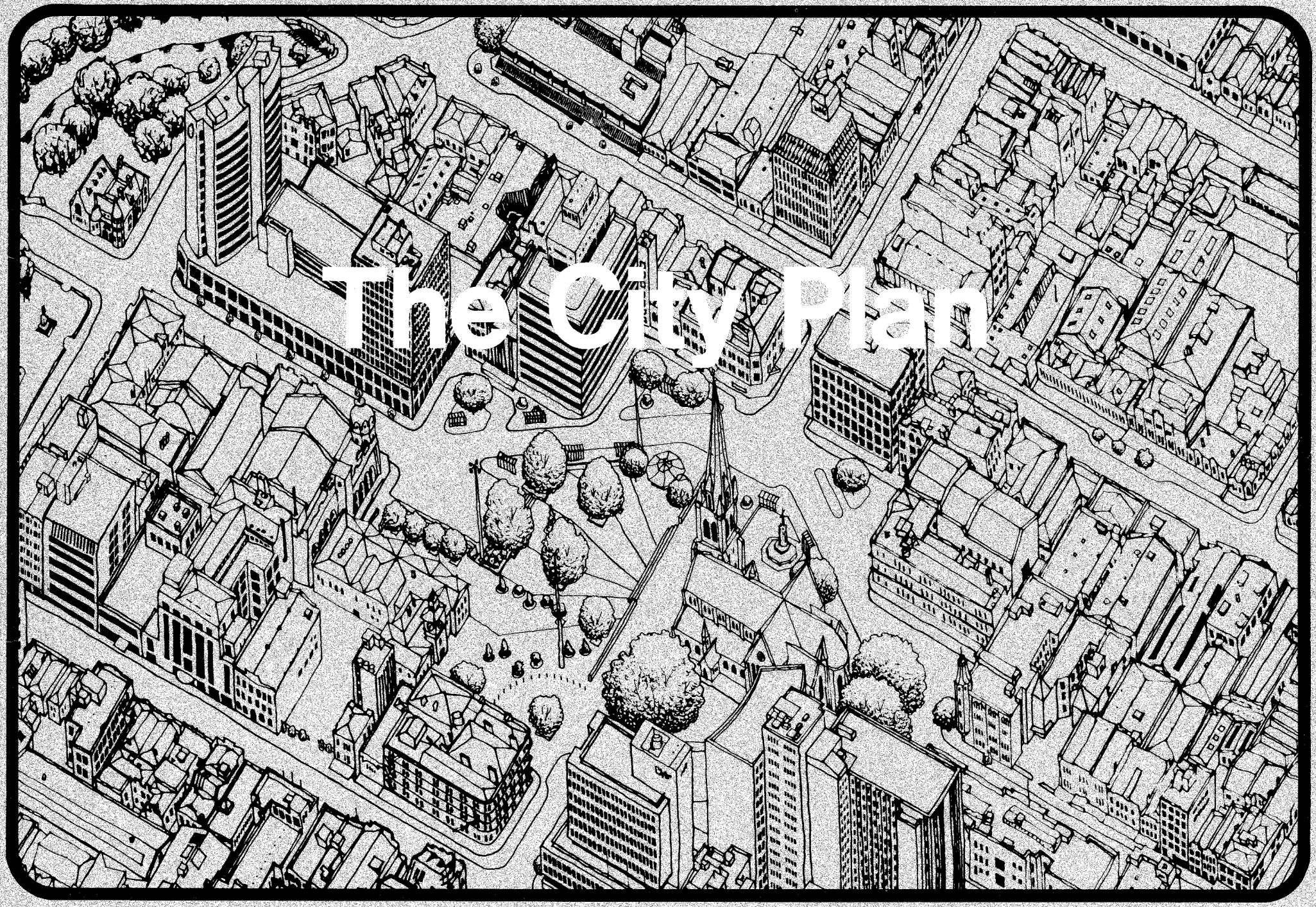
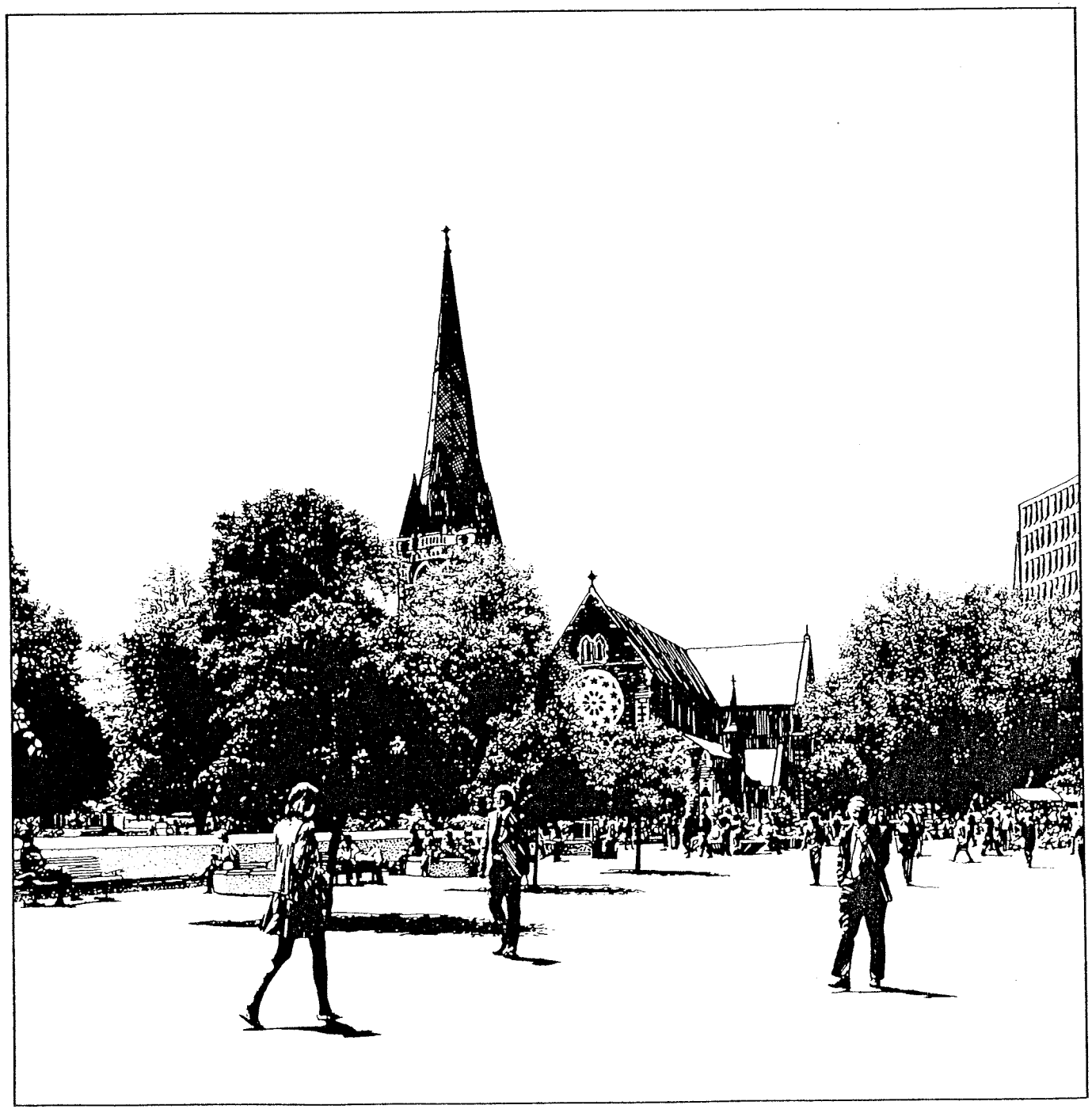

The City Plan



The City Plan

CHRISTCHURCH
THE GARDEN CITY
The city that shines

Christchurch district planning scheme: 2nd review:

Statement, code of ordinances and planning maps as required by the Town and Country Planning Act 1977

Christchurch City Council, Operative 1 July 1986

Reprint No. 2, 1 February 1991

This District Planning Scheme for the City of Christchurch, has been approved by resolution of the Christchurch City Council on 21 April 1986 and in accordance with Section 52 (2) of the Act, the Common Seal of the Christchurch City Council was affixed hereto.

MAYOR

GENERAL MANAGER AND TOWN CLERK

The original District Planning Scheme became operative on 1 April 1962.

The First review of the Scheme became operative on 31 August 1972.

This Second review of the Scheme is operative from 1 July 1986.

Reprint No. 1, 1 April 1988 incorporating Changes 1, 2, 3, 5, 8, 9, 11, 12, 13, 16.

