or in a double unit dwelling where each flat has separate complete facilities.

South and the busice

"Garage" means a building or land used for the housing or care of self-propelled vehicles. Ester to attain the

"<u>Height</u>" in relation to a building, means the average difference between the level of the ground along the external wall nearest to the street and -Sec. March Strates

(a) The highest point of the parapet or coping in the case of a flat roof, or

(b) The mean level between the eaves and the highest point of the roof in the case of a cloning roof point of the roof in the case of a sloping roof, excluding in either case chimneys, ventilator shafts water tanks, elevator lofts, steeples, towers and

1. 人名德**尔斯特**拉 化氢化物 constitute only decorative features.

Provided that where the building is set back from the street line on a site which slopes up from or down from the road level, then the height shall be measured from the main level of the ground along the external wall on the higher side of the site.

A Standard States M 3, 186, 197 "Household Unit" means a room or rooms used or intended for habitation by one household; "Unit" shall have the same meaning.

"Household" includes every housekeeping unit, whether of one or more persons. 1914 - 1917

"Licensed Hotel" means a building in respect of which there is for the time being in force a licence for the sale of liquor issued under section 54(1) of the Sale of Liquor Act 1962.

"Limited Access Road" means any road or part of a road which has been declared a Limited Access Road by the controlling road authority under the provisions of the Public Works Amendment Act, 1963. geographies in the

"Lodging House" means a residential building in which lodging alone is provided for four or more lodgers.

"<u>Minister</u>" means the Minister of Works and Development.

"Motel" means land and one or more buildings used for the transient accommodation of travellers by road but does not include a Motor Camp or camping ground licensed under the Camping Ground Regulations, 1936, and shall include residential accommodation and garaging facilities and may include services by way of fuelling of vehicles, shops, restaurants, swimming pool, playground facilities and the like.

and the second of the second Each accommodation unit shall comply with the standard for minimum requirements for dwelling units as set out under N.Z.S.S. 1900 and any other relevant by-law.

"Motor Camp" including "Caravan Park" means land and one or more temporary or permanent buildings used for temporary living accommodation and land for the parking of caravans or other vehicles which are used for temporary living accommodation but shall exclude the actual tents or the pitching of tents or similar fabric structures, and may include any services or amenities provided on the site such as fuelling of vehicles, shops, restaurants, bath houses and swimning pools, playgrounds and the like.

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"Non-conforming" as applied to a site or a building or to obivore the use of a site or building means a site or a building or without we the use of either that does not conform with the provisions of this scheme.

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"Parking" means the standing of a vehicle whether occupied or not, otherwise than temporarily for loading or unloading.

"Petrol Filling Station" means land and ancillary buildings for the servicing of vehicles with fuel, lubricating oils, water, air, battery and lights and the sale of accessories.

"<u>Place of Assembly</u>" means, in addition to cinema or public hall, as herein defined, a building or part of a building used or intended to be used as a place of assembly for 100 or more persons, seated or unseated, whether or not the building is required to be licensed under the Counties Act, and shall include a theatre, concert chamber, school hall, dance hall, church, church hall, chapel, lodge room, auction room, shop, restaurant, show building, skating rink, pavillion, grandstand, and any other building of a like nature which in the opinion of the Engineer should be included.

> ti dana . 化二乙二酸乙基化乙乙基化 "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.

"Private Garage" means a garage other than a commercial garage as herein defined, and shall be considered an accessory building.

"Private Hotel" means a residential building designed to accommodate four or more non-permanent guests and to provide service and accommodation equivalent to those provided in a licensed hotel.

"Proposed Limited Access Road" means any road or part of a road shown as a proposed limited access road in Appendix I of the Scheme Statement which has not been declared to be a limited access road.

"Public Hall" means a place of assembly, other than a theatre or cinema, capable of seating more than 450 persons and used or intended to be used as a concert hall, dance hall, or similar place of public entertainment but does not include a school hall, gymnasium, agricultural hall, show ground building, and other such building as may be approved by the Engineer.

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"Public Place" includes every road, street, footpath, footway, court, alley, access way, lane, and thoroughfare of a public nature or open to or used by the public as of right; and every place of public resort or place to which the public has access so open or used; and every place of public resort for the time being.

"Residential Building" means any building or part of a building occupied or intended to be occupied for human habitation, and includes any such premises licensed or intended to be licensed under the Sale of Liquor Act 1962.

"Residential Institution" means a hostel, hospital, convalescent home, boarding school, or charitable institution providing board and lodging and having accommodation for four or more persons other than management staff.

"Road Widening" means the increase of width required to be made to certain roads within the district to provide for the anticipated traffic volumes and is shown by widening lines drawn parallel to the present road reserve.

astronom used there widening will be necessary within the planing period this is shown by a Road Widening Line.

spatial and where widening will be necessary only beyond the present Alto not solved planning period, the widening is shown by an Ultimate . salitosser de la Widening Line.

"Semi-attached dwelling" see Dwelling

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"Shop" means any land, building or part of a building on or in which goods are sold or exposed for sale by retail and includes auctioneers' and land agents' premises and roadside stalls. allan omaa jääsi Senta Senta stalls. m dia di

"Service Station" means land and ancilliary buildings for the servicing of vehicles with fuel, lubricating oils, water, air, battery, lights and sale of accessories, tyre services, lubrication bay, wash bay, fitting spares and minor services where the second spray painting.

"Site" means an area of land having frontage to a street or Agrand the scheme to be occupied prefettore presented of for a specific purpose:

(a) In the case of residential buildings, by one building and its accessory buildings. eren habberne in Siller

- (b) In the case of buildings other than residential, by one or more buildings comprised in the same premises and their accessory buildings and includes in every case the curtilage of the building or buildings. (c) In the case of quarrying all the land held under one and their accessory buildings and includes in every
 - Certificate of Title.

"Corner Site" means a site having a frontage of not less than the minimum prescribed by this scheme for front sites in the particular zone in which the site is situated, to each of two or more streets or private streets not less than 40 feet in width if the frontages are contiguous and the included angle width if the frontages are contiguous and the included angle measured 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 situated to the rear of another site and not having the frontage for a front site required in the zone, colockness liens processing hills 14:345

"Through Site" means a front site having two frontages to a

street or streets such frontages not being contiguous and the average width of the site measured at right angles to either of the side boundaries being not less than the required minimum frontage for a front site.

> For the purposes of the above "site" definitions, "street" includes "road".
"Yard" means a part of a site which is required by this scheme to be unoccupied and unobstructed by buildings except as otherwise provided in this Scheme.

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"<u>Front Yard</u>" means a yard between the street line (or proposed street line) and a line parallel thereto and extending across the full width of the site; provided that where land required for road widening purposes has not been dedicated as road, the street line referred to in this definition shall be the line of the future boundary of the road, provided also that a front yard in relation to accessory buildings means a yard between the street line with the above provision and a line extending across the full width of the site in line with the front of the main building.

"<u>Rear Yard</u>" means a yard between the rear boundary of the site and a line parallel thereto extending across the full width of the site; provided that in the event of there being no rear boundary, as in a triangular section, the boundaries of the rear yard shall be the converging side boundaries of the site and the arc of a circle drawn with the apex as centre and a radius of 30 feet. **7**. **M**.

"<u>Side Yard</u>" means a yard between the 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 are two or more front yards, extending from yard to yard.

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

4. Subject to the provision of the Act and all regulations.¹¹ bits made thereunder no person shall use or permit the use of any land.¹¹ or building or undertake or permit any new work or any reconstruction alteration, or modification of any existing work if the use, new work, reconstruction, alteration or modification does not conform with the scheme.

5. The zones constituted for the purpose of the scheme are shown on the district planning maps by the following notations:-

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Title of Zone	<u>Notation</u>
Rural	RU
Quarrying	QU
Residential	R
Commercial 'A'	C/A
Commercial 'B'	C/B
Commercial 'Bl'	C/B1
Commercial 'C'	C/C
Industrial 'A'	I/A
Industrial 'B'	I/B
Industrial 'C'	I/C

In addition to the above zones, Aerodrome Protection Areas are provided for the protection of both Christchurch Airport and the R.N.Z.A.F. Wigram Airfield.

<u>Scheme to</u> <u>Prevail</u>

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<u>Classific-</u> <u>ation of</u> Zones

Control of 5. (a) Any land or building or other structure thereon may be used for, or the use thereof may be changed to, any purpose prescribed by the Code for the zone in which the land, Bring- chuố building or other structure is situated, but for or to no other purpose, and every such use shall be subject to every other

Ordinance that is applicable thereto... 3202032-25)

(b) Any use that falls naturally within a general class of uses authorised in respect of any zone shall be deemed to be included in that class as if it had been expressly authorised but in respect of any other use that is not expressly provided but in respect of any other use that is not expressive provided for within the district by Ordinance 9 hereof the Council shall determine in which zone or each of these zones whether it shall be a predominant use or a conditional use or in what circumstances predominant and in what circumstances conditional and (where it is conditional) what the conditions shall be.

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(c) Where any public authority is authorised by statute or de de serve otherwise to determine the precise location within the district of the public utilities under its control without approval of the Council, every such public utility shall be deemed to be a conditional $\Delta t \in \mathbb{R}^{3}$ use in every zone. Bach

Control of Bulk and Location of Buildings

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Use

7. The bulk of all buildings and other structures and the location of each in relation to the site shall conform with -

(a) The provisions prescribing requirements as to yards, on site height, coverage, density and angle controlling height hereinafter set out in respect of the zone in which the site is located.

(b) The requirements for off-street parking and loading as set out under Ordinance 20. A CARL A CAR

(c) All other Ordinances applicable thereto.

Regulation 3, (a) Predominant Uses - subject to the provision of these Ordinances and Proced- consent of the Council shall not be required under these Ordinances to ure in res- the use of any land or building for any use specified and at that time pect of Uses permitted as a predominant use in the zone in which it is situated, if that use is in accordance with every requirement set forth in this Code in respect of it as a predominant use, but any proposed departure from those requirements shall have effect to constitute that use a conditional use, and the provisions - of this Code as to conditional uses in that zone shall apply as if that use had been specified as a conditional use within that zone.

> (b) Conditional Uses

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(i) General - Subject to the provisions of these Ordinances the use of any land or building for any use specified and permitted at that time as a conditional use in the zone and partition in which it is situated is permitted subject in each case to the consent of the Council and to such conditions, restrictions and prohibitions as to location, height, yards, position of buildings on sites, coverage, drainage, disposal of effluents, and preservation of amenities as are stipulated in the Ordinance relating to the zone, and to such special conditions restrictions and prohibitions (whether in respect of the same matters or other matters) as the Council may think fit to impose.

(ii) <u>Procedure in Respect of Conditional Uses</u>

The procedure for dealing with applications for consent to a conditional use shall be as set out in Section 28 (c) of the Act and Regulation 32 of the Regulations.

Section 28 (c) of the Act states:-

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

> The Minister and every person who, or body, which claims to be affected by the application shall have the right to object to the Council against the application being granted and to be heard by the Council when it considers the application.

(3) After the application and all objections have been considered, the Council may allow or refuse the application; and in allowing the application may impose such conditions, restrictions and prohibitions sensitings all he averaging as it thinks fit.

(3A) In allowing or refusing the application, the Council shall have regard to:-

> The suitability of the site for the proposed (a) use determined by reference to the provisions of the Operative District Scheme; and

(b) The likely effect of the proposed use on the existing and foreseeable future amenities of the neighbourhood and on the health, safety, convenience and the economic and general welfare of the inhabitants of the district.

(4) Any consent given under this section shall lapse after the expiration of a period of two years from the date when the consent was given, unless the applicant, within that period, has established the use of the land or buildings to which consent relates for the purpose for which the consent was given or, in the opinion of the Council, is continuing to make substantial progress towards establishing that use.

Regulation 32 states:-

(1)

Form of application - Applications for consent to change of use under Section 38A of the Act, applications for consent to a Specified Departure under Section 35 of the Act and applications for consent to a conditional use under Section 28C of the Act shall be in form N set out in the First Schedule hereto or to the like effect.

(2) Service of application - The Council or any Committee or authorised officer thereof, shall within seven days of receipt of the application, direct the applicant to serve copies of the application, together with such plan. as the Council or any Committee or authorised Officer thereof may consider necessary to explain the application and the proposed public notice on such persons and bodies as the Council, Committee, or Officer considers to have a greater interest in the application than the community generally has.

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(3) Particulars to be publicly notified - After lodging the application with the Council, the applicant shall publicly notify full particulars thereof, including any special conditions, restrictions and provisions proposed. The public "notification shall be in Form 0 set out in the First Schedule hereto or to the like effect.

Period for objections - The public notification shall require the Minister and any person or body objecting to the application to submit to the Council by a date to be specified in the notification, which date shall be not less than 21 days after the date of the completion of the public notification. Provided that, if the date of completion of the public notification falls within the period commencing on . 20th day of December in one year and ending with 21st day of January in the next year, the date by which objections are required to be submitted shall be not earlier than 10th day of February in that next year.

> Service of Copies of Objections - As soon as possible after submitting an objection to the Council, the objector shall serve on the applicant a copy of the objection.

Distribution of copies of application - The applicant shall, not later than the date of the completion of the public notice, serve a copy of the public notice i de la completa de l Provensi de la completa de la complet on the Council and a copy of the notice and of the application on the Commissioner of Works, the District Commissioner of Works, the Regional Planning Authority (if any) and on the persons and bodies directed to be served pursuant to sub-clause (2) of this Regulation.

> Statutory declaration required - Before the application is considered by the Council, the applicant shall, within three months of the date of the completion of the public notification, submit to the Council a statutory declaration to the effect that the provision of sub-clause (3) and (5) of this regulation have been compiled with and setting out such details as to service of the public notice and of the application as the Council may require

Consideration by Council - The Council shall, as soon as conveniently may be after receiving the statutory declaration required by sub-clause (6) of this Regulation, consider the application.

Procedure for hearing - the provisions of Regulations 21 and 22 hereof, relating to the hearing of objections and to witnesses, shall apply to the hearing of objections to any application under this Regulation and the Council shall advise the applicant of the time and place of the hearing. The Council shall give the applicant and each objector not less than 7 days' notice of the hearing of objections. The Council or any Committee appointed by the Council shall at the hearing of any objection under this Regulation, have power to summon witnesses and to hear evidence on oath.

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Distribution of decision - As soon as the Council has considered the application and any objections thereto, it shall serve notice of its decision on the applicant, the owner, the occupier, the District Commissioner of Works, the Regional Planning Author-

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ity (if any) and each objector:-

(9)

Provided that, where any person or body has been represented in respect of the application by a solicitor or agent, notice of the decision may be served on that solicitor or agent alone.

- (10)Time of decision - The application shall be deemed to be granted or refused, as the case may be, for the purpose of an appeal by any person when notice of the decision is served on or sent to that person. a la président de la préside
- (11)Costs - The reasonable cost of or incidental to any application under this Regulation and to the public notification and distribution of the consent and copies, shall be payable by the applicant. 「白白田田一部

This Ordinance specifies the types of zones within the district 9. to which the scheme relates, the predominant and conditional uses of land within the zones, the conditions which apply in connection with conditional uses of land, and the bulk and location requirements for various uses within the zones. कोमोधी मार्ग एक ने ने ने ने लिये there had a protocold the

> né dia sportable dia na pelabilit RURAL ZONE

Predominant Uses of these days seems apaulte when and the begins of

The following shall be predominant uses in rural zones:-Sector Alta (S)

- (a) Farming of any kind, racing stables, veterinary hospitals or commercial poultry provided that animals or commercial poultry be not housed in any building or walled enclosure within 55 ft. from any residential building or less than 40 ft. from any boundary of the site.
- Parks, playgrounds, recreation grounds and scenic reserves. (b)
- (c) Buildings accessory to buildings or to use of land for any of the foregoing purposes, including dwellinghouses, except in any position in relation to any mill, factory, plant or workings that would of might in the opinion of the Council prejudice the health or safety of the occupier thereof.

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4C)

(d) Drainage Pumping Stations.

Conditional Use

The following shall be a conditional use in Rural Zones; (a) the use for residential purposes of part of a farm by the immediate predecessor in title of the land comprising that farm; provided that no such rse involves a Subdivision of the land or the use pursuant to this clause of more than one house or other residence at any one time.

Use Within Zones

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BULK AND LOCATION REQUIREMENTS

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The following shall be the normal bulk and location requirements for predominant uses in rural zones:

an a	predominant uses in rural zo			con requiren	Cheb, 101
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	Type of Use	Maximum	Front	Rear	Side
		Permitted	Yards	Yards	Yards
	an an an Anna a	Height	Minimum	Minimum	Minimum
		Excluding	Depth	Depth	Depth
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		Masts etc.			
	Real Provide States and States	an a	-		
(A)	Residential	a gale sette	26 J. 17 J	9 I.J.	
· ·	Residential accessory	enter a des tribus	en an air		
- 40	buildings on separate		the out		
in the	holdings of non more	de sisten.	e da en		
2ha	than 5 acres Industrial				
	or Commercial buildings	10.5	7.5	7.5~	1.5~
510	on any area	35£t.	25ft.	25ft.	-5-*
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(B)	Residential and				i de la companya de la
	Residential accessory				
	buildings on separate	and the second second	terse , i gestå	BAD WARE	1.5
		10.5			Same and
- 20 J.	than 5-acres 25-	351t .	-25ft.	- 25ft :	lSft?
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(C)	Farm Accessory buildings	generative.		ABLAN A	
	(1) Workshops, Implement	10-5	12~	Gim	6-
	sheds, Grain storage sheds 🔪	3 5ft.	40ft.	-20£t.	- <u>20</u> ££.
	f	4			
	(Except when such sheds				hey may
	be located not less than	lotto iro	m the road	.).	
	(2) Mills on One on	1-2-20		1979 - 1979 - 1919 1979 - 19	
- 1	(2) Milk or Cream	25.6	Las	2000	20ft.
	storage sheds	J.	HUILS	201 6.	207.0.
	(Except when filling poi	nte front o	nto a road	ench shede	more the
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	(3) Shearing Sheds	10.5 35ft.	12m	201-2-	20fes
	(4) Hay sheds	354	4 0£c.	4055-	40£t.
1. 5 13 A	(5) Animal housing and	a.8.	1200	ちょう	tan
$M_{\rm eff}$	feeding sheds and	A. A.			
en en ji	Commercial poultry	0.5~	110	12~	12~~
and	houses	35ft.	YOES.	40ft-	-4055.
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	(In all types of use ref	erred to in	classific	ations (3),	(4) and (5)
	the requirements are sub	ject to loc	ation bein	g not closer	
	from any residential bui.	lding).	A second	e de la composición d	302
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(D)	Petrol Pumps		fort.		العادي وأستجار وورا
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	* One side yard to be not 10			- Com	
	Side yard 10 ft. minimum :	if height g	reater that	n 20-it .	
					an di Ala
	The normal bulk and location				
	Rural zone shall collectively		ne same gei		irus as tor
again the second	the predominant uses in the :	cone.	~		
	The location of all buildings	a in the Des	rol zone al	ho ont	ert to the
-	following restriction at road	i in che au	No Rudla	ing shell he	arented
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	For additional height control	limits in	connection	n with Chris	tchurch
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International Airport and Wigram Airfield, see Ordinance 9J

- 12 -

QUARRYING ZONE Predominant Uses

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The following shall be predominant uses in quarrying zones:---

(a) The quarrying and extraction of natural sands and gravels to depths below the surface not greater than the depth of the natural ground water, and the processing of these materials by screening, crushing, washing and mixing.

(b) The filling of excavations with soil, clay or rubble.

(c) Buildings and plant accessory to any of the foregoing uses.

(d) Drainage Pumping Stations.

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(iv)

Conditional Uses

- (a) Excavation to depths below the surface greater than the depth of the natural ground water.
- (b) The filling of excavations with rubbisb.

Conditions relating to quarrying of gravels

(1)Surface soil stripped from a quarrying site shall be stockpiled on that site in a position approved by the Council to screen as far as possibly quarrying operations and spread evenly over the excavated area when the quarrying is finished.

5 50. (ii) That no quarrying excavation shall be made within $\frac{21}{2}$ chains of road boundary of a site (except that in the case of a corner site the $\frac{2^{1}}{2}$ chain restriction shall only apply on the frontage to such road as is declared by the Council to be the major road) or within the schain 1000 and the state of any side boundary of a site or the frontage to a ' minor road.

(111) When the supply of gravel is exhausted at a quarry site the sides of the excavation shall be battered to a slope of 30" and covered with soil from the above mentioned stockpile to such depth as the available soil will permit

> The above slope may be obtained by "cut and fill" using material taken from a maximum of the restricted area described in (ii) above. Test 10

The sites of excavations, heaps, dumps, spoil or other . materials at any working or plant which cause or are likely to cause damage to property or disfigurement of the countryside shall be progressively restored in accordance with a plan and programme of extraction approved by the Council prior to the commencement of operations.

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Bulk and Location Requirements

Use	<u>Maximum</u> <u>Height</u>	Front Yards Minimum	<u>Rear</u> <u>Yards</u> Minimum	<u>Side</u> <u>Yards</u> Minimum	Coverage Per Cent	
		Depth	Depth	Depth		

Any structure

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1.14	110	يد بد		÷.,	$M_{\rm Max}$	

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11.1

(whether permanent or	10.5~	ia martina		
temporary),	Contraction of the second	33 ft. 20 ft. 10 ft. (except		75% of front yard
		where the Council by resolution		an an tha an
经承担分 化白石酸盐医白色 化合		determines that some		
		lesser depth shall be	4	
	i i	sufficient)		

For additional height control limits in connection with Christchurch International Airport and Wigram Airfield, see Ordinance 9J.

RESIDENTIAL ZONE

Predominant Uses os est. Al Asson de Eng

The following shall be predominant uses in residential zones:-

- (a)
- Dwellinghouse Semi-attached houses, attached dwellings and blocks of flats. (b)
- (c) Apartment houses, boardinghouses, lodging houses, private
 - hotels and private residential clubs.
- Drainage Pumping Stations (đ)

(e) Parks, playgrounds, recreation grounds and scenic reserves. (f) Farming, pastoral, agricultural and dairy except:-

(i) The housing or keeping of cattle or stock within any within 40 feet of any building constructed or adapted principally for human habitation, or the preparation, storage or sale of food for human consumption. (For the purpose of this Clause "Cattle and Stock" does not include fowls, dogs or cats)

- (11)The keeping of more than 24 fowls.
- (111) The keeping of pigs.

(g) Professional Offices in any dwelling house, provided the predominant use of the premises is that of a dwelling house. (h) Buildings accessory to any of the foregoing uses.

<u>Conditional Uses</u>

' (a)	Churches and buildings used only for religious purposes.	
	Museums, Art Galleries, Libraries and Educational	
	Institutions and Boarding houses and Hostels in connection	
0.0313-50	therewith.	
(c)	Private hospitals and public hospitals.	
(d)	Places of assembly, gymnasiums and training establishments.	
(e)	Fire stations, electrical sub-stations, transformers, omnibus	
	and tramway passenger shelters, water towers and any structures	
	of public utility.	
(f)	Shops for the sale of groceries and dairy products either	e j
Call of Call o	alone or in conjunction with residential accommodation.	
(g)	Industries, which by reason of the type of manufacturing	
	process to be used would not detract from the amenities of the	<i>y</i>
	neighbourhood. No solid fuel shall be used in connection with	
	any such industry. The design of the buildings to be erected shall	
	be such that their external appearance would not disfigure the	
	locality or tend to depreciate the value of adjoining properties.	

Motels and Camping Grounds (h)

Buildings accessory to any buildings used for any of the (1)foregoing purposes or to the use of land for any of the ส่วนสร้างสะวังหนึ่ง foregoing purposes.

Garages for renting or for the housing of private motor (j) vehicles, caravans, boats and trailers etc. Petrol filling stations without repair workshops.

(k)

A building not exceeding 600 square foot floor area situated (1)on the same site as a residential building used for storage bala abida disa b only of plant and materials. ind some star

(m) In that area bounded by Racecourse Road, Yaldhurst Road, Middle Park Road, Epsom Road establishments for the accommodation of racehorses or activities connected with racing.

Bulk and Location Requirements

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The following shall be the normal bulk and location requirements for predominant uses in residential zones.



Cont'd......

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For additional height control limits in connection with Christchurch International Airport and Wigram Airfield, see Ordinance 9J.

, and a next the second second for Side Yards II

One side yard of not less than 19 ft. in depth required for access 化动物 to rear of site, except on corner site or where garage incorporated in dwelling in such a manner that access to rear of site not required. If height of dwelling greater than 20 ft, both side yards 10ft. minimum.

III Block of attached dwellings

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Interpretation: For the purpose of this note - "Block of Flats" Ta or "Block" means a residential building in which there are two, or more units; provided that where more than one single-unit dwelling is erected on the same site, each such single unit dwelling shall be deemed to be a block, and "Unit" means a household unit contained 11.23 within a block of flats, when the following provisions shall apply:

- One storey blocks of attached and semi-attached dwellings; 1.
 - Spacing between blocks: There shall be no limit to the (a) number of blocks, including single-unit blocks erected on any one site.
 - provided that if more than one block is erected on the same site there shall be a distance of not less than 30 ft. between each block; and

-

- provided further that in the case of blocks not parallel in plan, the average distance between blocks must be not less. than 30 ft. with no part of any block encroaching within 15 ft. 4 Sm of any other block.
- (b) Maximum units per block: No more than three units may be built in any one block;

provided that there shall be no limit to the number of attached units in one block if a step in plan of at least 10 ft. measured at right angles to the long axis of the block is made to each outer wall at each vertical division between units or every alternate vertical division between units.

- (c) Front Yards: The minimum distance from the front boundary to the nearest part of any wall shall be not less than 15 ft; 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.
- (d) Rear Yards: The minimum distance from the rear boundary of the site to the nearest wall of any unit shall be not less than 25 ft;

provided that in the case of blocks not parallel to the boundary the average distance from the rear boundary of the site to the nearest part of any wall of any unit shall be ___ not less than 25 ft, with no part of the building encroaching within 20 ft. of the rear boundary.

- (e) 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 (i)el2 end walls or between a step in plan and an end wall the minimum width of the two side yards together shall be
 - width of the two side yards together shall be not less
- bit than 35 ft; hill as you les the 3m, provided that in the case of blocks erected on corner sites the longer street frontage shall be deemed to be a side boundary. The side yard adjacent to an adjoining section shall be not less 1. Than 7.ft. wide and the side yard adjacent to the street shall be not less than 23 ft. wide.

(f) Provision of garaging or parking facilities: Garaging and parking facilities in accordance with Ordinance 20 shall be made;

17

- provided that no garage shall be sited within 20ft. of a street frontage.
- (g) Vehicle Access: Vehicle access shall be provided in accordance with the requirements of Ordinance 20,

2. Multi-storey blocks

(a) Spacing between blocks;
(b) Maximum units per block;
(c) front yards;
(d) Rear yards;
(f) Provision of garaging or parking facilities and
(g) Vehicle Access - in each case shall have the same provisions as for One Storey Blocks.
(e) Side Yards: The same provisions as for one storey blocks shall apply except that:

(i) For any increase in height above the first storey the minimum width of the two side yards together shall be increased by one-foot in width for each additional two foot in height, such increase to be added to the lesser of the two side yards;

(11) In the case of rear sections, for any increase in height above
 3 the first storey all yards shall be increased by one foot in
 6 width for each additional two feet in height above the first storey.

IV Multi-Unit Dwellings and/or Apartment Houses

The Council may, in the case of any particular site, either absolutely or conditionally modify or dispense with any one or more of the bulk and location requirements prescribed for blocks of flats, if it is satisfied that the enforcement of these requirements prescribed for blocks of flats, would create undue hardship.

EXPLANATORY TABLES AND DIAGRAMS OF MINIMUM SIDE YARDS

These tables are not part of the Code of Ordinances but are intended to indicate their general effect.

<u>No. of Units between</u>	<u>Side Yard</u>	Individual side yards
Steps, etc.	Total	
One Storey Blocks		7.
(a) Front Sections - 1 unit		
-2 unit	And a support of the second	7 23 one side; <u>I</u> the other
- 3 unit		3-10' minimum to nearest side
(b) Rear Sections		- 10- minimum to 2 boundaries
and a second control of the control of the second	n na sena na na serie de la serie de la T	.5 and 251 to all other boundaries.
<u>Two and three storey bloc</u>	ks x x	
(a) Front sections - 1 unit	30' + height	25* minimum one side; -2' 1-8_
	말 물 가지 않는 것이 않는 것을 가 봐.	
(b) Rear Sections <u>Two and three storey bloc</u>	ks_ 8.8.	<u>10-</u> minimum to 2 boundaries 5 and <u>25-</u> to all other boundaries <u>25</u> minimum one side; <u>-2'</u> 1-8. minimum + height ratio

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in an	t. jag	9 - 1 - 1 9 - 1 - 1	2.5	걸	je.				1.4	ł.			1.1	22	د د در احداد رواند احداد موادر	1		and a la			-	Lime	93 (F

(b) Rear Sections

minimum + height ratio increase to the other. 257 minimum one side; 7/1/2

minimum + height ratio increase the other.

10' minimum to nearest side.

10' + height ratio increase to 2 boundaries; 35' + - 5, height ratio increase to other boundaries.



9D	9	COMMERCIAL 'A' ZONE	
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	en e	Predominant Uses	
	The fol	lowing shall be Predominant Uses in Commercial 'A' zone.	
in to Take Sa Starbated Sa Starbate Sa Starbate Sa Sa Sa	gro cal	tail shops used for dairy, milk bar, greengrocer, ocery, butcher, fishmonger, chemist, delicatessen, ke shop, confectioner, stationer, fancy goods, hairdresser, be repairer, electrical goods, hardware and mercer.	
afsija gora su da	(b) Bui	ildings accessary to any of the foregoing purposes.	
n na stáite an an Stáite Stáite Stáite	n An an an An An an An An An An	Conditional Uses	
ann - 1981ann. Annsinn achris e s	The foll	owing shall be Conditional Uses in Commercial 'A" zone.	
Anton de Autor Anton Anton a Carlos Seu Alfredo	ret the	th predominant uses listed in Commercial 'B' where calling forms a substantial part of the activity, where a Council considers it necessary that the premises be udily accessible for service of the majority of the public.	
i se fan de le service de la service de l Service de la service de la Service de la service de la	and	e Stations and Electrical Sub-stations, transformer, omnibus I tramway depots, water reservoirs, drainage pumping stations, er towers and similar structures of public utility.	
ine inte La transforma Hart	bui if	uses permitted in residential zones, other than residential ldings, except that residential accommodation may be provided this is mainly above or behind the shop and limited to one lling per unit chop.	
. 14		ldings accessory to buildings for any of the foregoing poses or to the use of land for any of the foregoing purpose.	
		Bulk and Location Requirements	÷
	in Comme	owing shall be the normal bulk and location requirements rcial A zones.	
		30ft as of right, though increased height may be authorised if necessary by special resolution of the Council. For additional height control limits in connection with Christchurch International Airport and Wigram Airfield, see Ordinance 9J.	
	Front Yards Minimum Depth	33ft. (except where the Council by resolution determines that some lesser depth shall be sufficient). For Petrol Pumps 10ft. 3~~	
	Rear Yards Minimum Depth Side Yards Minimum Depth	<pre>3 10ft in the case of lock-up shops and 25ft in the case of shops with dwelling accommodation. 3 10ft where adjoining a rural or residential zone without the intervention of a street or public open space.</pre>	
politica de la construcción de la construcción de la construcción de la construcción de la construcción de la construcción de la construcción de la construcción de la construcción de la construcción de la construcción	Coverage	50 per cent for buildings with residential accommodation. 75 per cent for buildings without residential accommodation. For rear sites see Ordinance 17.	

- 19 -

Density Where commercial and residential uses are combined, the 200 site shall have not less than 1,800 square feet of open space about the building for each dwelling unit.

The application of the requirements of the immediately preceding sub-clause of this Ordinance 9 to sites within subdivisions exiting when this ordinance first becomes operative in respect of the site shall be modified where permanent structures have been erected on the land in the following respects:-

- (a) Where, in a Commercial A zone, land has been set aside for a front yard to the extent required by this scheme, the Council may accept dedication of the whole or any part of the yard for the purpose of street widening; and not withstanding the foregoing provisions of this scheme, for the purpose of computing the allowable coverage of the site, as much of the yard as has been dedicated will be regarded as part of the site.
 - (b) Where land for a service lane or private way is provided by the owner at the rear or at the side of the site, the rear yard requirements or the side yards requirements, as the case may be, shall be diminished correspondingly.

Special
Require-
mentAttention is drawn to Ordinance 25 which applies to any
building having a floor area of more than 10,000 square feet
and located in a Commercial 'A' zone.

COMMERCIAL 'B' ZONE

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<u>9</u>E

Predominant Uses-

a because you are The following shall be Predominant Uses in a Commercial 'B' zone.

- (a) Administrative offices of Central and Local Government, Professional and Commercial Offices, Banks and Insurance Agencies.
- (b) Wholesale warehouses and commercial establishments where the nature of the business is not primarily of a retail nature.
- (c) Libraries, exhibitions, museums, art galleries, theatres, lecture halls, educational institutions, places of public and private assembly.
- (d) Hotels, taverns, private hotels, residential clubs and nonresidential clubs.
- (e) Buildings accessory to the use of land or buildings for any of the foregoing uses including living quarters for caretakers if required.

Conditional Uses

The following shall be Conditional Uses in Commercial 'B' zones.

(a) Workshops for the servicing of light electrical, automotive, agricultural and light mechanical equipment together with the sale and display of such equipment where this is a minor part of the activity and ancillary to the servicing functions.

(b) Any process of manufacture of goods for sale by retail on the premises provided the manufacture process does not detract from the amenities of the area.

- 21 -
- (c) Warehouses for the storage and distribution of goods of a light nature.
- (d) Car parking buildings and second-hand car dealers yards. Subject to such conditions as may be necessary to prevent any detraction from the amenities of the area.
- (e) Service Stations and commercial garages for running repairs, in cases where the floor space to be used for the garaging and repairing of vehicles does not exceed 3,000 square feet. Subject to satisfactory location in respect of traffic aspects and access from the street to the approval of the Council.
 - (f) Fire Stations, Electrical Sub-Stations, transformers, Bus termini and shelters and structures for public utilities.
 - (g) Buildings accessory to buildings used for any of the foregoing purposes.
 - (h) Use of a rear site for any of the uses permitted in this zone.

Bulk and Location Requirements

The following shall be the normal bulk and location requirements in Commercial B zones.

Front Yards Minimum Depth

7.5~

35~

Rear25ft if adjoining a residential zone without interventionYardsof a street, private street or private ways.MinimumDepth

Side <u>Yards</u> <u>Minimum</u> Depth

Coverage 75 per cent for buildings other than residential. 50 per cent for buildings containing residential accommodation. For rear sites see Ordinance 17.

Density Where commercial and residential uses are combined, the source for the space about the building for each dwelling unit.

<u>Angle</u> 65⁰ for graph showing heights permitted for various distances <u>Control-</u> from middle line of street, see Appending D of this Code. <u>ling</u> <u>Height</u>

Maximum110ftmaximum limit.For additional height control limits inHeightconnection with Christchurch International Airport and WigramAirfield see Ordinance 9J

The application of the foregoing requirements to sites within subdivisions existing when this Ordinance first becomes operative in respect of the site shall be modified where permanent structures have been erected on the land so that, where land for a service lane or private way is provided by the owner at the rear or at the side of the site, the rear yard requirements or the side yard requirements, as the case may be, shall be diminished correspondingly.

9E(1)

COMMERCIAL 'B1' ZONES

Predominant and Conditional Uses

The predominant and conditional uses in Commercial 'B1' zones shall be the same as those shown as Predominand and Conditional uses respectively in the Ordinances appropriate to 'Commercial B' zones <u>PROVIDED</u> that none of the uses so specified shall be either Predominant or Conditional uses if such uses involve direct vehicular access to or from Shands Road.

Bulk and Location Requirements

The normal bulk and location requirements in Commercial Bl zones shall be the same as those, prescribed for 'Commercial B' zones.

COMMERCIAL C ZONES

Fredominant Uses

There shall be no predominant uses in Commercial 'C' zones.

-Conditional Uses

The following shall be conditional uses in Commercial 'C' zones All predominant and other conditional uses listed in Ordinances (a) 9D and 9E for Commercial 'A' and 'B' zones. Bulk and Location Requirements The following shall be the normal bulk and location requirements in Commercial 'C' zones. 10 mm -33ft. (except where the Council by resolution determines Front that some lesser depth shall be sufficient). Yards Minimum Depth 7.65 -25ft. if adjoining residential zone without intervention Rear of a street, private street or private way. Yards Minimum Depth "Sim 10ft. on side adjoining a rural or residential zone without Side intervention of a street, private street or private way. Yards Minimum Depth Coverage 75 per cent for buildings other than residential 50 per cent for building containing residential accommodation For rear sites see Ordinance 17. Density Where commercial and residential uses are combined, the site shall have not less than 1,000 square feet of open ioo~2 space about the building for each dwelling unit.

> Angle 65° For graph showing heights permitted for various distances Control- from middle line of street, see Appendix D of this Code. Ling Height

9F

Maximum 10ft. maximum limit.

Som

9G

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Height For additional height control limits in connection with Christchurch International Airport and Wigram Airfield, see Ordinance 9J.

The application of the foregoing requirements to sites within subdivisions existing when this Ordinance first becomes operative in respect to the site shall be modified where permanent structures have been erected on the land, so that, where land for a service lane or private way is provided by the owner at the rear or at the side of the site, the rear yard requirements or the side yard requirements

as the case may be, shall be diminished correspondingly.

INDUSTRIAL 'A' ZONES

Predominant Uses

The following shall be predeminant uses in Industrial A zones.

- (a) All trades and industries such as laundries, bakeries, milk processing and distribution, garages, service stations, tradesmen's workshops, wood and coal yards, warehouses, stores and storage yards which serve the day to day needs of the district.
 - (b) Any industry other than those falling within Appendix A and Appendix B hereof.
 - (c) Living quarters for carctaker or other person whose employment requires that he live on the premises.
 - (d) Canteens, dining rooms and ablutions, recreation and other facilities for the convenience of those engaged in the zone.
 - (e) Drainage Pumping Stations.

Conditional Uses

The following shall be conditional uses in Industrial A zones:-

- (a) Any conditional use permitted in Commercial B zones with the exception of Clauses (a) and (e)
- (b) Use of rear sites for any use permitted in this zone.

Bulk and Location Requirements

The following shall be the normal bulk and location requirements in Industrial A zones:-

Front 33ft. (except where the Council by resolution determines Yards that some lesser depth shall be sufficient). Minimum Depth Rear 25ft. if adjoining a residential zone without intervention Yards of a street, private street or private way.

Side 10ft. on side adjoining a rural or residential zone without Yard Intervention of a street, private street or private way. Minimum

Depth

Depth

i she shekara	.db.	e 75 per cent for buildings other than residential 50 per cent for building containing residential accommodation. For rear sites see Ordinance 17.	
	Density	Where commercial and residential uses are combined, the site shall have not less than 1,000 square feet of open space about the building for each dwelling unit.	
land galactic field of the second second Second second second Second second	Angle		
	Maximum Height	$m_{1}^{2} 3 5 m_{\chi}$ and $m_{1}^{2} m_{2}^{2}$ and $m_{2}^{2} m_{3}^{2} m_{4}^{2}$	
andra ann an Airtean Airtean Airtean	subdivis in respe- have bee or prive of the s	lication of the foregoing requirements to sites within sions exiting when this ordinance first becomes operative act of the site shall be modified where permanent structures on erected on the land so that, where land for a service lane ate way is provided by the owner at the rear or at the side site, the rear yard requirements or the side yard requirements, case may be, shall be diminished correspondingly.	
		INDUSTRIAL 'B' ZONES	
9H and Series	ē.	PredominantaUses	
Na manana kaominina dia kao	The foll	owing shall be predominant uses in Industrial 'B' zones.	
	(a)	Any industry other than an industry falling within Appending A or Appendity P hereto.	•
en de caracter	(b)	Living quarters for a caretaker or other person whose employment requires that he live on the premises.	
	(c)	Canteens, dining rooms, ablutions, and recreational and other facilities primarily for the convenience and medical and surgical treatment of those engaged in the zone.	
a an ta	(d)	Drainage Pumping Stations.	
	<i>P</i>	Conditional Uses	
t	The follo	owing shall be the conditional uses in an Industrial 'B' zone.	
	(a)	Use of rear site for any use that is permitted in this zone by this Code.	
tag to star e		Bulk and Location Requirements	
	Industria <u>Front</u> <u>Yards</u> <u>Minimum</u> <u>Depth</u> <u>Yards</u> <u>Minimum</u> <u>Depth</u>	wing shall be the normal bulk and location requirements in a1 'B' zones. 33ft. (except where the Council by resolution determines that some lesser depth shall be sufficient.) 155 25ft. if adjoining a residential zone without intervention of a street, private street or private way. 10ft on side addition a rural or a residential zone without	
		10ft on side ajoining a rural or a residential zone without intervention of a streat, private street or private way.	

- 24 -

atain a tango a	Coverage	75 per cent for buildings other than residential. 50 per cent for buildings containing residential accommodation. For rear sites see Ordinance 17.	
a addica 2000 - 104 	Density	Where commercial and residential uses are combined, the site shall have not less than 1,000 square feet of open space about the building for each dwelling unit.	
aan ah tara da bi Ay aan tara da biyaan tara	<u>Angle</u> Control- ling Height	65 ⁰ For graph showing heights permitted for various distances from the middle line of street, see Appendix D of this Code.	
aderstation († 1990) Resignation († 1990)	Maximum Height	HOft. 35- For additional height control limits in connection with Christchurch International Airport and Wigram Airfield, see Ordinance 9J.	
noranis de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de la composition de	subdivis in respe have bee or priva of the s	ication of the foregoing requirements to sites within ions existing when this Ordinance first becomes operative ct of the site shall be modified where permanent structures n erected on the land so that, where land for a service lane te way is provided by the owner at the rear or at the side ite, the rear yard requirements or the side yard ents, as the case may be, shall be diminished correspondingly.	
91 Marstea Grupping and	. · · · ·	INDUSTRIAL 'C' ZONES Predominant Uses	
	Mho foll.		
		owing shall be predominant uses in Industrial 'C' zones:-	
stanta di kara. Ng taka sa sa		industry except those falling within Appendix A hereto ept the quarrying of metal.	
in kan para sa		teens, dining rooms, and ablutions, recreation and other ilities for the convenience of those engaged in the zone.	
errend with the	(c) Drai	inage Pumping Stations.	
an a	an ta sa	Conditional Uses	
Figure 1. Strategiese Barry and Strategiese Bar Strategiese Barry and Strategiese Bar		wing shall be conditional uses in Industrial 'C' zones.	
an a			• •
		ing quarters for a caretaker or other person whose employment fires that he live on the site.	
	proc of n unde Clau Appe	industry falling within Appendix A or B hereto if the cess or operation is so modified as to preclude such elements noxiousness or danger in relation to adjacent properties and ertakings as the Council may require, and notwithstanding this use the Council may refuse absolutely a use falling within endix A if, in its view, no suitable conditions can be used to adequately overcome such noxious elements.	
	(c) Use	of a rear site for any use permitted in this zone.	
	(d) Heav	y Vehicle and Machinery Sales.	

25 ~

Bulk and Location Requirements

The following shall be the normal bulk and location requirements in Industrial 'C' zones:-

Front Yards Minimum

Depth

33ft: (except where the Council by resolution determines that some lesser depth shall be sufficient).

Depth 7.5-

Com

Rear 25ft. if adjoining a rural or a residential zone without Yards intervention of a street, private street or private way. Minimum

Sim 10ft. on side adjoining a rural or residential zone without Side Yards intervention of a street, private way or private street. Minimum Depth

Coverage 75 per cent for buildings other than residential 50 per cent for buildings containing residential accommodation For rear sites See Ordinance 17.

Density Where Commercial and Residential uses are combined, the site shall have not less than 1,000 square feet of open space about the building for each dwelling unit.

65° For graph showing heights permitted for various Angle Control- distances from middle line of street, see Appendix D ling of this Code. Height

35~ 110ft. maximim limit. Maximum For additional height control limits in connection with Height

Christchurch International Airport and Wigram Airfield, See Ordinance 9J.

The application of the foregoing requirements to sites within subdivisions existing when this Ordinance becomes operative in respect of the site shall be modified where permanent structures have been erected on the land so that, where land for a service lane or private way is provided by the owner at the rear or at the side of the site, the rear yard requirements or the side yard requirements, as the case may be, shall be diminished correspondingly.

AERODROME PROTECTION AREAS

Predominant Uses

The predominant uses shall be:-

- Farming of any kind excepting forestry (a)
- (b) Apiaries, market gardens and nurseries.
- (c) Cemeteries
- (d) Golf courses, scenic reserves, parks and recreation grounds, for any activities other than those likely to involve mass assembly of people

(e) Buildings accessory to any of the foregoing uses, and subject In the case of buildings of 200 sq.ft. or more floor space to the prior written consent of the Director of Operations and Technical Services, Department of Civil Aviation in the case of Christchurch International Airport, and to the prior written concent of the Secretary of Defence in the case of Wigram Airfield.

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202

(f) Drainage Pumping Stations.

Conditional Uses

The Conditional Uses shall be:-

- (a) Any use normally permitted in a Rural Zone subject always to the prior written consent of the Director of Operations and Technical Services, Department of Civil Aviation in the case of Christchurch International Airport, and to the prior written consent of the Secretary of Defence in the case of Wigram Airfield. Provided that no use causing smoke, dust, glare, electrical interference, or other elements that would prejudice the safe and satisfactory conduct of airport operations shall be permitted.
- (b) Buildings accessory to any use permitted under the preceding clause subject to the prior written consent of the Director of Operations and Technical Services, Department of Civil Aviation in the case of Christchurch International Airport and to the prior written consent of the Secretary of Defence in the case of Wigram Airfield.

Bulk and Location Requirements

Yards Front Yards, Rear Yards, and Side Yards, shall be those applicable in the Rural Zone.

(b) Height

Height Control - Christchurch International Airport (1)

No buildings, structure, mast, pole, tree or other object shall penetrate any of the approach slopes, strips, lighting visibility slopes, the ILS overshoot surface, transitional slopes, or the horizontal surfaces and surrounding sloping planes as generally shown on the District Planning Map, and defined in the Airport Development Plan for Christchurch International Airport (see Appendix C of this Code of Ordinances).

Provided that where there is any conflict between these height control limits, the lowest height restriction shall prevail.

Provided also that within the take-off/approach fan Aerodrome Protection areas off the south-west end of the main runway and off the south-east end of the subsidiary runway no building, structure, mast, pole, tree or other object shall exceed the height of the approach light which is nearest to it which is between it and the end of the associated runway; and that within the Take-Off/Approach Fan Aerodrome Protection Areas off the north-east end of the main runway and off the northwest end of the subsidiary runway (since instrument approach a structure, is a lighting has not yet been designed) no new building, structure, mast, pole, tree or other object shall exceed four feet in height. The restrictions in this particular height provision do not apply beyond a distance of 2,000 feet from the associated Zoning threshold in the case of the Take-Off/Approach Fan Aerodrome Protection Areas for the main runway. For the subsidiary runway this distance is 1,400 feet. Aeroarome roccord subsidiary runway this distance is 1,400 Lett.

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Minimum Minimum Frontage Zone Area separate starts) Rural (including Take-Off/ reg 8 Approach Fan Aerodrome Areas 660 feet 120-Quarrying 10 acres feet (maximum area) Residential (a) In sewered area 🌝 🖘 50_feet 1500 -24 perches In a non-sewered area 1000 32 perches -50-feet (b) -6-perches 20 feet Commercial 200 12 perches. Industrial 20 feet

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Provided that where land having a frontage to a proposed limited access road is to be subdivided the scheme plan shall include provision for alternative legal frontage in accordance with these Ordinances to a road other than a proposed or a declared limited access road; and that the subdivision development shall also have practicable access from a road other than a proposed or declared limited access road.

(b) Notwithstanding the provisions of sub-clause (a) of this Ordinance the Council may permit the subdivision of land in a Rural zone so as to produce an allotment of less than the minimum area and frontage prescribed if the applicant obtains from a prospective purchaser an undertaking that:-

- (i) Satisfies the Council that the lesser area can be used as an independent economic farming unit
- (ii) Satisfies the Council that the lesser area is appropriate to the proposed use and approval thereof is necessary to avoid undue hardship

Provided that no such subdivision shall be permitted

- (iii) If it is likely to cause demand to be made on the Council or any other local authority for an extension which is not in the economic interests of the region of any public service, or to cause existing or proposed public services to be uneconomically used; or
- (iv) If it is likely to lead to any obstruction or other interference with the free movement of traffic on State Highways or important traffic routes; or
- (v) If it has a frontage on no road other than a proposed Limited Access Road or a declared Limited Access Road.

(c) The requirements of this Ordinance shall not apply to any subdivision if the Council is satisfied that the subdivision is intended solely for the adjustment of boundaries which will leave each of the adjoining allotments of substantially the same areas as before or if the subdivison is for some purpose of public utility such as to provide a site for an electric or drainage sub-station and the other site or allotment for separate occupation complies so far as in the opinion of the Council is reasonable with those requirements.

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(h) Notwithstanding the provision of sub-clause (a) in this respect where land having a frontage to a proposed or a declared limited access road is to be subdivided and the Council in the car case of roads other than State Highways, or the National Roads Board in the case of State Highways, is satisfied that there is no practicable alternative legal frontage for access and that the provision of a specified access to any of the proposed allotments from such a road will not prejudice the traffic efficiency and functions of the road then the Council may permit the subdivision and authorise with conditions the specified crossing places.

(i) Blocks of Attached Dwellings or Semi-attached dwellings

In the case of multi-unit flats, minimum side yards of (i) NS 7 feet and 23 feet. 1

(ii) That the following limits be placed on the construction of multi-unit flats on residential sections:

Up to 24 perches - com Between 24 and 31 perches (Both areas inclusive) 32 to 40 perches (both areas included) In excess of 40 perches 13000 2

1 unit only May 2 units only

4 units only Such number of units as can be sited to comply with all requirements of the Ordinances in respect to bulk and location.

(iii) That in the case of buildings of more than one storey an extra side boundary distance be required by increasing the minimum by 1-fort for every 2-feet of height over 3 m Carl Carrow En 20 feet.

Variation of 11 The Council may, by agreement with the owners of the lands thereby affected, vary the position of any proposed road, street, access way, or service lane, or the location or shape of any proposed reserve, so long as the general intention of the original scheme in that respect is secured.

Information 12 In addition to the information required by any By-law, the applicant for a building permit for a subdivision or other work shall, when making his application, supply such drawings and information in detail as may be necessary to indicate that the proposed building, subdivision or other work will when erected or carried out comply in all respects with this scheme, and in particular that the prescribed provision has been made for off-street parking and loading and garage accommodation for motor vehicles.

The permitted uses, height, open spaces, site area and coverage 13 in the respective zones shall be those set out in Ordinances 5 to 9 Restrictions of these Ordinances.

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> 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.

Provided also that accessry buildings may be erected on any rear yard if they do not occupy altogether more than one-fifth of the area of the rear yard and provided that they do not exceed 12 Teet in height. Him 3.3~

price they want An accessory building of not more than 450 square feet in area may be:-

(i)Erected on a rear yard at a distance of not less Conthan 2 from a rear or side boundary not adjacent to a street, provided it is not less than 19 feet from any building of more than 450 45. -square feet on the adjacent section.

> Erected on the boundary provided that the wall on the boundary shall be constructed of materials that comply with the four hours fire resistance rating (as defined in the County By-laws) and shall extend not less than 13" above the roof line to form a parapet, and provided also that where the wall is erected on the boundary the written consent of the owner of the adjacent section must be supplied to the Council, together with an agreement that the wall so constructed may be used by the owner of the adjacent section.

An accessory building to be erected on a rear yard may be sited at a distance of 2 ft. from the side boundary of the site provided that the accessory building is erected not closer than 10 ft. from the dwelling on the site or from any dwelling on an adjoining site. Provided that on a corner site with adjoining vacant site, the accessory building is required to be sited 5 ft. from the boundary of that site. Provided further that where the physical features of the site or the size and siting of the existing dwelling on the site are such that the adherence to these. requirements would be unreasonable, the Council may permit the erection of accessory buildings not exceeding 900 square feet in area on any part of the site.

(iii) Erected in the rear yard of a corner site not less the site as determined by (d) hereunder.

incon the No person shall erect on any site of an area of 24 perches in a residential zone, accessory building the total floor area of which shall exceed 502 square feet provided that the total floor area may be increased at the rate of 10 square feet for each perch of site area in excess of 24 perches, up to a maximum total floor area of accessory building on that site of 900 square feet.

If in the opinion of the Council compliance in any particual; case with the yard requirements of this scheme would seriously diminish the usefulness of the site for building purposes and subject to the written consent of the owners of the adjoining land on the side where yard space is to be diminished, the Council may, by resolution in respect of that site, vary or dispense with the provisions of this scheme relating to one or more of the yard requirements.

Provided that in no case shall the total area of yard space required by this scheme be reduced.

In the case of a corner site the owner shall select (d)one street boundary as the front boundary of the site for the application of these Ordinances.

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In the case of a through site, the owner shall provide two rear yards at or near the middle of the site and front yard on each frontage of the site unless the Council by resolution declares which frontage of the site shall be deemed to be the rear boundary, in which case the provisions as to rear yards shall apply with respect to that frontage and the provisions as to front yards with respect to the other frontage.

(f) Buildings on the same site shall not be erected within 3~ 10ft of each other, provided that a building may be B. erected at a distance of less than 10 ft. but not less than $1 \leq -5 \leq 1$ from another building on the same site where the external walls of such building shall be constructed of materials that comply with the four hour fire resistance rating, as defined in the County Building By-laws and 0.5~ shall not extend less than 18 inches above the adjoining roof line to form a parapet. with the she of the enclosed by the she that the speed of carly the she that t roof line to form a parapet. (g) dwelling and its accessory buildings on one minimum sized site. Provided however, that this requirement shall not apply to residential buildings used for religious or educational or welfare purposes. This requirement shall also apply to the minimum areas in Rural zones.

(h) No garage or accessory building may be erected on a side yard in such position as to encroach upon the established front yard unless in the opinion of the Council, the siting of the house makes vehicular access along a side yard impossible.

14 No person shall erect any residential building or cause or permit any residential building to be erected on a rear site unless every part of the building is 10 ft. from two boundaries and 25 ft. I from other boundaries of the site; and in the case of a residential building other than a dwellinghouse or a semi-attached house, the owners shall construct and maintain an adequate driveway or footpath or both giving access to the site and the buildings thereon and the owners shall provide at all times while the street lights are lit, artificial light sufficient to illuminate the drive and footpaths.

Construction15Where an exterior wall of any building in a commercial orof Commercialindustrial zone is erected on a side or rear boundary of the site,& Industrialsuch wall shall be constructed of materials that comply withBuildings inthe four hour fire resistance rating as defined in the CountyCommercial &Building By-laws.

Angle Controlling Height in Commercial & Industrial

Zones

Industrial Zones

Requirements

Residential

rear sites

Buildings on

as to

16 (a) At the street frontage of any site the term 'angle controlling height' mea.ns an acute angle formed at the middle line of the street between

 (1) A horizontal plane at kerb level extending between the kerb and the middle line of the street; and
 (ii) An inclined plane rising at an angle of 65 degrees from the middle line of the street at kerb level and extending over the whole site.

(b) At the rear of any site the term 'angle controlling height' means an angle of 65 degrees formed in the same manner as at the street frontage of the site except that if there is a lane at the rear of the site the middle line thereof at ground level shall be taken instead of the middle line of the street, and if not, the rear boundary shall be taken instead of the middle line of the street.

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In any industrial or commercial zone (other than a Commercial 'A' zone) the height of every building (including its parapet, cornice, roof ridge, or other solid element) or other structure or part therof, shall be restricted so that every part thereof shall be contained within the angle controlling height.

In determining the width of a street and the middle line of a street with respect to a given site in an industrial or commercial zone, all streets more than 100 ft. in width shall be considered to be 100ft. in width and the middle line taken at 50ft. from the front boundary of the lot.

In the case of a corner site, fronting streets of different widths, the middle line of the narrower street shall be deemed to lie at the same distance from the boundary of the site as the middle line of the wider street for a distance of 100 ft. from the corner of the length of the frontage to the narrower street, whichever is the less.

In determining whether any building or structure or part thereof is contained within the angle controlling height, the following shall not be taken into account:-

(i) Lift wells, elevator and stair bulkheads, roof water tanks and cooling towers (together with their enclosures).

Provided that the maximum dimension thereof parallel to the middle line of the street shall not exceed -30-ft.

(ii) Chimneys and Flues

Provided that the maximum dimension thereof parallel to the street shall not exceed an aggregate of 15 feet Som for any 100 ft. frontage. . i. mar

(iii) Spires, flagpoles, aerials, wire, chain, link or other open or transparent fences.

(iv) A one storey structure located in a rear yard when permitted by the use Ordinance for the zone, including any of the following:-

- (1) A basement or first floor used for accessory off-street parking space,
 - (2) A ground floor used for retail or commercial purposes.
 - (3) A one storey detached accessory building.
 - (4) A wall along a boundary of a site.

<u>as to</u> Commercial & Industrial Buildings on <u>Rear Sites</u>

Requirements 17. On a rear site in a commercial or an industrial zone the coverage shall not exceed 75% of the coverage permitted on a front site and the building shall be sited so as to facilitate fire fighting and to allow access and turning space for vehicles.

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Requirements 18 as to Open cau Space the

18 (a) No person shall so reduce or diminish any site or cause or permit any site to be so used, reduced or diminished that the open spaces thereof shall be smaller than are prescribed by this scheme.

(b) No portion of a yard or other open space required about any building shall be taken into account in computing the area of yard or open space for any other building.

Repairs, Alterations & Modifications to existing non-conforming premises 19 (a) An existing building which does not conform to any or all of the provisions of the scheme relating to the zone in which it is situated may be repaired, altered or modified so long as the repair, alteration or modification does not increase the extent to which the building fails to conform to the provisions of this Scheme, and does not tend to prevent or, in the cases of alterations or modifications, does not tend to delay the effective operation of this scheme.

(b) Change of use of any building shall not be permitted without prior consent of Council.

20 (a) Every person who proposes to erect, re-erect, construct or reconstruct a building on a site fronting a public highway shall provide within the site suitable and efficient accommodation for any loading, unloading or fuelling of vehicles which is likely to arise from the use of a building in accordance with the plan previously agreed by Council.

(b) Except where the Council by resolution determines that this provision need not apply, every owner or occupier of a building in a commercial or industrial zone shall provide vehicular access to the rear of the premises, either over his own land or by the dedication of a service lane. Service lanes shall be formed to the Council's requirements and shall be not less than 20 ft. in width, provided that the Council may by resolution reduce this width to not less than 12 ft. 5500

(c) Whenever in any zone any building or structure is being erected, reconstructed, altered or modified, off-street parking spaces for motor vehicles shall be provided in accordance with the requirements of this scheme.

(d) The site plan furnished in connection with an application for a permit to erect any residential building, shall, in addition to the information otherwise required hereby, show in the general layout of the site an acceptable provision for space for garage accommodation or off-street parking for cars as follows:-

(i) In the case of one family or two family dwellinghouses accommodation for two cars for each household.

(ii) In the case of apartment house or building containing flats, accommodation for cars in the proportion of not less than two cars for every household up to 10 and thereafter one for each additional household.

(iii) In the case of a boardinghouse, a lodginghouse or a similar residential institution used for permanent residents, accommodation for cars in the proportion of not less than one car for every two persons or fractional part thereof whom the building is designed to accommodate.

Loading, Parking & Vehicular Access uses and warehouses

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an Brits (seu de seu de seu de seu 1000 de seu de seu 1000 de seu de seu de seu de seu 1000 de seu de s (iv) Such parking provision is not to be made in the front yard of residential buildings unless the Council is satisfied that such a provision would not detract from the amenity of the neighbourhood and a properly designed and formed vehicular access of at least 8 feet in width shall be provided to adequately serve any residential development.

(e) Provision for off-street parking of vehicles in accordance with the following Ordinances chall be made in respect of every site as follows:-

Use of Site Parking Spaces required Licensed Hotels One for each 25 sq. ft. of Licensed models - Andre States (Article Article - Andre States (Article Article) gross bar floor area. Private Hotels and Hospitals One for every 2 patients beds or 2 guests. Che for each 100 sq. ft. of Cinemas, Churches, Chapels and Halls gross floor area. Grocery, food and suburban retail en en ser en stores; Banks, Post Offices; 19<u>19</u> Commercial Offices, Libraries, One per 200 sq. ft. of gross roadside restaurants and repair Γ, garages floor area. One per 250 sq. ft. of gross High density industrial Uses (over 50 employees per acre) floor area. 🔭 Medium and low density Industrial One per 500 sq. ft. of gross

strial One per 500 sq. it. o floor area.

The front yard area required under these Ordinances may be prepared and used to meet fully or in part the parking requirements set out above.

(f) The provision for parking required above may be made in any case as part of the yard space of any site.

(g) Where there is vehicular access to the site, off-street parking facilities shall be located on the site, and where that is not practicable and where vehicular access cannot be provided to the site, off-street parking facilities shall be provided as close to the site as is practicable.

(h) Every off-street parking space shall have an area of not less than <u>180 square feet</u> exclusive of access drives or aisles and shall be of usable shape and condition. There shall be adequate provisions for ingress to and egress from a parking space.

(i) Wherever in any building there is a change in use or increase in floor area, the requirements of these Ordinances for off-street parking for the new use or floor area shall be complied with.

(j) Nothing in these Ordinances shall be construed to prevent two or more owners jointly making provision for off-street parking facilities for their buildings so long as the total provision so made is not less than the sum of the requirements for the various buildings or uses computed separately, except where vehicles are or will be attracted to each site regularly at times that seldom coincide with the times when vehicular traffic is attracted to the other or others of them, in which cases the requirements may be computed as for the sum of the uses which demand the greatest provision at any particular time.

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(k) Every parcel of land provided under these Ordinances for off-street parking for use by public shall be developed and maintained as to attract traffic from the street.

(1) Parking areas in a commercial or industrial zone for more than five vehicles shall be effectively screened on any side which adjoins or faces a residential zone bya a wall, evergreen hedge, or other planting maintained in good condition.

(m) Where a property owner has provided land for increasing the width of road fronting a commercial or industrial site, such extra road width shall be taken into consideration in assessing the area of land to be set aside for off-street parking.

(n) The off-street parking requirements may be varied by resolution of the Council providing that the Council making the decision concerning the provision to be made for off-street parking shall take into consideration:

- (i) the number of workers likely to be employed on the site
- (ii) the number of calls likely to be made by servicing and delivery vehicles to the site
- (iii) the number of calls likely to be made by visitors in cars to the site
- (iv) the number, if any, of parking that adjacent streets can properly be expected to provide
- (v) The amount, if any, of public off-street parking that may be, or plan to be, available in the neighbourhood
- (vi) any physical characteristics of the site or adjoining streets that may affect the ability of the site to provide for off-street space;
- (vii) the possibility of providing for some or all of the spaces required by parking along the frontage of the site in which case an additional depth shall be added to the normal front yard requirement and the whole sealed to the satisfaction of the Council.
- (viil) any others appearing to be relevant to the case in question.

(o) Unless the Council approves the design and location of an access or outlet from a corner site, and the Council may refuse absolutely if an access or outlet more distant from the corner could be provided, the following distances shall be required -

 (i) Access to or outlet from a corner site shall not
 be located nearer than 40ft from the corner of a site at the intersection of an urban street, or 200ft in the case of intersections in a rural area.

(ii) In the case of urban commercial or industrial uses fronting regional roads, no service lane or vehicular footpath crossing which in the Council's view would be in frequent use throughout the day shall be located and provide access to such roads within 100 ft of a minor intersection, 200 ft. of an intersection to regional roads and 300 ft. in the case of major intersections of the regional network.

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 (iii) In rural areas such distances for commercial or industrial uses shall be increased to 300ff for a minor intersection, 600ft for the intersection of two regional roads, and 1,000ft, in the case of major intersections of the regional road network.

(p) (1) No person shall drive or move any vehicle or cattle, or permit any vehicle or cattle to be driven or moved on to or from any limited access road declared as such by the Council except -

- (1) At a motorway, road, street or service lane from which vehicles might lawfully be driven or moved on to the road declared to be limited access road immediately before its declaration as such; or
 - In any case to which paragraph (1) of this sub-clause does not apply, at a motorway, road, street or service lane from which access to the limited access road has been authorised by the Council in accordance with such conditions as may be approved and publicly notified by the Council; or

At a specified access place authorised by the Council and in accordance with such conditions (including conditions relating to the form of the access way and the frequency of use) as are for the time being specified by the Council.

(ii) No person shall drive or move any vehicle or cattle or permit any vehicle or cattle to be driven or moved, on to or from any proposed limited access road except -

> At a motorway, road, street or service lane from which vehicles may, apart from anything contained in these Ordinances, lawfully be driven or moved onto the proposed limited access road or part thereof; or

(2) At any access place which is shown to have been in use when the proposed limited access road was first designated as such in this District Scheme at or after the time at which it became an operative district scheme, such driving or movement of vehicles and cattle being restricted in nature frequency and degree to that obtaining at the time of such designation, or to that from time to time authorised by the Council, and in any case in accordance with such conditions (including conditions relating to the form of the access way and the frequency of use) as are for the time being specified by the Council; or

(3) At any other access place authorised for the time being by the Council, and in accordance with such conditions and the frequency of use as are for the time being specified by the Council.

(iii) In this clause, the expression "cattle" shall bear the same meaning as in the Public Works Act, 1928. - 39 -

Preservation of objects & places of historical interest & natural beauty (a) In respect of any object or place of historical interest or natural beauty which is specified in the statement as intended to be preserved, the Council shall enter particulars thereof in a register to be kept at the Office of the Council; and shall forthwith notify the owner and occupier of land upon which any such object or place is situated that it has been registered and is required under the scheme to be preserved. The register shall be open at all reasonable times for inspection by persons interested.

(b) No person shall, without the written consent of the Council, wilfully destroy, remove or damage any object or place registered by the Council as aforesaid.

(c) The Council may at any time cancel such registration, and thereupon shall make an appropriate alteration in the register and notify accordingly the owner or occupier of the land upon which the object or place is situated.

<u>Advertising</u> (a) The term 'hoarding' for the purpose of this Ordinance shall mean and include any land, building, wall, fence, pole, structure or erection which, or any part of which, is let or erected or used or intended to be used for the purpose of posting, painting, affixing, carving, inscribing or exhibiting any poster, placard, bill, inscription, picture, advertising device or advertisement or notice thereon, but the said term shall not include the walls of any building used by the owner or occupier thereof for the display of advertisements, advertising devices or notices relating to the trade or business carried on by such owner or occupier.

> (b) No hoarding shall be erected on any road, building, structure or place within the County except in accordance with By-laws for the time being in force and relating to hoardings.

Verandahs on Commercial Fremises Where the Council has designated any street in a Commercial zone as a Commercial street, every building fronting that street shall be provided with a verandah within such minimum and maximum heights as the Council may prescribe, but each so related to its neighbours as to provide continuity and each having a fascia within such limits of depths as the Council may prescribe. No such verandah shall be supported by posts on the street.

Harmony in
Design and
External
appearance
of buildingsWe building or other structure shall be so designed, constructed,
finished or left unfinished so that its external appearance will
disfigure the locality or tend to depreciate the value of the adjoining
properties. If in the opinion of the Council, the design and appearance
of a proposed building will materially detract from the amenities, it shall
refuse permission for such development as being in conflict with this
ordinance.

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Provision of
Public%Buildings having more than 10,000 square feet of gross floor areaPublic
Toiletswhich are located in Commercial 'A' zones shall provide toilet
facilities available to such members of the public as may use the premises.

<u>Removal of</u> The removal of topsoil from any land within the Rural zone is <u>Topsoil from</u> prohibited without the prior permission of the Council. Rural land

<u>Preservation</u> 27 All land and buildings shall be so maintained as to preserve the <u>of Amenities</u> amenities of the locality in which they are situated.



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APPENDIX A

Industries with Noxious or Dangerous Aspects

Abattoirs Acids Manufacture Ammunition manufacture Animal By-products manufacture Arsenic recovery works Artificial manure manufacture Boiling dówn works Bone crushing Candle manufacture Cement bag cleaning works Cement manufacture Distillation of coal, wood or bones Explosive manufacture or storage Fat rendering Fell mongering Fertilizer manufacture Fireworks manufacture or storage Fish curing and preserving Fuel oil refining and storage Fur curing and tanning Gas (coal) manufacture Gelatine manufacture Glue manufacture Gunpowder manufacture Incinerator Knacker Yards Leather tanning

Lime Manufacture Manure (Artificial) manufacture Meat works - killing, freezing and packing Oil distillation and refining Paper pulp manufacture Sausage casing manufacture Soap manufacture Stockyards: Provided that for the purpose of Ordinances relating to conditional uses in rural zones stockyards shall be deemed to be a use of land ancillary to farming and not a use to which this Appendix relates. Tallow melting and refining Tanning and currying Tar manufacture, refining & mixing Turpentine manufacture Varnish manufacture Whaling station Wool scouring Any industry that is or under any conditions may become noxious or dangerous in relation to adjacent properties or public places.