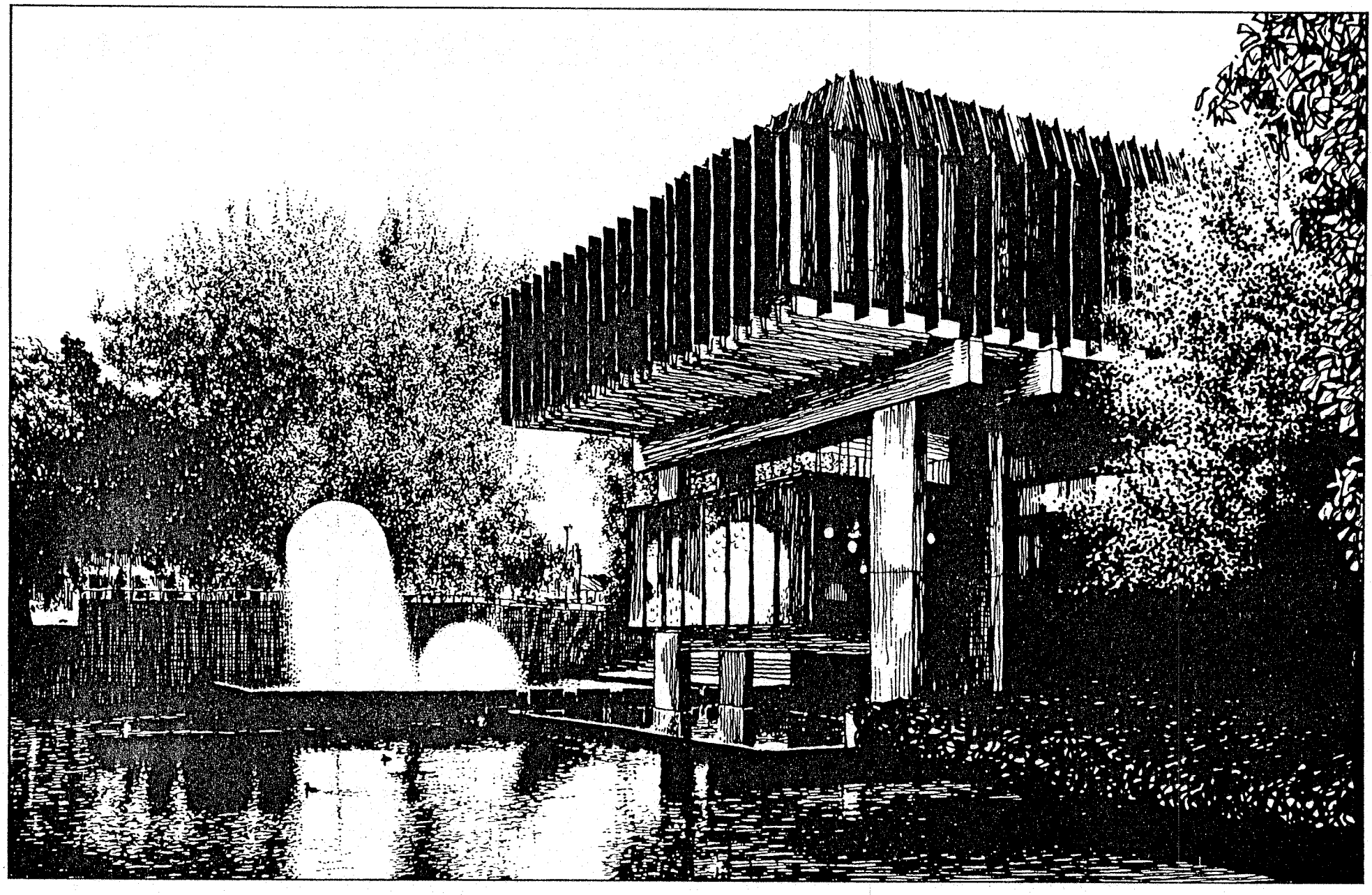
Reprint no.2, 1 Feb. 1991, also incorporating Changes 7, 10, 15, 18, 19, 20, 21, 23, 26, 27, 28, 30, 34, 37, 44, 47.

APPROVED CHANGES

No.	Subject	Operative
1	Plot ratio bonus C/4, C/5 zones	28/07/87
2	Rezone Reserves to recreation	22/04/87
3	Parking for two apartments in Residential zones	22/12/87
5	Clifton No. 4 Reservoir	23/02/88
7	Dispensations and waivers	26/07/88
8	MED, Waterworks designations - Kensington	25/08/87
9	Clarify Residential Accommodation bonus	27/10/87
10	90° parking standards	20/12/88
-	Uplift designation on part of McLeans Mansion site	31/09/86
11	Christchurch Polytechnic	23/02/88
-	Uplift designation Girls High School	31/04/87
12	Sumner Industrial 1 zone	29/09/87
-	Alter designation Patten Street	31/05/87
13	Light industrial uses in suburban commercial zones	27/10/87
-	Uplift designation part Heaton Street Intermediate	31/09/88
15	Business 1 and 2 zones Variation 1	05/03/91
16	Non-notified applications - controlled uses	23/02/88
18	Uplift designation Old Christchurch Girls High School	20/09/88
19	Cresswell Avenue road classification	20/09/88
20	Merivale Lane road widening	23/08/88
21	Stop Bruce Street & uplift road widening designation	29/12/89
23	Sumner Commercial Service rezoned R3	26/09/89
-	Uplift NZPO designations Sydenham, Redcliffs, Dallington	31/04/89
-	Uplift designation CDB Purposes Tuam Street	31/08/89
26	Local libraries definition	30/10/90
27	Restaurants definition	18/07/89
-	Uplift designation part of Works Depot Ashgrove Terrace	27/10/90
28	Barrington Shopping Centre	01/05/90
30	LPG standards in Residential zones	18/07/87
34	Church Square street stopping	02/10/90
37	Relocated buildings	30/10/90
44	Addition of 15 trees to Appendix K	04/12/90
47	Uplifting of Works Yard Designation Ashgrove Terrace	05/03/90

Scheme statement — Contents

Chapter	Clause	Title	Page
1		**Introduction**	1
	1	Evolution of the District Scheme	
	2	Planning period	
	3	Relationship to the Regional Scheme	
	4	Important principles	
2		**Trends**	4
	5	Population	
	6	Employment	
	7	Future changes	
	8	Tourism	
3		**General planning objectives**	7
	9	Purpose and objectives of the District Planning Scheme	
4		**Rural**	8
	10	Introduction	
	11	Objectives	
	12	Policies	
5		**Residential**	9
	13	Introduction	
	14	Objectives	
	15	Policies	
6		**Recreation & open spaces**	16
	16	Introduction	
	17	Objectives	
	18	Policies	
7		**Neighbourhoods & communities**	20
	19	Introduction	
	20	Objectives	
	21	Policies	
8		**Suburban shopping centres**	21
	22	Introduction	
	23	Strategic objectives	
	24	Strategic policies	
	25	Environmental objectives	
	26	Environmental policies	
	27	Car parking	
	28	District centres	
	29	Intermediate centres	
	30	Local centres	
9		**Central commercial district**	26
	31	Introduction	
	32	Objectives	
	33	Policies and proposals	
10		**Industry**	32
	34	Introduction	
	35	Objectives	
	36	Policies	
11		**Transportation**	35
	37	Introduction	
	38	Modes of transport	
	39	The elements of the transport network	
	40	Major roading proposals	
	41	Environmental area studies	
	42	Parking access and loading	
12		**Public works & utility services**	48
	43	Introduction	
	44	Servicing of new development	
	45	Provision of public works and utility services	
	46	Special designations	
13		**Amenities**	51
	47	Introduction	
	48	Objectives	
	49	Buildings of historic and architectural interest	
	50	Tree protection	
	51	Landscape	
	52	Design and appearance of buildings	
	53	Signs and advertising	
	54	Noise	
	55	Disabled persons	
14		**Performance elements and standards**	55
	56	Introduction	
	57	Performance elements	



Chapter 1 : Introduction to the District Planning Scheme

1. Evolution of the District Scheme

1.1 Previous Schemes

The first District Planning Scheme became operative on 1 April 1962. This Scheme dealt only with zoning, did not include transportation planning, and was principally a recognition of the existing land use pattern. Although it was limited in its scope, the document did meet a short term need. Notable achievements were the establishment of the inner area medium residential density land use pattern and the general location and distribution of industrial zones. The greatest deficiencies were the retention of many linear commercial zones on the radial roads and the lack of restraint upon the outward growth of the Central Commercial District.

The 1968 Review which was made operative in August 1972 included several innovations which through the process of time have proved successful. These innovations are developed further with the second Review.

1.2 Pre-Review Statement

Preceeding notification of this Scheme a programme of discussion with groups and individuals representing different interests in the community took place over a period of about four years. The programme was directed towards the following nine types of interest groups, all of which had something different to offer, and each requiring a different type of approach by the Council:

- Professional and technical people, organisations and associations.
- Groups concerned with a particular topic, e.g. clean air, ecology, bicycles, environment.
- Community groups and residents' associations concerned with a territorial area.
- Sections of the population which had special experience in specific aspects of urban life e.g. apartment occupants, retailers, suburban industrial interests, office workers and school pupils.
- The general public.
- Public utility and other service authorities.
- Government Departments through the Ministry of Works and Development.
- Ad hoc authorities and other local authorities.
- Developers who were in contact with the City Council through building permit applications and day to day business.

The most beneficial and permanent result of the programme was the receipt of written submissions by groups and individuals over the whole period. This culminated in the publication of the pre-review statement entitled the "City Plan Review" which set out a number of planning objectives and outlined the policies necessary to achieve those objectives.

The second Review has been prepared in the context of those matters and the comments received.

1.3 The Second Review

The nature of Christchurch City is such that with the exception of undeveloped areas on the hills and in the eastern suburbs there are no opportunities for major changes in the land use pattern.

The second Review is largely a process of refinement and improvement based upon principles established by the 1972 Scheme or which have emerged during the operation of the existing Scheme and the monitoring of subsequent social, economic and environmental trends.

Zone boundaries for the most part remain unchanged except where some minor consolidation or rationalisation of the land use pattern is necessary. Many changes arise from a reconsideration of transportation needs which have led to a number of areas being released from motorway or other roadworks designations. A significant shift in emphasis has also occurred concerning the distribution of suburban retail floorspace where in general further major zone extensions are not anticipated.

2. Planning period

The Scheme has been designed to cover a 20 year planning period from 1979 to enable long term planning and development commitments to be made. It is recognised that well within this period there will be many technological, social and economic changes which may require shifts in policy emphasis and direction.

There are two statutory means by which these changes can be accommodated. Firstly, the Council is required to review the Scheme after five years of operation, and secondly, it may introduce a change to the Scheme at any time.

In the past, district planning has been based on a system of comprehensive Scheme Reviews with Scheme Changes limited to isolated problems. However, planning is a continuous process with the procedures for Scheme Changes providing the opportunity for keeping abreast with development trends and emerging problems. The Council intends to keep this Scheme under constant examination and to respond to issues as they become apparent through the Scheme Change procedure. Through this approach the five yearly review then becomes an opportunity for making desirable adjustments rather than for undertaking a complete rewriting of the Scheme.

3. Relationship to the Regional Planning Scheme

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

4. Important principles of the 1972 Scheme continued and development of a new system of land use control

4.1 1972 Scheme

The 1968 Review which was made operative in August 1972 included several innovations which are developed further with the second Review. Important principles contained in the 1972 Scheme are:

- The removal of almost all conditional uses and substitution of a very full list of permitted uses in all zones.
- The arrangement of the Scheme text by permitted land uses within each zone, with requirements applying to each use placed immediately under the use listing.
- The introduction of zone statements which explain in detail the objective of each zone.
- The recognition of the need in some circumstances, for residential building design and development to precede subdivision and title definition.
- The incorporation of the scheme statement, ordinances, appendices and maps in a small volume produced at a low cost and of a size which is easy and convenient to handle.

4.2 1979 Review: A new system of land use control

The above principles have evolved and are developed in the new Scheme with special reference to a wider range of permitted uses, a new approach to bulk and location, the production of a document which is clear in its objectives, easy to understand and small in size. It is hoped the system will reduce administrative delays and result in financial savings to both developer and general public.