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APPENDIX B

Industries with objectional aspects such as Noise, Smoke Smell, Effluent, Vibration, Dust, Glare or other like aspects

Acetylene gas manufacture Aeroplane manufacture or assembly Agricultural machinery and implements manufacture Ammonia manufacture Animal foods manufacture Asbestos cement products manufacture Asbestos manufacture Asphalte manufacture, refining storage or mixing Bags and sacks (textile) manufacture Blacksmith's shop Boat building Boiler works Bottle factory Brass foundry Brewerv Brick and tile manufacture Briquette manufacture Burnt clay products Cassein manufacture Celluloil works Chemical manufacture Coal-briquette manufacture Cold storage Concrete - central mixing plant Construction Engineers workshop or yard Cooperage works Creosote manufacture and treatment Disinfectant manufacture Distillation of spirits Drugs manufacture Dyes manufacture Electric power generating station Engineer's construction yard or workshop Felt manufacture Fireclay products manufacture Flax milling Flock mills Flour milling Gas storage Glass manufacture Glass products manufacture Glucose manufacture Gold mining Grain elevator Grain milling Grain threshing and crushing Gravel, sand or shingle pits Graving dock Gypsum manufacture Harbour facilities - wharfage, sheds etc. Hides, wool & tallow warehouse Hydro-electric power station Ink manufacture Iron foundry Iron mining

Iron smelting Iron stove, range and grate manufacture Jam, fruit and vegetable preserving Junk yard, scrap metal, bottles etc. Linoleum manufacture Malting Margarine Manufacture Match manufacture Motor-body building Motor car wrecking Motor vehicle assembly Nail manufacture Oil cake manufacture Oil storage Oils - essence or extract manufacture Oils - vegetable manufacture Oxygen gas manufacture Packing case manufacture Paint manufacture Panel beating works Paper manufacture Patent fuel manufacture Petrol storage (bulk) Pickles and sauce manufacture Plaster of Paris manufacture Plywood manufacture Polishes manufacture Post splitting and sleeper and prop cutting Pottery manufacture Pumice pit Quarry - road metal, gravel, sand, shingle, marble, building stone Railway goods yards Railway trackage Railway workshop Roading Contractor's workshop or yard Rolling mill Rug manufacture Sacks and bags (textile) manufacture Sash and door factory Sauce and pickle manufacture Sawmill Scrap metal yard Seed cake manufacture Seed cleaning Sheep dip manufacture Sheet metal manufacture Shell crushing Ship building Shoddy manufacture Stains manufacture Starch manufacture Steel mill Stone crushing Stone cutting or dressing (except monumental masonry)

Stone quarrying Stove, range and grate manufacture Sugar refining Tar storage Timber yard (wholesale) Tinplate manufacture Tram repair workshop Varnish blending Vehicle, motor, assembly Veneer manufacture Vinegar manufacture Wallboard (other than fibrous plaster) manufacture White lead manufacture Wood-box manufacture Wood shaving packing manufacture Wool, hides and tallow warehouse Woolen mills Wood packs, rugs, etc., manufacture Yeast manufacture

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APPENDIX C

CHRISTCHURCH INTERNATIONAL AIRPORT

DEVELOPMENT PLAN

 There have been changes in aviation standards and practices both overseas and in New Zealand since the original safety zoning report was prepared for Christchurch Airport in 1957. Relevant changes are now incorporated in this plan. No significant reassessment of overall ultimate runway requirements has been entered into.

Apart from the very close-in areas immediately off the ends of the runways (in the general vicinity of approach lighting) this specification does not include within its scope any areas where non-residential zoning may be desirable.

2. Strips

(a) <u>Main Strip</u> (02/20)

The north-east end of the main strip remains unchanged from the location shown in the 1957 safety zoning report. The location of the south-west end of the main strip is adjusted by a distance of 53 cm 174 feet so as to locate this end of the strip at 200 feet past the

end of the new sealed runway extension, thus the main strip length is increased by 174 feet. The width of the main strip remains at

1,000 feet, and the strip is at ground level.

(b) Subsidiary Strip (11/29)

The overall length of this strip remains as shown in the 1957 zoning report. However, the south-eastern end of the subsidiary strip is permanently located at 200 feet past the south-east end of this sealed runway. The width of the subsidiary strip remains at 700 feet, and the strip is at ground level.

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3. Zoning Thresholds

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There is a zoning threshold coincident with each end of the main end of the subsidiary strips as defined in paragraph 2 above. Thus the distance between the zoning thresholds for the main strip is 9,064 feet and between the zoning thresholds for the subsidiary strip is 6,900 feet. 2103 120

The datum levels for the north-eastern and south-western zoning thresholds 28 off for the main runway are set at 92 feet and 1184 feet respectively, above 36.02 mean sea level. The datum levels for the north-western and south-eastern zoning thresholds for the subsidiary runway are set at 114 feet and 91 27 74feet respectively, above mean sea level.

Approach Slopes - General

There is an approach slope rising at a specified gradient (or gradients) from each zoning threshold. Each approach slope is symmetrically disposed about the extended centre-line of the runway, and its sides (which extend from the corners of the related zoning threshold) diverge uniformly outwards at the rate of 15 per cent.

NOTE: The approach slopes defined in this specification also embody take-off/climb requirements.

(a) Approach slopes - Main runway

Each of the two approach slopes for the main runway rises at a gradient of 1.5 per cent over a horizontal distance of 15,000 feet and thereafter at a gradient of 1.6 per cent to a distance of 10 - mautical miles. - 44 -

(b) Approach slopes - Subsidiary runway

Each of the two approach slopes for the subsidiary runway rises at a gradient of 1.6 per cent over a horizontal distance of 40,000 feet. 121922

5. Take-off/Approach Fan Aerodrome Protection Zone

Following similar practice elsewhere, special restriction zones over land just off the ends of the strips are included in this specification. Inclusion of these areas in no way implies any lessening of the need to retain other areas near the airport in rural zoning.

Thus there is a Take-off/Approach Fan Aerodrome Protection Zone under the stort approach slope to each runway. Each such special restriction zone extends from a zoning threshold, and comprises the whole area vertically under the associated approach slope for a specified distance namely, 3,500 feet for each end of the main runway, 2,000 feet for the 1 Oldom north-west end of the subsidiary runway, and to Russley Road at the share south-east end of the subsidiary runway.

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6. Lighting Visibility Slopes

There is a lighting visibility slope beneath a portion of each approach slope, symmetrically disposed about the extended centre-line of the "associated runway and rising from the associated base. Each base is 121-92~ 400 feet wide. - Annonething

The bases for the lighting visibility slopes for the main runway are 853.44m located at a distance of 2,500 feet from the associated zoning threshold in each case. For the subsidiary runway this distance is 1,200 feet. 365-76-

> Each lighting visibility slope rises at a gradient of 3.3 per cent from its base so as to intercept the over-laying approach slope, and its sides diverge uniformly with increasing height so as to meet the sides of the approach slopes where the two slopes thtersect.

The datum levels for the bases of the respective lighting visibility slopes are set out as follows :-

to the south-west of main runway and 135ft-above mean sea level 9. to the north-east of main runway Average ground level 32 92 to the south-east of subsidiary runway 108ft. above mean sea level to the north-wort of subsidiary runway Average ground level

7. ILS Overshoot Surface

4502

Shy Storm

This level surface is at an elevation of 179 feet above mean sea level and has six sides. The surface is symmetrical about the centre-line of the main runway, and about a line intersecting the main runway at right angles to its centre-line at 4,832 feet from the western zoning threshold. The two ends of the ILS overshot surface are each parallel to the main zoning thresholds, are 2,050 feet long, and are 16,564 feet apart.

5599.19~ Each of the other four sides is splayed outwards from the extremity of an end at 15 degrees to the runway centre-line so that a pair of these sides meet on each side of the main runway at points approximately 6,515 feet apart. 1955-77

8. Transitional Slopes

(a) Transitional slopes extend upwards and outwards from the sides of each strip (as defined in paragraph 2) and from the sides of each approach slope. They extend at specified gradients to intercept 45-12-the horizontal surface (at 150 feet above the aerodrome reference point). The gradients are as follows:-

From the sides of the main strip, and from the side of the approach slopes for the main runway 1 in 10 . . . * * * From the sides of the subsidiary strip from the sides of the approach slopes for the subsidiary runway 1 in 7 e o a . . .

(b) A transitional slope extends upwards and outwards from each of the two sides of each lighting visibility slope at the constant gradient which will allow the top edge of the transitional slope to be coincident with the side of the approach slope, where possible; provided that the constant gradient (while otherwise being as shallow as possible) shall not be in any case shallower than

9. Horizontal Surface

sea level.

(a) The horizontal surface extends from above each side and from above each end of the main strip (paragraph 2) outwards for a distance of 15,000 feet from the strip, and overlays the ground at an an elevation of 150 feet above the level of the aerodrome reference point. The aerodrome reference point is at 105 feet above mean 32.000

- (b) Each outer boundary line of the horizontal surface is extended so as to join the adjacent extended boundary lines by tangential curves having a radius of 5,000 feet. 1524
- (c) Sloping planes extend outwards and upwards from the periphery of this horizontal surface. They extend outwards for a horizontal
- (to reach a maximum elevation of 500 feet above the aerodrome reference point).

10. Airport Protection

To safeguard the standards that are implicit in the long term development of the Christchurch International Airport, this development plan envisages provision being made for both height and land use restrictions in the relevant district schemes as follows:-

- (a) The height restrictions associated with the strips, approach slopes, lighting visibility slopes, the ILS overshoot surface, transitional slopes, and the horizontal surface and surrounding sloping planes to affect the areas precisely coincident with the definitions set out in paragraphs 2, 4, 6, 7, 8, and 9 of this specification.
- (b) The areas defined as Take-off/Approach Fan Aerodrome Protection zones (paragraph 5) to be designated as such in the relevant district schemes.
- 11. This plan also envisages that no road shall be constructed in the vicinity of the International Airport where an approach slope (paragraph 4), lighting visibility slope (paragraph 6) or transitional slope (paragraph 8) would pass at a lower height than fifteen feet vertically above any part of the road.



APPENDIX D

Permitted Height Relative to Distance from Centre Line of Street or Rear Boundary of site with a ruling Height-control line at an angle of 65 degrees.





The Town and Country Planning Act, 1953

PAPARUA COUNTY DISTRICT SCHEME HALS ELL SECTION

SCHEME STATEMENT

Being a Description of the Particular Purposes of the District Scheme and Other Particulars Necessary for its Proper Explanation.

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PART I - FORMAL INTRODUCTION line gablication

Documents comprising District Scheme 1.

The Halswell Section of the District Scheme, hereinafter called "the District Scheme" or "the Scheme" is comprised of the following documents:-

(a) The Scheme Statement which sets forth the particular purposes of the Scheme and other particulars necessar purposes of the Scheme and other particulars necessary for its proper explanation.

(b) A Code of Ordinances for the administration and implementation of the scheme.

(c). The District Planning Maps illustrating the particular matters dealt with in the district scheme.

2. Area included within District Scheme

The District Scheme provides for the future development succiof the Halswell Section of the County, being an area of 24,956 acres (39,00 square miles).

3. <u>Planning Period</u>

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The District Scheme covers a term of 20 years (hereinafter called the planning period) being the years 1966 to 1985, both inclusive.

4. Interpretation

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Virght and In this Statement, unless the context otherwise requires, words and phrases have the same meanings as in the Code of Ordinances. A The ART OF THE CORE OF A CONTRACT OF A

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PART II - DESCRIPTION OF THE DISTRICT

THE PRESENT

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1. The District and Its Environs

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The Halswell Section of the Paparua County, formerly the Malswell County, is a geographic district with an area of approximately 25,000 acres and a population in the vicinity of 4,300. Its northern boundary adjoins the built-up area of Christchurch and virtually the whole of the district, to a greater or lesser extent, is related to or affected by the large Christchurch urban community of a proximately 250,000 population.

> The district represents a strip of land about 12 miles long and varying in width from three to five miles, being wider in the south than in the north. It lies . generally in a north-south direction and is characterised by two main geographical features. The western slopes of Banks Peninsula rising to a height of some 1,500 feet from the eastern and larger part of the district. These slopes have a conforming pattern of rolling topped ridges carved by small, steep sided valleys which narrow rapidly as they recede into the hills. Generally they comprise tussock grasslands and are used mainly for the grazing of sheep and dry stock. For the rest, the district is comprised of a relatively small area of flat land which forms part of the eastern edge of the Canterbury Plains. Generally this land is of high fortility and, characterised as it is by a high water table, is particularly valuable in the Christchurch region with its relatively low rainfall and the desiccating effect of the hot "nor'westers". Because of the high water table these flat lands of the district seldom suffer from drought as there is usually adequate soil moisture when precipitation is insufficient for plant growth. They are used mainly for town milk supply and dairy herds.

Except for three or four larger concentrations, population is fairly evenly spread throughout the flat lands of the district and on some of the lower slopes and valleys of the hills. The three most significant concentrations of settlement are Halswell Township, Tai Tapu Township, and the Kennedy's Bush Road locality on the hills.

Halswell Township, with a population of about 2,500, lies about four to five miles from the centre of Christchurch. Originally serving as a rural centre, it is now changing to become something of a suburban community associated with the Christchurch urban area. Geographically, however, it still remains distinct and separate from the main Christchurch area. Between the township and the City boundary about one and a half miles away, are to be found the soils of high fertility, with a high water table. This land is still being farmed, particularly for town milk supply, but is becoming increasingly subjected to the pressure of urban development generated by the urban expansion of Christchurch. The dangers of these particularly valuable soils being overwhelmed and lost to farming by urban development are very real.

Tai Tapu is a small township of some 250 people lying about 10 miles from Christchurch on the main road linking the city with Banks Peninsula. It provides some survices for the surrounding farming community, but over more recent years there has been little evidence of much prowth in the township.

2.

Kennedy's Bush Road locality comprises some 50 houses on the hills above Halswell Township, about six miles Sk distant from the centre of Christchurch. It is a relatively recent development, but has been growing steadily as a low density urban settlement over the past 20 to 30 years.

For the rest, the district largely retains its original rural character. Sheep graze the hillsides, and the fertile lands of the flats still carry their crops and herds of cows.

2. Administrative (refer Planning Data Map No. 1)

Prior to 1958 the district was a separate territorial area known as the Halswell County and preparation of this Scheme was commenced by the then Halswell County Council. However following the amalgamation with Paparua County in 1968 the scheme has been administered by the new Paparua County. The land comprised in the Halswell Section of the district is bounded on the north by the City of Christchurch, in the east and south-east by the counties of Heathcote, Mount Herbert and wairewa, in the west by the remainder of the Paparua County and in the south-west by the Ellesmere County. There are also a number of ad hoc local authorities which provide some services or have some responsibilities within the district.

Landforms (refer Planning Data Map No. 4 - Contours)

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The district is divided into two distinct and easily recognisable types of landform; the plains and the hills.

The Plains: The flatter areas of the district comprise (a) the eastern edge of the Canterbury Plains which begin at the foot of the hills and rise gradually as they extend westwards and inland away from the district. Although the hills comprise by far the larger area of the district the flat areas become dominant features in the northern part as the hills curve away towards the east, and again in the south, where the district is at its widest. In the central area where the eel. district is not very wide, the flat land is pinched e Core e into a narrow strip along the foot of the hills. The plains, however, are still present, but form part of the remainder of the County. In general, the plains within the district have an elevation of about 50 feet, but local relief does not exceed more than a few feet.

(b) The Hills: The predominant topographical feature of the district is the line of hills which range along its eastern side. These hills, which comprise part of the fringe of the former volcanic area known as HECK- Banks Peninsula, rise to about 1,500 feet and their summit marks the eastern boundary of the district. These hills consist of a series of spurs running either westwards or northwards from the summit. At the lower levels the spurs run out on to the plains so as to enclose between them valleys of relatively flat land, but above the 100 foot contour the valleys are often steep sided with prevalent slopes with grades of up to one in two. Even so the western hills of Banks Peninsula that lie within the district present, on their lower slopes, more easy rolling country than those that lie further east to the immediate south of Christchurch. Though there are some problems of access because of the steep sided valleys these western slopes would allow for their more extensive use for urban purposes.

4. Drainage

The district lies within the catchment area of two small rivers; the Heathcote and the Halswell. The Heathcote flows across the north-western edge of the district into the City of Christchurch, and that part of the district north of Halswell Township is drained into this river by a network of open drains and small tributaries. Because of the high water table and impervious soil conditions found in this locality, subsoil drainage is not good and some surface flooding can occur, especially in the Sparks Road - Cashmere Road locality. The areas liable to flood are shown on Planning Data Map No. 6/4.

The major drainage system for the district is the Halswell River and its tributaries. The Halswell, which marks the western boundary of the district, rises to the north-west of the Halswell Township and flows generally in a southerly direction until it reaches the village of Tai Tapu. Here the river turns to the west for about two miles before turning to the south-east and flowing out of the area towards Lake Ellesmere. This river carries away most of the ground water from all parts of the district south of Halswell Township.

5. Soils (refer Planning Data Map No. 2 - Soils)

In common with the rest of the Christchurch Region, the soils of the district are closely related to parent mineral material. This fact creates, in the district, two main types of soil, the alluvial soils of the plains and the hill soils - this latter group again being divided on the basis of whether the parent material is igneous material or loess.

The other important factor contributing to soil differences is the height of the water table. This, through its effect on drainage, brings about differences in the alluvial soils. Differences in soil texture add further to the final soil pattern.

(a) <u>Alluvial Soils</u>: The well drained and moderately well drained alluvial soils occur mainly alongside or close to the Halswell River and its tributaries along the western part of the district. These soils are of relatively high fertility and are generally used for cropping.

The poorly drained alluvial soils occur in two main localities. To the north and west of Halswell Township, where they also immediately adjoin the built-up area of Christchurch, and to the immediate south of Tai Tapu. These soils are noted for their high water table, which is generally within a foot or so of the surface. This makes the disposal of septic tank effluent and sullage a problem where there are no sewers. The main advantage of these soils, which are also of high fertility, is that they seldom suffer from drought as there is usually adequate soil moisture when precipitation is insufficient for plant growth. This quality is of , particular virtue in the Christchurch scene where there is a relatively low average rainfall of 26 inches a year, and where the desiccating effect of the hot "nor'-westers", which blow most frequently in the spring and summer months, cause droughty conditions in most years over adjacent large areas

of the plains, comprised as they frequently are of well-drained alluvial soils. These poorly drained soils in Halswell, therefore, provide some of the best town milk supply and dairy farms in the Christchurch region. They do not, however, support many market gardens, for, though the soils are highly fertile, they are, within the Christchurch area, relatively cold so that the market gardeners cannot compete with the warmer areas in the northern part of the Christchurch region and in some of the northfacing Port Hills valleys.

In the southern corner of the district, along the lower reaches of the Halswell River, there is a stretch of poorly drained saline alluvial soil. This soil is of low fertility and is used for rough grazing for beef cattle, as the presence of salt restricts the growth of better pasture species. (b) The Hill Soils: The soils of the hill areas of

the district are developed from either of the two main types of parent material existing there, that is, igneous material or loess. The hill soils developed from loess are mainly yellow-grey earths formed under tussock grassland conditions and are widespread on all but the upper and steeper slopes. The disposal of drainage locally is difficult due to the impervious nature of the loess. The combination of complete absence of ground water and low rainfall cause plants to suffer from drought in the summer months. Some of these soils may, in odd places, be found to be suitable for use in brick manufacture and pottery. The hill soils developed from igneous material, mainly basaltic rocks, are found on the steep slopes which have been denuded of the loess covering. The same conditions of drainage and soil moisture apply as to the loess soils and, where it occurs, the closeness of hard rocks to the surface add to the difficulties and expense in the construction of roads and services. Some small outcrops of these basaltic rocks are suitable for ornamental work and road metal.

6. <u>Climate</u>

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In common with the maritime climate experienced by the Christchurch Region, the average weather conditions pertaining to the district are free from extremes, being generally cool and moderately dry.

(a) Winds: Winds are most frequently from either easterly or south-westerly directions. The easterlies, which are commonly "reinforced" sea breezes, are usual from September to January inclusive, while the south-west winds predominate during the remainder of the year. The strongest winds are mainly from the south-west and north-west and are most likely to occur in the spring.

> The "nor -wester" with its pronounced Foehn effect is especially notable for low relative 'humidities and a desiccating effect which reduces the efficiency of precipitation. In the eastern areas of the district most winds are subject to some local variations due to the funnelling and channelling effects of the hills and valleys.

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(b) <u>Rainfall</u>: The average rainfall is about 26 inches per annum. While there is slightly more rain in the winter than in the summer, the rainfall is fairly evenly spread throughout the year. Although precipitation is usually inadequate to provide the optimum amount of water for plant growth between November and April, the existence of a high water table makes additional supplies of soil moisture available over most parts of the low-lying areas of the district, thus minimising the effect of the precipitation deficit.

(c) <u>Temperature and Humidity</u>: The mean monthly temperatures are cool and even, and thermal control limits the active growth season for most plants to about 10 months between mid-August and the end of May. Although the absolute extreme range is equal to 24 + 4 C -760F, the extremes creating this range are seldom experienced. However, temperatures of $90^{\circ}F$., do Balance each summer and temperatures below 25°F., may be recorded during June, July and early August.

The daily range of temperature is surprisingly large and comparable to that experienced in continental areas. In January the daily range is equal to 17.5°F., and in July to 15.1°F. Large and sudden changes of temperature occur in association with the cessation of the north-westerly wind, when the warm Foehn wind often gives way suddenly to the cold southerly.

Atmosphere humidity is generally at a comfortable level, with a yearly average of 75% and a variation of \pm 5%. However, large daily variations can occur which, especially in the warmer months with north-west conditions, has given rise to hourly recordings of relative humidity as low as 12%. The same conditions commonly create relative humidities of less than 20% in summer months, while in the cold winter months the easterly wind can be unpleasantly raw as a result of high humidity.

> Fogs are common during the autumn and winter months on the low-lying land, but they are mainly radiation fogs occurring at night and dispersing at daylight.

(d) Frosts, Snow, etc.: Frosts are common in the months of May, June, July, August and sometimes September. At other times the frosts recorded are of short duration, but nevertheless may be injurious to some particularly frost tender plants. Most parts of the hills are more free from frosts than the low-lying parts of the district.

Frosts in winter are usually followed by clear sunny days and normally a higher percentage of possible bright sunshine is recorded in winter than in summer.

> Snowfall is not common, but may be expected once each winter, and more often on the hills. Only once in five years will snow lie on the flat ground and a major snowfall may occur once in from ten to fifteen vears.

Thunderstorms, with a possibility of hail, are infrequent but may occur in association with convective activity over the Canterbury Plains during the months of November, December, January and February.

7. Land Use

(a) Data and Maps

The land use survey for the District Scheme was carried out in November, 1963, and the information obtained from this survey is recorded on the following Planning Data Maps:-

- (i) Planning Data Map No. 3-1 showing the whole district at a scale of 20-chains to an inch on two sheets.
- (ii)Planning Data Map No. 7-1 showing Halswell Township and environs at a scale of 10 chains to an inch.
- (iii)Planning Data Map No. 8-1 showing Tai Tapu and environs at a scale of three chains to an inch.
- (b) <u>Classifications</u>

Land uses are classified into six main groups with sub-classifications within each group. These classifications are shown on the relevant planning data maps and in Tables 1 and 2 of Appendix I.

In order to obtain a better appreciation of existing urban conditions, the land uses in certain localities have been considered in greater detail and for this purpose six urban areas were defined.

(i) The Townships:

Halswell Township. Tai Tapu Township

(ii) The Localities:

Halswell Locality Days Road Locality Happy Home Road Locality Kennedy's Bush Road Locality

(c) Land Use within the District

(i) <u>The Townships</u>: The various types of land uses within the townships, their distribution, extent and comparative areas can be most clearly appreciated from a study of Planning Data Maps No's. 7-1 and 8-1 and from Table 2 in Appendix I.

Halswell Township originally developed as a rural village serving as a centre for the surrounding countryside. Because of its proximity to Christchurch it has, in more recent years, developed as a dormitory suburb of the Christchurch urban area, while at the same time retaining some of its functions of a rural centre. The township which at the time of the survey contained 574 houses with an estimated population of 2,200, is almost wholly residential in character. There is virtually no industry and the greater proportion of the working population resident in the township is employed in one or another of the industrial districts of the

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Christchurch region. There are three small groups of shops which provide for the day to day needs of the resident population - two in the newly developed northern part of the township and the other serving the southern part. There are an hotel and two primary schools. At the present time there are relatively substantial areas of vacant land and some market gardens in the township, but it is anticipated that most of these will be progressively developed for urban purposes when sewer facilities become available.

<u>Tai Tapu</u> is a rural township situated in the southern part of the district on the main road from Christchurch to Banks Peninsula. The township provides for some of the day to day shopping and servicing requirements of the local residents and surrounding farming community, and with its primary school, hall and two churches, serves as a small social centre for the locality. The 64 houses in the township accommodate an estimated population of 230. Like Halswell Township, there are, at the present time, relatively large areas of undeveloped land within the township.

(ii) The Localities:

Halswell Locality: This area, adjacent to Halswell Township, comprises the transition stage between the urban area of the township and the rural area proper. The locality is mainly rural in character, but has been eroded in parts by some residential development, though many of the houses are associated with farms. The main recreation area associated with the township is also situated in this locality.

Days Road Locality: This is a long established and very small locality lying about midway between Halswell Township and the City boundary. It comprises 6 houses, two factories and about 4 acres of vacant land situated in Halswell Road and surrounded by the rural area.

Happy Home Road Locality: This is a small pocket of relatively new residential development comprising some 25 houses situated partly on the flat and partly on the hills. It lies at the junction of Happy Home Road and Cashmere Road in the rural area, only about half a mile from the City boundary. There are no services to the area and the poor subsoil drainage has restricted any further development.

Kennedy's Bush Road Locality: This locality comprises a larger area of low density residential development on the hills overlooking Halswell Township. It has been developing steadily over a number of years and now comprises about 50 houses. This locality, situated about a mile from Halswell Township and six miles from the city centre, represents the larger type of part rural, part urban property for which there has always been a demand. (iii) Rural

The rural areas which form the major portion of the district are generally settled for farming purposes. One of the main functions of the rural area is the supply of town milk and dairy produce for use in the urban areas of the Christchurch Region, and large areas of the district are particularly suited to this type of intensive dairy farming. The two most notable areas are those between Halswell Township and Christchurch City, and immediately south of Tai Tapu Township. These areas are highly fertile and their high water table ensures full time pasture growth even in the dry summer seasons. Dairy farms also predominate in the central areas of the district along the Halswell River, but in these areas some spray irrigation is necessary in the dry periods of the year.

Pasture growth on the hills is restricted by the dry summers and absence of ground water. The land is therefore used mainly for sheep farming and some store cattle. Some small areas, such as Langdowne, or "Early" Valley as it is sometimes appropriately called, are because of their favourable aspect, cultivated as market gardens and orchards. The outlying plains areas to the south and west of Tai Tapu are used for mixed farming, mainly cropping in association with sheep or cattle. The saline areas in the far south of the district have a poor type of pasture growth which is used as extensive grazing for beef cattle.

- The only rural industry of any significance is the Halswell Quarry at the foot of Kennedys Bush Road. This is owned by the Christchurch City Council and provides a large amount of the chip material used for road sealing in the Christchurch Region. It also produces small amounts of ornamental stone. In Middle Lincoln Road, on one of the few shingle fans in the County, is a pit owned and operated by a private contractor. This provides varying grades of shingle aggregate for use in the roading and construction industries in the Region.

8. Population

The changes in the population of the district since 1926 census are shown in Tables 3 and 4 of Appendix I.

In general the population of the district remained fairly static from 1926 until 1945, when the population increased only from 1,822 to 2,036. However, apart from a fall between 1951 and 1956 due to a boundary change with Christchurch City, the post war years have seen a steady increase in population to a total of 4,313 at the 1966 Census. From 1945 to 1955 Halswell Township had a population in the vicinity of 1,000. In the following eight years, to about 1963, the population of the township increased fairly rapidly to about 2,200. Since then, because of lack of sewage facilities growth has been relatively slow, and it is estimated that the 1966 population is in the vicinity of 2,500. In Tai Tapu Township there was relatively a large increase in the population between 1956 and 1961 when a number of residential sections were developed. However, there has been little evidence of any further urban development in this area.

The Kennedy's Bush Road locality has been continuing to grow steadily, though at a decreasing rate in more recent years. It possibly has a population of about 200, and the group of 25 houses at Happy Home Road about 100. Otherwise the population in the balance of the rural part of the district has remained fairly static over the years in the vicinity of 1,000 people.

9. Public Services

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The areas at present served by the existing public services are shown on Planning Data Map No. 6 and the administrative boundaries of the ad hoc local authorities providing the various services are shown on Planning Data Map No. 1.

(a) Water Supply: The only parts of the district at present served by a high pressure water supply system are Halswell Township, including the Kennedy's Bush Road locality; and a few properties in Sparks Road adjacent to the City boundary. The latter obtain their water from the Christchurch City Council's system. The system serving Halswell Township was installed in 1963 and the supply is maintained by pumping from two wells in Halswell Junction Road directly into the mains. The pumps are electrically driven and automatically controlled by the rise and fall of the pressure in the mains. The supply to the Kennedy's Bush Road area is maintained by pumping downhill by gravity.

> The remaining areas in the district obtain water by means of private wells sunk to the artesian aquifers which are found at varying levels beneath the flat areas of the district. The source of this artesian supply has been the subject of much conjecture for many years. It is now generally believed that the main intake is from rainfall on the highly-permeable gravels of the Canterbury Plains to the west of the Christchurch Region, augmented by seepage from shingle rivers such as the Selwyn and Waimakariri.

Spray irrigation for pastures can usually be obtained, when required, by pumping from the many streams and watercourses.

Artesian water supplies are not directly available to most hillside properties, and the supply to these areas is usually maintained by pumping through pipelines laid to wells which have been sunk on the flat.

(b) <u>Sewage Disposal</u>: At the present time the only area served by a sewage disposal system is that bounded by the County Boundary, Sparks Road and Handersons Road. This area is connected into the Christchurch Drainage Board's main system. In the remainder of the district disposal is effected by septic tanks, chemical disposal or night soil collection. These methods have proved adequate in most localities, but in parts of Halswell Township where the subsoil drainage is not satisfactory, restrictions have been placed on further building development until a modern disposal system is available. This is now to be provided by the Christchurch Drainage Board and construction is expected to start almost at once.

(c) <u>Electricity</u>: The district is served by two Power Supply Authorities; the Municipal Electricity Department and the Central Canterbury Electric Power Board. The areas served by each of these Authorities are shown on Planning Data Map No. 1. Electricity is available to all parts of the district and the supply is expected to be adequate for all foreseeable demands.

In addition to the power supplied to the area by these two Authorities, the district is traversed by a 66 K.V. transmission line controlled by the N.Z. Electricity Department. This line runs from the Islington Substation to the Bromley Substation and supplies much of the power used in the eastern areas of Christchurch City.

- (d) <u>Gas:</u> The only property served by the Christchurch Gas Company is the Catholic Home in Halswell Road. No extension of this supply is anticipated.
- (e) <u>Passenger Transport:</u> The only passenger transport operated in the district are the bus services provided by the Christchurch Transport Board, Midland Motorways and N.Z. Railways Road Services. Details of the routes and times of these services are shown on Planning Data Map No. 6/2. The services at the present time provide limited passenger transport to Halswell Township, mainly in the form of workers' buses in the morning and evening. Buses to and from Akaroa also traverse the district and these supply the only services to the outlying localities of the district. It is expected that services will be increased as and when the demand warrants.

10. Communications and Roading

Roads and road transport provide the only means of communications and transportation within the district. There are no railways or other transport services.

At the present time Provincial State Highway No. 75, known in various areas as Halswell Road, Tai Tapu Road, and the Christchurch-Akaroa Road, is the most important route in the district. This road runs from Christchurch to the settlements and rural areas of Banks Peninsula and acts as a spine road with numerous branches into the rural areas. Traffic counts taken in 1961 show that 316 vehicles per day were using this road at Motukarara and 2,826 vehicles per day were using the route near the northern end of the district with some 1,600 vehicles per day passing through Halswell Township. From these figures it is clear that much of the traffic using the length of this route in the northern area of the district, originates either within or close to the district or within the City of Christchurch. However, as a result of some of the proposals included in the scheme, some changes to this present pattern of movements are expected. The other important routes in the district are:-

- (a) Sparks Road, which provides a link from Halswell Township to southern Christchurch.
- (b) Halswell Junction Road, which provides an east-west link for Halswell Township to the Sockburn industrial area and the Main South Road to the west.
- (c) The Tai Tapu-Lincoln Road, which provides an eastwest link for the southern areas of the district to the Ellesmere farming district and to the Main South Road.

The Lake Ellesmere and Banks Peninsula areas provide a considerable attraction for recreational purposes particularly at weekends and holiday periods with the result that State Highway 75 and its contributory roads leading from the city carry heavy and rapidly increasing volumes of traffic at these times.

(Passenger transport, their routes and timetables, have already been discussed in Clause 9 (e) of this Part of the Scheme Statement).

THE FUTURE

The future Halswell, with two exceptions, is seen still as a rural county with its lands preserved and protected for farming purposes. The two exceptions are Halswell Township and the lower slopes of the hills lying southwards from the City boundary.

1. Halswell Township

Halswell Township with its two and a half thousand people will continue to grow, to become ultimately an integral part of the large urban community of Christchurch. Its growth will take place firstly within the area of the present township with later development in a northwesterly direction towards the industrial areas of the County near Hornby. Halswell Township is surrounded, in the main, by good farming land. To the north-west of the township, however, are to be found some intrusions of virtually the only light shingly land in the district. Urban growth in this direction will therefore use some of the less potentially fertile land for this purpose. Come The area of some 150 acres has been zoned as General Development A and development will only be permitted if certain special conditions set out in the ordinances can be met. In effect this General Development A zone

represents a form of stage development for the control of the future expansion of the township.

2. The Lower Hill Slopes

The lower slopes of the hills lying southwards from the City boundary, and including the Kennedy's Bush Road spur, are envisaged, in the long term, as hillside suburbs for the Christchurch area. However for the present, and for some time to come, it will not be possible to develop all of these slopes for full urban use. In the first place, it is doubtful if all this area of approximately 2,000 acres is required for closely settled hillside suburbs at the present time. In the second place, there are problems in the provision of services, particularly water and sewage, that would make it difficult to open them up now for full-scale urban development at the present time.

While full urban development of the hills is clearly a very long term objective it is considered that there is one particular locality where development can be commenced at a relatively early date. This is the locality bounded by Worsley's Road, Hoon Hay Valley Road and Happy Home Road and known generally as Worsleys Spur. The Council is of the opinion that some form of development on this elevated area of land, with views across the City and the plains to the Southern Alps, is in the public interest and should be encouraged. However, having regard to the difficult topography the Council also considers that it would not be desirable to compal the developers to undertake expenditure, at this stage, on a comprehensive and detailed development programme. For these reasons it has been decided that some 165 acres of Worsley's Spur should be zoned as General When Development B with a further 170-acres zoned as Deferred General Development B. The interim zoning of the deferred area being Rural B.

The General Development B zone may be described as a zone designed to permit creeping development, engineering and other obstacles being met as development proceeds. There is flexibility so far as section sizes are concerned, but certain minima are contained in the code to ensure that section sizes are not sub-standard. In order to provide for an attractively laid out subdivision, some lots contain up to 50 perches and the smallest 30 perches. The code further states that, where the subdivision of land in one ownership is to proceed in stages, the applicant must submit a plan for the subdivision of the whole of the land in the first instance. Provision is also made in the code for the setting aside of reserves as well as for commercial areas and other areas of public utility such as school sites, etc. The Council has preserved a main arterial road link from the subdivision to future main roads in the area by means of a designation.

The Deferred General Development B zone which has previously been referred to is a logical extension of the General Development B zone, but remains deferred until the scheme is changed by way of either Section 29 or Section 30 of the Town and Country Planning Act, 1953. When and if such change takes place, this zone will then form part of the General Development B zone.

3. The Farming Districts

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The farming areas fall into two main districts comprising generally, on the one hand, the fertile pasture lands on the flat lying between the City boundary and Halswell Township and, on the other, the remainder of the district comprised of both flat land and hills and lying more distant from the Christchurch built-up area.

The Fertile Pasture Lands

The first area lying generally between the City boundary and Halswell Township is the Rural A zone. The aim for this area is two-fold. First, to preserve and promote its valuable pasture lands for farming purposes, more particularly for town milk supply, and, second, to protect it from urban encroachment by the large urban community alongside it. To this end virtually no uses will be permitted within it unless they are directly concerned with farming the land. Services, such as schools, garages, stores and hotels which are sometimes permitted in rural areas for the convenience of the local farming community, can be readily reached in the adjoining city and township. It is not considered necessary, in this case, to provide for them within the rural area itself.

5. The Remaining Farming Country

For the second area, which comprises the Rural B zone, the main aim is to preserve it for farming purposes. In this case, however, the land lies more distant from the large Christchurch urban community. Because of this it may be necessary on occasions to provide for some services for the convenience of the local farming community and the scheme plans to allow for this.

It is appreciated that, relatively, the hills are not of high actual or potential agricultural value. There are parts of them also that are already in comparatively small holdings. Nevertheless it is considered that even on the hills the aim should be to discourage further fragmentation of the land so that they may remain in farming use until they are required for some form of urban development. This, it is considered, may be a very long time away.

Ta<u>i Tapu</u> б.

Tai Tapu is a very small settlement situated in the midst of good farming land. It will continue to function as a small servicing centre for the farming community in its immediate vicinity and the scheme provides for this. But because other services are so conveniently available in Halswell Township and in Christchurch, and because it is surrounded by good farming land, it is not considered wise or necessary to provide for its further outward expansion.

The zones included in the District Scheme have been designed to provide for the development of the district over the next 20 years. The district has been divided into two basic units, the rural area and the urban area, and these units have been further subdivided into two rural zones and various types of urban zone, such as the residential, commercial and industrial zones. Each zone is shown on the district planning map by the notation set opposite its name on that map.

1. Rural Zones

Provision has been made in the scheme for two rural zones, Rural A and Rural B. Subject to the provisions of this scheme, land within the rural zones is intended primarily for farming uses, but may be used for certain other uses which are specified in the relevant part of Ordinance II of the Code.

(a) <u>Rural A Zone:</u>

The Rural A zone, which comprises most of the rural land between the City and Halswell Township, has been designed to preserve land of high agricultural value and to control the spread of urban development from both the City and Halswell Township. Most of the land within this zone is highly fertile and provides some of the best dairy farms in the Christchurch Region. It is considered that, in the economic interests of both the immediate district and the Region as a whole, this land should be preserved for its present use. The permitted uses in this zone have therefore been restricted to farming and to uses, such as schools and institutions, which are conducted in association with farming. The area zoned for Rural A purposes is listed in Table 5 of Appendix 2 of this Scheme Statement.

(b) Rural B Zone:

The Rural B zone comprises most of the rural land south of Halswell Township, together with large areas of the hill country and some isolated pockets near the proposed motorway. Most of this area is truly rural in character, and, unlike the Rural A zone, is not subject to the pressures of urban development. Also, parts of this zone are sufficiently removed from the townships to warrant the provision of some services provided by uses such as garages, hotels and workshops. Consequently the uses permitted in this zone cover a wider range than those provided in the Rural A zone. The area in the district which has been zoned for Rural B purposes is listed in Table 5 of Appendix 2 of this Scheme Statement.

(c) Aerodrome Protection Zone:

"Wigram Airfield - In order to safeguard the development and operation of this aerodrome, provision is made for relevant height restrictions in nearby areas. There may be cases where the stage of development or the operation of the aerodrome would permit some infringement of these height control restrictions for a limited period, or isolated instances where conditions (such as shielding by local terrain) would permit some limited permanent infringment. However, any such proposed infringements are subject to the

prior written consent of the Secretary of Defence being obtained, and to any conditions (e.g. those relating to marking and lighting) which he may require. Provision is also made in the district scheme for a Take-Off/Approach Fan Aerodrome Protection Zone as shown on the district planning map."

The above statement, together with the Take/Off-Approach Fan Aerodrome Protection Zone shown on the district planning map and the relevant ordinance, being Clause 4 (2) of Ordinance V of the Code of Ordinances, are all included in the district scheme pursuant to Requirements of the Minister of Works issued on 8th June, 1966 and 21st January, 1969, under Section 21 (7) of the Town and Country Planning Act, 1953.

The aggregate area, including roads zoned for Aerodrome Protection purposes is set out in Table 5 of Appendix 2 of this Scheme Statement.

2. <u>Urban</u> Zones

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The three urban areas included in the scheme are Halswell Township, Tai Tapu Township and Worsleys Spur. The urban area of Halswell Township comprises some 491 acres as defined by the Operative Regional Planning Scheme, Development A zone. The Tai Tapu urban area, comprising 32 some 79 acres, has been confined to the existing built-up area and it is considered that there is adequate vacant land within the village to accommodate all urban expansion which may occur within the planning period. The Worsleys Sour urban area comprises some 335 acres zoned as General Development B and Deferred General Development B on the lower slopes of the hills adjacent to the City of Christchurch.

These three urban areas have been further subdivided into the following specific zones:-

Residential A -	Halswell Township
Residential B -	Tai Tapu Township
Commercial A -	Halswell Township
Commercial B.1 -	Halswell Township
Commercial B.2 -	Halswell Township
Commercial B.3 -	Tai Tapu Township
Hotel -	Halswell Township
Industrial -	Halswell Township
Special Industrial	- Halswell Township
General Development	A-Halswell Township
General Development	B-Worsleys's Spur
Deferred General	,
Development B -	Worsleys's Spur

Worsleys's Spur

Residential A Zone (Halswell Township) (a)

Subject to the provisions of this scheme, land within the Residential A zone is intended primarily for the residential uses and related facilities specified in the code of ordinances as being permitted in that zone. The Residential A zoning is intended to protect residential uses against detriment arising from the mingling of incompatible uses; and to provide for the economic use of urban services.

By far the greater portion of the urban area has been zoned for residential purposes. This area will probably be used for single unit dwellings, but provision has also been made for blocks of flats as predominant uses. There is also a wide range of conditional uses which include most of those uses, such as churches, halls and playgrounds, which are essential to the proper development of the urban community.

The area goned Residential A is listed in Tables 6, 7 and 8 of Appendix 2 hereto, and the expected population of this area is given in Table 9 of the same appendix.

(b) Residential B Zone (Tai Tapu Township)

While this zone is basically similar to the Residential A zone in Halswell there are some important changes. Tai Tapu is still a small rural community serving the surrounding farming district and is likely to retain this function for the foreseeable future. While it is anticipated that most of the land within the Residential B zone will be used for residential purposes provision has also been made for the retention of most of the existing uses. In addition the use ordinance provides for the establishment of such new uses as would add to the existing range of servicing facilities without detracting from the present character of the township.

The area zoned as Residential B is listed in Tables 6, 7 and 8 of Appendix 2 hereto, and the expected population of this area is given in Table 9 of the same appendix.

(c) <u>Commercial A Zone</u> (Halswell Township)

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The Commercial A zone comprises the existing shopping facilities in the Halswell Township. These small commercial areas provide for the day to day needs of the existing urban population, and it is expected that they will continue to serve a useful and necessary service as the urban population expands.

> The areas zoned for Commercial A uses are listed in Tables 6 and 7 of Appendix 2 of this Scheme Statement.

(d) <u>Commercial B1 and B2 Zones</u> (Halswell Township)

The Commercial B zones are intended to provide commercial facilities in conjunction with offstreet parking facilities and adequate pedestrian areas. Provision has been made for two of these zones, one to serve the northern part of the township and one to serve the southern area and Kennedys Bush Road. These two centres will be primarily concerned with the sale of foodstuffs and services, and development should include a small supermarket and more specialised foodstores, shops selling clothing and household effects, small variety stores and small offices for banks, doctors' rooms and similar services.

Special consideration has been given to the development of these centres, and development plans have been included in the Scheme as Appendices II - II to the Code of Ordinances.

18.

(e) <u>Commercial B.3 Zone</u> (Tai Tapu Township)

This zone, which has been incorporated into the scheme by means of a Variation under Section 22A of the Act, provides for a small shopping centre in Tai Tapu. The facilities envisaged are similar to those planned for in Halswell and the development of the centre has been given the same special consideration. A development plan for this zone is included in the scheme as Appendix IV to the Code of Ordinances.

(f) <u>Hotel Zone (Halswell Township</u>)

The Hotel zone provides specifically for the licensed hotel or tavern type of development. The land zoned for hotel purposes includes the site of the existing hotel and is well situated to serve all of Halswell Township. The zone is large enough to provide for adequate off-streat parking and, with frontage to at least two moads, traffic generated by the use should be easily dispersed.

(g) <u>Industrial Zone</u> (Halswell Township)

This zone is intended to provide for the small service industries which serve the general needs of the township and surrounding rural areas.

For the protection of residential properties, and to ensure that adequate industrial areas are available, residential uses shall, except as provided in the Code of Ordinances, be excluded from the industrial zones. The area zoned for Industrial uses is listed in Tables 6 and 7 of Appendix 2 of this Scheme Statement,

(h) <u>Special Industrial Zone</u> (Halswell Township)

This zone provides for the continued use of the bus depot in Halswell Township. This depot was established by means of a Change of Use application when this Scheme was being prepared and the Council has decided that the land should be zoned for this purpose in the district scheme.

(1) <u>General Development A Zone</u> (Halswell Township)

The General Development A zone is situated to the northwest of Halswell Township, between the present urban fence and the route of the proposed Ellesmere Expressway.

This zone is virtually to become an urban zone with the provisions and requirements normally applicable to urban uses. The subdivision and development of the land will, however, only be able to proceed if certain special conditions as set out in the ordinances, are met. These conditions relate mainly to the treatment of sewage and its disposal, and to the disposal of stormwater, though there are also other special conditions, or criteria, to be satisfied as well. Because of the need to consider all applications in terms of the conditions to be applied, in each case, and because of the need to provide an opportunity for others, and particularly for public bodies who may be concerned with the uses to be provided and the conditions to be imposed, all uses within the zone have been made conditional uses. This means that all subdivision and development will have to proceed by way of the conditional use procedures of the Scheme and in particular of Section 28C of the Act.

The area zoned as General Development A is set out in Tables and of Appendix 2 and the expected population of this area is given in Table of the same Appendix.

(j) <u>General Development B Zone</u> (Worsleys Spur)

This zone is situated on the lower slopes of Worsleys Spur adjacent to the urban part of the City of Christchurch.

The zone is virtually identical to the General Development A zone in respect to the uses to be permitted, the special conditions, to apply, and the subdivision and development of the land under conditional use procedures. The subdivisional requirements are, however, different. The land in this General Development B zone is largely, though not entirely, hill land. Because of this the ordinances in relation to the subdivision of land have been designed to provide for rather larger residential sections than is normal and also to encourage variety in section sizes. One of the main reasons for this is to provide sections varied and large enough to encourage the planting of reasonably large sized trees and shrubs. This planting, it is considered, will serve two main purposes - design and function. That is it should help to marry the urban development to the otherwise bare hillsides. It should also assist in providing windbreaks and also possibly assist in combatting possible erosion. However because of the unknowns that inevitably accompany the development of hill country some discretions have been built in in an attempt to provide some flexibility in the development of the land.

The area zoned as General Development B is set out in Tables and of Appendix 2 and the expected population of the area is given in Table of the same^t Appendix.

(k) <u>Deferred General Development B Zone</u> (Worsleys Spur)

The Deferred General Development B zone has an interim zoning of Rural B. In terms of this zoning all the provisions and requirements for the Rural \tilde{B} zone will apply until such time as the need actually to subdivide and development this land occurs. By making it a Deferred General Development B zone, it means that subdivision and development that may occur in the General Development B zone can and should be considered by developers, the Council and other public bodies, in terms of the future subdivision and development of the land in the deferred zone at a later stage. The possibility of the need to consider the future subdivision and development of the deferred zone before subdivision and development actually takes place is also provided for in the Ordinances. It is not possible to say at what stage within the planning period the deferred zone may need to be brought in for full development. This will depend on how the General Development B zone develops and at the present time there are too many unknowns in respect to the possibilities for subdivision and development in terms of the conditions and requirements of the Scheme to assess this.

The area soned as Deferred General Development B is set out in Tables and of Appendix 2.

PART V - LAND SUBDIVISION

1. Rural Zones:

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(1) Rural A Zone:

In recent years there has been a stuady increase in the number of subdivisions producing lots of less than 10 acres. This type of subdivisions may be regarded, in many cases, as the first step towards urban development. Although, at first, there might not appear to be any change in the physical characteristics of the land due to it being legally subdivided, the very fact that in certain circumstances it may be sold for building purposes tends eventually, if the land is agriculturally productive, to reduce this productivity and increase the valuation of adjacent unsubdivided properties.

To counter these undesirable effects, to preserve theoland in the Rural A zone for agricultural purposes and to maintain the stability of property Values within the zone, the mininum subdivisional standards for new subdivisions have been specified of a lesser area or frontage will then only be 200permitted by means of the specified departure procedure,

(2) Rural B Zone:

The Rural B zone is not subject to the pressures from urban development which are felt in the Rural A zone, and although the subdivisional standards are the same as for the Rural A zone, there are a number of uses for which exceptions to the standards may be made.

2. Aerodrome Protection Zone:

This zone lies within an area which, if not zoned for Aerodrome Protection purposes, would have been zoned as Rural A and Rural B. The subdivisional standards adopted for this zone are 50 acres area and 10 chains 2000 frontage. Server

З. Residential A and B Zones:

The subdivisional standards adopted for the Residential A and B zones are similar to those in force in other parts of the Christchurch Area. The areas and frontages adopted for the various permitted uses are designed to ensure that adequate space is retained between buildings on adjacent sites and, in areas where no sewer is available, that sullage can be disposed of without detrimentally affecting the health or safety of the residents. The standard area and frontage requirements are set out in Clause 2 of Ordinance III and Clause 4 of the same ordinance gives details of the circumstances under which exceptions to these requirements will be permitted.

Commercial Zones: 4.

(1) Commercial A Zones:

The subdivisional standards for Commercial A ican ____ zones have been calculated to provide a site 20 feet 25- ___wide and 32 feet deep. These dimensions allow for a front yard 33 feet deep. These dimensions allow for a front yard 33 feet deep to be used for parking, an area 20 feet wide and 30 feet deep providing for a shop with a floor area of 600 square feet, and rear access 20 feet wide, such as a service lane, to be used for the loading and unloading of vehicles. used for the loading and unloading of vehicles.

> When the front yard is dedicated as road and the rear yard is dedicated as service lane then the subdivisional standards may be reduced accordingly. This type of development is similar to that present in the existing commercial areas which have been zoned as Commercial 'A'.

(2) <u>Commercial B.1, B.2 and B.3 Zones:</u>

The way in which the subdivisional standards for these zones are used is to some extent dependent on the way in which the zone is developed. The most satisfactory way of developing this type of centre is for a development company to be responsible for all construction and site works and for the completed shops to be leased to retailers. If this method is used the individual shop sites do not require legal legal roads, closed where necessary to vehicular traffic, will have to be provided along all shop frontages so that each shop site can obtain legal frontage. In these circumstances the area and frontage requirements will apply to each site which is to be sold.

5. Hotel Zone:

The hotel or tavern permitted in this zone will require a large area of land for buildings, parking areas and landscaping areas. Therefore the Council has adopted a minimum area requirement of 60 perches of land area for each 1,000 square feet of gross bar floor area in the building.

6. Industrial Zone:

The minimum area and frontage requirements for the The minimum area and frontage requirements for the final zone are 8 perches area and 24 feet frontage. Industrial zone are 8 perches area and 24 feet frontage. In all cases where a site fronts on to a road an area

7. Special Industrial Zone:

This zone comprises one existing allotment and no further subdivision of this lot will be permitted.

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8. General Development A and B Zones:

As was noted in Clause 2 (i) and (j) of Part IV of this Statement, land subdivision within the General Development A and B zones will only be parmitted if special conditions can be met. These conditions are set out in subclauses 2 and 3 of Clause 2 of Ordinance III of the Code of Ordinances. In addition it should be noted that all development within the zones will require approval under the conditional use procedure and that further conditions may be imposed by the Council on any particular application.

PART VI - RESERVES AND OPEN SPACES

1. Reserves and Buildings:

(1) For recreation and open space:

It is considered that the present recreation reserves will be adequate for the major needs of the district for the whole of the planning period. Therefore, apart from small areas for children's playgrounds, there are no major proposals in the scheme for the acquisition of new reserves. The monies received from subdivisions under the Counties Amendment Act, 1961, will be used for improving existing reserves and for providing equipment for play areas.

The main recreation area in Halswell Township is the Domain which comprises some 352 acres. This area, although not ideally situated, provides for the major recreational needs of the adjoining residential areas. There are also several small children's play areas in this portion of the district and similar areas will be provided by new subdivisions in the area.

> The Tai Tapu Township is well served by Rhodes Park, which is situated to the north of the township. This is a well equipped park with a sports area, tennis club, golf club and picnic area, and is popular with both local residents and those from further afield. The only new reserve proposed in this area is alongside the Halswell River to the west of the Akaroa Road.

There are several important Scenic Reserves, controlled by the Christchurch City Council, situated alongside the Summit Road. These reserves such as Hoon Hay Park, Kennedys Bush, the Sign of the Bellbird, Burkes Bush and Ahuriri Bush, provide good vantage points for views over the plains and Lyttelton Harbour and, in some instances, they contain examples of the native bush which once covered much of the hills.

(2) Summit Road Protection Area:

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For many years the Summit Road, together with other roads on the Port Hills, have provided a scenic amenity enjoyed by the Christchurch Region. In 1963 at the instigation of the territorial local bodies and the Christchurch Regional Planning Authority, the Summit Road (Canterbury) Protection Act, 1963, was enacted. This act has as its purpose "the preservation and protection of the scenic amenities associated with the Summit Road and other roads in the Port Hills in Canterbury, and to provide for the improvement of facilities for the public enjoyment of those facilities." The area to which the act applies is shown on District Planning Map No. 1 and is more particularly shown on plan numbered S.O. 10135, deposited in the office of the Chief Surveyor at Christchurch and thereon ccloured red and blue. Under the Act, which is administered by the Christchurch Regional Planning Authority, the Authority may, by public notice, declare land to be protected land and, subject to certain provisos, may control the subdivision of that land into lots of less than 10 acres, and the erection, repair, modification or extension of any structure on the land or the planting of any trees.

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(3) Reserves for Civic and Community Uses:

Most of the properties and buildings at present used for civic and community purposes, such as schools, civic buildings and pumping stations, have already been mentioned in Part II of this Scheme Statement. The few additions to these existing uses include the drainage pumping stations required in connection with the sewage scheme for Halswell Township, and part of a new transmission line from Islington to Bromley. All these uses, both existing and proposed, are shown on the District Planning Maps as areas designated for the particular purposes for which they are reserved.

2. Private Open Spaces:

Private open spaces such as land owned by sports clubs, are an important part of the open space requirements of the community. Although local landowners have generously made land available for sporting events, such as cross country running and motor cycle racing, there are few areas set aside for private tennis clubs, bowling clubs and the like. Landowners and sports clubs will therefore be encouraged to provide and maintain open spaces in appropriate locations for purposes of value to the community.

3. Private Community Uses:

Private community uses, such as churches, private schools, halls and clubrooms, have not been designated on the District Planning Maps. As the majority of these uses are located in residential areas where they make a significant contribution to the life of the community, they have been included in the use ordinance for the residential zones. However, because applications often require special consideration in regard to the siting of buildings, provision of parking and similar matters, the uses provided for have been listed as conditional uses. Each application can then be treated on its merits, and any approval granted can be made subject to suitable conditions being complied with.

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PART VII ---- BUILDINGS

1. Siting:

The siting of buildings in the various zones is governed by the yard requirements set out in the use ordinance relating to that zone. These requirements are designed to ensure that, where necessary, satisfactory access is provided to the rear of each site and that adequate space for ventilation, lighting and privacy is provided between neighbouring properties.

Provision is also made in the code for the siting of accessory buildings and private garages in rear yards and for the use of yard space for parking and vehicle loading areas. However, except for these specified uses, yard spaces must be kept free of all buildings.

2. Building Line Restrictions:

In recent years there has been some confusion caused by the differences between building line restrictions imposed on Deposit Plans and the front yard requirement imposed under the Council's District Scheme. The building line restrictions imposed under either the Land Subdivision in Counties Act, 1946, or the Counties Amendment Act, 1961, are intended to prevent buildings being erected on land which may be required for road widening. The front yard requirement is intended to provide adequate space and light in front of the building and to add to the general amenities of the area. To avoid further confusion, the policy relating to building line restrictions has now been clarified and in future the building line restrictions imposed on deposit plans will include both the depth required for any future road widening and the depth of the required front yard.

The Council's District Scheme also provides for road widening lines to be included along certain roads within the district. These proposals are shown on the District Planning Maps and the roads to which the restrictions apply are listed in Table 11 of Appendix 3 of this Scheme Statement. In these cases the line of building will be established by adding the appropriate front or side yard requirement to such road widening lines or ultimate widening lines.

3. Height and Coverage:

The height of buildings and the amount of site which they may cover are set out in the relevant use ordinance of the Code of Ordinances. These controls over height and coverage are intended to ensure that the minimum amount of overshadowing occurs, and also that the traffic capacity of streets within the zone is not overtaxed.
PART VIII - ROADING & COMMUNICATIONS

Introduction:

1.

The Council, as a member of the Regional Planning Authority, has been closely associated with the preparation of the Christchurch Master Transportation Plan published in 1962 and its subsequent refinement and development. This plan provides for a roading network designed to meet the future needs of the Christchurch Region, and those parts of the network which affect the district have been incorporated in the District Scheme. Some of the roading provisions may seem to be of little importance to the district, but they do form part of the overall plan which is of great significance to the Christchurch Region.

On the basis of this network and the road type classification produced by the Regional Planning Authority, a local network of roading proposals has been produced and these proposals are set out in Appendix 3 to this Scheme Statement.

The Council in programming the construction and development of road works in the County will follow the order of priorities established in the Christchurch Regional Planning Authority's Regional Scheme Section 2 -Communications.

2. Road Network included in the Scheme:

In both the network and Appendix 3 mentioned above the roads are classified into types according to their relative significance, and the following is a brief description of these roads and their classification.

(1) <u>Motorway:</u>

The length of Motorway included in the Scheme is part of a new route which commences in the centre of Christchurch and terminates at the Main South Road near Weedons. This road, which is designed exclusively for motor vehicles, will have grade separated junctions, known as interchanges, and a very high traffic capacity. It will not, however, provide any direct access to properties situated alongside the route. Subsidiary roads will connect at various points along the route and one of these connections is sited near Dunbars Road to provide access on to the Motorway for traffic from Halswell Township.

(2) Arterial Road:

Provision has been made in the Scheme for a new Arterial Road known as the Ellesmere Road Route. This new road, which has been designated as a limited access road commences at the Dunbars Road-Motorway Interchange and runs in a southwesterly direction across the north-west corner of the district. This route forms part of a new road which is intended to provide a much improved route to the Banks Peninsula and Ellesmere areas. This type of road is intended to be used primarily by vehicles making longer trips and embodies a high standard of construction with provision being made for the ultimate construction of divided carriageways and grade separation at key intersections.

(3) Primary Roads:

The Primary Roads are those roads in the district which are of more than local importance. These routes will carry a proportion of the traffic making long trips but their main function is to provide access between centres and to distribute traffic from the Motorway and Arterial Road to the urban areas.

The roads will usually be one chain wide but, in some areas where high traffic volumes are expected provision has been made for road widening and intersection improvements. There may be some restriction on parking in the more heavily trafficked areas, and provision has been made for some routes to be declared as limited access roads.

The Primary Roads included in the Scheme are listed in Table 10 of Appendix 3 of this Scheme Statement,

(4) Secondary Roads:

The Secondary Roads act as local distributor roads within the urban and rural areas. In urban areas these roads will often be the bus routes, but will not be so designed as to attract the longer trips which do not commence or terminate in the locality.

The Secondary Roads included in the Scheme are listed in Table 10 of Appendix 3 of this Scheme Statement.

(5) Local Roads:

1.1.1.1.1.1

The remaining roads in the district have been classified as local roads. This classification includes the great majority of suburban and rural roads whose main function is the provision of legal frontage and access to properties. On these routes the comfort, convenience and well-being of the users and inhabitants predominates.

(6) Limited Access Roads:

Limited access roads do not in themselves form a road type within the network, but the limited access provisions are such that they may be applied to any road type.

The purpose of a limited access road is to eliminate, as far as possible, the ill effects of vehicular traffic movement to and from the properties abutting these roads. Appendix 3, attached hereto, lists the proposed limited access roads, and it is intended that future subdivision and development shall be controlled in such a way that it assists the eventual declaration of the road as a Limited Access Road. This will be achieved by the prohibition of subdivision, unless alternative legal access is provided to the new allotments, and following declaration as a Limited Access Road, by the control of access through the licensing of specified crossing points. The aim of this is eventually and, where practicable, to provide alternative access to properties.

3. Roading Standards:

(1) <u>Major Traffic Routes:</u>

The design of the major routes such as the Motorway, Arterial Road and Primary Roads, is dependent on many factors, some of which have yet to be determined. The layout and structural strength of these routes will be of a high standard and all interchanges and intersections will be designed in accordance with their anticipated traffic volumes, with provision being made for grade separation at all interchanges on the Motorway and at key intersections on the Arterial Road.

(2) Minor Urban Roads:

The minor roads in urban areas are to be designed principally for the safety and convenience of the residents of the locality. The more important routes, such as the Secondary Roads, will require a heavier type of construction than that normally required for residential streets, and will usually be 66 feet wide. The minimum standards required for new streets in residential areas are set out in

(3) Minor Rural Roads:

In the rural areas of the district the Council will continue to implement its present policy of upgrading and sealing the existing rural roads. Subdivisional roads in the Rural R zone will be of the same basic widths as those in urban areas, but the width of footpaths and carriageways on the hill slopes will be more dependent on the nature of the topography.

Table 15 of Appendix 3 of this Scheme Statement.

PART IX - PARKING AND LOADING OF VEHICLES

1. Existing Situation:

As may be expected in a county which is still predominantly rural in character, the question of parking has not, as yet, created any problems and the only area within the district where parking is of any real consequence is in Halswell Township. Within the township some provision has been made for angle parking at the shopping areas and for off-street parking at the Hall and the local Library, but, in the main, the only parking available is of the kerbside type. This type of parking is adequate for the day to day needs of the township.

2. Future Proposals:

a ...

The Council proposes to provide for the parking of vehicles by requiring the owners or occupiers of property to make provision for the parking and loading of vehicles on their property in accordance with the requirements set out in Ordinance II and Ordinance VI of the Code of Ordinances.

30.

PART X - AMENITIES

- 1. The term amenities is defined in the Town and Country Planning Act, 1953, as "those qualities and conditions in a neighbourhood which contribute to the pleasantness, harmony and coherence of the environment and to its better enjoyment for any permitted use;" and the general purpose of the scheme is to promote and safeguard the amenities of every part of the district.
- 2. In addition to the provisions contained in the use zones and their ordinances, the following steps will be taken to assist in the preservation and provision of amenities:-
 - Objects and places of historical or scientific interest are listed in Appendix 4 hereto for reference purposes only.
 - (2) The display of all advertising matter will be controlled in accordance with Clause 2 of Ordinance VII of the Code of Ordinances.
 - (3) Continuity of veranda design is required in all commercial zones.
 - (4) All land and buildings shall be so maintained as to preserve the amenities of the neighbourhood in which they are situated.



APFENDIX 1

"EXISTING" SITUATION

TABLE 1

THE MAJOR LAND DIVISIONS (November 1963)

1. Townships and Localities:

(a)	Halswell Township	491 acre s	Sector barrow
(b)	Ta i Tapu T _o wnship	112-11	45 1
(c)	Kennedy's Bush Road Locality	y 1 48 "	Less ,1)
(d)	Halswell Locality	142 "	51 4
(a)	Happy Home Road Locality	44	18 .,
(f)	Days Road Locality	- and for a second a	3 6
		94 <u>4-acres</u>	3834
Bala	nce of District (Rural)	24,012 "	d. 1 1
Tota	l District	24,956	eice "

2.

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- 1



APrENDIX 1 (Cont'd)

TABLE 2

EXISTING LAND USE - NOVEMBER, 1963 - TOWNSHIES & LOCALITIES (within defined built-up areas $^{\not M})$

TUTAL COUNTY - 24,956 acres: 10 COUNTY - 24,956 acres:

	y Home Road Locality	s 19 & 20	of Area			44.6	1	I	1	1	1			29 . 76	1	1	1	200 19	44 50	172-0	29.764	200- 2- 2- 2- 2- 2- 2- 2- 2- 2- 2- 2- 2- 2-	44.50
	Happy Home Localit	Blocks 19	No.	s' Unit	L	25. 25	۱ 	। ଚୁତ୍ତୁ		1			1	75-	75) -	-	23-	1.05	۱ هو هو	85(98	- Q	-
	Days Road Locality	Block 18	of Area		1.1.1.4	1.22	, 							0.75	7.0	•	57 57 57	64	699 999 9	1981			6.98
		<u>& 22 B</u>]	Area No.	Acres Units		16,36 6		5	· · · · · · · · · · · · · · · · · · ·					125.84 -	 		1	5.50		16.36 -	125.82 -	- 	147.70 -
	Kennedys Bush Road Locality	.Blocks 21	No. Of A	Units Ac	(8)	49 16.		1		l	ļ			1 - 1	1	1	1	ч.» 	1	1	1	I	1
		30 incl.B.		Acres	ین (7) _{کر}	20.56		5-5 3	O-I-o-Loo	5.46)	0-34	0.34)		58 , 73	0.20)	58 ~53)	4.20	1.8°333	112.28 11	312.02	62.93	18,33	112,28
	Tai Tapu Township	Blks.23-30 incl	No. of	Units	(9)	64	ĿЛ	ъ	ہ۔ رک و	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	W.	(10)	_	1	- <>-)		1	1	1	1	I	1	1
	swell ality	16 & 17 I		Adres	(2)	61.6	- 5 -0	1	ි ල ල ල		 الأما	18.60)	- 1	103.27		299.42)	0.40	€ 2•00-	142-38	38-751	103.67	1) () () ()	142,38
	Hals Loca	incl.Blocks	No. of	V Units	(4)	26	œ	1	4	% () 21 21 21 21) 	(1-1)	- -	1) (-) (-		1	1			1	1	
)	Halswell Township		Area	Acres	(3)	127,39	9 . 1	0 . 74	6.35 6	A. An Ar	** ₁₉₆ 2	4 -2•25)	1	277.98	-38°56	Glo (239.42		-60°35	490-88	138,39	292.14	60 . 35	490.88
	Hals Town	B1ks.1-15	No. of	Units	(2)	574	19	4	9	4 5 2 4) , –	(1 ි	<u> </u>	1	Ŭ.	Ĵ		and the second se	l	1	es I	!	
		Street Block Reference			(1)	*1	***		Use: Total*	(Publ)	al: Total*	(Tqnd)	(Priv)	Total	(Intensive)	(other)		Streets		* Used for Urban Purposes	3 for Urban Purposes		
		Ø Street Bloc				1. Residential*	2. Commercial*	3. Industrial*			5. Recreation			6. Farming:			7. Vacant	8. Roads and Streets	€ TOTAL	10.* Used fo	11. Not used	12 . Streets	13 . TOPAL:

🚿 Refer 2 Transparent Overlays Planning Data Maps Mo. 3-2.



And the second s

APPENDIX 1 (Cont'd)

POPULATION - PAST AND PRESENT

CENSUS	Total Population	Intercensal Change (Numbers)
(1)	(2)	(3)
1926	1,822	
1936	2,114	292
1945	2,036	- 78
1951	2,461	425
1956	1,549	– 912 ø
1961	2,866	1,317
1966	4,314	1,447

TABLE 3 - THE DISTRICT

∅ Decrease due to a boundary change with Christchurch City.

TABLE 4 - URBAN AND RURAL DIVISIONS

The Urban Divisions - (Inside the 1963 defined builtup areas). No past figures are available. The information given below represents estimates based on a density of 3.8 persons per house.

	196	53	190	56
Division	Houses	People	Houses	People
(1)	(2)	(3)	(4)	(5)
1. Halswell Township	574	2,180	660	2,500
2. Halswell Locality	26	100	26	100
3. Tai Tapu Township	64	240	70	265
4. Kennedys Bush Road Locality	49	185	60	220
5. Days Road Locality	6	20	6	20
6. Happy Home Road Locality	25	95	25	95
7. Total Urban Division	744	2,820	847	3,200
8. Rural (Balance of District)				1,100
9. Total District		<u>.</u>		4,300

7

APPENDIX 2

FUTURE PLANNING - TO 1985

THE MAJOR LAND DIVISIONS

TABLE 5

1.	URBAN ZONES (within Urban Fences	heatiles
	(a) Halswell Township	acres 491 1937
	(b) Tai Tapu Township	" 94 35
	(c) Sparks Road	11 8 3.2
	(d) Worsleys Road	н 2 3-8
	TOTAL	: 595-acres ha
2.	SEMI-URBAN ZONES	deres
	(a) General Development A Zone	acres 150 60
	(b) General Development B Zone	11 165 67
	TOTAL	: <u>315</u> 20105-1-2-
3.	RURAL ZONES	19 1
	(a) Rural A Zone	ectares actors 5,996 2427
	(b) Rural B Zone	" 18,000-725+
	(c) Take-off/Approach Fan Aerodrome Protection Zone	" 50 2¢
	TOTAL	$\frac{24,046 \text{ acres}}{4,046}$
4.	THE DISTRICT	
	Total administrative area	24,956 acros

35.