4.3 Principal innovations

(a) Bulk and location controls replaced

The Scheme has replaced the conventional regulation type bulk and location controls by "performance

* OPERATIVE CHANGE
NO 7 26/7/88

elements and standards" described below for practically all uses. This is a break from tradition but the benefits are that the objectives which must be met are "in built" and each performance standard generally only relates to one objective.

(b) Performance standards for all uses

This system is made possible because of the "permitted use subject to conditions" technique introduced in the 1972 Scheme.

Because of the infinite number of development situations encountered in practice, there are a large number of variables which conventional controls are unable to take account of.

The conventional front, side and rear yards, maximum height, maximum site coverage and minimum area and width are not sensitive enough, to cope with such a variety of circumstances and still meet Scheme objectives. The side or rear yard may, for example, be called upon to: provide access to the rear of a site, provide private open space or private utility space, protect views, minimise shadow, provide space for landscaping, minimise noise or nuisance from neighbours, give some privacy, allow for garden space, allow for vehicle manoeuvring, give play space for children, or allow daylight admission to some rooms. In many instances the use of a yard system does not result in the meeting of any or all of the objectives.

The new system separates out the needs or objectives for each land use and lists these as sub headings called "**performance elements**" which can be met in a variety of ways by "**performance standards**". In other words the performance dictates the standard instead of the numerical standard dictating the performance.

A "**performance element**" is therefore a single planning objective expressed in a few words.

A "**performance standard**" is a condition of development designed to achieve a single or very limited number of performance elements.

(c) Flexibility of operation

The new system involves better exercise of "discretion" as well as the use of the "dispensation" as a planning tool. Particular use is made of the provisions of Section 76(2)(a) of the Act which states that "better development" is a criterion for dispensation approval. Many problems of development relate to design and siting of buildings and their relationship to site boundaries. Performance elements can be used to introduce flexibility through discretion and dispensation procedures. Provided the performance element is met the method of meeting it is of little consequence.

* "The circumstances in which dispensations or waivers will be considered are set out in the Code. Three categories of dispensation applications have been identified as a means of defining the extent to which dispensations (and waivers) may depart from the performance standards set out in the Scheme. Because of the use of performance elements and standards it is unnecessary, and in many cases impractical, to define numerical limits to the extent of any dispensations."

(d) Distinction between on site needs, neighbours needs and those applying to both

The new system now generally enables the identification of those land use elements which are solely the interest of the owner/developer or of neighbours. Because of this, time should be saved with dispensation procedures, because situations where neighbour consents are or are not required can be readily identified.

(e) Recognition of site orientation related to shadow cast by buildings

A new technique (illustrated by Appendix C) makes it possible to provide more protection for residential buildings lying south of other areas. Recession planes vary according to the direction of each boundary, with the most stringent requirement imposed on the southern boundaries.

(f) Subdivision of "as built" residential units

Options are now available for the erection of buildings and title definition, to be a single design exercise, the technique being a development of the old "Comprehensive" controls.

(g) Land use provisions to influence area and shape of sites in conventional subdivision

Certain area and shape requirements are introduced for different numbers of units on one site, to ensure sites in suburban subdivisions adequately qualify for one, two or three units. It is hoped that this will result in a greater variation of site size in conventional subdivisions resulting in a variety of single dwellings intermingled with two and three unit development.

(h) Residential incentives for large inner city sites
In order to encourage more amalgamation of long narrow sites on redevelopment in the inner city, wider sites are given more scope for development in all aspects of the Code.

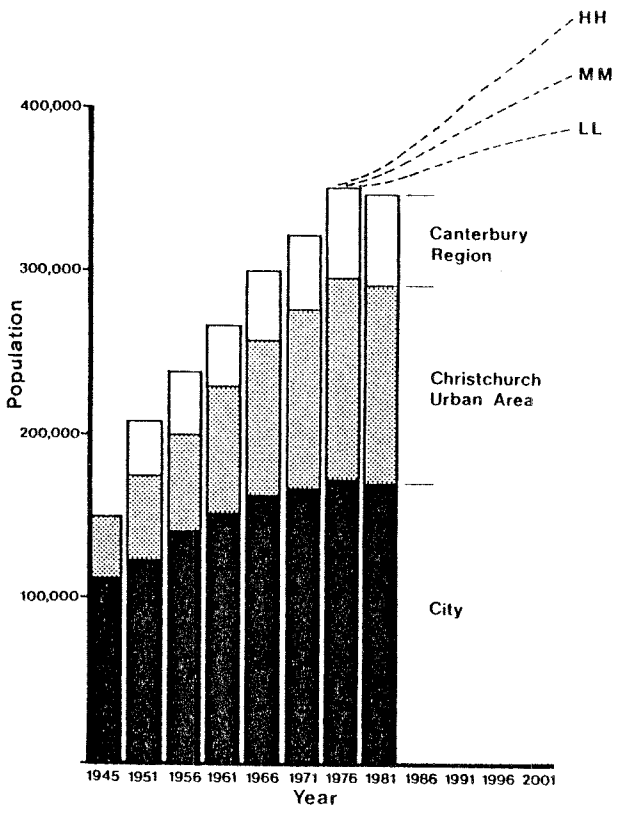
(i) Floor space limitation
Plot ratio is now applied to a wide range of uses with the object of controlling development intensity more directly, than by traditional height, coverage and yard requirements.

(j) Local roads and neighbourhood areas
A system of residential neighbourhood areas is now identified as contained within the various roads comprising the principal network. Although not necessarily self contained communities, these areas contain some roads where past widening proposals can be lessened or even abandoned. It is planned to introduce several amenity and traffic management proposals, to some of these areas, with the object of discouraging through traffic, and improving the environment for pedestrians and cyclists.

Chapter 2 : Trends

5. Population

The population of the City in 1981 was 164,000 which represented about 57% of the population of the Christchurch urban area and about 49% of the population of the region. The City's share of the total population is continuing to decline as new growth takes place beyond the City boundaries.



Population: Christchurch urban area and Christchurch City

The City's potential for future population growth is limited by the fact that there remains as undeveloped land only about 540ha of the total 5200ha zoned for residential purposes. The ultimate capacity of the City within the present boundaries is estimated to be about 190,000. Factors such as increasing densities, redevelopment and changes in energy costs may affect this figure.

The future population of the urban area is expected to reach, about the turn of the century, between 323,000 and 354,000 depending upon fertility and migration patterns.

Population growth patterns within the City districts since 1945 have been mixed. Many factors influence the patterns occurring in each area: the amount of vacant land available for new housing; the age and form of existing housing; the age structure of the particular district; amenities and the cost of housing in the area and planning policies all play an important role in influencing population change and distribution within the City.

Some older residential uses have slowly been absorbed by either commercial or industrial uses causing a decline in the inner city population. Urban renewal programmes focus on some of these districts.

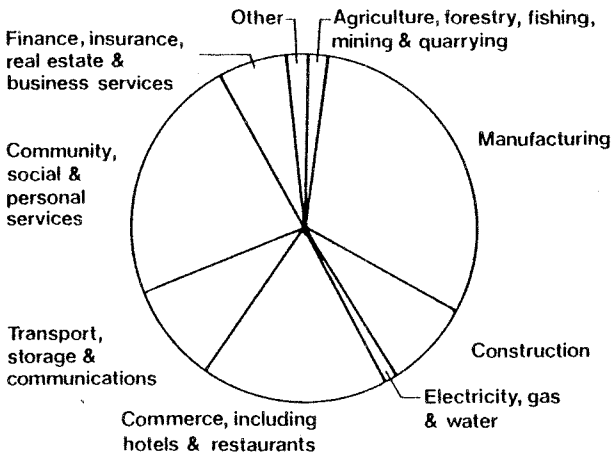
Some districts are now declining after initial increases during the 1950's while others have recently experienced a regeneration in population through infill, resubdivision and redevelopment, a response to conscious planning policies. Districts with currently increasing population on land recently developed, may experience a small decline in the future as this population ages.

Information on the age structure of the population in various areas is particularly valuable, as the land use requirements for housing, open space, education, health and welfare facilities and employment are all influenced by the age of the City's residents.

Features of the City's age structure include the significant proportion who are over 60 years of age. With a tendency toward an earlier retirement age the demand for community and health facilities from this sector of the population will increase in importance. The productive and family oriented groups (aged 15-64) contain over half the City's population and the young adult group (aged 20-29) now contributes significantly to this group. This illustrates movement of the post World War II population increases through the age structure. Not surprisingly, representation of younger elements in the City's population has declined, with less than one quarter of the population now under 15 years of age.

6. Employment

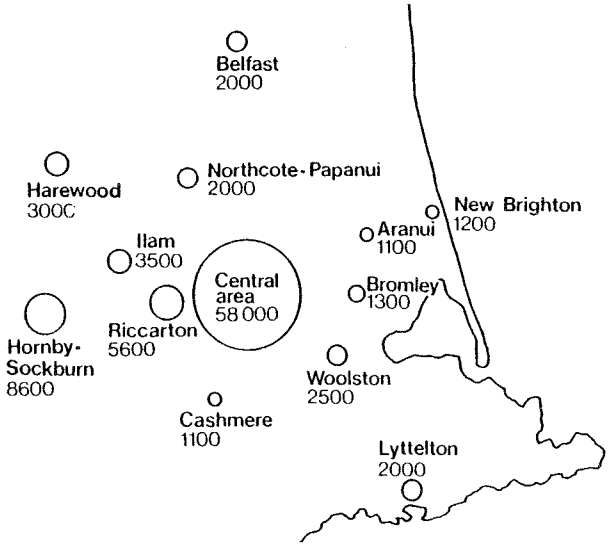
In 1981 28.1% of the active workforce in the Christchurch urban area was employed in manufacturing industries and 32.1% in the service sector (which includes finance, business, personnel, insurance, social and community services). As a proportion of the total active workforce manufacturing exceeded services only in Christchurch and Auckland. However, the role of manufacturing is likely to diminish and service activities to increase.



Employment by sector, Christchurch urban area

Source: 1981 census

The relationship between the City's workforce and places of employment is relevant in planning for future land use requirements of the City. Christchurch City, and in particular its central employment area (covering the Central Commercial District and the Central Industrial District) still continues as the biggest employment area. However, areas outside the City have increased their share of the total employment opportunities since the 1960's.



Major employment areas, Christchurch urban area

An increase of employment in the central employment area is of significance with reference to the regional transportation network and regional proposals to encourage greater employment opportunities outside the Christchurch urban area. While problems resulting from inner city traffic congestion and the need to encourage employment opportunities outside Christchurch are acknowledged, the practicability of limiting central city employment and the effects of such measures on the general character and economic and social well being of the City centre needs to be considered. Any restrictions on employment levels should not undermine the objective of maintaining the Central Commercial District as a strong and viable focal point for the City and the urban area.

Since 1977, there has been a large increase in unemployment within the City. The causes of this unemployment are complex but include:

- Reduced economic activity throughout the world including New Zealand.
- An increased labour force due to the high birth rates of the late 1950's and early 1960's and greater participation by females in the job market.
- Structural changes in the economy resulting from a decline in manufacturing employment, growth of tertiary employment, the introduction of new technology and the greater need for increased efficiency.
- Regional difficulties associated with distance from markets.

In the broadest sense, one important purpose of the Scheme is to promote the economic welfare of the City as a whole by encouraging investment and reducing waste through:

- Promoting the efficient arrangement of land uses and co-ordination with transportation links.
- Conserving valuable resources such as existing investment in buildings and services.
- Ensuring certainty in matters relating to future patterns of land use and conditions of development.

The Scheme in itself however, cannot directly generate new employment. Rather its role is to provide opportunities for others to initiate jobs and then to direct them to suitable locations in accordance with overall social, economic and environmental objectives and policies.

The Scheme makes provision for a variety of employment opportunities and locations by:

- Providing for the widest range of uses in all zones consistent with the social, economic and environmental policies.
- Providing for an adequate supply of suitably zoned land.
- Providing for a wide choice of locations for employment activity in the Central City, Papanui, Cranford Street, Aranui, Bromley and Woolston as well as in the 81 shopping centres scattered across the city.
- Providing for two new employment zones at Bexley and Ferrymead.
- Making provisions for home occupations within residential areas.
- Making provision for service industrial uses in shopping centres.
- Encouraging tourism and business activity by emphasising improvements to the central City such as pedestrian malls, and development of open spaces and enhancing the visual amenities of the City as a whole.

When considering planning applications for Conditional Uses and Specified Departures from the Scheme, employment opportunities created or lost is one important criterion to be considered.

7. Future changes and energy conservation

The present land use pattern has developed predominantly as a result of the influence of the private motor car. If there are significant changes in future travel modes because of energy problems, there are likely to be some shifts in land use patterns. Because of this and other social changes, the following trends may emerge:

- Suburbs without facilities and employment close by, may become relatively expensive and undesirable places to live; conversely the middle and inner areas with established services and employment opportunities, may become more attractive.
- There may be a stronger desire to work from home, or move closer to places of work.
- Local shops may regain their previous importance.
- More recreational facilities may be required closer to homes.

- On a regional scale, a possible reversal of the drift to large cities and a greater degree of decentralisation of services may occur.
- Some activities closely related to the use of cars may be affected, e.g. motels, supermarkets, large taverns, entertainment facilities.
- There may be greater interest in local communities and their development.

The question of energy use is recognised as an important consideration and the Scheme has therefore taken this matter into account in the formulation of the following policies:

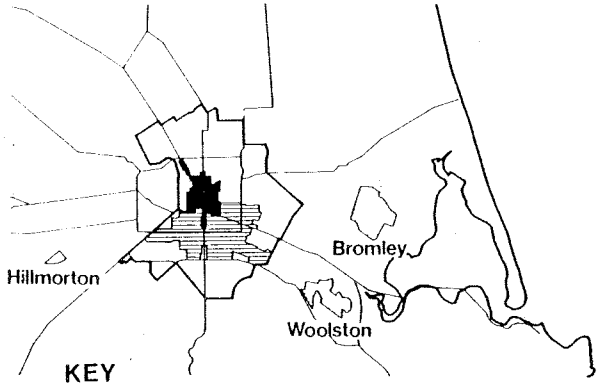
- Distribution of employment and residential districts to ensure convenient access between the two, consistent with existing land use patterns.
- Higher residential densities close to the central commercial and industrial districts.
- Efficient use of available land by provisions for medium density residential areas adjoining major suburban commercial and employment areas, and the infilling of suitable vacant land by means of comprehensive development.
- Distribution of neighbourhood recreation grounds and play areas within walking distance of homes, where practicable.
- Purchase of small areas suitable for local recreation use within the inner residential districts.
- Development of local communities by encouraging the development and adequate distribution of community focal points and facilities.
- Wide distribution of shopping opportunities by promoting the growth of intermediate centres and containing the growth of large suburban centres.
- Limitation of outward growth of the central employment zones.
- Provision of a wide range of uses in all zones where incompatibility with other permitted uses is minimal and where the amenity of the area and welfare of its inhabitants are not adversely affected.
- Grouping of complementary industrial and commercial uses to encourage efficient supply and use of facilities and services.
- To ensure transportation planning minimises operating costs and the use of energy.

8. Tourism

An estimated 650,000 overseas and domestic travellers a year visit Christchurch either as a destination or stopover. Tourism has become increasingly recognised as an important and growing sector of the City's economy. The scheme makes provision for this activity in a number of ways:

- Promotion and enhancement of the "garden city" image of the City by protection of public open spaces, recognition of notable trees and historic buildings and building setback and planting requirements for many uses.
- Control over the placement and size of advertising signs and hoardings.
- Promotion of the City centre as an attractive place to visit through provision of public amenities such as pedestrian areas and tree planting.
- Special recognition of important historical buildings and cultural facilities such as the Arts Centre and the Nga Hau E Wha national marae.
- Provision for hotels, motels and other forms of accommodation within the inner residential district as well as in commercial zones. Floor space bonuses are provided for these uses in the City centre.
- Provision of attractive roading links, such as between the airport and City centre.
- Provision for places of assembly and entertainment, restaurants and transport depots in appropriate locations within the City.

District locations



Chapter 3 : General planning objectives

9. Purpose and objectives of the District Planning Scheme

Section 4 of the Town and Country Planning Act 1977 sets out the general purpose of a district planning scheme as:

". . . the wise use and management of the resources and the direction and control of the development, of a region, district or area in such a way as will most effectively promote and safeguard the health, safety, convenience and the economic, cultural, social and general welfare of the people, and the amenities, of every part of the region, district or area."

From this basis a number of general objectives for the Scheme have been developed.

9.1 Land use

To continue to improve land use distribution including the rationalisation of zone boundaries, in order to minimise conflicts between incompatible land uses.

9.2 Amenities

To promote a standard of amenity and public health which will improve the "garden city" image and further establish the reputation of the City as a good place to live.

9.3 Social services

To co-ordinate the development of new housing areas with employment, shops, schools, parks, health and social services wherever practicable.

9.4 Transport

To establish and maintain a safe and efficient system for the movement of people and goods and to protect living and working areas from the undesirable effects of excessive traffic.

9.5 City centre

To maintain the City centre as the business, entertainment, cultural and social focus of Christchurch.

9.6 Residential choice

To provide opportunities for the widest possible choice of housing types and environment.

9.7 Employment

To provide for the development of a wide range of employment opportunities and choice of location consistent with environmental criteria.

9.8 Servicing

To minimise servicing costs by relating the use of land to service capacities and the economic extension and programming of services by the authorities concerned.

9.9 Community development

To provide the opportunity for the involvement and participation of the public in all aspects of planning and to encourage the development of local neighbourhoods within the City.

9.10 Urban renewal

To encourage the improvement and redevelopment of the older housing areas of the City.

9.11 Water and Soil Management

To complement the activities of the North Canterbury Catchment Board in ensuring that land use conforms to prudent management of the water and soil resources.

Chapter 4 : Rural

10. Introduction

Rural areas in the City are confined to the Port Hills, and two areas of flat land, one a small pocket in Hillmorton, and the other a large area west of the Estuary mainly under the control of the Christchurch Drainage Board.

10.1 Port Hills

In general the rural land consists of open grassy country, varying from medium to steep slopes with numerous rock outcrops. The dominant land use of the ridges and slopes is extensive grazing of sheep and cattle. This form of land use is economically marginal because of the rugged topography and poor pasture growth under dry summer conditions. The area is generally exposed to the wind from all quarters, and due to a combination of factors such as soil type, slope and aspect, the Port Hills are susceptible to many forms of erosion. Most of the land is included within Land Use Capability Class VI of the New Zealand Land Resource Inventory Worksheets and is generally shown as potentially suitable for grazing and production forestry.

In the Mt Pleasant Moncks Spur area there is an important horticultural region, which is naturally well suited to flower growing because of climate, aspect, and relative soil stability over much of the area. These factors also make it well suited to very low density residential use.

Apart from this agricultural role the Port Hills provide an important visual and recreational asset to the City and the Canterbury region.

10.2 Hillmorton

This small pocket of land is used for arable purposes and is farmed in conjunction with other similar land in adjoining Paparua County. The land is included within Land Use Capability Classes I and II on the New Zealand Land Resource Inventory Worksheets.

10.3 Land west of the Estuary

The greatest part of the flat land to the west of the Estuary is designated for use by the Christchurch Drainage Board to be used in conjunction with the sewage treatment works. Once the sewage treatment process is completed, the remaining sludge must be disposed of. This sludge provides an excellent soil conditioner and is used on the cattle farm which is operated by the Christchurch Drainage Board and adjoins the sewage works. Much of the balance of the land is used for refuse disposal but is eventually to be developed as a recreation reserve.

11. Objectives

(1) To maintain rural land in productive agricultural use.
(2) To maintain the landscape qualities of the Port Hills.
(3) To encourage careful management of the erosion prone land on the Port Hills.
(4) To complement the open space qualities of the Estuary.
(5) To complement the activities of other authorities, in particular the North Canterbury Catchment Board in respect of its objectives and policies on water and soil management and the Canterbury United Council regarding:

- *The need to prevent unnecessary encroachment of urban development onto land of high actual or potential value for food production.*
- *The need to prevent unnecessary urban development and subdivision of rural land.*
- *The need to ensure control over mineral workings and production forestry on the Port Hills so that full account is taken of the area's scenic qualities.*

12. Policies

Three rural zones are provided to implement the objectives.

Rural 1 includes most of the Port Hills and the land at Hillmorton. Further subdivision in these areas is prohibited and building development permitted only where it is necessary for the economic management of a farming unit. Recreation is a permitted use but excludes those activities which could damage the surface in such a way as to create or accelerate erosion problems. Production forestry and mineral workings are included as conditional uses.