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- 1

FUTURE PLANNING - TO 1985 Land Uses and Zones within the Urban Fences

TABLE 6 - HALSAELL TOWNSHIP

(when fully developed inside the existing Urban Fence)

Type of Use	Area Zoned (Acres)	Area now Used (Acres)	Change (Acres)
(1)	(2) 195	(3)	(4)
1. Total Urban Area	491 0	491.0	95-5
2. Residential +	-368-2	ંડ છે. -1- ∂-2- ન્-3	235.9
3. Commercial A 🧠	4 in 1.1)	<u></u>	0.39 -2-2
4. Commercial B1 $\hat{\alpha}$ B2	-2-5-)		1 74
5. Hotel	.\	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	~ \$~ 8~
6. Industrial B 🔅	3.3. 0.8	- 25-0 .7 -	
	es -0 . 2	C^ C∕S 0 2	
8. Reserves - Active Recreation	1.21.3.0	e 1 2 25	⇒ ³ .0 , 75
		i-~ <u>-</u> 4 . 8	2 2670
10.Non-Urban Uses	Nil	1.16. 532.88-7-	·*-288.7
11.Streets	-98-2-p	04	ें 37- 8-5
12.Total Area inside Urban Fenc	e 491.0-	491.0	-
13.Reserve adjoining Urban Fenc - Active Recreation	3.5.43	35.4	-
14.Total Area Used for Urban Purposes			5
+ Includes Private Communi uses in the Resident	ty Uses whi ial Zone.	.ch are all com	nditional

 ${\it extsf{ d}}$ The area of streats in Column (2) has been assumed at 22% of the Total Urban Area.

TABLE 7 - TAI TAPU TOWNSHIP

(when fully developed inside the existing Urban Fence)

	Type of Use	Area Zoned (Acres)	Area now Used (Acres)	Change (Acres)
	(1)	(2)	(3)	(4)
	Total Urban Area	37-88 93.6	ెంగ్ చెక్. 93.6 స్పెటిం	16-53
2.	Residential B	-60-7 C-37	-2-0- 	-4 0,1 ೧- ೧ <u>.</u> 4
з.	Commercial B3	· <u>1.</u>		0 . 1 030
4.	Industrial B	Nil	-2	-2-2
5.	Reserves - Passive		~E~~~~	0.9
6.	Community Uses - Public	6.6	6.6.2	ST
7.	Non-Urban Uses	Nil	29.9	-44.5
8.	Streets	23.9	18.3	5.6
9.	Total Area inside Urban Fence	93.6	-79.9	- V

TABLE 8 - MINOR URBAN AREAS

for residential purposes.

(when fully developed inside the existing Urban Fence)

Sparks Road: march ful for the This area adjoins the City of Christchurch and contains some 8 acres, all of which is zoned

Worsleys Road:

This area adjoins the City of Christchurch and contains some 2 acres, all of which is zoned for residential purposes.

APPENDIX 2 (Cont'd)

FUTURE PLANNING - TO 1985

TABLE 9 – PEOPLE $\hat{\alpha}$ HOUSES

The information below gives estimates of the population that the various divisions could accommodate when fully developed in accordance with the provisions of the Scheme. The estimates are not related to time periods because the time at which increases may occur is dependent, at the present time, on too many unknowns, more particularly in respect to the provision of services.

Locality	Houses	People
(1)	(2)	(3)
1. Halswell Township	1,710	6,500
2. Tai Tapu Township	140	500
3. Sparks Road/Worsleys Road	245	880
4. General Development A	450	1,600
5. General Development B	500	1,800
6. Adjacent to Halswell Township	100	350
7. Rural A & B (assumed)		1,670
8. Total population of District		11,400

Basis for forecast of People and Houses

Houses - Halswell Township - 4.7 houses/net residential acro * Tai Tapu Township)-11 11 11 Gen. Development)- 3.0 A & B) Sparks Rd/Worsleys - 5.0 houses/net residential Road aere Adjacent to Halswell Township - 1 house to every acre of gross area of zone. People - Halswell Township, Tai Tapu Township & Sparks Rd/ - 3.8 persons per house Worsleys Road Gen. Development - 3.6 persons per house B Zone

* Residential acre as defined and given in Column 2 of Tables 6 and 7 and in Table 8.

APPENDIX 3

ROADING

TABLE 10 - ROAD CLASSIFICATION

- Christchurch Southern Motorway 1. Motorway from City Boundary to boundary with Paparua County. - Ellesmere Road Route - from 2. Arterial Roads Motorway to boundary with Paparua County. - No. 75 State Highway - known 3. Primary Roads as Halswell Road, Tai Tapu Road and Akaroa Road - all lengths within the district. - Dunbars Road Middle Lincoln Road Sparks Road -----Cashmere Road - City Boundary to Hendersons Road - New Foothills route Halswell Junction Road ----- Lincoln - Tai Tapu Road - Hendersons Road Secondary Roads 4. - Worsleys Road Cashmere Road - Hendersons Road to Paterson Avenue Paterson Avenue and Kennedys Bush Road
 - Sabys Road
 - Ensign Street Dunbars Road to Lillian Street
 - Nottingham Avenue

0. N 4 0

	anticipated	Road Widening within the Planning		Ult Period) (Anticipated E	Ultimate Widening d Beyond the Plan	Widening the Planning Period
Road, or Fart of Road Affected	Distance from Centre line	Providing Widening of	To give a total road width of	Distance from Centre line	Providing Widening of	To give Ultimate Road Width of
(1)	(2)	(3)	(4)	(5)	(9)	(1)
No. 75 S.H. Halswell Road & Akaroa Road						
(1) Western Side					- Start	
(a) Templetons Rd Dunbars Rd.	t -	ų	6 61-01 - 33	491-61 12-1	Tet-61	10166
(b) Dunbars Rd Nicholls Rd.	4.0-1-6-1	161-6 ¹¹ Sec	8 21-61 3.5	I	I	-110-r66
(c) Nicholls Rd Halswell Junction	15-	widened.				
	4 91 61	16-1-6"	821-6" 25~	ł	ł	-99-10-1 <u>-</u> 0-1-00
		widened.				
(d) Halswell Junction Rd Candys Rd.	15~ 4964	10		1	800	<u> </u>
		where not widened.				
(e) Sucklings Bridge - M _i chaels Rd., Tai Tapu	4 964	1660	821-61 25.	1	**	22 ا، 6 ا ، 25
		wnere not widened.				
(2) Eastern Side				ing in the second se		
(a) Fazdersons Rû., - Sparks Rd.	ł	I	I	49161	1 66 4	1 0-76 6
(b). šparks Rd Glovers Rd.	496-	164-6 ¹¹ 5	10-166	ł	Ĩ	ł
				-		

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TABLE 11 - SCHEDULE OF ROAD WIDENINGS

<u>APPENDIX 3</u> (Cont'd)

(Cont'd)
11
TABLE

APPENDIX 3 (Cont'd)

	R (anticipated w	Road Widening within the Pla	ng Planning Period)(anticipated	<u> </u>	Ultimate Widening ed beyond the Pla	ing Planning Period)
Road, or Fart of Road Affected	Distance from Centre line	Providing Widening of	To give a total road width of	Distance from Centre line	Providing Widening of	To give Ultimate Road Width of
(1)	(2)	(3)	(4)	(5)	(9)	(2)
2. Dunbars Road						
(1) North Side	13. 1-5. 1-1-5.	/((20	17 17 17 17			
i D	491-61	10-10-10-1	n0-1-66	3 1	1	m0-+66
(2) <u>South Side</u> Bend - Motorway	19-1-61	16-6"		I	I	25
 Halswell Junction Road Northeast side		1334-CII	10-166	I	I	110-166
(2) <u>Southwest side</u> From Murphys Road - county boundary	1	I	I		10	-+0
4. <u>Middle Lincoln Road</u> <u>Southeast side</u> City Boundary - Haytons Road	With 18 chain second Haytons Road.	5 1 61-6 u 1.	"0 <u>66</u> .	I	ł	100-100 100-100 100-100 100-000 100-00000000
5. <u>Cashmere Road</u> City Boundary - Hendersons Road	1 4	۰۰ ۱۰ ۱۰	1	3000 990# with deviation	6 61-0 " on at	

(Cont'd)
11
TABLE

APPENDIX 3 (Cont'd)

					 <u> </u>	
ning Planning Period	To give Ultimate Road W <u>i</u> dth of	1 324-0 4	1192-1-2-2-1	1 0-1261		
Wide the	Providing Widening of	(9)		الل ان الم		
Period) (anticipated beyond	Distance from Centre line	(5)		<u>991-0</u> northwest side.		
Road Widening (anticipated within the Planning Period)(a	To give a total road width of	(4)				
	Providing Widening of	(3)	lcteđ	hin the od. Icted iin Period.		
	Distance from Centre line	(2)	fo be constructed	1321 wide within the Planning Period. To be constructed 661 wide within the Planning Period.		
	Road, or Part of Road Affected	(1) 6. New Foothills Road		(2) Halswell Junction Road - County Boundary		

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TABLE 12 - NEW ROUTES

	Route	Length	Width
1.	Anticipated within the Planning Period:		
	1.1 <u>Motorway</u>	1 25 chs . 25cc-	.Corridor 6- chains wide.
· · · · ·	 1.2 <u>Ellesmere Road Expressway</u> (a) Motorway - Halswell Junction Road (b) Link on to Middle Lincoln Rd. (c) Halswell Junction Road - Boundary 1.3 Link road Halswell Road - Paterson Avenue 1.4 Foothills Route (a) Paterson Avenue - S.H. No. 75 Anticipated beyond the Planning Period: 	52 chs. 52 chs. 10 " 2001 80 " 100" 2001 80 " 100" 100" 100" 100" 100" 100" 100" 1	-2-chains -1
•	 2.1 Foothills Route (a) Paterson Avenue - S.H. No. 75 widen to 2 chains (b) State Highway No. 75 - Trices Road (Part) (c) Hendersons Road - Paterson Avenue (d) Link on to Cashmere Road 	24 -+3 	2

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TABLE 13 - PROPOSED LIMITED ACCESS ROADS

The roads set out hereunder are designed as Proposed Limited Access Roads. To ensure that the traffic efficiency of these roads is retained, development will be controlled as detailed in the Code of Ordinances and, where necessary, at the time of declaration of the roads as Limited Access Roads, licenses will be issued for specified access points, pending the provision of alternative access as and when future development occurs. Subdivisions will be permitted only where alternative legal access is provided so that the new allotments do not rely on the road proposed as a Limited Access Road for their ultimate access or legal frontage.

The Proposed Limited Access Roads provided for in the Scheme are:-

1. Anticipated within the Planning Period:

1.1 Halswell Road:

Northwest Side - (a) Templetons Road - Dunbars Road (b) Candys Road - County Boundary Southeast Side - (a) Hendersons Road - Milnes Road (b) Glovers Road - County Boundary 1.2 Cashmere Road: - (a) City Boundary - Hendersons Road

2. Anticipated beyond the Planning Period:

- 2.1 <u>New Foothills Route:</u> Both Sides - Full length
- 2.2 <u>Ellesmere Road Route:</u> Both Sides - Full length.

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APFENDIX 3 (Cont'd)

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TABLE 14

WORKS RELATIVE TO EXISTING & PROPOSED INTERSECTIONS

Intersection	Corner Splays	Other Works
Motorway Interchange at Dunbars Road	-	Grade Separation. Close small length of Dunbars Road to Middle Lincoln Rd.
Ellesmere Road Route & Halswell Junction Rd.	1 00 fee t each way (from ultimate road line).	
Ellesmere Road Route & Quaifes Road	50 feet each way (from ultimate road line).	
Ellesmere Road Route & Winchops Road	1 00 fe et splay at southwest corner	Terminate Winchops Road at inter- section.
Hendersons Road - Cashmere Road - Foothills Route	-	Improve alignment of Cashmere Road and realign Hendersons Road. Close part of Hendersons Road.
Sutherlands Road - Foothills Route	50-feet each way (from ultimate road line).	-
Cashmere Road - Foothills Route - Paterson Avenue	Splay at intersection of Cashmere Road and Foothills Route. 100 ft. splays at Paterson Avenue (from ultimate road line).	Close end of Cashmere Road.
Foothills Route - State Highway 75	1 00 for each way	-
Nicholls Road - Halswall Junction Rd.	5 0 ft. splay S.E.	_
Halswell Road - Sparks Road - Halswell Junction Road - Paterson Avenue	on Plan in Appe	nts - see details ndix III of the ces of this Scheme.
Sparks Road - Milnəs Road - Sutherlands Road.	Splays on N.E., S.W., & N.W. corners.	Create two offset intersections.
Sparks Road – Hendersons Road.	20 fest each way on north side.	Ease curve through intersection on south side.
Halswell Road - Dunbars Road.	50 feet on north corner.	
Halswell Road - Nicholls Road.	_	Ease curve through intersection on east side.
		\checkmark

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TABLE 15

MINIMUM STANDARDS FOR NEW ROADS IN RESIDENTIAL ZONES

Type of Road	Foo tpath Width 2 required	Carriageway Width Between Kerbs.	Total
(1)	(2)	(3)	(4)
Cul-de-sac not more than 300 feet long.	- 8 ft.	7.2 - 24 ft.	-40-ft.
Minor residential street	3	30 ft. reducible to 28 ft. with Council approval.	,50 <u>-</u> ft. 20~~
Major residential street (including Secondary Roads).	-10-ft.	46-£t.	66-£t .
District Arterial Roads	3~ 10 ft.	30 ft. (Ìg ft. médian).	3

NOTE :

All Culs-de-sac shall have a turning circle with a radius of 40 feet measured from the centre point to the roadside.

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APPENDIX 4

TABLE 16 - PLACES OF SCIENTIFIC INTEREST

The following list of archeological sites has been supplied by the New Zealand Historic Places Trust and included in this Scheme Statement for reference only.

- 1. A Maori occupation situated on Lot 1, D.P. 21891 -This is on the west side of Old Tai Tapu Road about 15 chains north of Early Valley Road.
- 2. A Midden and two burials situated on Lot 2, D.P. 23528 -This is on the west side of Old Tai Tapu Road about 10 chains south of Osterholts Road.
- 3. An occupied cave on R.S. 22420. This is situated on the east side of the State Highway about a quarter of a mile south of Ahuriri Bush Road.
- 4. The Ngati Koreha Pa on R.S. 2439. This is situated on the northeast side of the State Highway about half a mile from the County Boundary.
- 5. A building associated with the pit on Lot 1, D.P. 14389 near the junction of the State Highway and Gebbies Pass Road.
The Town and Country Planning Act, 1953

PAPARUA COUNTY DISTRICT SCHEME

HALSWALL SECTION

CODE OF ORDINANCES

Comprising Ordinances for the Administration and implementation of the Halswell Section of the District Scheme.

TABLE OF CONTENTS

Ordinance I - Introductory

1.	Dogu	iments comprising district scheme	Page 1
⊥. 2.		ationship of code to by-laws	1
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ORDINANCE I - INTRODUCTORY

CLAUSE 1 - DOCUMENTS COMPRISING DISTRICT SCHEME

This code of ordinances, together with the scheme statement and the district planning maps, comprise the Halswell Section of the Paparua County District Scheme (hereinafter called the District Scheme or the Scheme), as required by Section 21 of the Town and Country Planning Act, 1953, and Regulation 15 (1) of the Town and Country Planning Regulations, 1960.

CLAUSE 2 - RELATIONSHIP OF CODE TO BY-LAWS

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

CLAUSE 3 - INTERPRETATION

In this code of ordinances, and in each document relating to this Scheme, unless the context otherwise requires -

"The Act" means the Town and Country Planning Act, 1953.

"Accessory building" means a building the use of which is incidental to that of any other building or buildings on the site; and in relation to a site on which no building has been erected, incidental to a use then permitted on that site, but does not include garage accommodation for private cars, or space for garage accommodation, on residential sites.

"Apartment House" for the purpose of this scheme means a block of flats.

"Block of Flats" or "block" means a residential building in which there are two or more household units. . I

Provided that where more than one single unit dwelling is erected on the same site each such single unit dwelling shall be deemed to be a "block".

"Building" means any structure, whether temporary or permanent, movable or immovable, of not less than 4 ft. in height and includes any fence or wall, swimming pool, and any stack or heap of building materials.

"Building Line Restriction" means a restriction imposed on a site to ensure that when new buildings are erected, or existing buildings are re-erected, altered or substantially rebuilt, no part of any such building shall:-

- (a) In the case of any existing, proposed or future road, stand within such distance from the original or proposed centreline of that road as the Council specifies, being not less than 33 feet.
- (b) In the case of an existing or proposed accessway, stand within such distance from the boundary of the accessway as the Council specifies, being not less than five feet.

"Camping ground" means a camping ground within the meaning of the Camping Ground Regulations, 1936, and includes every area of land that would be a camping ground within the meaning of those regulations if the words "and includes any building whether permanent or temporary occupied either wholly or in part as a temporary living place for human habitation" were added to the definition of the term "living place" in regulation 3 of those regulations.

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Ordinance I Clause 3 (Cont'd)

"Code" means this code of ordinances.

£.Ľ "Commercial garage" means land or a building on or in which -

(a) Self-propelled vehicles not belonging to the occupier Ceres Cre of the premises or his family are serviced, overhauled, or repaired; or

Three or more self-propelled vehicles which are (b) regularly used for any commercial or business purpose and housed or cared for; or

(c) Two or more self-propelled vehicles, used as public conveyances for hire or reward, are housed or cared e har conveyances for hire or reward, are housed or cared for; or

Any three or more self-propelled vehicles are housed (d) for reward.

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

"Coverage" means that portion of a site which may be covered by buildings, including accessory buildings.

"Dairy" means a shop which has as its primary business the sale by retail of dairy produce and does not include any shop which has as its primary function the sale of food-stuffs generally even though dairy produce be sold.

"Designated Land" means land or buildings owned or proposed to be acquired by public authorities for national, civic, cultural or community purposes.

"Dwellinghouse" means a detached residential building or group of residential buildings designed for or occupied exclusively as one household unit.

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

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

"Factory" means a building or a part of a building or land used for the packaging, processing, assembling, or the manufacture of goods or materials for sale, gain, or service.

"Garage" means a building or land used for the housing or care of self-propelled vehicles. and a constant of the second secon Second
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"Height", in relation to a building, means the average difference between the level of the ground along the external wall nearest to the street and -

(i) The highest point of the parapet or coping in the case of a flat roof; or

(11) The mean level between the caves and the highest point of the roof in the care of a sloping roof.

Provided that where the building is set back from the streat line on a site which slopes up from the street level, then the height shall be measured from the mean level of the ground along the external wall on the higher side of the site.

"Licensed hotel" means a building in respect of which there is for the time being in force an hotel keeper's licence issued under the Sale of Liquor Act, 1962.

"Limited Access Road" means any road or part of a road which has been declared a Limited Access Road by the controlling road authority, under the provisions of the Public Works Amendment Act, 1963.

"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, unloading, or adjustment of any part of its load; and "load", in relation to a vehicle, has a corresponding meaning.

"Major Intersection" means any intersection defined as such in any Operative Regional Planning Scheme.

"Minister" means the Minister of Works and Development.

"Motel" means land and one or more buildings principally for the day-to-day accommodation of travellers by road and their vehicles, and includes as accessory to the principal use any services or amenities provided on the site such as fuelling of vehicles, shops, restaurants, bathhouses and swimming pools, playgrounds, and the like.

"Non-conforming", in relation to a site or a building or to the use of a site or building, means a site or a building or a use of either that does not conform with the provisions of this scheme.

"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; and "park", in relation to a vehicle, has a corresponding meaning.

"Permitted use" means every predominant use, whether or not a permit has been obtained, and every conditional use that is permitted by the Council in accordance with this scheme.

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Ordinance I Clause 3 (Cont'd)

"Petrol Service Station" means any site used for the retail sale of motor spirits and lubricating oils for motor vehicles and the sale of kerosene, diesel fuel, tyres, batteries and other access ries normally associated with motor vehicles and shall include premises for the mechanical repair and servicing of motor vehicles provided that the repairs undertaken on the premises shall be confined to the mechanical repair of motor vehicles (other than heavy diesel fuel vehicles) and domestic garden equipment and shall exclude panel beating, spray painting, heavy engineering such as engine reboring and crankshaft grinding, and car sales (where these are not a predominant use in the zone).

"Place" has the meaning specified in Clause 1 of Ordinance V hereof.

"Poster" has the meaning specified in Clause 2 of Ordinance VII hereof.

"Predominant Use", in relation to land in any zone, means any use specified in these ordinances as a predominant use.

"Private garage" means a garage other than a commercial garage as herein defined, and includes a car port.

"Proposed Limited Access Road" means any road or part of a road, listed as a proposed limited access road in Appendix 2 of the Scheme Statement and shown as a proposed limited access road on the District Planning Map and which has not been declared to be a limited access road.

"Regional Planning Scheme" means a regional planning scheme prepared under Part I of the Town and Country Planning Act, 1953, and includes any section of or modification to a regional planning scheme.

"Regional Road" means any road defined as a regional road in any Operative Regional Planning Scheme.

"Residential building" means any building or part of a building used or intended to be used for residential purposes.

"Residential institution" means a hostel, hospital (other than a mental hospital), convalescent home, boarding school, or charitable institution providing board and lodging and having accommodation for four or more persons other than management and staff.

"Road" includes street.

"Road Widening Line" (R.W.L.) means the line to which roads are intended to be widened within the planning period.

"Semi-detached house" means one of a pair of household units each being the only household unit on its site, the two being built side by side on adjoining sites and joined by a wall common to both that meets the requirements of the Council's by-laws for a party wall between dwellinghouses.

"Service Station" - refer "Petrol Service Station".

"Shop" means any building, or part of a building in which goods are sold or offered or exposed for sale by retail, and includes any auctioneer's or land agent's premises, a lending library, a restaurant, a hairdresser's premises and a depot for receipt and delivery only of articles to be cleaned, laundered or dyed, but does not include premises used for the sale of fuel for motor vehicles, car sales yards or any similar type of sales yard.

"Signboard" has the meaning specified in Clause 2 of Ordinance VII hereof.

"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 includes all related buildings and curtilages.

"Corner site" means a site having a frontage of not less than the minimum prescribed by this Scheme for front sites in the particular zone in which the site is situated to each of two or more roads or private roads not less than 12-40 ft. in width if the frontages are contiguous and the included angle measured 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 road or private road.

"Rear site" means a site which is situated generally to the rear of another site and which has not the frontage required for a front site for that use in the zone.

"Through site" means a front site having two frontages to a road or roads, such frontages not being contiguous and the average width of the site measured at right angles to the axis of the site being not less than the minimum frontage required for a front site.

"Street" includes road.

"Tavern" means a building in respect of which there is for the time being in force a tavern-keeper's licence issued under the Sale of Liquor Act, 1962.

"Ultimate Widening Line" (U.W.L.) means a line to be used for establishing building line restrictions to safeguard the siting of buildings where it can be foreseen that at some time beyond the planning period road improvements will nocessitate the widening of the road.

"Unit" means a household unit contained within a block of flats.

"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 Scheme.

Provided that where any site is subject to a building line restriction, whether by reference to any road boundary or otherwise, no building or accessory building or part of either, shall at any time be crected on that part of the site between the building line and the road or boundary to which it relates. 1

"Front Yard" means a yard between the road line, or lines in the case of a corner site, and a line or lines parallel thereto and extending across the full width of the site.

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Provided that where any site is subject to a road widening line, the front yard shall be a yard between the road widening line and a line parallel thereto and extending across the full width of the site.

"Rear Yard" means a yard between the rear boundary of the site and a line parallel thereto extending across the full width of the site. Provided that in the event of there being no rear boundary, as in a triangular section, the boundaries of the rear yard shall be the converging side boundaries of the site and the arc of a circle drawn with the apex as centre and radius of 30 ft.

"Side Yard" means a yard between a side boundary of the site and a line parallel thereto, extending -

- (a) from the front yard to the rear yard; or
- (b) if there be no front yard, from the front boundary of the site to the rear yard; or
- (c) if there be no rear yard, from the front yard or boundary as the case may be to the rear boundary of the site; or
- (d) if there be two or more front yards, from yard to yard.

CLAUSE 4 - IMPLEMENTATION OF DISTRICT SCHEME

- (1) <u>General Obligations</u> Subject to the provisions of the Act and all regulations made thereunder and to Clauses 5 and 6 of Ordinance V hereof, no person shall depart or permit or suffer any departure from the requirements and provisions of the Scheme nor shall any person use or permit the use of any land or building or undertake or permit any new work if the use, new work, reconstruction, alteration, or modification does not conform with the District Scheme or would tend to prevent or delay the effective operation of the District Scheme.
- (2) Information to be supplied in applications for permits -In addition to the information required by any by-law, the applicant for a permit for a building, subdivision, or other work shall, when making his application, supply such drawings and information in detail as may be necessary to indicate that the proposed building, subdivision, or other work will, when erected or carried out, comply in all respects with this scheme, and, in particular, that the prescribed provision has been made for off-street parking and loading and garage accommodation for motor vehicles.
- (3) Application of requirements where uses or areas change -Every requirement of these ordinances as to the use of any building or land or part thereof, being a requirement which does not attach to the building or land while it continues to be used for the same or a similar purpose as when this ordinance first became enforceable, shall attach when the general character of the use of the building or site is changed, or when the area of the floor of the building is altered or when the curtilage of the building is altered.

CLAUSE 1 - GUINERAL

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(1) <u>Method of presentation</u> - This ordinance specifies the types of zones within the district, the predominant and conditional uses of land and buildings within each zone, the conditions which, when the District Scheme is being written, can be specified to apply to certain conditional uses of land, and the bulk and location requirements in respect of buildings for certain uses within each zone.

(2) <u>Zone titles and notations</u> - The zones constituted for the purpose of the Scheme are shown on the district planning map by the notations listed in the key shown on that map, and have the following titles, namely: Rural A and B, Take-Off/Approach Fan Aerodrome, Protection, Residential A and B, Commercial A, B1, B2 and B3, Hotel, Industrial, Special Industrial, General Development A and B and Deferred General Development B. and a second

- (3) Control of uses within zones -
 - (a) <u>Uses authorised</u> Any land or, any building thereon may be used for any use at that time permitted for that site under the Act; or the use thereof may be changed to any use at that time permitted under this code for that site, but in neither case for or to any other use, and every authorised use shall be subject to every ordinance that is applicable thereto.
 - (b) Uses not expressly mentioned Any use not expressly mentioned in the District Scheme that falls naturally within a general class of uses authorised in respect of any zone shall be deemed to be included in that class as if it had been expressly authorised; but in respect of any other use that is not expressly provided for within the district by Ordinance II hereof the Council shall determine in which zone or zones it may be permitted, and, in respect of that zone or each of those zones, whether it shall be a predominant use or a conditional use or in what circumstances predominant and in what circumstances conditional and (where further conditions are required) what those conditions shall be, and when the prescribed zoning shall attach.
- (c) <u>Uses in Deferred General Development B Zone</u> Until this part of this Scheme is changed by way of either Section 29 or Section 30 of the Town and Country Planning Act, 1953, the Deferred General Development B zone shall form part of the Rural B zone and shall be subject to all the provisions of this Scheme that are applicable thereto.
 - (d) <u>Public utilities in relation to zoning</u> Every public utility that is not provided for in subsection (9) of Section 21 of the Act shall be deemed to be a conditional use in every zone.

(e) Designated open spaces in relation to zoning - For the purposes of this Scheme every designated open space, and (subject to the provisions of the Act and the prerogatives of the Crown) every reserve, is reserved for the particular purpose for which it is designated or reserved under the Scheme.

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Regulation and procedure in respect of uses -(4)

(a) Predominant uses - Subject to the provisions of these ordinances, consent of the Council shall not be re-quired under these ordinances to the use of any land or building for any use specified, and at that time permitted, as a predominant use in the zone in which it is situated, if that use is in accordance with it is situated, if that use is in accordance with every requirement set forth in this code in respect of it as a predominant use; but any proposed departure from those requirements shall have effect to constitute that use a conditional use, and the provisions of this code as to conditional uses in that zone shall apply as if that use had been specified as a conditional use within that zone. Provided that any modification of or dispensation from the bulk and n de la ser National de la servicie de la servi National de la servicie de la servic and the second second of location requirements for blocks of flats and terrace houses, given under the bulk and location requirements for the residential zone in Clause 4 of this ordinance, shall not constitute that use a conditional use.

(b) <u>Conditional</u> uses -

(i)

General - Subject to the provisions of Sections 28C and 28D of the Town and Country Planning Act, 1953, the Regulation 32 of the Town and Country Planning Regulations, 1960, and subject to the provisions of these ordinances, the use of any land or building for any use specified and permitted at that time as a conditional use in the zone in which it is situated is permitted subject in each case to the consent by resolution of the Council and to such conditions, restrictions, and prohibitions as to location, height, yards, position of buildings on sites, coverage, drainage, disposal of effluents, and preservation of amenities as are stipulated in the ordinance relating to the zone, and to such special conditions, restrictions, and prohibito the provisions of these ordinances, the use the ordinance relating to the zone, and to such special conditions, restrictions, and prohibi-tions (whether in respect of the same matters or other matters) as the Council may think fit to impose.

(ii) Applications for consent - Every person who applies for consent to a conditional use of any land or building shall distribute copies of the application and shall publicly notify full application and shall publicly notify full particulars and any special conditions, restrictions and provisions in accordance with Regulation 32 of the Town and Country Planning Regulations 1960 Regulations; 1960.

(iii) Right to object to proposal - Any person affected may object to the proposed consistence property by notice in writing delivered to the Council at any time within 21 days after the date of the second publication of the statement. Every such notice shall state the grounds of the objection and whether the objector wishes to be heard in support of his objection. date of the second publication of the statement.

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mearing and determination of objections to (iv) proposed uses - The applicant and every objector who has in his objection signified his desire to be heard shall be entitled to be heard by the Council or a committee thereof appointed for the purpose either specially or as a standing committee, and after the application and all objections have been considered the Council may determine the conditions to which that use if permitted shall be subject. Appeals - Subject to the provisions of Section 28D of the Act, the applicant or any objector may, within 21 days after the date on which the (v)Council's decision is given, appeal to the Town and Country Planning Appeal Board against that

decision. •

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Ordinance II (Cont'd)

CIAUSE 2 - RURAE ZON ING

(1) Rural A-Zone:

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(a) Predominant Uses - The predominant uses shall be:n sa tariƙili sa Nyanatiri sa Manual (i) Farming of any kind.

(ii) Buildings accessory to the use of buildings or land for farming purposes excluding dwellinghouses.

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(iii) Dwellinghouses or buildings accessory thereto

shall be permitted as predominant uses where:-

Z' of not less than 20 acres. Sha Э¢З́ь)

The dwellinghouse or buildings accessory thereto are exected on an allotment that was held in secarate certificate of title on the 14th day of September, 1968.

PROVIDED that no building permit shall be granted to any person in respect of an allotment containing less than 20 acres who was not the registered proprietor of such allotment on the 14th day of September, 1968, and that only one such building permit shall be granted in such circumstances to any one such registered proprietor.

AND PROVIDED FURTALR that in all cases the use shall be subject to all the relevant provisions of these ordinances relating to the siting of buildings, the parking and loading of vehicles and the preservation of amenities.

- (b) Conditional Uses - Subject to the conditions set out in paragraph (c) of this subclause, the conditional uses shall be:-
 - (i) Educational establishments, residential institutions, hospitals, convalescent homes and charitable and philanthropic institutions, and boardinghouses and hostels used in connection with those uses.
 - (ii) Buildings accessory to any use permitted under (b) (i) above.
- (c) <u>Conditions relating to conditional uses:</u>

The following conditions shall apply to conditional uses in the Rural A zone:

- (i) The use of any land or buildings shall be permitted only where that use is directly Fla. associated with a farm that has an area of not less than 20-acros.
 - (ii) The use of any land or buildings shall be permitted only where that use does not detract from the amenities of the neighbourhood.
 - (iii) The use of any land or buildings shall not be permitted where that use would:
 - (a) tend to promote close settlement; or
 - (b) cause a possible demand for extension of public services that is not in the economic interests of the district or locality; or

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(c) cause public services that already exist or are substantially committed in the District or locality to be uneconomically used; or

(d) lead to any obstruction or to other inter-ference with the free flow of traffic on State Highways, limited access roads, or proposed limited access roads or on primary roads as defined by the Chri Regional Planning Authority. roads as defined by the Christchurch

(iv) The sites of excavations, heaps, dumps, spoil or other materials which cause or are likely to cause damage to property or disfigurement to the countryside shall be progressively restored to a reasonably natural state by levelling or packritting where possible and a the planting of grass or trees, and on completion of work, by the removal of plant and buildings.

Provided that where any proposed use is situated within the area affected by any Operative Regional Planning Scheme, the Council shall, before deciding whether any use does or does not meet any of the conditions set out herein, consult, with the Christchurch Regional Planning Authority relative to the operation of the aforementioned Regional Planning Scheme.

(d) Bulk and location requirements:

(i) For predominant uses - The following shall be the yard, height and location requirements for predominant uses. For exceptions to yard 2 requirements, see Ordinance V.2 (2).