Rural 2 includes land west of the Estuary under the control of the Christchurch Drainage Board and City Council. Its use is limited to agricultural, recreational and amenity functions, and uses related to these Authorities activities to do with sewage and refuse.

Rural 3 includes the small pocket of horticultural land in the Moncks Spur Mount Pleasant area. Continuing horticultural use of this area is envisaged. In the long term, and particularly after services become available, very low density forms of residential development may also be permitted.

13. Introduction

13.1 Population change in residential districts

While the total population of the City shows a modest growth rate, the increase has occurred only in certain parts, mainly in areas of new housing. Many older areas have recorded a declining population.

Within the Residential 1 zone, population growth has depended on:

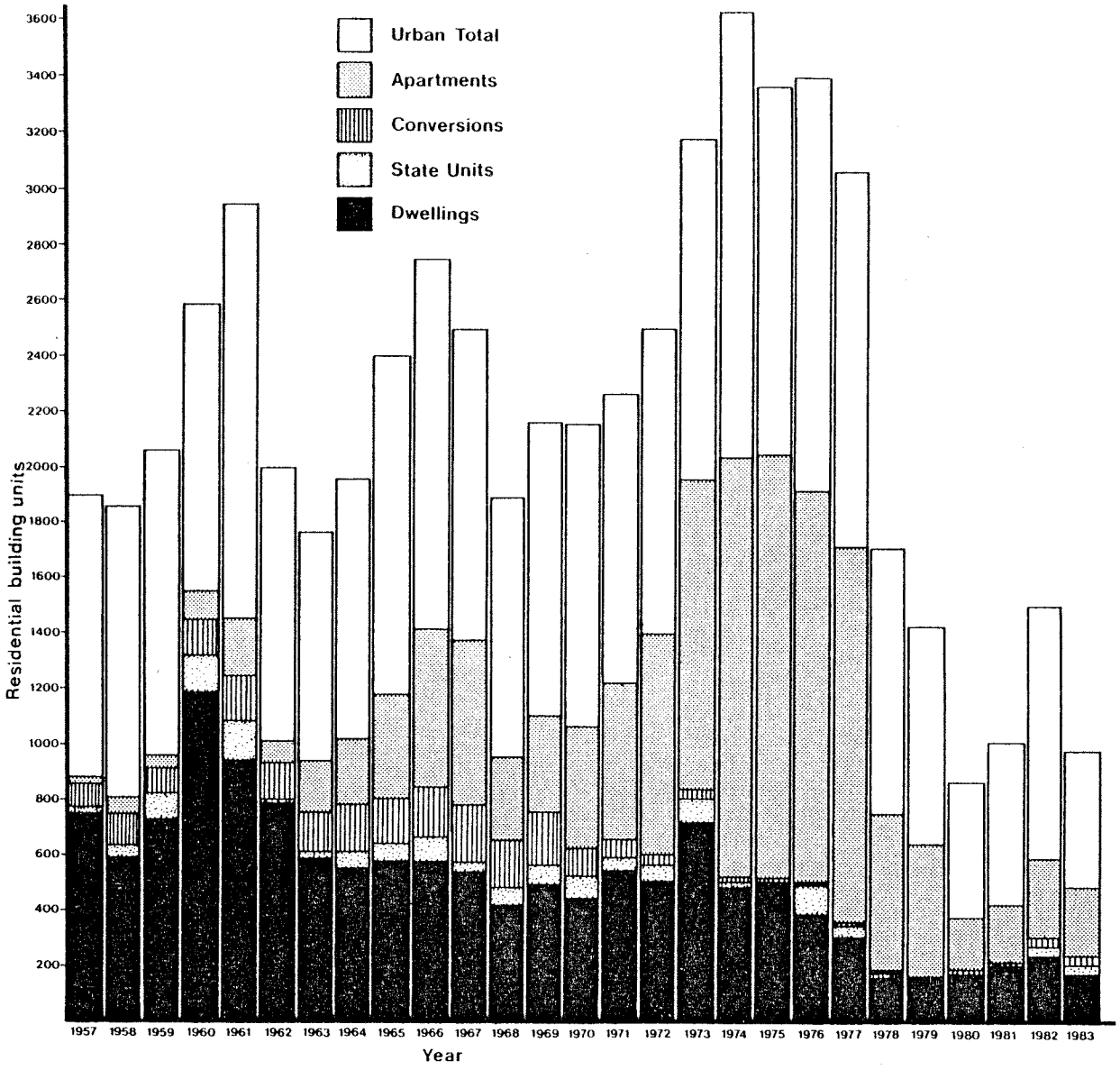
- The availability of undeveloped land.
- The amount of undeveloped land being subdivided.
- Age structure of the population.

While many of the newer areas are growing in population, those developed over 30 years ago are declining.

With respect to the Inner Residential Districts, despite the significant amount of apartment development since 1956, this has not been matched by significant increases in population. The main reasons would appear to be:

- Older houses have a naturally declining occupancy rate.
- New units have a lower occupancy rate than single family dwellings.
- Some expansion of industry and commerce into some older housing areas is still occurring in accordance with existing policies.

None-the-less some population gain is now taking place, particularly in Merivale and St. Albans and more recently in Linwood (where the greatest concentration of apartments is found). Other areas are still experiencing a population loss and there has been less residential redevelopment along with a greater degree of non-residential activity. However, apartment development in Sydenham has accelerated over recent years and this combined with the stabilising of the industrial zone boundaries at Brougham Street will have some effect on population levels in the future.



Residential building units, Christchurch City, 1957–1983 (March years)

13.2 Population projections for Christchurch City

Population projections are dependent upon development of vacant land, changes in density, age structure, distribution, and establishment of non-residential uses. On present trends the population in areas already built up is likely to remain static or decline; the only increase likely being in districts less than 20 years old and in the Inner Residential Districts. Projections are extremely difficult to make and the assumptions made for the purpose of this Scheme are that in the next 20 years, increases in population in recent subdivisions and in the inner districts will be partly off-set by losses in population in areas with an ageing population structure and areas where former residential uses are converted to non-residential uses.

The 1976 population of the City was recorded at 171,987 and by applying the population potential of the remaining vacant land, a figure of approximately 190,000 is reached. This figure is the theoretical maximum limit for Christchurch City, but is entirely dependent upon all vacant residential land being utilised. This latter situation is unlikely for many years because of development constraints and the likely unwillingness of some land owners to subdivide.

13.3 Residential buildings by type

The table on page 9 illustrates the numbers and types of residential units built within the City during the past 26 years. Apart from the sharp drop in total numbers in very recent years, there has been a marked change in emphasis from dwellings to apartment units.

13.4 Inner residential districts

Residential objectives emphasize the increasing densities of development close to the City centre and these are based upon consideration of the following factors:

(a) Employment

The central employment district provides 58,000 jobs. There is a need for home ownership and rental accommodation close to this source of employment for both young who can only afford moderately priced accommodation, as well as other social groups who require better quality home ownership units.

(b) Traffic

By encouraging more people to live close to the central employment district the public transport system can be used more efficiently. More people will travel by bicycle and on foot, thus reducing car commuting.

(c) Public utility services

It is generally in the interests of the City to fully utilise existing services such as sewer, power, gas, etc. in the inner area rather than build new facilities on the periphery of the urban area.

(d) Social services, hospital, ambulance, police, public buildings, schools and churches

It is in the economic and social interests of the City to utilize existing facilities near the City centre, which are at present not used to full capacity. Schools and churches are examples of facilities which have suffered from lack of support and membership due to declining inner city population.

(e) Social benefits

A substantial population close to the Central Commercial District can benefit from being close to entertainment, cultural, educational and shopping facilities in the City centre. There is also some need to retain social activity in and near the City centre at night time and during weekends.

Scheme policies have encouraged a significant amount of redevelopment for apartments in the inner residential districts. Since 1957 over 6000 new units have been built and it is estimated that half of the household units in the district are now apartment units. Nevertheless, over 7000 dwellings remain and the conservation of those that are in a sound condition is encouraged by the Scheme and urban renewal policies, in order to retain a social balance, to provide a choice of housing types particularly for family groups and retain some of the open landscape character.

13.5 Apartments

A survey of apartments within the Inner Residential Districts carried out in 1975, found that 70% to 80% of occupants were generally happy with their units. Some improvements however were considered necessary:

- In order to provide more privacy, open space and also landscaping, a proportion of units should have an area of private outdoor space adjoining each living area, and adequately screened.
- Where possible, paths and drives for access to rear units should not pass in front of living areas.
- In order to reduce street traffic noise and to improve the visual qualities of the street and general amenities, the front setback should be landscaped with trees and/or screened for a proportion of the width of the site frontage.
- To improve storage problems, adequate lock-up storage space should be provided outside of the unit, possibly in conjunction with the garage or car-port.
- Special consideration needs to be given to standards attached to two-storeyed apartment units which tend to be rented accommodation with little open space and which tend to be more unsatisfactory from the point of view of occupants.
- On the other hand, encouragement should be given to units sited parallel to the street, which generally allow for more open space and landscaping.
- Requirements for the provision of car parking spaces need not be increased as the survey confirms the present standards are sufficient.

13.6 Outer residential suburbs

In the 1972 Scheme the suburban areas of the City including the Port Hills were included within the same zone and generally provided for lower density family housing. It is evident from experience that the Port Hills justify special consideration to take into account particular problems such as aspect, protection of views, soil stability, roading and footpath links.

In general the controls in respect of the flat areas have proved adequate although a more flexible approach,

consistent with environmental standards relating to the siting and design of buildings, would be appropriate.

Special problems associated with building on South Brighton Spit have become a major concern and special controls in this area are justified so that proper account is taken of the hazardous nature of the area.

One trend that has become quite pronounced in recent years is the number of two unit apartments being built in suburban areas where previously dwellings were dominant. Whereas in 1966 72% of units being built were dwellings by 1978 this had fallen to 37%.

Surveys show that the majority of suburban units are ownership rather than rental units; are occupied by two main age groups, 15–34 and over 55; average occupancy is two persons per unit and that one in three contains children (as opposed to one in six in the Inner Residential Districts). The majority of occupants particularly in the older age groups, appears well satisfied with their units although younger occupants often planned to move to a single dwelling in the future.

Problems with two unit apartments tend to occur where there are concentrations without an intermingling with dwellings. This has become more obvious with the increased numbers now being built in new subdivisions and the greater number of younger occupants with children.