· · · · · · · · · · · · · · · · · · ·					
Type of Use	Maximum	Front	Rear	Side	
	Permitted	Yards	Yards	Yards	
· · · · · · · · · · · · · · · · · · ·	Height	Depth	Depth	Width	-
	excluding		-		
×	Chimneys,				
λ	Masts, etc.		Jour .	, Second	, * }
<u> </u>	in ferm	in ft.	in £t.	in ft.	
Residential & Residential					
accessory buildings on	·				l
separate holdings of not		7-55	7-5	Emer 1	8-83
more than 5-acres 2	35* 105 5	25		10	
		-25	2.2	10-	
Residential & Residential	X			- 	
accessory buildings on	A.			1 1 7	
separate holdings of	X	7.5	7.5	2 2 2	
greater than 5 acres 24	35* 105	-2-5-	-25-	15 1	4-5
Farm Accessory Buildings	N. S.			A	2
(a) Workshops, Implement	Ť.	-		ter a	
Sheds & Grain Storage	K	12	les s a	N. A.	to
Sheds.	35+*	-40-	20.3	Ja d	E .
	N X		.25	C)PC	
(b) Milking Sheds, Milk or	5	18 *	and the second s	ing lar	
Cream Storage Sheds &	10.5 X		C _{entran}	5	
ass ociated stockyards	35+*	5 <i>9</i> 60	-20-	-20-	
(c) Shearing Sheds	35+*	4012	- 20 (c	20 🦢	
(d) Hay Sheds	-3-5+*	40	-40	-40	
(e) Animal housing & Feed-		15	12	1.5	
ing Sheds & Commercial	ice.s	12 5	12	1 Para	
Poultry Houses.	35+*	40-2	40-	-40	
		1 2			

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 $= \sum_{i=1}^{n} \left(\frac{1}{2} - \frac{1}{2} \right)^{2} \left(\frac{1}{2} - \frac$

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Ordinance II Clause 2 (Cont'd)

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+ Provided that the Council may by special resolution permit the erection of a building having a height greater than 35 feet subject to that building being sited to the satisfaction of the Council and subject to compliance with the next succeeding proviso,

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* Provided further that there is no infringement of the height restrictions for Wigram Airfield as set out in Ordinance V Clause 4 (2) and shown on the district planning map.

Provided further that no building classified in items (b), (c), (d) or (e) of paragraph (i) of this subclause (d) shall be sited within -100 feet of any residential building.

(ii) Corner Sites - No building on a corner site shell be erected forward of a straight line drawn between points 50 feet from the corner 15~ of each road to which that site has frontage.

(iii) For conditional uses - The yard, height and location requirements for conditional uses shall collectively provide the same general standards as for predominant uses.

Subdivision of land - See Ordinance III. (e)

Parking and loading of vehicles - All loading and (£) unloading of vehicles and all parking generated by all permitted uses shall be provided off the road.

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(2) <u>Rural B-zone</u> (a) <u>Predominant Uses</u> - The predominant uses shall be:-

Farging of any kind, forestry, racing stables and veterinary hospitals, excepting the Xo housing or keeping of animals in any building or enclosure within 100 fest from any the residential building. لصفحت

and a standard and

- (ii) Parks and scenic reserves.
 (iii) Buildings accessory to use of buildings or land for any of the foregoing uses including dwellinghouses, except in any position in relation to any undertaking within or outside the zone that would or might in the opinion of the Council prejudice the health or safety of the occupiers of the dwellinghouses.
- (b) <u>Conditional Uses</u> Subject to the conditions set out in paragraph (c) of this subclause, the conditional uses shall be:
 - (i) The quarrying, winning and processing of materials occurring naturally in the vicinity.
 - Educational establishments, residential (ii) institutions, hospitals, nursing homes, convalescent homes and charitable and philanthropic institutions conducted in conjunction with farming, and boardinghouses and hostels used in connection with those uses.

(iii) Licensed hotels, camping grounds, restaurants, halls and generally buildings and land being

- designed and operated in conjunction with indoor or outdoor recreation and boarding kennels for animals, provided that no suchanimals shall be housed or kept in any building or enclosure within 100 feet of any residential building. residential building.
- (iv) Racecourses, showgrounds, and recreation grounds.
- (v)Churches, country stores, commercial garages and machinery workshops all being designed or operated to serve the local community.
- Apiaries and contractors depots including (vi) offices, mens quarters and buildings for the storage and maintenance of plant and machinery
- (vii) Buildings accessory to use of buildings or land for any conditional use authorised by or under the district scheme for that site at that time.
 - Provided that where any proposed use is situated within the area affected by any parts Operative Regional Planning Scheme, the Council shall, before deciding whether any use does or does not meet any of the conditions set out herein consult with the Regional Planning Authority relative to the operation of the aforementioned Regional Planning Scheme.

(viii) The use for residential purposes of part of a farm by the immediate predecessor in title of the owner of the land comprising that farm, provided that no such use involves a subdivision of land or the use of pursuant to this clause of more than one house or other residence at one time.

tig - commentant total	
(c) Conditions relating to certain conditional uses -	
The following conditions shall apply to conditiona uses in the Rural B zone:	1
 All tailings, sawdust, spoil, waste and effluent shall be so disposed of as to minimise damage to property or disfigurement of the countryside. 	
(ii) The sites of excavations, heaps, dumps, spoil or other materials at any workings or plant which cause or are likely to cause damage to property or disfigurement to the countryside shall be progressively restored to a reasonal natural state by levelling or backfilling where possible, and by the planting of grass trees, and, on completion of work, by the removal of plant and buildings.	bly
(d) Bulk and location requirements:	
(i) For predominant uses - The following shall be the yard, height and location requirements for predominant uses. For exceptions to yard requirements, see Ordinance V.2 (2).	e Sr
Height Depth Depth Wide excluding Chimneys,	de rds lth metre .
	<u>Kt</u>
Residential & Residential accessory buildings on separate holdings of not more than 5 acres.	
Residential & Residential accessory buildings on separate holdings of greater than 5 acres: 25 4	* ⁵
Farm Accessory buildings:	
(a) Workshops, Implement	ro
(b) Milking Sheds, Milk or Cream Storage Sheds & associated Stockyards. 35+4 05 60-18 20 6 2	
(c) Shearing Sheds 35+* - 5 40-12 20 < 2	0
(d) Hay Sheds 35+*, 85 40.2 40.2 2-4	Ð.
(e) Animal housing & Feeding Sheds & Commercial Poultry Houses. 35+* 40- 40- 40- 4	Ø

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+ Provided that the Council may by special resolution permit the erection of a building having a height greater than 35 feet subject to that building being sited to the satisfaction of the Council and subject to compliance with the next succeeding proviso.

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andro transforma Statistica International Constraints	in ite (i) of withir	ems (b), (c this subc 1 90 feet (that no build), (d) or (e) lause (d) sha of any reside	of paragr ll be site ntial buil	aph d ding.
	shall be drawn be of each	erected fo tween poin road to wh	ouilding on a prward of a s ts 5 0 feet fro ich that site	traight li om the cor has front	ne ner 's age.
· · · · · · · · ·	location shall co standard	lectively ls as for p	es - The yard its for condi- provide the s redominant use	tional use same gener es.	s al
un] all	Loading of v	ehicles and uses shall	Ordinance I <u>ahicles</u> - All dall parking be provided (generated	by
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CLAUSE 3 - AERODROME PROTECTION ZONING

- (1) Take-Off/Approach Fan Aerodrome Protection Zone
 - (a) Predominant Uses The predominant uses shall be:-
 - (i) Farming of any kind, excepting forestry and the keeping or housing of blood stock, or the keeping of animals in any building or enclosure within 100 feet of any residential building.
 - (ii) Parks and scenic reserves used for any activities other than those likely to involve mass assembly of people.
 - (iii) Buildings accessory to any of the foregoing uses, and subject in the case of buildings of <u>200 sq.ft</u>. or more floor space to the prior written consent of the Secretary of Defence.
 - (b) <u>Conditional Uses</u> Subject to the conditions set out in paragraph (c) of this subclause, the conditional uses shall be:-
 - (i) Any use permitted as a conditional use in the Rural B zone subject always to the prior written consent of the Secretary of Defence.

Provided that no use causing smoke, dust, glare, electrical interference, or other elements that would prejudice the safe and satisfactory conduct of airfield operations shall be permitted.

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(c) Conditions relating to certain conditional uses -

The following conditions shall apply to conditional uses in the Take-Off/Approach Fan Aerodrome Protection Zone:

- (i) All tailings, sawdust, spoil, waste and effluent shall be so disposed of as to minimise damage to property or disfigurement of the countryside.
- (ii) The sites of excavations, heaps, dumps, spoil or other materials at any workings or plant which cause or are likely to cause damage to property or disfigurement to the countryside shall be progreesively restored to a reasonably natural state by levelling or backfilling where possible and by the planting of grass or trees, and on completion of work, by the removal of plant and buildings.

Provided that where any proposed use is situated within the area affected by any Operative Regional Planning Scheme, the Council shall, before deciding whother any use does or does not meet any of the conditions set out herein, consult with the Christchurch Regional Planning Authority relative to the operation of the aforementioned Regional Planning Scheme.

- (d) <u>Bulk and location requirements:</u>
 - (i) <u>Yards</u> Front yards, rear yards and side yards shall be those applicable in the Rural B zone.
 - (ii) <u>Height</u> The maximum permitted height shall be that applicable in the Rural B zone.

Provided that there is no infringment of the height restrictions for Wigram Airfield as set out in Ordinance V Clause 4 (2) and shown on the district planning map.

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- (e) <u>Subdivision of land</u> See Ordinance III.
- (f) <u>Parking and loading of vehicles</u> All loading and unloading of vehicles and all parking generated by all permitted uses shall be provided off the road.

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CLAUSE 4 - RESIDENTIAL ZONING

- (1) Residential A Zone
 - (a) Predominant Uses The predominant uses shall be:
 - (i) Dwellinghouses.
 - (ii) Semi-detached houses.
 - (iii) Apartment houses or blocks of flats.

Provided that these uses will only be permitted in areas where sewer connections are available.

(iv) Cottages or homes for the aged.

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Provided that these uses will only be permitted in areas where sewer connections are available.

 (v) Parks, playgrounds, recreation grounds and scenic reserves.

> Provided that no land or buildings shall be used for pleasure or entertainment purposes involving any operation detrimental to the amenities of the neighbourhood.

- (vi) Buildings accessory to use of buildings or land for any predominant use authorised by or under the district scheme for that site at that time.
- (b) Conditional Uses The conditional uses shall be:
 - Public and private hospitals (other than mental hospitals), nursing homes, and convalescent homes, exclusive of premises used for the treatment of animals.
 - (ii) Churches and buildings used only for religious purposes.
 - (iii) Museums, art galleries, libraries, and educational institutions, including boardinghouses or hostels used in connection therewith.
 - (iv) Places of assembly, including gymnasiums and training sheds.
 - (v) Shops for the sale of groceries and dairy products either alone or in conjunction with residential accommodation.
 - (vi) Professional offices situated in a dwelling permitted under this ordinance, so long as the predominant use of the premises as a whole is that of a dwellinghouse.
 - (vii) Veterinary surgeries, with or without a post operative clinic, situated on the same site with a dwellinghouse in which a person connected with the surgery is resident.

(viii) Market gardens and nursery gardens.

- (ix) Fire stations, electrical substations, transformers, drainage and pumping stations, omnibus passenger shelters, water reservoirs and water towers, and other structures of public utility.
- (x) Motels and Camping grounds.

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<u>Ordi</u>	nance II Clause 4 (Cont'd)
	 (xi) Buildings accessory to use of buildings or land for any of the uses specified in this paragraph except those specified in sub-paragraphs (xii) and (xiii) of this paragraph. (xii) Garages, or groups of garages, or parking spaces, whether for hiring or not, for the purpose of providing housing or parking space for private vehicles. Crept which have the for area situated on the same site with a dwelling-house and used for the storage only of plant and materials in connection with the business of a buildar, painter, paperhanger, plumber, electrician or person conducting any other business who is resident on the site. (c) Bulk and location requirements
i e i	requirements in Residential zones:
Type	e of Use Maximum Front Rear Side Maximum Height Yards Yards Yards Coverage Depth Depth Width per in ft. in ft. in ft.in ft.cent.
(i)	Dwellinghouse 35* 5 15 25 5 10 35 ø
(ii)	Semi-detached house $35* = 5$ 15 25 $10+$ $35 ø$
	Buildings classified 4 plus in all paragraphs 1/5 of except paragraph (x) height of the subclause of 15 TS one to this Ordinance II 35* which specifies less conditional uses in than the Residential 10-3 where any building exceeds 20 ft. in height the side yards shall be
	in height the side yards shall be increased by 1 feet for each & additional 2 feet of height.
+	Only one side yard required.
ø	Includes all accessory buildings and garages and spaces for garages required by this ordinance.
*	Provided that there is no infringement of the height restrictions for Wigram Airfield as set out in Ordinance V Clause 4 (2) and shown on the district planning map.
	<u>One Storey Block of Flats</u> - The following provisions shall apply provided that where more than one single-unit dwelling is erected on the same site each such single- unit dwelling shall be deemed to be a "block".
10 N 4	Spacing between blocks: There shall be no limit to the number of blocks including single unit blocks erected on any one site.
que	August Alexand
47 X 64495	Provided further that in the case of blocks not parallel in plan the average distance between blocks must be not less than 30 ft. with no part of any block encroaching within 15 feet of any other block.
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Maximum attached units: No more than 3 attached units may be built in any one block.

Provided that there shall be no limit to the number of attached units in one block if a step in plan of at

} least 10 feet measured at right angles to the long axis
of the block is made to each outer wall at each vertical
division between units or every alternate vertical
division between units.

Front Yards: The minimum distance from the road line or road widening line to the nearest part of any wall shall be not less than 15 Feet.

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; and

Provided further that no garage or parking space required by this ordinance shall be sited within 20 feet of the road line.

<u>Rear Yards:</u> The minimum distance from the rear boundary of the site to the nearest wall of any unit shall be not less than $\frac{15 \text{ feet. } 75_m}{15 \text{ feet. } 75_m}$

Provided that in the case of blocks not parallel to the boundary the average distance between the rear boundary of the site and the rear wall of any unit shall be not less than 15 feet with no part of the building encroaching within 10 feet of the rear boundary.

<u>Side Yards</u>: 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 whit 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 30 feet.

Provided that no unit shall be erected within 7 feet of any side boundary; and

Provided further that at least one side yard shall be not less than 23 feet in width.

Where there are two units between steps in plan or between end walls or between a step in plan and an end wall the minimum width of the two side yards together shall be not less than 25 feet.

Provided that no unit shall be erected within 5-feet of any side boundary.

Where a block has three units without a step in plan the minimum width of the two side yards together shall be not less than 35 feet.

Provided that no unit shall be erected within 10 feet 3 of any side boundary.

Rear Sections: No block shall be eracted on a rear section unless every part of the block is a distance of not less than 10 feet from any two boundaries of the site and an average distance of not less than 25 feet from each of the remaining boundaries of the site.

Maximum Site Coverage: 35 per cent including all accessory buildings and garages and garage spaces as required by this ordinance.

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Ordinance	II Clause 4 (Cont'd)
	provisions shall apply provided that where more than one single-unit dwelling is erected on the same site each such single-unit dwelling shall be deemed to be a "block".
۳۳. ۲۰۰۰ میں ۲۰۰۰ میں	Spacing between blocks) The same provisions as for <u>Maximum attached units</u> one-storey blocks shall apply.
	<u>Front yards</u>) Front yards <u>Rear Yards</u> : 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 20 feet.
	Provided that in the case of blocks not parallel to the boundary the average distance from the rear boundary of the site to the nearest part of any wall of any unit shall be not less than 20 feet with no part of the building encroaching within 15 feet of the rear boundary.
	Side Yards: The same provisions as for one storey blocks shall apply except that:
0.3 m	For any increase in height above the first storey the minimum width of the two side yards together shall be increased by 1 foot in width for each additional two feet in height, such increase to be added to the lesser of the two side yards.
0.30	In the case of rear sections, for any increase in height above the first storey all yards shall be increased by one foot in width for each additional two feet in height above the first storey.
4 <u>.</u>	Maximum site coverage: The same provisions as for one storey blocks shall apply.
-L	Maximum height: 30 feet measured from ground level to the highest part of the block.
	Provided that there is no infringement of the height restrictions for Wigram Airfield as set out in Ordinance V Clause 4 (2) and shown on the district planning map.
(vi)'	The Bulk and Location of all Public Utility Buildings to be decided in all cases by the Council.
	Modification of Bulk and Location Requirements: The Council may, in the case of any particular site, either absolutely or conditionally modify or dispense with any one or more of the bulk and location requirements prescribed for blocks of flats or terrace houses if it is satisfied that such modification or dispensation would lead to the best utilization of the site.
	sion of Garages and Car Parking
Dwell apart	inghouses, semi-detached houses, terrace houses, ment houses and blocks of flats:
(i)	Garages or spaces for garages shall be provided in the ratio of not less than two to each household unit.
£ 1.	Every garage or garage space shall be of usable shape and shall be not less than 180 square feet 16
1	The provision of garages or spaces for garages required by this ordinance shall not be sited within 20 feet of the road line.

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Cottages and homes for the aged:

- (i) For resident staff in care of the aged garages or spaces for garages shall be provided in the ratio of not less than one for each resident member of the staff. The shape, area and siting of the garages or garage spaces provided shall be the same as those prescribed for dwellinghouses.
 - (ii) Space for the parking of other vehicles shall be provided in the ratio of not less than 1 car space for every 3 aged persons accommodated on the site. The space provided shall be of usable shape and area, shall have adequate provision for ingress and egress, and shall be sited to the satisfaction of the Council or the County Engineer.

Other Uses: See Ordinance VI.

- (e) <u>Vehicle Access</u>: A properly designed vehicle access at least 10 feet wide shall be provided to the satisfaction of the Council or the County Engineer to service all garages, garage spaces and, in the case of blocks of flats, all blocks on the site.
- (f) Subdivision of land: See Ordinance III.
- (g) <u>Other matters</u> relevant to residential uses, including the siting of buildings - See Ordinances IV, V, VI.
- (2) Residential B Zone (Tai Tapu Township)
 - (a) <u>Predominant Uses</u> The predominant uses shall be:
 - (i) Dwellinghouses.
 - (ii) Semi-detached houses.
 - (iii) Blocks of flats, containing not more than two household units.
 - (iv) Farming, excepting the housing or keeping of animals in any building or enclosure within 100 feet of any residential building.
 - (v) Parks, playgrounds and recreation grounds.

Provided that no land or buildings shall be used for pleasure or entertainment purposes involving any operation detrimental to the amenities of the neighbourhood.

- (vi) Professional offices situated in a dwelling permitted under this ordinance, so long as the predominant use of the premises as a whole is that of a dwellinghouse.
- (vii) Buildings accessory to use of buildings or land for any predominant use authorised by or under the district scheme for that site at that time.
- (b) <u>Conditional Uses</u> The conditional uses shall be:
 - (i) Retail shops either alone or in conjunction with residential accommodation.
 - (ii) Auctioneer's premises, warehouses and showrooms for the storage and sale of goods used for farming, commercial, and light industrial purposes.

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(iiii) Second Color Second Colo	Any light manufacturing or processing of goods provided that the work undertaken, the materials used or stored, the machinery employed and the transportation of goods to and from the premises will not, in the opinion of the Council, materially detract from the amenities of the neighbourhood by reason of any objectionable element whether of noise, vibration, smell, smoke, fumes, dust, effluent, glare, appearance, or other noxiousness or danger.
	Libraries, nurseries, play centres and educational establishments, including boarding- houses and hostels used in connection with educational establishments.
(v)	Public and private hospitals (other than mental hospitals), health clinics, nursing homes and convalescent homes.
(vi)	Churches and buildings used only for religious purposes.
(vii)	Veterinary surgeries, with or without a post operative clinic, situated on the same site with a dwellinghouse in which a person connected with the surgery is resident.
(viii)Places of assembly, including halls, gymnasiums and tr aining sheds.
	Fire stations, electrical substations, transformers, drainage and pumping stations, bus passenger shelters, water reservoirs, and other structures of public utility.
(x)	Licensed hotels, taverns, motels and camping grounds.
(xi)	Service stations.

- (xii) Buildings accessory to use of buildings or land for any conditional use authorised by or under the district scheme for that site at that time.
- (c) Bulk and Location requirements

The following shall be the bulk and location requirements in Residential genes:

Type of Use	Maximum Height in ft.	Front Yards Depth in ft.	Rear Yards Depth in ft.		Maximum Coverage per cent.
(i) <u>Dwellinghouses</u>	-35-100 J	154.5		1.375 5-&-10	- 35 ø
(ii) <u>Semi-detached house</u> s	35 ^{10, 5}	15-45	25	, 10F	35 ø
(iii)Blocks of Flats	35 "	20-6	25	5 & 10	35 ø
(iv) Shops	35 "	-30* -3,	_ 25	15	35
(v) <u>Service Stations</u>	43	50 for building: 15 for		15	35
	p	etrol pu	•	1.2	156
<pre>(vi) All other permitted uses except accessory buildings.</pre>	- <u>35-</u> ,	4.5	2 5 7-5	4-plus 1/5 of height to be r less th	not

Where any building exceeds 20 feet in height the side yards shall be increased by 1 foot for each additional 2 feet of height.

- ø Includes all accessory buildings and garages and spaces
 for garages required by this ordinance.
- + Only one side yard required.
- * Front yards shall be provided, developed and maintained as a parking area with suitable landscaping to the satisfaction of the Council.
- (d) Provision of Garages and Car Parking

Dwellinghouses, semi-detached houses, and blocks of flats:

- (i) Garages or spaces for garages shall be provided in the ratio of not less than two to each houshold unit.
- (ii) Every garage or garage space shall be of usable shape and shall be not less than $\frac{180 \text{ square feet exclusive}}{\sqrt{6}}$ of access drives.

Other Uses: See Ordinance VI.

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(e) <u>Vehicle Access</u>: A properly designed vehicle access at least <u>No first</u> wide shall be provided to the satisfaction of the Council or the County Engineer to service all garages, garage spaces and, in the case of blocks of flats, all blocks on the site.

(f) Subdivision of land: See Ordinance III.

(g) Other matters relevant to residential uses, including the siting of buildings - See Ordinances IV, V, VI.

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Ordinance II (Cont'd)

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CLAUSE 5 - COMMERCIAL ZONING

(1) <u>Commercial A Zones</u> Predominant Uses - The predominant uses shall be: ^{ා (}a) Shops used for dairy, milk bar, greengrocer, (i) grocery, butcher, fishmonger, chemist,

delicatessen, cake shop, confectioner, stationer, fancy goods, hairdresser, shoe repairer, depots for the receipt and delivery only of articles to be cleaned, laundered or dyed, provided that such articles may be spotted and/or pressed only on the premises, or shops or depots for other similar purposes, including such shops where dwelling accommodation is incorporated in the same building if there is not more than one household unit per shop.

(ii) Buildings accessory to use of buildings or land for any predominant use authorised by or under the district scheme for that site at that time.

Conditional Uses - The following shall be conditional (b) uses in Commercial A zones:

> Retail shops not provided for as predomirant (i)uses.

(ii) Professional and commercial offices.

(iii) Fire stations, electrical substations, transformers, drainage and pumping stations, bus shelters, water reservoirs, water towers and similar structures of public utility.

(iv) Any processing of goods for sale by retail · on the premises.

(v) Parking lots.

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(vi) Buildings accessory to use of buildings or land for any conditional use authorised by or under the district scheme for that site at that time. national sogit

(c) <u>Bulk and location requirements</u> - The bulk and location requirements shall be: 0

Front Yards: Depth 33 feet to be used for the parking of vehicles

(ii) Rear Yards: Depth 10 feet in the case of lock up shops, 25 fast in the case of shops with residential accommodation.

(iii) Side Yards: Width 10 Stat on each site that adjoins a rural or residential zone, unless rear access to that site is provided.

(iv) Coverage: Subject to the requirements of subsection (vii) hereunder the maximum coverage shall be:-

> (a) 50 per cent for residential buildings. (b) Other permitted buildings may cover all of the site not required for yard space.

(v) <u>Minimum of open space</u>: Subject to the requirements of subsection (vit) hereunder, where commercial and residential uses are combined the site shall have not less than 1,800 sq.ft. of open space about the building for each household unit. $\frac{1}{2} \left(\frac{1}{2} + \frac{1$

- (vi) <u>Maximum height:</u> 30 ft. as of right but in-creased height, if necessary, may be authorised by the Council subject to the written consents of other owners who might be affected.
 - Provided that there is no infringement of the height restrictions for Wigram Airfield as set out in Ordinance V Clause 4 (2) and shown on the district planning map.

(vii) Drainage in unsewered areas: In unsewered areas sufficient suitable land within the site shall be provided and maintained in a condition which will permit its satisfactory use as a septic tank effluent disposal area. Sanitary drainage from all buildings on the site shall be conveyed to septic tanks and the effluent from these septic tanks shall be conveyed to and be disposed of within the disposal area provided. Building permit and site development plans must show the proposed septic tank effluent disposal area and the details and layout of the proposed septic tank, drainage and subsoil disposal systems. All such plans shall be accompanied with evidence as to the sufficiency and suitability of the proposed disposal area and disposal system. The area and location of the land provided for the disposal area, details of the disposal system and the evidence supplied as to the sufficiency and suitability ... of the proposed disposal area and disposal system must be such that they meet the requirements of the Engineer. (The requirements of the Engineer shall be based on recognised engineering principles).

- (d) Modification of bulk and location requirements:
 - (i) Front Yards:

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The Council may, by resolution, reduce the required front yard to 20 feet if it is satisfied that to require a greater depth would seriously diminish the usefulness of the site for any permitted use.

(b) Where land in a front yard is dedicated as road then the front yard requirement shall be diminished by the depth of land so dedicated.

(ii) Rear Yards and Side Yards:

Where land for a service lane is provided at the rear or the side of a site, the rear yard requirements or the side yard requirements, as the case may be, shall be diminished correspondingly.

- Subdivision of land See Ordinance III. (e)
- (f)Parking and loading of vehicles - See Ordinance VI.
- Commercial B.1 Zone (Sparks Road) (2)
 - Predominant Uses There shall be no predominant uses, (a)
 - Conditional Uses The conditional uses shall be: (b)
 - (i) Any shop.
 - (ii)Premises used for any of the following purposes: Banks, beauty salons, dentists' surgeries, doctors' surgeries, electrical repairs, hairdressers, lending libraries, Post Office, shoe repairs and cinemas.

(iii) Professional and commercial offices.

- (iv) Living quarters for a caretaker or other person whose employment requires that he live on the premises.
- Electrical substations and transformers, drainage and pumping stations and similar structures of public utility.
- (vi) Parking lots.
- (vii) Any processing of goods for sale by retail on the premises.
- (c) Zone Development Specification:

This specification, which sets out the minimum development standards for the zone, shall be read in conjunction with the development plan for the zone which is included in this Code as Appendix II.

This development plan serves to illustrate the principles set out in this specification. Any person wishing to develop the zone is free to submit an alternative plan for consideration by the Council. However, any such plan must comply with the principles set out in this specification and must be approved by the Council before any work in the zone is commenced.

No development shall be commenced until a sewer is available for use or until the following requirements are met: Sufficient suitable land within the site shall be provided and maintained in a condition which will permit its satisfactory use as a septic tank effluent disposal area.

Sanitary drainage from all buildings on the site shall be conveyed to septic tanks and the effluent from these septic tanks shall be conveyed to and be disposed of within the disposal area provided. Building permit and site development plans must show the proposed septic tank effluent disposal area and the details and layout of the proposed septic tank, drainage and subsoil disposal systems. All such plans shall be accompanied with evidence as to the sufficiency and suitability of the proposed disposal area and disposal systems. The area and location of the land provided for the disposal area, details of the sufficiency and suitability of the proposed disposal area and disposal system must be such that they meet the requirements of the Engineer. (The requirements of the Engineer shall be based on recognised engineering principles).

Definitions:

For the purposes of this specification:

"Block of Shops" or "block" means a commercial building in which there are two or more self-contained units.

"Pedestrian Road" means a road which has been closed to vehicular traffic under Section 191 of the Counties Act, 1956.

"Unit" means that part of a block which is leased or owned for use as a self-contained shop, professional or commercial office, consulting room or similar permitted use, excepting areas leased or owned for any public utility structure.

"Vehicular Road" means a road used for both vehicular and pedestrian traffic.

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Siting	of Blocks of Shops:
	All blocks, except the existing block fronting Sparks Road, shall be set back a minimum distance of 15 feet f rom each vehicular road to which the zone has frontage.
1.2	Provided that the existing block that has frontage on to Sparks Road, shall be set back a minimum distance of 5 fee t from that road.
n de la construcción N	Provided further that where blocks face on to pedestrian roads within the zone no set back shall be required.
at using the second	All blocks shall be set back a minimum distance of 25 feet from every boundary of the zone which adjoins a residential zone.
(iii) ,	Where any block is sited in such a way that all the units contained therein face on to any vehicular road, then an off-street parking area at least 56 feet deep shall be provided between that block and the road boundary provided that this condition shall not apply to the existing block that has frontage on to Sparks Road.
Design	of Blocks of Shops:
(1) 4	The maximum permitted height of any block shall be 30 feet.
	Provided that increased height may be permitted by resolution of the Council.
	Provided further that there is no infringment of the height restrictions for Wigram Airfield as set out in Ordinance V Clause 4 (2) and shown on the district planning map.
and a second br>Second second br>Second second	All blocks, together with any features such as verandahs which may be incorporated therein, shall be designed and constructed in such a way that each block and each unit within each block will harmonise with the overall development of the zone.
(iii) ~~	All blocks and all units within each block shall face on to pedestrian walkways at least 10 feet wide.
 A. S. S. S. ¹⁰ A. S. /li>	Provided that where two blocks face each other across a pedestrian walkway then that walkway shall be at least 25 feet wide.
Covera	ge:
(i) 1300-2	The blocks provided in the zone shall together have a total retail floor area of not less than 14,000 square feet and not more than 17,000 square feet.
general de <mark>la constance de la c La constance de la constance de La constance de la constance de</mark>	Provided that, with the consent of the Council, these blocks may be developed by stages.
1917 (ii)	Subject to the provisions of this specification, each unit within any block may cover up to 100 per cent of the ground area allocated to that unit.
Frieder an Australia Merifikation and S State Cheven An State Cheven	Provided that where any unit covers less than 100 per cent of such ground area the part left uncovered shall, where it lies to the rear or side of any unit, be enclosed by walls at least four feet high.

Public Utility Sites:

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- (i) All buildings and structures of public utility which are required within the zone shall be sited to the satisfaction of the Council. • • • • • • • • •
 - (ii) All buildings and structures of public utility shall be designed and constructed in such a way that each such building or structure will harmonise with the overall development of the : . <u>O</u>1:
 - Parking: Subject to the provisions of Clause 2 (7) of Ordinance VI of this code of ordinances.
 - (i) Every person who proposes to erect, re-erect, construct or reconstruct any block or unit in the zone shall provide suitable and efficient off-street accommodation for any loading, unloading or fuelling of vehicles which is likely to arise from the use of that block or unit, in conformity with the principles set out and illustrated in the development plan for the zone.
 - Parking shall be provided off the street, as set out hereunder, and in conformity with the principles set out and illustrated in the development plan.
 - (a) Customer and Staff Parking: 5.5 car spaces - per 1,000 sq.f. of gross floor area.
- (b) Every off-street parking space shall be of usable shape, area and condition, shall have adequate provision for ingress and egress, and be designed in accordance with the circular "Parking Dimensions" published by the Traffic Engineering Section of the Transport Department.
- (c) Provision shall be made for adequate entrances and exits from the zone for all traffic, and separate entrances and exits shall be provided for private cars and trade vehicles.

Provided that the Council may, by resolution, allow both private cars and trade vehicles to use the same entrances and exits.

The provision for parking required in paragraph (ii) above may be made in any case as part of the yard space.

Where in any block or unit there is a change of use or increase in floor area, the requirements of these ordinances for off-street parking for the new use or floor area shall be complied with.

Landscaping and General Zone Development:

(i) Landscaped areas shall be provided at suitable locations within the zone and along the road frontages. These landscaped areas shall be provided and maintained by the property owners, or tenants as the case may be.

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All blocks, units, parking areas and (ii) landscaped areas within the zone shall be developed and maintained to the satisfaction of the Council.

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Departure from Development Specification:

In any case where the development of use proposed cannot or does not meet any or all of the principles and/or conditions set out in the foregoing specification or where the Council and the applicant for development or use of the whole or any part of the zone cannot agree as to the interpretation or application of any or all of the foregoing principles and/or conditions for the development of the said zone, then the proposed development or use shall be deemed to be a conditional use and the provisions of the Code and of the Town and Country Planning Act, 1953, as to conditional uses shall apply to such proposed development or use.

- (a) Subdivision of land See Ordinance III.
- Commercial B,2 Zone (Snsign Street) (3)

(a) Predominant Uses - The predominant uses shall be:

- (i) Any shop.
- Premises used for any of the following purposes: Banks, beauty salons, dentists' surgeries, (ii) doctors' surgeries, electrical repairs, hairdressers, lending libraries, Post Office, shoe repairs and cinemas.
- Professional and commercial offices. (iii)
- Living quarters for a caretaker or other person (iv)whose employment requires that he live on the and the second second premises.
- (b) Conditional Uses The conditional uses shall be:
 - Electrical substations and transformers, drainage and pumping stations, and similar structures of public utility.
 - Parking lots. (ii)

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Any processing of goods for sale by retail on (iii) the premises.

(c) Zone Development Specification:

This specification, which sets out the minimum development standards for the zone, shall be read in conjunction with the development plan for the zone which is included in this Code as Appendix III.

This development plan serves to illustrate the principles set out in this specification. Any person wishing to develop the zone is free to submit an alternative plan for consideration by the Council. However, any such plan must comply with the principles set out in this specification and must be approved by the Council before any work in the zone is connenced.

No development shall be commenced until a sewer is available for use or until the following requirements are met: Sufficient suitable land within the site shall be provided and maintained in a condition which will permit its satisfactory use as a septic tank effluent disposal area.

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Ordinance II Clause 5 (Cont'd)

Sanitary drainage from all buildings on the site shall be conveyed to septic tanks and the effluent from these septic tanks shall be conveyed to and be disposed of within the disposal area provided. Building permit and site development plans must show the proposed septic tank effluent disposal area and the details and layout of the proposed septic tank, drainage and subsoil disposal systems. All such plans shall be accompanied with evidence as to the sufficiency and suitability of the proposed disposal area and disposal systems. The area and location of the land provided for the disposal area, details of the disposal system and the evidence supplied as to the sufficiency and suitability of the proposed disposal area and disposal system must be such that they meet the requirements of the (The requirements of the Engineer shall Engineer. be based on recognised engineering principles).

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Definitions:

For the purposes of this specification:

"Block of Shops" or "block" means a commercial building in which there are two or more selfcontained units.

"Pedestrian Road" means a road which has been closed to vehicular traffic under Section 191 of the Counties Act, 1956.

"Unit" means that area of a block which is leased or owned for use as a self-contained shop, professional or commercial office, consulting room or similar permitted use, excepting the petrol service station and areas leased or owned for any public utility structure.

"Vehicular Road" means a road used for both vehicular and pedestrian traffic.

Siting of Blocks of Shops:

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All blocks shall be set back a minimum distance of 15 feet from each vehicular road to which the zone has frontage.

Provided that where blocks face on to pedestrian roads within the zone no set back shall be required.

All blocks shall be set back a minimum distance of 25 feet from every boundary of the zone which adjoins a residential zone.

(iii) Where any block is sited in such a way that all the units contained therein face on to any vehicular road, then an off-street parking area at least 56 feet deep shall be provided between that block and the road boundary.

Design of Blocks of Shops:

The maximum permitted height of any block shall be 30 feet.

.Provided that increased height may be permitted by resolution of the Council.

Provided further that there is no infringment of the height restrictions for Wigram Airfield as set out in Ordinance V Clause 4 (2) and shown on the district planning map.

Ordinance II Clause 5 (Cont'd) (and a second
- (ii) All blocks, together with any features such as verandahs which may be incorporated therein, shall be designed and constructed in such a way that each block and each unit within each block will harmonise with the overall development of the zone.
- (iii) All blocks and all units within each block shall face on to pedestrian walkways at least 10 feet wide. 3

Provided that where two blocks face each other across a pedestrian walkway then that walkway shall be at least 25 feet wide. 7.5~

Coverage:

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The blocks provided in the zone shall together have a total retail floor area of not less than 12,000 square feet and not - more than 15,000 square feet.

- Provided that, with the consent of the Council, these blocks may be developed by stages.
- (ii) Subject to the provisions of this specification, each unit within any block may cover up to 100 per cent of the ground area allocated to that unit.

Provided that where any unit covers less than 100 per cent of such ground area the part left uncovered shall, where it lies to the rear or side of any unit, be enclosed by walls at least four feet high.

Public Utility Sites:

(i)

All buildings and structures of public utility which are required within the zone shall be sited to the satisfaction of the Council.

(ii) All buildings and structures of public utility shall be designed and constructed in such a way that each such building or structure will harmonise with the overall development of the zone.

Parking: Subject to the provisions of Clause 2 (7) of Ordinance VI of this code of ordinances.

(i) Every person who proposes to erect, re-erect, construct or reconstruct any block or unit in the zone shall provide suitable and efficient off-street accommodation for any loading, unloading or fuelling of vehicles which is likely to arise from the use of that block or unit, in conformity with the principles set out and illustrated in the development plan for the zone.

(ii) Parking shall be provided off the street as set out hereunder, and in conformity with the principles set out and illustrated in the development plan.

(a) Customer and Staff Parking: 5.5 car spaces per 1,000 sq.ft. of gross floor area. $\frac{1}{2}$

(b) Every off-street parking space shall be of usable shape, area and condition, shall have adequate provision for ingress and egress, and be designed in accordance with the circular "Parking Dimensions" published by the Traffic Engineering Section of the Transport Department.

> (c) Provision shall be made for adequate entrances and exits from the zone for all traffic, and separate entrances and exits shall be provided for private cars and trade vehicles.

- Provided that the Council may, by resolution, allow both private cars and trade vehicles to use the same entrances and exits.
- (iii) The provision for parking required in paragraph (ii) above may be made in any case as part of the yard space.
- (iv) Where in any block or unit there is a change of use or increase in floor area, the requirements of these ordinances for offstreet parking for the new use or floor area shall be complied with.

Landscaping and General Zone Development:

- Landscaped areas shall be provided at suitable locations within the zone and along the road frontages. These landscaped areas shall be provided and maintained by the property owners, or tenants as the case may be.
- (ii) All blocks, units, parking areas and landscaped areas within the zone shall be developed and maintained to the satisfaction of the Council.

Departure from Development Specification:

Any proposed departure from the requirements set out in this zone development specification shall constitute a conditional use and the provisions of this code relating to conditional uses shall apply to that departure.

- (d) Subdivision of land See Ordinance III.
- (4) <u>Commercial B.3 Zone</u> (Tai Tapu)
 - (a) Predominant Uses The predominant uses shall be:
 - (i) Any shop.
 - (ii) Premises used for any of the following purposes: Banks, beauty salons, dentists' surgeries, doctors' surgeries, electrical repairs, hairdressers, lending libraries, Post Office, shoe repairs and cinemas.
 - (iii) Professional and commercial offices.

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(iv) Living quarters for a caretaker or other person whose employment requires that he live on the premises.

(b) Conditional Uses - The conditional uses shall be:

(i) Electrical substations, and transformers, drainage and pumping stations, and similar structures of public utility.

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(ii) One petrol service station and commercial garage.

(iii) Parking lots.

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(iv) Any processing of goods for sale by retail on the premises.

(c) Zone Development Specification:

This specification, which sets out the minimum development standards for the zone, shall be read in conjunction with the development plan for the zone which is included in this Code as Appendix IV. This development plan serves to illustrate the principles set out in this specification. Any person wishing to develop the zone is free to submit an alternative plan for consideration by the Council. However, any such plan must comply with the principles set out in this specification and must be approved by the Council before any work in the zone is commenced.

Provided that no development shall be commenced until suitable arrangements have been negotiated with the Council for the disposal of liquid wastes.

Definitions:

For the purposes of this specification:

"Blocks of Shops" or "block" means a commercial building in which there are two or more selfcontained units but excludes the petrol service station and commercial garage.

"Pedestrian Road" means a road which has been closed to vehicular traffic under Section 191 of the Counties Act, 1956.

"Unit" means that area of a block which is leased or owned for use as a self-contained shop; professional or commercial office, consulting room or similar permitted use, excepting the petrol service station and areas leased or owned for any public utility structure.

"Vehicular Road" means a road used for both vehicular and pedestrian traffic.

Siting of Blocks of Shops:

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All blocks shall be set back a minimum distance of 15 feet, from each vehicular road to which the zone has frontage.

Provided that where blocks face on to pedestrian roads within the zone no set back shall be required.

(ii) All blocks shall be set back a minimum distance of 25 feet from every boundary of the zone which adjoins a residential zone.

 (iii) Where any block is sited in such a way that all the units contained therein face on to any vehicular road, then an off-street parking area at least 56 feet deep shall be provided between that block and the road boundary.

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Desig	n of Blocks of Shops:
(i) (a) (<i>i</i>) (<i>i</i>) (<i>i</i>)	The maximum permitted height of any block shall be 30 feet.
and a state of the second s Second second	Provided that increased height may be permitted by resolution of the Council.
	All blocks, together with any features such as verandahs which may be incorporated therein, shall be designed and constructed in such a way that each block and each unit within each block will harmonise with the
	overall development of the zone.
(iii)	All blocks and all units within each block shall face on to pedestrian walkways at least 10 fee t wide.
a da serie da comunicación de la co Portes de la comunicación de la comu Portes de la comunicación de la comu	Provided that where two blocks face each other across a pedestrian walkway then that walkway shall be at least 25 feet wide.
Covera	
(i)	The blocks provided in the zone shall together have a total retail floor area of not less than 1 8,000 square feet and not more than 21,000 square feet .
	Provided that, with the consent of the Council, these blocks may be developed by stages.
: (i.i)	Subject to the provisions of this specification, each unit within any block may cover up to 100 per cent of the ground area all ocated to that unit.
	Provided that where any unit covers less than 100 per cent of such ground area the part left uncovered shall, where it lies to the rear or side of any unit, be enclosed by walls at least four feet high.
Design	and Layout of Service Station:
ferial a series of (i) de Series de la companya br>A companya de la comp	The forecourt in front of the service station building shall have a minimum width of 130- feet.
4.5~	All petrol pumps shall be set back at least 15 feet from the vehicular road to which the site has frontage.
(111)	The service station building shall be set back at least 50 feet from the vehicular road to which the site has frontage.
. (iv)	The entrance to the service station shall be located at least 100 feet from any intersection.
, solt (v) , solt (v)	Each entrance shall have a maximum length, at the kerbside, of 30 feet with a maximum skew of 45 degrees.
Public	Utility Sites:
(<u>i</u>)	All buildings and structures of public utility which are required within the zone shall be sited to the satisfaction of the Council.
(ii)	All buildings and structures of public utility shall be designed and constructed in such a way that each such building or structure will harmonise with the overall development of the zone.

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Parking: Subject to the provisions of Clause 2 (7) of Ordinance VI of this Code of Ordinances.

Every person who proposes to erect, re-erect, construct any block or unit in the zone shall provide suitable and efficient off-street accommodation for any loading, unloading or fuelling of vehicles which is likely to arise from the use of that block or unit, in conformity with the principles set out and illustrated in the development plan for the zone.

Parking shall be provided off the street as (ii) set out hereunder, and in conformity with the principles set out and illustrated in the development plan.

(a) Customer and Staff Parking for the Block of Shops: 5.5 car spaces per 4,000 square feet of gross floor area.

- (b) Customer and Staff Parking for the Service Station: 1 car space per employee; 2 car spaces per workshop bay; 4 car spaces per lubrication bay.
- (c) Every off-street parking space shall be of usable shape, area and condition, shall have adequate provision for ingress and egress, and be designed in accordance with the circular "Parking Dimensions" published by the Traffic Engineering Section of the Transport Department.
- (d) Provision shall be made for adequate entrances and exits from the zone for all traffic, and separate entrances and exits shall be provided for private cars and trade vehicles.

Provided that the Council may, by resolution, allow both private cars and trade vehicles to use the same entrances and exits.

(iii) The provision for parking required in paragraph (ii) above may be made in any case as part of the yard space.

Where in any block or unit or service station (iv) there is a change of use or increase in floor area, the requirements of these ordinances for off-street parking for the new use or floor area shall be complied with.

Landscaping and General Zone Development:

Landscaped areas shall be provided at suitable locations within the zone and along the road frontages. These landscaped areas shall be provided and maintained by the property owners, or tenants as the case may be.

All blocks, units, parking areas and landscaped areas within the zone shall be developed and maintained to the satisfaction of the Council.

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Departure from Development Specification:

Any proposed departure from the requirements set out in this zone development specification shall constitute a conditional use and the provisions of this code relating to conditional uses shall apply to that departure.

(d) Subdivision of land - See Ordinance III.

(5) Hotel Zone:

(iv)

- (a) Predominant Uses The predominant uses shall be:
 - (i) A licensed hotel or tavern.
 - (ii) Buildings accessory to use of buildings or land for any use authorised by or under the district scheme for that site at that time.
- (b) Bulk and location requirements The bulk and location requirements shall be
 - (i) Maximum Height 30 feet, although increased height may be authorised if necessary by special resolution of the Council.
 - Provided that there is no infringement of the height restrictions for Wigram Airfield as set out in Ordinance V Clause 4 (2) and shown on the district planning map.
 - (ii) Front Yard The front yard shall be 15 feet: 4 5
 - (iii) Side and Rear Yards Depth The side and rear yards shall be 25 feet.
 - Drainage in unsewered areas In unsewered areas sufficient suitable land within the site shall be provided and maintained in a condition which will permit its satisfactory use as a septic tank effluent disposal area. Sanitary drainage from all buildings on the site shall be conveyed to septic tanks and the effluent from these septic tanks shall be conveyed to and be disposed of within the disposal area provided. Building permit and site development plans must show the proposed septic tank effluent disposal area and the details and layout of the proposed septic tank, drainage and subsoil disposal systems. All such plans shall be accompanied with evidence as to the sufficiency and suitability of the proposed disposal area and disposal systems. The area and location of the land provided for the disposal area, details of the disposal system and the evidence supplied as to the sufficiency and suitability of the proposed disposal area and disposal system must be such that they meet the requirements of the Engineer. (The requirements of the Engineer shall be based on recognised engineering principles).
- (c) Parking and Loading of vehicles:
 - Every person who proposes to erect, re-erect, construct or reconstruct a building in the zone shall provide suitable and efficient off-street accommodation for any loading or unloading of vehicles which is likely to arise from the use of that building.



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.Ordinance II (Cont'd)

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CLAUSE 6 - INDUSTRIAL ZONING

(1) Industrial Zone:

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(a) Predominant Uses - The predominant uses shall be:-

- Any trade or industry provided that the work undertaken, the process carried on, the materials used or stored, the machinery employed and the transportation of goods and materials to and from the premises will not, in the opinion of the Council, materially detract from the amenities of the neighbourhood by reason of any objectional element whether of noise, vibration, smell, smoke, fumes, dust, effluent, glare or other noxiousness or danger.
- Living quarters for a caretaker or other (ii) person whose employment requires that he live on the premises.
- (iii) Canteens, dining rooms, ablutions and other facilities primarily for the convenience and medical, and surgical treatment of those engaged in the zone.
- (b) Bulk and location requirements The bulk and location requirements shall be:- 4-5-
 - Front yards depth 15 fest for landscaping. (1)
 - Rear yards depth 25 feet if adjoining a (ii)
 - residential zone. (iii) adjoins a residential zone.
 - Coverage, subject to the provisions of these ordinances relating to yard requirements and (iv) the parking and loading of vehicles and, in unsewered areas, areas for subsoil disposal of septic tank effluent, the coverage permitted in the Industrial zone shall be 100 per cent.
 - (v) Maximum height 30-feet. ~.~

Provided that there is no infringement of the height restrictions for Wigram Airfield as set out in Ordinance V Clause 4 (2) and shown on the district planning map.

Drainage in unsewered areas: In unsewered areas sufficient suitable land within the (vi) site shall be provided and maintained in a condition which will permit its satisfactory use as a septic tark effluent disposal area. Sanitary drainage from all buildings on the site shall be conveyed to septic tanks and the effluent from these septic tanks shall be conveyed to and be disposed of within the disposal area provided. Building permit and site development plans must show the proposed septic tank effluent disposal area and the details and layout of the proposed septic tank, drainage and subsoil disposal systems. All such plans shall be accompanied with evidence as to the sufficiency and suitability of the proposed disposal area and disposal system. The area and location of the land provided for the disposal area, details of the disposal system and the evidence supplied as to the sufficiency and suitability of the proposed



Ordinance II (Cont'd)

CLAUSE 7 - GENERAL DEVELOPMENT ZONING

- (1) <u>General Development A Zone</u> (Halswell Township)
 - (a) <u>Predominant Uses</u> There shall be no predominant uses.
 - (b) <u>Conditional Uses</u> Subject to the special conditions set out in paragraph (c) of this sub-clause the following shall be conditional uses in the General Development A Zone:-
 - (i) Dwellinghouses.
 - (ii) Semi-detached houses.
 - (iii) Apartment houses or blocks of flats.
 - (iv) Cottages or homes for the aged.
 - Parks, playgrounds, recreation grounds and scenic reserves.
 - (vi) Public and private hospitals (other than mental hospitals), nursing homes, and convalescent homes, exclusive of premises used for the treatment of animals.
 - (vii) Churches and buildings used only for religious purposes.
 - (viii) Museums, art galleries, libraries, and educational institutions, including boardinghouses or hostels used in connection therewith.
 - (ix) Places of assembly, including gymnasiums and training sheds.
 - (x) Shops for the sale of groceries and dairy products either alone or in conjunction with residential accommodation.
 - (xi) Professional offices situated in a dwelling permitted under this ordinance, so long as the predominant use of the premises as a whole is that of a dwellinghouse.
 - (xii) Veterinary surgeries, with or without a post operative clinic, situated on the same site with a dwellinghouse in which a person connected with the surgery is resident.
 - (xiii) Market gardens and nursery gardens.
 - (xiv) Fire stations, electrical substations, transformers, drainage and pumping stations, omnibus passenger shelters, water reservoirs and water towers, and other structures of public utility.
 - (xv) Suburban shopping centre which may contain any or all of the following: Any shop, banks, beauty salons, commercial offices, dentists' surgeries, doctors' surgeries, electrical repairs, hairdressers, lending libraries, parking lots, post office, professional offices, shoe repairs and living quarters for a caretaker or other person whose employment requires that he live on the premises.

Provided that any such shopping shall comply generally with the provisions, requirements and conditions of the zone development specifications for the Commercial B.1 and B.2 zones of this Scheme.

(ii)

- (xvi) Buildings accessory to use of buildings or land for any of the uses specified in this paragraph except those specified in subparagraphs (xvii) and (xviii) of this paragraph.
- (xvii) Garages, or groups of garages, or parking spaces, whether for hiring or not, for the purpose of providing housing or parking space for private vehicles.
- (xviii)A building not exceeding 200 square feet floor area situated on the same site with a dwellinghouse and used for the storage only of plant and materials in connection with the business of a builder, painter, paperhanger, plumber, electrician or person conducting any other business who is resident on the site.
- (c) <u>Special conditions relating to conditional uses:</u>
 The following special conditions shall apply to items

 (i) to (xviii) inclusive of the conditional uses in
 the General Development A zone:
 - (i) No land or building shall be used, developed or constructed except in those cases where:-
 - (a) it is to be connected to a sewage treatment works where the type of works to be installed and the disposal of effluent therefrom are to the satisfaction of the Council and of the Regional Water Board; and
 - (b) the stormwater therefrom can be disposed of to the satisfaction of the North Canterbury Catchment Board or of such other public body to whom the aforesaid Board can properly delegate its authority for this purpose.

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No land or building shall be used for any purpose where that purpose would:-

(a) prejudice the further development of the site or of other land in the locality for urban purposes in the future, and for this purpose the applicant shall, where the Council so requires, submit a plan to illustrate how the land may be further subdivided and roaded and the future use or uses to which the land may be put; or

(b) create erosion, landslip or flooding.

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(d) <u>Bulk and location requirements:</u> The following shall be the bulk and location requirements in the General Development A zone:

Type (of Use Maximum Front Rear Side Maximum Height Yards Yards Yards Coverag Depth Depth Width per				
	in ft. in ft. in ft. in ft.cent.				
(i) (ii) (iii)	Dwellinghouse35*152551035 øSemi-detached house35*152510+335 øBuildings classified5*152510+335 øin all paragraphs1/5 of1/4 plus1/5 ofexcept paragraph1/5 of1/6 one toclause of this35*1525 lessOrdinance II which35*1525 lessspecifies conditional10.54.510.5				
	Development A zone. Where any building exceeds 20 ft. in height the side yards shall be increased by 1 foot for each additional 2 feet of height.				
+	Only one side yard required.				
ø	Includes all accessory buildings and garages and spaces for garages required by this ordinance.				
*	Provided that there is no infringement of the height restrictions for Wigram Airfield as set out in Ordinance V Clause 4 (2) and shown on the district planning map.				
(v)	<u>One Storey Block of Flats</u> - The following provisions shall apply provided that where more than one single- unit dwelling is erected on the same site each such single-unit dwelling shall be deemed to be a "block".				
	Spacing between blocks - There shall be no limit to the number of 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 3 0 fee t between each block; and				
9-	Provided further that in the case of blocks not parallel in plan the average distance between blocks must be not less than 30 ft. with no part of any block encroaching within 15 feet of any other block.				
	Maximum attached units - No more than 3 attached units may be built in any one block.				
3~	Provided that there shall be no limit to the number of attached units in one block if a step in plan of at least 10 feet measured at right angles to the long axis of the block is made to each outer wall at each vertical division between units or every alternate vertical division between units.				
		ų.,			

Front Yards - The minimum distance from the road line or road widening to the nearest part of any wall shall be not less than 15 feet.

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; and

Provided further that no garage or parking space required by this ordinance shall be sited within 20 feet of the road line.

Rear Yards - The minimum distance from the rear boundary of the site to the nearest wall of any unit shall be not less than 15 feet.

> Provided that in the case of blocks not parallel to the boundary the average distance between the rear boundary of the site and the rear wall of any unit shall be not less than 15 feet with no part of the building (1990) encroaching within 10 feet of the rear boundary

encroaching within 10 feet of the rear boundary, <u>Side Yards</u> - 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 30 feet.

Provided that no unit shall be erected within 7-feet of any side boundary; and

Provided further that at least one side yard shall be not less than 23 feet 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 or the two side yards together shall be not less than 25 feet.

Provided that no unit shall be erected within 5 feet of any side boundary.

Where a block has three units without a step in plan the minimum width of the two side yards together shall be not less than 35 feet.

Provided that no unit shall be erected within 10 feet of any side boundary.

<u>Rear Sections</u> - No block shall be erected on a rear section unless every part of the block is a distance of not less than 10 feet from any two boundaries of the site and an average distance of not less than 25 feet from each of the remaining boundaries of the site.

Maximum Site Coverage - 35 per cent including all accessory buildings and garages and garage spaces as required by this ordinance.

(vi) <u>Two or Three Storey Blocks of Flats</u> - The following provisions shall apply provided that where more than one single-unit dwelling is erected on the same site each such single-unit dwelling shall be deemed to be a "block".

Spacing between blocks Maximum attached units Front Yards

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

<u>Rear Yards</u> - 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 20 feet. 7.5

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Provided that in the case of blocks not parallel to the boundary the average distance from the rear boundary of the site to the nearest part of any wall of any unit shall be not less than 20 feet 7.5with no part of the building encroaching within 15. feet of the rear boundary.

<u>Side Yards - The same provisions as for one storey</u> blocks shall apply except that:

For any increase in height above the first storey the minimum width of the two side yards together shall be increased by one foot in width for each additional two foot in height, such increase to be a foot added to the lesser of the two side yards.

In the case of rear sections, for any increase in height above the first storey all yards shall be \bigcirc 3 increased by one foot in width for each additional \bigcirc \bigcirc two feet in height above the first storey.

Maximum site coverage - The same provisions as for one storey blocks shall apply.

Maximum height - 30 feet measured from ground level to the highest part of the block.

Provided that there is no infringement of the height restrictions for Wigram Airfield as set out in Ordinance V Clause 4 (2) and shown on the district planning map.

- (vii) The Bulk and Location of all Public Utility Buildings to be decided in all cases by the Council.
- (viii) Modification of Bulk and Location Requirements -The Council may, in the case of any particular site, either absolutely or conditionally dispense with any one or more of the bulk and location requirements prescribed for blocks of flats or terrace houses if it is satisfied that such modification or dispensation would lead to the best utilization of the site.

(e) Provision of Garages and Car Parking

Dwellinghouses, semi-detached houses, terrace houses, apartment houses and blocks of flats:

- (i) Garages or spaces for garages shall be provided in the ratio of not less than two to each household unit.
- (ii) Every garage or garage space shall be of usable shape and shall be not less than $\frac{180 \text{ square feet } 16_M 2}{\text{exclusive of access drives.}}$
- (iii) The provision of garages or spaces for garages required by this ordinance shall not be sited within 20 feet of the road line.

Cottages and homes for the aged:

- (i) For resident staff in care of the aged garages or spaces for garages shall be provided in the ratio of not less than one for each resident member of the staff. The shape, area and siting of the garages or garage spaces provided shall be the same as those prescribed for dwellinghouses.
- (ii)Space for the parking of other vehicles shall be provided in the ratio of not less than 1 car space for every 3 aged persons accommodated on the site. The space provided shall be of usable shape and area, shall have adequate provision for ingress and egress, and shall be sited to the satisfaction of the Council or the County Engineer.

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Other Uses: See Ordinance VI.

- (f) <u>Vehicle Access</u>: A properly designed vehicle access at least 10 fest wide shall be provided to the satisfaction of the Council or the County Engineer to service all garages, garage spaces and, in the case of blocks of flats, all blocks on the site. 2.4m,
 - (g) Subdivision of land: See Ordinance III.
 - (h) Other matters relevant to General Development A zone uses, including the siting of buildings -see Ordinances IV, V, VI.
 - General Development B Zone (Worsleys Road/Happy Home Road). (2)

The provisions and requirements of Ordinance II Clause 7, sub-clause (1) of this Scheme for the General Development A zone shall apply in all matters set out thereunder to Ordinance II Clause 7, sub-clause (2), the General Development B zone of this Scheme.

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ORDINANCE III - SUBDIVISION OF LAND

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CLAUSE 1 - SUBDIVISION TO CONFORM WITH PLANNING PRINCIPLES:

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Notwithstanding that a scheme of subdivision may comply with the requirements of the District Scheme in respect of frontage and area, the Council shall not approve the scheme of subdivision if, in the opinion of the Council, the site is not suitable or the use proposed or the arrangement of sites or shape of any proposed site is not in conformity with the principles of town and country planning.

Provided that in determining whether a site is suitable regard shall be made to the best use of the land and its economic servicing and development, to earthquake fault lines, and to liability to flooding, erosion and landslip, to stability of foundations, and to safety, health and amenities.

CLAUSE 2 - STANDARD AREA AND FRONTAGE REQUIREMENTS:

(1) All zones except General Development A and B zones:

Subject to the other provisions of these ordinances, every subdivision of land shall be so designed as to provide sites that meet the requirements of these ordinances for predominant and conditional uses, and for the bulk and location of buildings, being requirements that apply in that zone.

Provided that no person shall in any case subdivide land in the zone named in the first column hereunder so as to produce for the use specified in the second column an allotment with an area less than that specified in the third column or fourth column (whichever is applicable), or frontage less than that specified in the fifth column, set opposite the particular zone and use.

Provided further that where land having frontage to a proposed limited access road is to be subdivided the scheme plan of subdivision shall include provision for alternative legal frontage, in accordance with this ordinance, to a road other than a proposed or a declared limited access road; and that the subdivision development shall also provide practicable access from a road other than a proposed or a declared limited access road.

Zone	Use	Minimum Star In Sewered Areas	In Unsewer-	Standard Frontage	Depth
(1)	(2)	(3)	(4)	(5)	(6)
Rural A & B Take/Off/ Approach Fan Aerodrome Protection	Any permitted use	20-acres She	20-acres	660 ft. 200-	
Residential A and B	Front Sites (a) Any semi- detached hous (b) Any Service	320 e 12-perche	second 24*perche	200- 	37~
	Station. (c) Any other permitted building. <u>Rear Sites</u> Any permitted	24 perche	- ween	3.5.	
	building.	30_perche 700 p?	s 40*perche	s <u>12 ft</u>	

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Zone	Use	Minimum Standard Area Minimum Minimum In Sewered In Un-sewer-StandardStandard Areas Areas Frontage Depth
(1)	(2)	
Commercial A	Any permitted us	e 6 perches 8 perches 20 IC
Commercial B1 and B2	Any permitted us	e 3.6perches 8*perches 20 ft50 ft.
Commercial B3	office	3.6perches 3.6 perches 20 ft. 50 ft.
	(b) Any Service Station.	- 130 ft 120 ft.
Hotel	Any permitted us	e 60 perches per 17000 sq.ft , of gross bar
Industrial	Any permitted us	floor area e 8 perches 16*perches 24 ft
Special Industrial	Any permitted us	e No subdivision of land shall be permitted in this zone.
-		

Refer Clause 3 (2) hereunder.

*

<u>General Development A zone</u> - Subject to the special conditions set out in paragraph (b) of this sub-clause and subject to all the other provisions and requirements (2)of this Scheme the requirements and provisions for the subdivision of land in this zone are as follows:-

(a) Standard Area and Frontace Requirements - No person shall in any case subdivide land in this zone so as to produce for the use specified in the first column of the table hereunder set out an allotment with an area less than that specified in the second column or frontage less than that specified in the third column of the aforesaid table. and the state of the second second

		Minimum Standard	Minimum Standard
A Ju	Use	Area	Frontage
	The second second (1) the second s	(2.)	(3)
1.]	Residential - Front Sites:	Secon	former and and
	(a) Any semi-detached house	12-perches	25 feet
191 15 5	(b) Any other permitted residential use	24-perches	50-feet
2.1	Residential - Rear Sites:	28,700 m ²	35 m
Ż	Any permitted residential use	30 perches	12 feet
3. 5	Suburban Shopping Centre:	1 9 3, 1, 3, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	bas
2	Any permitted use	3.6 perches	20 feet
ς		_	KA (50 feet
			min. depth
	Any Other Permitted Use:	600m2	
	(a) Front Sites	24 perches	VKm 50 feet
	(b) Rear Sites	30 perches 700m	3.5,12 feet

land - The following special conditions shall apply to the subdivision of all land in the General Development A zone :-

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 $f(\mathbf{i})$ to $f(\mathbf{i})$ to $f(\mathbf{i})$ and $f(\mathbf{i})$ be subdivided except in those cases where:-

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- (a) Each and every allotment is to be connected to a sewage treatment works where the type of works to be installed and the disposal of effluent therefrom are to the satisfaction of the Council and of the Regional Water Board.
- (b) The stormwater from each and every allotment can be disposed of to the satisfaction of the North Canterbury Catchment Board or of such other public body to whom the aforesaid Board can properly delegate its authority for this purpose.

(ii) No land shall be subdivided for any purpose where the subdivision of the land would:-

- (a) Prejudice the further development of the site or of other land in the locality for urban purposes in the future, and for this purpose the applicant shall, where the Council so requires, submit a plan to illustrate how the land may be further subdivided and roaded and the future use or uses to which the land may be put; or
- (b) Create erosion, landslip or flooding.
- (iii) The subdivision of all or any land in the General Development A zone shall, for the purposes of this Ordinance be deemed to be a Conditional use and the provisions of this Code and of the Act relating to conditional uses shall apply.
- (3) <u>General Development B Zone</u> Subject to the special conditions set out in paragraph (b) of this sub-clause and subject to all the other provisions and requirements of this Scheme the requirements and provisions for the subdivision of land in this zone are as follows:-
 - (a) Standard Area and Frontage Requirements -
 - (i) The minimum standard area and frontage requirements for all allotments for all uses permitted in this zone, except residential uses, shall comply with the requirements for those uses as specified in the General Development A zone in sub-clause (2) paragraph (a) of Ordinance III Clause 2 hereof.
 - (ii) For semi-detached houses for both front and rear sites the minimum standard area and frontage for all allotments shall comply with the requirements for these uses as specified in the General Development A zone in sub-clause (2) paragraph (a) of Ordinance III Clause 2 hereof.
 - (iii) For other permitted residential uses the minimum standard frontage for front sites shall be 50-ft. and for rear sites shall
 35- be 12-ft. and the minimum subdivisional standard area for any allotment shall be 700-30 perches and the average area of all
 - allotments in any subdivision shall be not less than 50 perches.

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(a) Not more than 20 per cent of all allotments in any subdivision shall be of the minimum area of 30 perches.
 (b) Not more than 70 per cent of all

) Not more than 70 per cent of all allotments in any subdivision shall have an area of less than 50 parches.

(c) Where the subdivision and development of land in one ownership is to proceed in stages the applicant shall at the first stage submit a plan for the subdivision and development of the whole of his land and the proportion of allotments to be not less than 30 perches and 50 perches respectively shall be calculated over the whole of the land and not over the first or any other stage only, and for this purpose the applicant may, if he so desires or the Council so requires include within the plan of subdivision and development, land in the adjoining Deferred General Development B zone.

Provided further that where the Council is satisfied that the total area of land in any subdivision is not large enough, or the physical characteristics of the land make it impracticable, unnecessary or undesirable, the Council may vary or may dispense altogether with the provisions of this Ordinance governing the proportion of allotments to be of the minimum or average standard area for the General Development B zone.

(b) <u>Special Conditions relating to the subdivision of</u> <u>land</u> -

The following special conditions shall apply to the subdivision of all land in the General Development B zone:

(i) No land shall be subdivided except in those cases where:-

(a) Each and every allotment is to be connected to a sewage treatment works where the type of works to be installed and the disposal of effluent therefrom are to the satisfaction of the Council and of the Regional Water Poard.

 (b) The stormwater from each and every allotment can be disposed of to the satisfaction of the North Canterbury Catchment Doard or of such other public body to whom the aforesaid Board can properly delegate its authority for this purpose.

(ii) No land shall be subdivided for any purpose where the subdivision of the land would:-

(a) Prejudice the further development of the site or of other land in the locality for urban purposes in the future, and for this purpose the applicant shall, where the Council so requires, submit a plan to illustrate how the land may be further subdivided and roaded and the future use or uses to which the land may be put; or (iii) The subdivision of all or any land in the General Development B zone shall, for the purposes of this Ordinance be deemed to be a Conditional use and the provisions of this Code and of the Act relating to conditional uses shall apply.

CLAUSE 3 - STANDARD DRAINAGE REQUIRE ENTS:

(1) Land Drainage in all zonesa

Every subdivision of land shall be so planned and designed as to make adequate provision for drainage of each separate parcel of land within the subdivision.

"Drainage" within this clause shall mean the removal from land of water from any source likely to or capable of interferring with the use of that land for residential purposes, and without restricting the meaning of the term drainage in any way shall include the removal from land of rain water, surface water, spring water, ground water, artesian water, or any other form of water usually referred to as stormwwater. "Public drain" shall include any watercourse or stream or drain or river which is cleaned and maintained by any local authority whether as part of a drainage district or otherwise.

Every subdivisional scheme plan shall show generally how each separate lot or parcel of land therein is to be drained, with sufficient supporting levels to indicate the fall or direction of flow and the plan shall show specifically what system of piped or open channels is proposed to be constructed as part of the subdivisional work and also into what public or private drain the drainage from the subdivided area is to be directed. All proposals for drainage shall be submitted to the controlling authority for approval. All drainage works shall be carried out in accordance with approved plans and with materials and to standards approved by the controlling authority.

Enlargement of public drain:

Where any public drain existing within the general area of the subdivision is already loaded to capacity and so incapable of carrying the increased flow likely to result from the projected subdivision, the Council may require the subdivider to make a reasonable contribution towards the cost of enlarging such public drain to the extent necessary to contain such increased flow.

Access and cleaning of public drains:

Where a public drain as defined above runs through or alongside any land that is being subdivided or where there is a drain or watercourse which the controlling authority proposes for the purpose of the subdivision to take over as a public drain the following provisions shall be made to ensure the maintenance of such drain:

(a) The right of the controlling authority to clean to inspect or maintain the public drain whenever necessary.

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(b) An easement in favour of the controlling authority permitting use of one bank or berm of the public drain for access, inspection, and maintenance and permitting deposition thereon of cleanings out of the public drain. The width of the strip of land to be covered by the easement will vary with the width of the public drain, but in no cases will exceed 20-links.

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(c) Where the public drain is piped or enclosed, an easement shall be provided over the drain in favour of the controlling authority permitting access to the drain for inspection, maintenance or renewal, the width of the easement to be as reasonably required for these purposes by the controlling authority.

The subdivisional plan:

The survey plan for deposit shall define the public drains traversing or bordering the area to be subdivided, and shall define the position and width of any land adjoining these public drains that is to be subject to an easement in favour of the controlling authority for purposes of access and maintenance.

Provision for Septic Tank Effluent Disposal in Unsewered (2)Areas:

Where, in the table to Clause 2 of this Ordinance III the Minimum Standard Area in unsewered areas is marked thus: * then the minimum area for any allotment so marked may be increased at the discretion of the Council to provide a satisfactory area for septic tank effluent disposal. The subdivider shall provide with the scheme plan of subdivision evidence to the satisfaction and approval of the Engineer as to the suitability of the subsoil for septic tank effluent disposal and of the area required for this purpose based on recognised engineering principles. If in the opinion of the Engineer a greater area than the minimum shown is required the minimum area shall then be fixed by the Council allowing for the disposal area to be set aside for this purpose.

CLAUSE 4 - EXCEPTIONS TO STANDARD REQUIREMENTS:

Rural B Zone: (N)

II B Zone: In the Rural B whe the Council may permit the subdivision of land so as to produce an allotment of less than the ninimum standard of area and frontage herein prescribed if the applicant satisfies the Council that •3.111 1 march

(a) The substandard area or frontage as the case may be is appropriate to the proposed use, being a permitted use and that approval thereof is necessary to avoid undue hardship.