14. Objectives

(1) To provide for the widest possible range of housing and allotment types.

(2) To provide for the renewal of older housing either by replacement or improvement.

(3) To protect residential areas against unsatisfactory uses and forms of development which may affect public health, safety and community.

(4) To provide for appropriate community and recreation facilities within residential zones.

(5) To ensure that new development is, where practicable, closely related to centres of employment and community facilities and makes the best use of public services.

(6) To provide a high standard of environmental design by ensuring adequate open space, sunshine, privacy, landscaping and off-street parking.

(7) To ensure that future development on the Port Hills and South Brighton Spit takes account of the special physical problems and opportunities of the area.

15. Policies

15.1 General policies

The Scheme provides for a progressive increase in residential density towards the City centre, in order to encourage the maximum use of public services, encourage people to live close to the main employment centre and counter the effects of building obsolescence and population loss. In addition medium density zones are provided in pockets around major suburban commercial centres and in areas where suburban housing is aging such as Papanui, New Brighton, Sumner and Woolston.

The Scheme aims to promote development of vacant land remaining within the City boundaries consistent with other objectives involving topographic, recreation, social and servicing needs. It has become more important in recent years to maintain stable single family housing areas and the Scheme continues to emphasise single family housing in suburban areas with limited provision for medium density housing.

Policies are directed to avoiding intrusion of heavy traffic into residential roads, to the phasing out of detrimental non-conforming uses, and to the stabilisation of zone boundaries where they meet industrial and commercial zones.

The need to provide opportunities to use alternative fuels including L.P.G. is recognised with the understanding that the installation of L.P.G. storage facilities in and near residential areas can affect the amenities of residents including their physical safety and feeling of security for their health and property.

The residential zones fall into two broad categories:

- Inner Residential Districts: generally defined by the Residential 2 to 6 zones and where a wide range of housing densities is permitted.
- Outer Residential Suburbs: defined by the Residential 1 zone covering the flat areas and the Residential Hills zone covering the Port Hills.

15.2 Inner residential districts

The inner residential zones coincide with the areas of original housing in the City and the density provisions provide an incentive to replace this obsolescent housing and thus contribute actively to urban renewal.

The Residential 2 to 6 zone boundaries generally correspond with the progressive aging of original housing stock towards the City centre. As well as providing for medium density forms of housing, all inner zones make provision for dwellings in order to encourage the retention and upgrading of existing houses which are in a sound condition and the building of new dwellings.

The zones also provide for a wider range of non-residential uses including hostels, travellers' accommodation and hotels. These uses have been found to be compatible with medium density housing and generally they require central locations.

Apartments have been limited to three storeys and under except in the R5, R5A, R5B, R6 and R6A zones which are close to the City centre and large open spaces such as Hagley Park.

In order to improve the general design of apartments both for residents and the public as a whole, areas of private open space are required to be set aside for units, the road frontages landscaped and the general design is to comply with the criteria listed in Appendix D.

Areas fringing the Central Commercial and Industrial Districts and other more minor centres are of special importance because of the need to stabilise residential zone boundaries so that uses permitted in residential zones can establish with confidence, without the threat of further intrusion of industrial and commercial zone uses. This is especially important in the light of the 16,000 population loss from the central city since 1945, much of which was due to the Central Commercial and Industrial District expansion and other minor centres.

As this expansion has occurred, much of the inner city housing has been left in small isolated pockets which, by reason of their size and location are particularly vulnerable to industrial and commercial expansion. Though small, these areas together make a substantial contribution to the inner city housing stock and their loss would be significant.

The areas of the residential zones (excluding roads) within the inner residential district are as follows:

Residential 2	251
Residential 3	268
Residential 4	222
Residential 2, 3, 4 Parking	2
Residential 5	88
Residential 5A	27
Residential 5B	1
Residential 5C	8
Residential 6	5
Residential 6A	1
Residential 6B	1
Total	874 ha.

15.3 Urban renewal projects

Although the major contribution to the process of urban renewal is likely to continue to be made by private investment, the Council, acting in a similar role, will continue its involvement in selected areas as economic conditions permit. The emphasis, however, is likely to be less on total redevelopment and more on improvement on an area basis. The need for this shift in emphasis is reinforced by current Government policies to encourage the establishment of Neighbourhood Improvement Areas where in addition to the improvement of individual houses, certain environmental improvements may be carried out including road closures, landscaping and the provision of reserves. In general, it is envisaged that such policies can be implemented within the context of the Scheme but the need for later changes is recognised where an area has special characteristics.

A key factor in any programme of neighbourhood improvement will be the degree of public involvement that is generated. The main objective will be one of creating an environment with which the local residents will be content.

The Scheme itself does not promote any specific projects at this stage, the intention being that Neighbourhood Improvement Areas will be part of an ongoing programme of urban renewal arising from a close working relationship with the communities concerned as circumstances arise.

In addition to Neighbourhood Improvement Areas the Council recognises that in the inner residential districts close to the centre there may be a need to encourage comprehensive redevelopment in order to attain a better plan of development in accordance with the density of development envisaged by the Scheme.

Comprehensive redevelopment is encouraged to some extent by the provision of bonuses where large suitably shaped areas of land are involved. In addition the Council may acquire and sell land in order to promote the efficient redevelopment of the inner residential area where and when this is required.

15.4 Outer residential suburbs

The outer residential areas will continue to be the largest single land use in the City. A distinction is drawn between the predominantly flat areas zoned Residential 1 and the hills zoned Residential Hills although both zones are intended to cater primarily for open character, single family detached dwellings at a low density and contain a similar range of permitted uses. The distinction is drawn on the basis of the different land forms and physical characteristics of the hills.

Land zoned Residential Coastal is intended to ensure that residential development is sited on suitable sites for which the risk from the active shoreline in the South Brighton Spit area is minimal.

The suburban land zoned residential (excluding roads) is summarised as follows:

Residential 1	3718
Residential Hills	483
Residential Coastal	9
Residential 3, 3A	90
Residential 1, 3A Parking	8
Total	4308 ha.

(a) Residential 1 zone

The only remaining large areas of undeveloped land within the zone are as follows:

	Potential Population
Linwood Ave/Ferry Rd	4,500
Avondale adjoining the southern bank of the Avon River	2,400
Travis Swamp area to the north of the Avon River	3,100

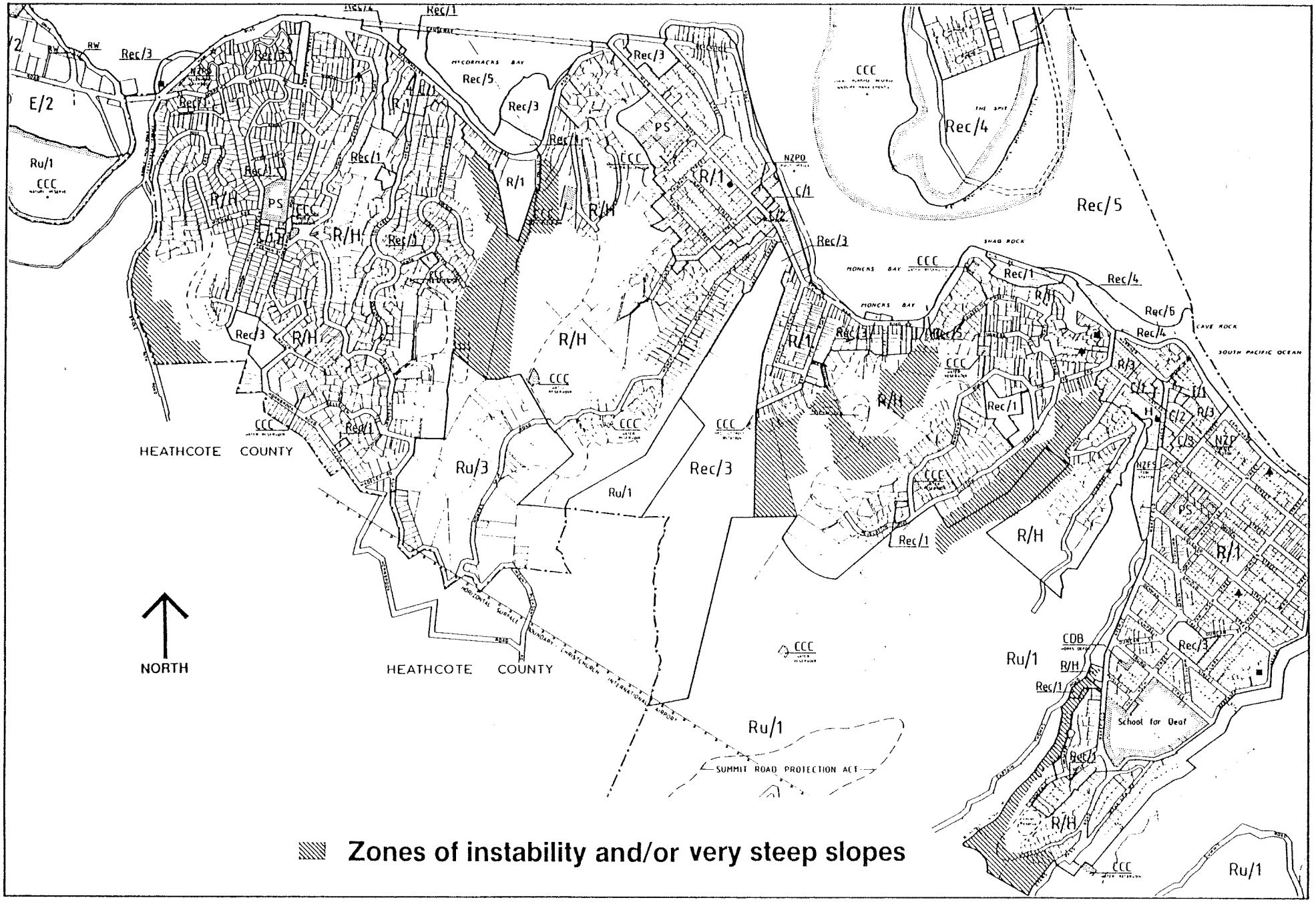
The planning maps indicate for the larger areas of vacant land, the general layout including location of roads, reserves, shops and community facilities that development should conform to, although some amendment may be justified on detailed investigation of the areas concerned.