(2)Boundary Adjustments:

In any zone the requirements of this ordinance shall not apply to a subdivision if the Council is satisfied that the subdivision is intended solely for the adjustment of boundaries which will leave each of the adjusted allotments of substantially the same area as before.

Public utility sites: (3)

In any zone the requirements of this ordinance shall not apply to a site or allotment which is being or has been, reduced to not less than four-fifths of the standard in any one or more respects by the taking of part thereof under the Public Works Act, 1928, or by the sale of part thereof with the approval of Council for a purpose of public utility, nor shall those requirements apply to the part so taken or sold.

(4)Front site of irregular shape:

In a residential zone, for a front site for a dwelling, being a site with side boundaries diverging from the street, the frontage may be reduced to 20 ft. if the width of the site at a distance of 50 ft. from the street boundary is not less than the frontage of 50 ft. as prescribed in Ordinance III.2 hereof.

(5)Pre-existing front sites:

Subject to sewer connections being available in a residential zone and notwithstanding the requirements of these ordinances as to area and frontage, a site for a $_{\sim}$ dwellinghouse may comprise the whole of a parcel of land which, being a front site, contains an area of not less than 12 perches, with road frontage of not less than 30 ft. if it is held in a separate certificate of title or conveyance issued or executed pursuant to a subdivision

approved by the Council before this scheme was recommended by the Council, and is not in the same ownership as any adjoining land.

(6) Subdivision into two lots:

Subject to sewer connections being available in a residential zone and notwithstanding the requirements of these ordinances as to area and frontage, a site for a dwellinghouse may comprise the whole of a parcel of land which results from the subdivision into not more than two lots of an area occupied as a separate holding, if it is impracticable for each lot to satisfy the requirements of subclause (1) of this ordinance, and if for each lot that is a front site contains not less than 20 perches with road frontage of not less than 40 ft. and -12~~~ each lot that is a rear site contains not less than 24perches, exclusive of any land giving access from the road.

(7)Rear sites and access thereto:

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In a residential zone, every rear site for a dwellinghouse shall in a sewered area have an area of not less than 300 perches, and in an unsewered area shall have an area of not less than 40 perches, and have as its access from a street a straight or nearly straight strip or piece of land in the same certificate of title at least 3.5-----12 ft. wide and not more than 198 ft. long that is not Kenter -----computed or included in the said minimum area.

for 1 Provided that where four strips or fewer are side by side, the width of each may be reduced to 5 ft. if 10 the total width of the strips does not exceed 20 ft. -15-7.5~ (measured at right angles to their course) and if each strip is subject to a right-of-way in favour of the owners of each of the other strips.

> Speech note - lyear lot 3.5m. 2 " lot 4.5m 300 MR 6m

Ordinance III Clause 4 (Cont"a)

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Provided further that, subject to the consent of the Council and to the condition that reciprocal rights the Council and to the condition that reciprocal right of way shall be created over all the strips, in exceptional cases more than four adjoining rear sites may be served by strips side by side any of which may be less than 10 ft. in width, subject to the further condition that, except as provided in Section 25 of the Counties Amendment Act, 1961, the total width of the strips does not exceed 20 ft.

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Provided also that the Council may, in special cases, approve an entrance strip more than 198 feet in length. 600-

CLAUSE 5 - PIAN OF SUBDIVISION NOR COUNCIL

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Subject to the further requirements of any by-law on the subject, a copy of every subdivisional plan shall be supplied to the Council for its record.

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ORDINANCE IV - RESERVATION OF LAND

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CLAUSE 1	- PROPOSA	LS:	ne an	

Proposals for use of land for public authorities purposes are shown on the district planning map and described or referred to in the scheme statement. These proposed works are not necessarily all included in the responsibilities of the Council. They may be undertakings for which the Government or a Drainage Board, Electric Power Supply Authority, Hospital Board, or other local authority is responsible both for acquiring the land when needed and for initiating and carrying out the work. Except in the case of objections to or appeals against the inclusion of the proposal in the District Scheme, any person affected shall conduct all negotiations and correspondence with the responsible Government Department or local authority.

CLAUSE 2 - CONTINUATION OF USE:

Although a proposal involving the future use of his land for some public authority's purpose is included in the District Scheme, ownership and occupation of the land are not thereby affected, and the owner and occupier are entitled to continue with their use of the land subject to the provisions of the District Scheme, the Act, and the Town and Country Planning Regulations, 1960. Owners and occupiers will be notified when the proposal is about to proceed, and arrangements for the land will be made at that time.

CLAUSE 3 - BUILDINGS NOT TO INTERFERE:

(1) Prohibition:

The erection or completion of any building or the carrying out of any work of a substantial nature of any land forming part of the site of a proposed road, street, access way, or service lane, reserve, or designated open space or public work is prohibited, except as an interim use expressly authorised by the Council with the consent of the Minister or any local authority responsible for the proposed permanent use.

(2) Definition of "interim use":

For the purposes of this ordinance, an "interim use" means a use that does not conflict with the present amenities of the neighbourhood in which it is located, and which may reasonably be established at that time and be continued until the date or occasion fixed in or under the District Scheme by the Council for the prohibition of that use on that site, or for a different use of that site, to become enforceable.

CLAUSE 4 - CHANGING LOCATIONS OF PROPOSED STREET'S AND RESERVES:

In accordance with subsection (5) of Section 33 of the Act, the Council may, by agreement with the owners of the lands directly affected, vary the position shown on the scheme of any proposed highway or the location or shape shown on the scheme of any proposed reserve, so long as the intention of the District Scheme in that respect is secured, and in any such case the Council shall not be required to comply with any other provision of the Act in respect of changes of or departures from the scheme.

Provided that no such variation shall be made in respect of a proposed highway or reserve, for which the Minister or a local authority will have financial responsibility, without the consent of the Minister or the local authority concerned. And, in the case of a road shown as a regional road in an Operative Regional Planning Scheme, after consultation with the Regional Planning Authority.

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A CARLER AND A CAR ORDINANCE V - BUILDINGS: SITING, COVERAGE

HEIGHT, AND ALTERATIONS

CLAUSE 1 GENERAL AS TO USE OF SITES FOR BUILDINGS

Land to be suitable for proposed use: (1)

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Notwithstanding conformity with the zoning requirements of these ordinances, no building shall be erected or placed and no use shall be established on any land which is not suitable for the use proposed; and for the purpose of determining whether any land is suitable for any particular use, regard shall be had to the best use of the land and its economic servicing and develop-ment, to earthquake fault lines, to liability to flooding, erosion, or landslip, to stability of foundations, and to safety health and amenities foundations, and to safety, health and amenities.

(2)Buildings to be set back from road:

Notwithstanding the provisions of this ordinance, where the scheme prescribes a building line on any site, whether by reference to any road boundary or otherwise, except as an interim use as defined in Ordinance IV.3 (2) hereof, no building or accessory building or part of either shall at any time be erected on that part of of either shall at any time be erected on that part of the site between the building line and the road or boundary to which it is related.

Areas and coverage generally: (3)

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.

(4)Residential buildings on rear sites:

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No person shall erect any residential building, or cause or permit any residential building to be erected on a rear site, unless every part of the building is not less than 10 ft. from any two boundaries of the site and not less than 20 ft. from the remaining two boundaries of the site; and in the case of a residential building other than a dwellinghouse or a semi-detached house, the owners shall construct and maintain an adequate driveway or footpath or both giving access to the site and the buildings thereon, and the owners shall provide wherever reasonably necessary artificial light sufficient to illuminate the drive and footpaths to the same standard as the road.

Provided that in the case of blocks of flats this subclause shall be read subject to the yard requirements for rear sections contained in the bulk and location requirements for blocks of flats in Residential zones.

(5)Residential buildings about a place:

(a) Definition of "place" - For the purpose of this ordinance the term "place" means an open unoccupied less than that frontage to a public road, and permanently set apart as the principal means of access to two or more sites.

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(b) <u>Requirements for residential buildings about a place</u> -In the case of sites for residential buildings grouped about a place.

- (i) Every site shall comply with the frontage and area requirements under Ordinances III and V hereof for sites on which residential buildings may be erected, as if the place were a road.
- (ii) Every building shall comply with the provisions of Ordinance V hereof for the zone in which it is situated as to height and space about buildings as if the place were a road.
- (iii) Where independent road access to each of the building sites does not exist, the owner or owners thereof shall provide and maintain a paved driveway, of width, location, grade and construction prescribed by the Council, to give vehicular and pedestrian access to each building site.
- (iv) The owners shall provide wherever reasonably necessary artificial light sufficient to illuminate properly the drive and footpaths to the same standard as the road.
- (6) Rear sites in Connercial and Industrial zones:

On a rear site in a commercial or an industrial zone, the coverage shall be the same as for front sites provided always that provision is made for vehicular access to and about buildings to the satisfaction of the Council.

CLAUSE 2 - REQUIREMENTS AS TO YARDS

(1) <u>Requirements:</u>

- (a) <u>Yards to be provided</u> 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 requirements for each zone are specified in Ordinance II under the heading "Bulk and location requirements" or "Zone Development Specification" whichever is relevant to that zone.
- (b) <u>Yards to remain unoccupied and unobstructed</u> Except as expressly authorised under this scheme, no person shall erect any building on any front yard, rear yard, or side yard. Now clause to be added
- (c) Yards provided are to relate to one site only No portion of a yard or other space provided to meet requirements in respect of one site shall be taken into account in computing the area of any yard or space provided to meet requirements in respect of any other site.

(2) Exceptions to requirements as to yards:

(a) <u>Variation by Council</u> - If, in the opinion of the Council in any particular case, compliance with the yard requirements of these ordinances would seriously diminish the usefulness of the site for building purposes, and subject to the written consent of the owners of the land adjoining the yard which is to be diminished, the Council may,

by resolution in respect of that site, vary or dispense with the provisions of these ordinances relating to one or more of the yard requirements.

> Provided that in no case shall the total area of yard space required by this scheme be reduced under this paragraph.

Provided further that this paragraph shall not apply to blocks of flats in residential zones.

(b) When dedicated for road widening - Where land has been or is required to be set aside for a yard to the extent required by this scheme, the Council may accept dedication of the whole or any part of the yard for the purpose of road widening; and notwithstanding the foregoing provisions of the scheme, for the purpose of computing yard space provided, and allowable coverage of the site, as much of the yard as has been dedicated will be regarded as part of the site.

- (c) When owner provides land for access way or service lane Where land for a service lane or access way is provided at the rear or at the side of the site, the rear yard requirements or the side yard requirements, as the case may be, shall be 1997 - 19 diminished correspondingly.
 - (d) Adjoining shop sites in residential zones Where in a residential zone two shops adjoin, each may have one side yard only.
 - (e) Corner sites In the case of a corner site the shorter of the two road boundaries shall be front boundaries for the purpose of determining yard requirements.
 - (f) Through sites In the case of a through site, the owner shall provide a yard equivalent to two rear yards at or near the middle of the site and a front yard on each frontage of the site, unless the Council by resolution declares which frontage of the site shall be deemed to be the rear boundary, in which case the provisions as to rear yards shall apply with respect to that frontage and the provisions as to front yards with respect to the other frontage.

CLAUSE 3 - ACCESSORY BUILDINGS

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Use of yard space for accessory buildings: (1)

Accessory buildings may be erected on any rear yard if they do not occupy altogether more than one-fifth of the area of the rear yard, and provided they do not exceed 12 feet in height.

---(2) Use of yard space for garage accommodation on residential sites:

Garage accommodation for private cars on residential sites may, at the discretion of the Council, be provided in any rear yard or any side yard but not in any front yard.

Provided that such garage accommodation shall not exceed 12 feet in height.

Provided further that, unless the Council otherwise determines, garages or spaces for garages shall in all cases be sited to the rear of residential buildings.

(3) Maximum floor area for accessory buildings:

On any site in a residential zone no person shall erect accessory buildings having a total floor area in excess of the maximum for that site obtained by the use of the following formula, but in no case shall that maximum exceed 600 square feet:

Floor Area = 300 + 10 (A-B) square feet. 30 + 1 -A = area of the site in perches where φ_{f}

B = minimum permitted, area for the site in perches (i.e. 24 perches, 30 perches, 32 perches, 40 perches). 60

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(4)Where physical difficulties exist:

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CLAUSE 4 - HEIGHTS OF BUILDINGS

(1)Requirements:

The requirements for each zone are specified in Ordinance II hereof.

(2)Height Control Restrictions for Wigram Airfield:

> No building, structure, mast, pole, tree or other object shall in respect of:

- (a) The areas shown hatched with parallel black lines on the district planning map, penetrate a plan rising at a gradient of 1 in 50 from the nearest point on the effective flying field boundary to a horizontal distance of 7,500 fest, that is to a 230ht. 00 height of 130 feet above the airfield.
- (b) The areas shown as being covered in a series of intense black dots on the district planning map, penetrate a plan 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 approach gradient whichever is applicable, to a height of 150 feet above the airfield.
- (c) The area shown as being bounded by a heavy broken black line on the district planning map, penetrate a horizontal surface at a height of 150 feet above 6455 the airfield and extending out to a distance of 3200m 10,500 feet from the nearest point on the effective flying field boundary.

Provided that where two or more of any of these height restrictions apply at the same place then the lowest height restriction is predominant, provided further that limited infringement of the height restrictions imposed hereunder 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.

Ordinance V (Cont'd)

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CLAUSE 5 - ALTERATIONS OF EXISTING NON-CONFORMING BUILDINGS

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

CLAUSE 6 - RECONSTRUCTION OF EXISTING NON-CONFORMING DWELLINGS

Notwithstanding anything to the contrary in Clause 5 of this Ordinance V any non-conforming dwelling which is either damaged beyond repair or destroyed by any fire, flood or similar natural disaster may be reconstructed on the same site.

Provided that the degree of non-conformity with the provisions of this scheme shall not be increased as a result of the reconstruction of that dwelling.

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ORDINANCE VI - VEHICLES: PARKING, LOADING AND ACCESS

Note: This ordinance shall be read subject to the parking provisions required in Ordinance II hereof.

CLAUSE 1 - PUBLIC PARKING

(1) Parking lots:

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As opportunity offers, areas will be provided, developed and maintained as car parks either by Council or by private enterprise, and private enterprise may be assisted, where the Council so resolves, by the Council providing suitable land for purchase or lease.

(2) Parking buildings:

These may be provided and maintained by private enterprise as commercial undertakings or by the Council either as a commercial undertaking or in fulfilment of obligations created under Section 35A of the Act, or as a combination of both.

(3) Provision of land:

For any of these purposes the 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, with or without buildings, and develop that land and apply it to that use with, so far as may be practicable, the co-operation of private enterprise.

CLAUSE 2 - PRIVATE PARKING

(1) General provisions as to parking spaces:

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- (a) <u>Counting of parking spaces</u> A loading bay may, with the consent of the Council, be counted as parking space according to the number of vehicles the bay is capable of accommodating conveniently when in use as a loading bay.
- (b) <u>Diminution of available land</u> The space that is available about a building to meet the requirements of this ordinance for off-street parking and loading shall not be diminished below those requirements.
- (c) <u>Yard space may be used</u> Subject to the provisions of this Code of Ordinances, the provision for parking and loading required in respect of any site may be made in any case as part of the yard space of that site.
- (d) <u>Location</u> The off-street parking requirements prescribed by this Ordinance shall be located on the site.

Provided that where, in the opinion of the Council, it is not practicable or desirable to do so the required facilities shall be provided within a reasonable distance from the site.

(e) <u>Size and access</u> - For the purpose of calculating the off-street parking requirements of this scheme an area of 275 square feet for each vehicle space required, inclusive of all access drives and aisles shall be used. There shall be adequate provision for ingress and egress from each parking space and the layout shall be of usable shape and condition.



- (f) Joint provision Nothing in these ordinances shall be construed to prevent two or more owners from jointly making provision for off-street parking or loading facilities for their buildings so long as the total provision so made is not less than the sum of the requirements of the various buildings or uses computed separately except where the vehicles are or will be attracted to each site regularly at times that seldom coincide with the times when vehicular traffic is attracted to the other or others of them, in which cases the requirements may be computed as for the sum of the uses which demand the greatest provision at any particular time.
- (g) <u>Screening from residential zones</u> Parking areas for more than 5 vehicles shall be effectively screened on any side which adjoins or faces a residential zone by a wall, evergreen hedge, or other planting maintained in good condition.

Provided that where the Council is of the opinion that compliance with this requirement is impracticable or impossible dispensation may be granted from full compliance.

(2) For residential sites:

The site plan furnished in connection with an application for a permit to erect any residential building permitted by this Scheme in residential zones shall, in addition to the information otherwise required hereby, show in the general layout of the site provision for space for garage accommodation or off-street parking for cars as prescribed for provision of garages and car parking in residential zones in Ordinance II hereof.

(3) For sites in Commercial A zones:

Except as provided in Clause 5 (1) of Ordinance II hereof the site plan furnished in connection with any application for a permit to erect any commercial building permitted by this Scheme in a Commercial A zone shall, in addition to the information otherwise required hereby, show that provision is made for the off-carriageway parking of vehicles by siting the said building a minimum distance of 33 feet from the road boundary of the site.

(4) For Commercial B.1, B.2 and B.3 zones:

The parking required in the Connercial B.1, B.2 and B.3 zones shall be in accordance with the requirements specified in the Zone Development Specifications which form part of Ordinance II hereof.

(5) For Hotel zone:

The parking required in the Hotel zone shall be in accordance with the requirements specified in Ordinance II hereof.

(6) For other sites:

Subject to the provisions of the Act and subject to any special conditions contained herein, provision for off-street parking of vehicles in accordance with this ordinance shall be made in respect of every site to provide for vehicles normally required to park or load at the premises from time to time.

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Ordinance VI Clause 2 (Cont'd)

Whenever any building or structure is being erected, reconstructed, altered or modified or there is a change in use or increase in floor area, off-street parking spaces for motor vehicles shall be provided as follows:-

Parking Spaces Required <u>Use of Site</u> Licensed Hotels & Taverns 40 for each 1,000 sq.ft. of gross floor area.

1 for each 2 patients beds plus provision for doctors and staff.

Narehouses, stores or storage yards.

gross floor area. 4 for every 1,000 sq.ft. of Industrial uses

Commercial garages

gross floor area. 1 for each person employed plus 4 for each lube bay and 2 for each workshop bay.

2 for every 1,000 sq.ft. of

Restaurants

Hospitals

20 spaces per 1,000 sq.ft. of dining room floor area.

Cinemas, churches and halls.

20 spaces per 1,000 sq.ft. of the hall floor area.

(7) Variation of Parking Requirements:

The off-street parking required to be provided by this ordinance may be varied by resolution of the Council provided that the Council in making a decision concerning the provision to be made for off-street parking shall take into consideration:-

- (a) the number of persons likely to be resident, employed or accommodated on the site.
- the number of calls likely to be made by visitors, (b)customers and other persons in cars to the site.
- the number of calls likely to be made by servicing (c)and delivery vehicles to the site.
- (d) the amount, if any, of parking that adjacent streets can properly be expected to provide.
- the amount, if any, of public off-street parking (e) that may be available in the neighbourhood.
 - the physical characteristics of the site or adjoin-(f)ing sites that may affect the ability of the site to provide off-street parking.
 - the possibility of providing for some or all of the (q)spaces required by diagonal parking along the frontage of the site, in which case an additional depth of 20 feet shall be added to the normal front Carri yard requirement and the whole area shall be sealed to the satisfaction of the Council.
 - (h) any other relevant matters.

PROVISION FOR LOADING VEHICLES CLAUSE 3

(1)General requirements in industrial and commercial zones:

every person who proposes to erect, re-erect, construct or reconstruct a building in a commercial or industrial zone shall provide within the site suitable and efficient accommodation for any loading or fuelling of vehicles which is likely to arise from the use of the building.

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Ordinance VI Clause 3 (Cont'd) 64.

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Except where the Council by resolution determines that this provision need not apply, every owner or occupier of a building in a commercial or industrial zone shall provide adequate vehicular access to the rear of the premises, either over his own land or by the dedication of a service lane or otherwise.

CLAUSE 4 - ALTERED BUILDINGS

Wherever in any building there is a change of use or increase in floor area, the requirements of this ordinance as to off-street parking, and as to loading and unloading for the new use or floor area, shall be complied with.

CLAUSE 5 - VEHICULAR ACCESS IN RELATION TO INTERSECTIONS

- (1) Any proposed access to or outlet from a corner site shall in any zone other than Rural A and Rural B zones, not be located nearer than 50 feet from the kerb line or effective carriageway of the intersecting street and this distance shall be increased to 200 feet in the case of Rural A and Rural B zones unless the Council approves the design and location of such an access or outlet. The Council may refuse absolutely a proposed access or outlet falling within these distances from the corner if one more distant from the corner could be provided.
 - In the case of commercial and industrial uses fronting on (2) to urban regional roads no service lane or vehicular footpath crossing which, in the Council's view, would be in regular use throughout the day, shall be located and provide access to such roads within the following distances:-

(a) 100 feet from the intersection of a local road; and

(b) 200 feet from the intersection of another regional road.

- Provided that where the intersection is a major intersection of the regional road network the distance shall be increased to 300 feet.
- (3) In the case of commercial and industrial uses fronting on to proposed limited access roads no service lane or vehicular access which, in the Council's view, would be in regular use throughout the day shall be located and provide access to such roads within the following distances:-

(a) 600 feet from the intersection of a primary road; and 210 (b) 900 feet from the intersection of an arterial road.

CLAUSE 6 - ACCESS TO LIMITED ACCESS ROADS

- No person shall drive or move any vehicle or cattle, or (1)permit any vehicle or cattle to be driven or moved on to or from any limited access road declared as such by the Council, except:and a start of the
- (a) at a motorway, road, street or service lane from which vehicle might lawfully be driven or moved on to the road declared to be a limited access road immediately before its declaration as such; or
 - (ь) in any case to which paragraph (a) of this subclause does not apply, at a motorway, road, street or service lane from which access to the limited access road has been authorised by the Council and in accordance with such conditions as may be approved and publicly notified by the Council; or

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Ordinance VI Clause 6 (Cont'd)

- (c) at a specified access place authorised by the Council and in accordance with such conditions (including conditions relating to the form of the access way and the frequency of use) as are for the time being specified by the Council.
- (2) No person shall drive or move any vehicle or cattle, or permit any vehicle or cattle to be driven or moved, on to or from any proposed limited access road except:-
 - (a) at a motorway, road, street or service lane from which vehicles may, apart from anything contained in these Ordinances, lawfully be driven or moved on to the proposed limited access road or part thereof; or
 - (b) at any access place which is shown to have been in use when the proposed limited access road was first designated as such in this District Scheme at or after the time at which it became an operative district scheme, such driving or movement of vehicles and cattle being restricted in rature, frequency and degree to that obtaining at the time of such designation, or to that from time to time authorised by the Council, and in any case in accordance with such conditions (including conditions relating to the form of the access way and the frequency of use) as are for the time being specified by the Council; or
 - (c) at any other access place authorised for the time being by the Council, and in accordance with such conditions and the frequency of use as are for the time being specified by the Council.
- (3) In this clause the expression "cattle" shall bear the same meaning as in the Public Works Act, 1928.

CLAUSE 7 - CONTROL OF USES ADJACENT TO MOTORWAYS, LIMITED ACCESS ROADS OR PROPOSED LIMITED ACCESS ROADS

Notwithstanding the provisions of this Code of Ordinances, no development will be permitted on a site adjacent to a motorway, limited access road or proposed limited access road, which is likely to detract from the amenities of such roads in any zone. The Council may refuse permission for any building or structure, including signs or hoardings or the development of unsightly yards which in its opinion are likely to detract from such amenities.

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ORDINANCE VII - AMENITIES

CLAUSE 1 - OBJECTS AND PLACES OF HISTORICAL OR SCIENTIFIC INTEREST OR NATURAL BEAUTY

(1) Designation and registration:

No objects or place of historical or scientific interest or natural beauty are specified in the Scheme Statement as intended to be preserved, and the places of interest set cut in Appendix 4 of the Scheme Statement are included for reference purposes only.

(2) <u>Summit Road protection areas:</u>

All those pieces of land in the Paparua County being more particularly delineated on plan number 5.0. 10135 and thereon coloured red and blue, lodged in the office of the Chief Surveyor at Christchurch, shall be subject to the provisions of the Summit Road (Canterbury) Protection Act, 1963, insofar as the said Act relates to the said land.

CLAUSE 2 - CONTROL OF ADVERTISING

(1) Definitions of terms "poster" and "signboard":

For the purpose of this Ordinance:

"Poster" includes any poster, placard, handbill, writing, picture, painting, engraving, carving, illuminated sign, or other device for attracting attention of passers-by, whether affixed to or incorporated with or painted on to any building or part thereof or other structure, and whether permanently or temporarily so affixed or incorporated or painted thereon.

"Signboard" means a board, hoarding, signboard, billboard, or other erection primarily intended or adapted for the display of posters; and includes any poster displayed on a signboard.

(2) <u>Residential and rural zones:</u>

No person shall erect or construct or display, or cause or permit to be erected or constructed or displayed, in any residential or rural zone any signboard or poster; and no signboard or poster shall be erected in any zone so as to be obtrusively visible from a residential or rural zone.

Provided that this subclause shall not apply to:-

- (a) Any poster or signboard of reasonable size and serving only to direct traffic or to denote the name of the street, the number of any premises, the name of any residential building, or the name, character, or purpose of any premises or the location or timetable or other details of any public utility or facility.
- (b) Any signboard not exceeding <u>12 sq.ft.</u> in area
 erected in connection with a church, school, public museum, library, hospital, nursing home, or convalescent home.
- (c) Any signboard not exceeding 6 sq.ft. in area advertising the disposal of land or premises on which it is situated.

Ordinance VII Clause 2 (Cont'd)

(d) Any signboard advertising an auction sale to be held on the premises on which the signboard is erected and so erected and displayed not more than 28 days before and seven days after the auction.

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- (e) Any signboard not exceeding 2 sq.ft. in area attached to a residential building used for professional or business purposes and bearing only the name, occupation and hours of attendance or business of a person so using the building.
- (3) Numbers and designs subject to approval:

The number and designs of signboards which may be displayed on any building shall be subject to the approval of the Council.

(4) Council may prohibit:

If at any time the Council, having regard to the amenities of or to the views from any neighbourhood, is of the opinion that the erection, construction, or display of any signboard or poster ought not to be permitted, the Council may by resolution prohibit the erection, construction, or display of any such signboard or poster.

(5) Adjacent to Regional Roads:

Notwithstanding that the design of any poster or signboard may comply with the foregoing requirements of this Clause 2 the Council may, by resolution, prohibit the construction, erection or display of that poster or signboard if the Council is of the opinion that the poster or signboard should not be permitted, having regard to the following conditions:-

- (a) Considerations of traffic safety.
- (b) Visual amenity of motorways, arterial roads or primary roads.
- (c) Requirements of traffic control.

CLAUSE 3 - EXTERNAL APPEARANCE OF BUILDINGS

No building or other structure shall be so constructed, finished or left unfinished that its external appearance would disfigure the locality or tend to depreciate the value of adjoining properties. If, in the opinion of the Council, the design and external appearance of a proposed building will materially detract from the amenities of the locality then permission for such development shall be refused as being in conflict with this ordinance.

CLAUSE 4 - MAINTENANCE OF LAND AND BUILDINGS

All land and buildings shall be so maintained as to preserve the amenities of the neighbourhood in which they are situated.

CLAUSE 5 - REMOVAL OF TOPSOIL FROM LAND IN THE RURAL A AND B ZONES

The removal of topsoil from any land within the Rural A and B zones is prohibited without the prior permission of the Council.

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Code of Ordinances (Cont'd)

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BLOCKS OF FLATS IN RESIDENTIAL A ZONES

EXPLANATORY TABLES OF MINIMUM SIDE YARDS

These tables are not part of the Code of Ordinances, but are intended to indicate the general effect.

One Storey Blocks of Flats:

<u>No. of Units</u> between steps,	<u>side Yards</u> etc. <u>Total</u>	Individual Side Yards
1	5.8~30-	23' one side: 7' the other
2		231 one side: 71 the other
3	11 3 5 5 5	3-10 minimum to nearest side
Rear Sections		<u>101</u> minimum to 2 boundaries; 25 average to all other boundaries.

Two and Three Storey Blocks of Flats:

No. of Uni		de Yards	Individual Side Yards
between sta	eps, etc.	Total	-B. (
1	ratio	height/	231 one side: 71 & height/ ratio increase the other.
2	and ratio	height/	-231 one side: 7+ & height/ ratio increase the other.
a en la est 3 A esta a statistica esta	Ka Jazzi & ratio	height/	10 minimum to nearest side.
Rear Section		-	3 10 & height/ratio increase to 2 boundaries: 25 average
	a a a a a a a a a a a a a a a a a a a		$\hat{\alpha}$ height/ratio increase to other boundaries.
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	Landscaping	
	Walkways	
	Paved Courts	
DADARIIA CO	UNTY DISTRICT	SCHEME
	WELL SECTION	
DEVELOPMENT		
DAVIE, LOVELL - SMITH &	PARTNERS DATE	1:1250 February 1974
Registered Surveyors-Consulting Engineer 198 Hereford St - CHRISTCHURC	H-PO Box 679	POINT: Vertical
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PAPARUA COUNTY DISTRICT SCHEME

HALSWELL SECTION

ADDENDUM

to The Scheme Statement The Code of Ordinances The District Planning Maps

This addendum is required to give effect to the decision of the Town and Country Planning Appeal Board in respect of Appeal No. 195/72.

July, 1974,

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APPENDIX I - INSERTIONS FOR SCHEME STATEMENT

PART III - DESCRIPTION OF THE DISTRICT

THE FUTURE

Add the following paragraph to <u>Clause 2</u> - <u>The Lower</u> <u>Hill Slopes:</u>-

"A small area of 20-acres on Kennedys Bush Road has been zoned Special (Low Density) Residential. The need for this has arisen through decisions on appeals to the Town and Country Planning Appeal Board and the reason for its inclusion is to correct an anomaly. The area is already subdivided and development will be confined to the building of one house on each of the 6 lots in this existing subdivision.

PART IV - USE ZONING

Add the following sub-clause (bb) to <u>Clause 1</u> - <u>Rural</u> <u>Zones:</u>-

(bb) Rural C Zone:

The Rural C Zone comprises an area of some 20-acressituated on Kennedys Bush Road to the south of Halswell Township. This zone is seen as a ruralresidential area, restricted to the existing subdivisional pattern.

51.00

Ordinance II Clause 2 (Cont'd) - USE ZONING

- (3) Rural C Zone:
 - (a) <u>Predominant Uses</u> Subject to the conditions set out in paragraph (b) of this subclause, the predominant uses shall be:-
 - (i) Farming of any kind.
 - (ii) Buildings accessory to the use of buildings or land for farming purposes.
 - (iii)Dwellinghouses.
 - (iv) Buildings accessory to use of buildings or land for any predominant use authorised by or under the district scheme for that site at that time.
 - (b) <u>Conditions relating to predominant uses:</u>

The following conditions shall apply to items (ii) to (iv) of predominant uses in the Rural C Zone:-

- (i) No land or buildings shall be used for any purpose where that purpose would:-
 - (a) create erosion, landslip or flooding; or
 - (b) adversely affect the safety and health of the locality in respect to the disposal of liquid and other wastes, and for this purpose an applicant shall provide evidence to the satisfaction and approval of the Council as to the suitability of the sub-soil in each and every allotment for septic tank effluent disposal and of the area required for this purpose based on recognised engineering principles.
 - (c) detract from the amenities of the neighbourhood; or
 - (d) cause a possible demand for extension of public services that is not in the economic interests of the District or locality; or
 - (e) lead to any obstruction or to other interference with the free flow of traffic on State Highways, limited access roads or proposed limited access roads or on primary roads as defined by the Christchurch Regional Planning Authority.
- (ii) Unless the Council otherwise determines the subdivider or developer of any property within the Rural C Zone shall provide the following services and facilities:-
 - (a) a sealed road with kerb and channel on both sides;
 - (b) high pressure water supply reticulation;
 - (c) underground electric power services;
 - (d) underground telephone services;
 - (e) street lighting;
 - (f) all services required by the Christehurch Drainage Board;
 - (g) a reserve contribution of ten per cent in area or equivalent monetary value at the option of the Council.

- (iii)That the Council's By-laws relating to residential areas be applied to the Rural C Zone.
- (iv) The sites of excavations, heaps, dumps, spoil or other materials which cause or are likely to cause damage to property or disfigurement to the countryside shall be progressively restored to a reasonably natural state by levelling or backfilling where possible and by the planting of grass or trees, and on completion of work, by the removal of plant and buildings.
- (v) The stormwater from all roofs and paved areas shall be conveyed by means of stormwater outfalls either into one of the watercourses shown on the District Planning Maps or into some other watercourse, channel or pipeline approved for this purpose by the Engineer responsible for drainage in the area. Each stormwater outfall shall consist either of pipes or a concrete channel and shall meet the detailed requirements of the Engineer responsible for drainage in the area as to location, size and construction details.

The Council shall, before deciding whether any use does or does not meet any of the conditions set out herein, consult with the Christchurch Regional Planning Authority relative to the operation of the aforementioned Regional Planning Scheme.

- (c) <u>Conditional Uses</u> In any case where the use proposed cannot meet any or all of the conditions set out in Clause 2 (3) (b) above or where the Council and the applicant cannot agree as to the interpretation or application of any or all of the said conditions then the use proposed shall be deemed to be a conditional use and the provisions of this Code relating to conditional uses shall apply.
- (d) Bulk and location requirements:
 - (i) For Predominant Uses The following shall be the yard, height and location requirements for predominant uses. For exceptions to yard requirements see Ordinance V.2 (2).

Type of Use	Maximum Permitted Height excluding Chimneys,	Front Yards Depth	Rear Yards Depth	Side Yards Width
	Masts, etc. in ft.	in ft.	in ft.	in ft.
Dwellinghouse	- 35+-1°-5	-1545	-25	5-&-10
Other residential building	354 1005	-2575	25	5 & 10
Farm Accessory Buildings	as for t	he Rural	A Zone.	1.3+3

 Provided that the Council may by special resolution permit the erection of a building having a height greater than 35 feet subject to that building being sited to the satisfaction of the Council.

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APPENDIX II (Cont'd)

Provided further that no farm accessory buildings shall be sited within 100 feet of any residential building.

- (ii) <u>Corner Sites</u> No building on a corner site shall be erected forward of a straight line drawn between points 50 feet from the corner of each road to which that site has frontage.
- (e) Subdivision of Land No additional lots permitted.
- (f) <u>Parking and loading of vehicles</u> All loading and unloading of vehicles and all parking generated by all permitted used shall be provided off the road.

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