(b) Residential Hills Zone

The Port Hills provide Christchurch with a unique area for development and conservation. As a visual asset the area has a two fold value; firstly it allows people to view the surrounding Canterbury region, City, Estuary and Pacific Ocean from a variety of perspectives and secondly it contributes visual relief and diversity of landscape which would otherwise be flat. It also provides Christchurch with a recreational asset, an area of agricultural and pastoral land close to the urban area, and a number of sites which have local and national historic value.

Development on the Port Hills area of the City has continued at a steady rate for a number of years. The population increased by 4.3% between 1971 and 1976 the majority of which occurred on Mt. Pleasant. Future residential growth is expected to occur on Moncks Spur, Balmoral Hill, Clifton Hill and Richmond Hill because most of the residential land on Mt. Pleasant is now developed. It is estimated that the hills could accommodate a further 5,500 people.

The boundaries of the zone have generally been determined on the basis of existing uses, topography, availability of services, access and soil stability information supplied by the North Canterbury Catchment Board.


Rec/1
Rec/3
Rec/5
Rec/4
E/2
Ru/1
CCC
R/H
PS
R/1
C/1
C/2
C/3
NZPO
Rec/3
Rec/5
Rec/4
Rec/1
R/H
R/1
Rec/5
Rec/4
Rec/3
R/H
Rec/1
R/H
Rec/1
R/H
Rec/1
HEATHCOTE COUNTY
Ru/3
Rec/3
Ru/1
CCC
Rec/1
R/H
R/1
NZFS
PS
CDB
Ru/1
R/H
Rec/1
Rec/3
School for Deaf
Rec/1
R/H
CCC
Ru/1
NORTH
HEATHCOTE COUNTY
Ru/1
SUMMIT ROAD PROTECTION ACT
Zones of instability and/or very steep slopes

The physical characteristics of the hills are such that soil stability and related servicing difficulties could prove to be a particular problem. Developers and builders will be required to supply detailed information from suitably qualified people to ensure that development proposals take full account of these problems.

Within the zone there are a number of areas on Mount Pleasant, Balmoral Hill, above Bay View Road and at Sumnervale which have very steep slopes and are potentially unstable. These areas have been identified by the North Canterbury Catchment Board and are shown on the map on page 13.

The planning maps indicate in outline form, the main road layout, footpath links and open space provision for the larger areas of undeveloped land. While it is intended that development should generally follow the form indicated, some alterations may be desirable depending on physical circumstances.

(c) Residential Coastal Zone

South Brighton Spit has a long history of erosion and accretion shown by changes in the configuration of the Spit. This area is the only part of the City's foreshore which has a genuine erosion problem in terms of a persistent retreat of the shoreline and dune for protracted periods. In parts of this area opportunity for residential development may be appropriate, but control is essential to ensure that this is confined to suitable sites.

(d) Residential 3 and Residential 3A Zones

Pockets of older housing close to suburban shopping and employment centres in Papanui, New Brighton, Sumner and Woolston, have been zoned Residential 3 or 3A to encourage renewal, increase densities close to community focal points and to provide greater opportunities for a variety of housing types.

15.5 Community facilities

A wide range of non-residential uses is permitted in all residential zones. However, they are limited to uses which are closely related to or depend upon a local residential community and where in general their location within the residential zone is considered appropriate.

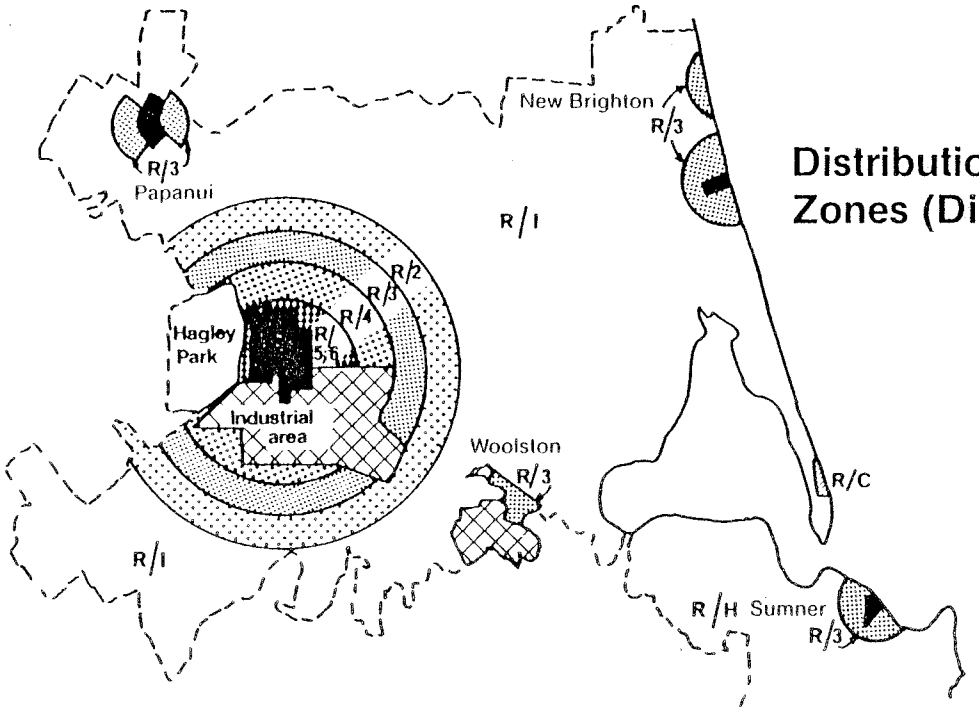
Such uses include medical health and related services, institutional uses of a residential character (e.g. aged persons homes) and educational and recreational uses. The performance standards adopted for these uses are designed to ensure that potential nuisance to nearby dwellings is avoided. Distances of buildings from site boundaries vary according to the type of use concerned and are intended to ensure that those parts of a building likely to generate a nuisance are sited a reasonable distance away from adjoining dwellings.

The Scheme makes provision for home occupations within residential zones in order to provide a wider choice of workplace for the individual and greater diversity within residential areas, recognising what already happens in a number of situations. Standards to ensure environmental nuisances are minimised are included. The key to the operation of a home occupation is that it is carried out by a person residing on the site.

Apart from industrial and some commercial zones provision is made for service stations in residential areas where they would not normally be regarded as permitted uses. A list of such existing service stations is given in Appendix F.

The basis for inclusion in the appendix is their ability to meet the performance elements and standards as well as the following general requirements:

- The need for a service station on the site to serve the general locality.
- The development does not detract from the amenity of the surrounding residential area.
- The development is unlikely to prejudice the future stability of the residential zoning.
- The uses on the site does not include retail or community services in conflict with planned locations elsewhere.



Distribution of Residential Zones (Diagrammatic)

- The development is unlikely to interfere significantly with traffic movement especially that on (principal) roads and there is adequate visibility along the approach roads.
- The establishment has, or in redevelopment could achieve, the performance elements and standards contained in the ordinances.

15.6 Site amalgamation

All residential zones include provisions to encourage developers and builders to amalgamate small sites and take a more comprehensive approach to the design of housing development.

Where titles can be amalgamated to form sites of a minimum area of 2000m² in the Inner Residential District and 3500m² in the outer residential suburbs, an incentive is offered in the form of an increased density over and above what would otherwise be permitted, as part of individual site development within the zone.

However, any development of increased density must still comply with the performance standards for the zone. Submitted schemes, which should include fully detailed drawings, must demonstrate that the design and layout has achieved higher design standards than would otherwise have been the case.

15.7 Subdivision

The Scheme encourages a system of land subdivision which involves indicating housing types and design and siting of units proposed before subdivision designs are complete. Three categories of subdivision are provided for.

(a) Conventional Subdivision

Where it is not possible for the subdivider to make any degree of commitment regarding dwelling design or siting, the opportunity is provided to proceed with a subdivision in the traditional manner.

The dimensional standards adopted have been designed to ensure that the minimum allotment size is adequate to allow most dwelling types to be built in such a way as to comply with performance standards. In order to encourage some variety in allotment size, the subdivision of the larger blocks of land will be required to provide for a proportion of the allotments to be within particular area ranges.

Similar conditions apply to the Residential Hills zone except that larger minimum areas are required to take into account the particular physical characteristics and the need to protect views.

(b) Partially committed subdivision

This is intended to apply where the subdivider is able to commit a particular allotment in general terms to the type and number of units that are to be built. Each allotment will need to include a defined area or building outline of sufficient area and dimensions within which a particular type of building could be constructed.

Any approval of a scheme plan will reflect the commitments proposed by the applicant and will accordingly be binding upon future purchasers of the allotment. It is not intended that approval to a particular building outline should override the requirements to comply with the appropriate performance standards.

In order to encourage subdividers to adopt this approach an increased density is permitted provided that this does not exceed 10% of what would otherwise have been possible by way of a conventional subdivision.

(c) Fully committed subdivision

This category is similar in principle to the previous one but goes one step further by encouraging a commitment to a fully detailed layout and design of dwellings prior to subdivisional boundaries being determined. The term "fully detailed" is sufficient information to enable approval to be sought for a building permit although prior discussion of sketch designs with the Council is encouraged in order to avoid unnecessary expenditure.

In this situation allotment standards may be reduced by up to 20% of conventional subdivision standards. Such schemes must still comply with the performance standards for the particular zone. It is intended that this provision will also apply to existing developments for unit title or leasehold title to enable fee simple titles to be obtained provided that the development complies with the performance standards for the zone.

Chapter 6 : Recreation and open space

16. Introduction

16.1 General

In a growing urban community, the role of open space and recreational facilities is one of vital importance. Also important is the need for diversity in the size and type of space and facilities provided.

Outdoor recreation space is land or space which is not substantially occupied by buildings and which provides special benefits as areas of visual, cultural, educational, active or passive amenity. It may be classified as "active" or "passive". Active areas are those used for organised sporting activities, and passive areas comprise areas used as paths, gardens, children's play areas, picnic grounds and other less organised activities. The function of an open space area may simply be to beautify the larger area in which it is located. These amenity areas serve a vital function in a built up environment by providing visual relief and contrast.

Recreation areas may also serve a multi purpose function meeting a combination of needs, and may also be classified according to tenure, as either public or private. Public space is land owned or occupied by the Crown or a local authority, and caters for the general public. Some areas are leased to other organisations (e.g. sporting bodies) to operate the facilities in a private capacity. Private open space is land controlled by a club or organisation where the general public do not have free access to facilities.

Areas of open space may be defined, according to their size and the area they serve, as "local", "district", "metropolitan" or "regional".

Recreation space may be "developed" in that its use has been planned and laid out, or "undeveloped" in that its use has been provided for, but not implemented. The latter should be distinguished from "conservation areas" which are areas to be left in their natural state to protect or conserve their unique qualities.

16.2 Recent trends in recreation

The demand for recreation is changing, both in scale and type. Many factors have caused the increased demand for more diverse and improved facilities. These include an increase in leisure time, increased mobility, better health and greater life expectancy, improved disposable income and changing social attitudes toward recreation.

A further influence is exercised by modern technology which has made possible a much wider range of sporting equipment and facilities from children's play equipment to the modern speed boat or racing car. Until recently it was thought that these trends would increase and in fact intensify. However, the energy crisis has brought about some restrictions on personal mobility which may bring increased demand for leisure facilities close to the community.

The combined effect of an increasing demand for recreation facilities and changing recreational preferences has led to changes in the number, type and range of facilities required. Within the city the increased pressure is reflected in a growing tendency towards multiple use facilities. The use of district parks is not strictly tied to local organised sport, because with people's mobility many games are played on grounds other than home grounds.

Notable over recent years has been the expansion of sports clubrooms on parks to provide improved facilities for mainly club members. In some situations, these extensions can intensify the activities carried on within the building with a greater effect on residential amenities, increased traffic generation and a loss of open space.

16.3 The function of open space in the city

Open space and recreation areas serve many functions. They provide areas such as those used for organised sports or passive areas used as gardens, planted areas, walkways, children's play areas, picnic grounds and other less organised activities. Areas of open space also fulfil an amenity function in that they add to the pleasantness of the urban setting by creating visual relief from the repetitive appearance of city buildings and roads. This is particularly so in a place such as Christchurch which has little variety of topography.

Open space areas in the City are defined according to their size and the area they serve, as local parks, district parks and metropolitan and regional parks.

(a) Local parks

These parks are usually about 0.5ha in area and are designed for informal recreation and passive relaxation for local residents, particularly children. They also provide a local visual amenity and are valuable sites for the planting of large trees either singly or in groups. In addition the grounds of many schools are available for recreation outside school hours on an informal basis.

(b) District parks

These parks are usually about 4ha to 8ha in area and cater for active sports such as rugby, netball, cricket and hockey. They may also serve as a neighbourhood park and act as important visual or open spaces for nearby residents.

(c) Metropolitan and regional parks

Included within this group are the large reserves of Hagley Park and Queen Elizabeth II Park which provide for a wide variety of activities both passive and active serving the metropolitan area as a whole.

16.4 Location and distribution of reserves and open spaces

The following table indicates the existing grouping of public reserves within the City excluding recreational facilities on privately owned land.

For comparison, standards adopted by the National Capital Development Commission for Canberra have been shown. While there are no absolute methods of determining the amount and type of open space needed, 4ha per 1000 persons has become accepted as an overall guide and is now embodied in legislation.

Types of park	area (ha.)	ha/1000 Pop. (City)	N.C.D.C. standards (Canberra)
1. Local parks	28.6	0.2	1.2
2. District parks	384.7	2.2	2.0
3. Metropolitan parks	269.8	1.6	0.8
4. Amenity areas	53.7	0.3	
5. Foreshore	81.7	0.5	
6. Riverbanks of Avon and Heathcote	42.5	0.3	
Total	861	5.1	4.0

1. 50 Parks, average area 0.6ha.
2. 62 Parks, average area 6.2ha.
3. Hagley, Queen Elizabeth II, Porrit, English, Cuthberts.
4. Horseshoe Lake, Cockayne, S. Brighton Plantation, Latimer and Cranmer Squares together with 18 small scenic areas.
5. Sumner Esplanade, Spit, Brighton Beach.

In general terms, the overall needs of the City are being adequately provided for. The apparent shortfall in local parks is partially offset by the many district parks which contain children's play areas serving local needs. Nevertheless, when the following factors are considered, there are local deficiencies, particularly in the older residential districts close to the City centre:

- The amount and type of open space in each district per person.
- The distribution of the open space in relation to where people live.
- The existing and future population and structure of the district.
- The existing and future form of housing that can be expected in districts, particularly medium density housing.
- Existing landscape qualities of district.

16.5 Estuary

There are a number of open spaces that have special interest from amenity, scientific and conservation points of view, including parts of the Estuary, river banks, foreshore and Port Hills.

The Avon-Heathcote Estuary has a special role to play within Christchurch City as a natural ecosystem performing many functions. It acts as a drainage basin for stormwater; a nursery area for fish; feeding and breeding ground for birds; and it provides a suitable environment for the development and maintenance of tidal wetlands and other marginal vegetation. Its bird life and other animal life are a major attraction. The lack of substantial building and development on or near the Estuary's margins highlights its free open space character, and its natural form provides a contrast to the Port Hills and the surrounding environment.

The Estuary also has an important role to play as a multiple use resource for man's activities. In this respect it presently acts as a receiving area for treated effluent disposal; a site for active sports like yachting and power boat racing; an educational resource; an area for scientific study; a vital area of open space amidst a built up environment; and it is an area suited to informal recreation activities such as fishing, swimming, walking and visual appreciation.

The values of a resource such as the Estuary are magnified by its accessibility to a large population. This accessibility tends to highlight the opportunities for man based activities but often to the detriment of the natural environment. There is very little wildlife habitat remaining in the immediate vicinity of Christchurch. Nature reserves will be designated to ensure that some of the relatively unmodified areas which remain are legally protected from disruptive influences. Within those areas no change to the natural environment is permitted.

The health and effectiveness of these nature reserves will only be guaranteed if adjoining land uses, both on the land and the water, are compatible with the objectives of preserving born wildlife habitats and water quality in the estuary. The overriding concern is to maintain the natural amenities of the Estuary in the interests of the present and future inhabitants of Christchurch and the surrounding area.

Over the years the use of the Estuary for power boat racing has increasingly been in conflict with these natural amenities, those of surrounding residential areas, and other recreation activities. Therefore the Council considers it desirable in the long term that this activity cease. It is the policy of the Council at December 1981 that it intends to propose the prohibition of power boat racing on the Estuary in the next review of the district scheme.

16.6 Private recreation facilities

Apart from publicly owned reserves and open spaces, the city contains many private facilities such as golf courses and sports grounds, which contribute greatly to the life of the community as a whole. These areas often provide a visual amenity relieving the monotony of built up areas as well as providing needed recreation facilities which otherwise would have to be provided on public areas.

In recent times legal problems have been experienced regarding proposed uses of land held by the Council for reserve purposes, for community buildings and/or uses. Such uses include kindergartens, plunket rooms, scout dens and community centres. While this type of facility may be essential to the development of a residential community this must be balanced against the loss of open space to which the public has access for general recreation.

17. Objectives

(1) To maintain and improve the distribution and standard of open space and recreation areas.

(2) To ensure the best design and use of reserves and their relationships with adjoining land uses.

(3) To ensure the balanced development of public reserves for active and passive recreation including the provision of:

- *adequate open space for active sports*
- *areas for informal use*
- *areas for amenity plantings*
- *necessary buildings and facilities*

(4) To ensure that areas of special ecological, geological or scenic interest have special protection.

(5) To encourage the retention of certain private recreation and open space areas which have a special value to the community as a whole.

(6) To ensure co-ordinated planning for the Estuary and its environs.

18. Policies

18.1 Distribution policies and standards

(1) To maintain an overall standard of at least 4ha per 1000 people with about 30% available for local use, 50% for district use and the balance for metropolitan use and general amenity.

(2) To provide additional local parks in the following inner residential districts as funds become available from the reserve contribution from apartments, commercial and industrial developments and other sources. In general order of priority they are (areas as defined for Census purposes):

- Addington, Sydenham, North Linwood and Linwood.
- St Albans/Edgeware, Barrington Street, Barrington North, Waltham, Malvern/Mairehau and Merivale.
- Ensors, Woolston South and two parks in the Papanui/Strowan/Malvern area, and another park in the St Albans/Edgeware area.

(3) To work towards the creation of a reserve in the Grants Road/Grassmere Road area in Waimairi District to provide additional sports fields for the St Albans area.

(4) To provide a large district reserve near Humphreys Drive, Linwood Avenue and Ferry Road to serve the Port Hills and other metropolitan areas.

(5) To provide reserves in new areas of urban development to serve local, district and where appropriate, metropolitan needs.

(6) To work towards the creation of a large district reserve on the site of the Bexley tip.

(7) To provide where necessary additional areas of open space and amenity within the City centre.

(8) To provide additional land for passive recreation at Taylors Mistake to complement the beach area.

(9) To provide esplanade reserves along the margins of the Cashmere Stream, the Avon and Heathcote Rivers, particularly in the Spreydon/Cashmere area. Consent will be sought from the Minister of Lands to reduce the 20m reserve width requirement where necessary.

18.2 Reserve contributions

The 1979 Amendment to the Local Government Act 1974 allows the Council to require a reserve contribution where land is subdivided, and in respect of certain kinds of Development. Payment may be in the form of land or cash.

In general land will be taken in preference to cash, at the maximum rate permitted under the Act. Cash will only be accepted in those cases where the subdivision or Development is too small to produce a useful area of land or where a reserve would be impracticable.

Funds built up from cash contributions will generally be allocated towards acquiring additional land rather than capital improvements, although this may depend upon land availability in each circumstance.

Where possible funds from Development and subdivision shall be allocated within the vicinity in which it is collected based on the following areas:

- Central City comprising the Central Commercial District, the part of the Central Industrial District within the Belts and the residential district adjoining Hagley Park.
- The Inner Residential District as defined by the Residential 2 to Residential 6 zones.
- The suburban areas outside the Inner Residential District, which have three major divisions, the northern, eastern and southern sectors.

18.3 Size, layout and location

(1) Local reserves will usually be between 2000m² and 4000m² in area and located at about 800m spacings.

(2) District reserves shall generally be of 4ha or greater in area, sufficient to accommodate two sports grounds with facilities including car parking and located at about 1.5 to 2km intervals.

(3) Where possible, reserves will be grouped together near schools, shops and community buildings.

(4) Reserves will be designed in such a way as to provide or complement pedestrian and cycle ways between roads, shops and community facilities.

(5) Reserves shall be laid out and buildings located so as to minimise nuisance to adjoining residential uses and the principal road network.

(6) As and when required, off street parking will be provided and located and designed so as not to detract from the visual amenities of the reserve.

(7) Natural site features will be preserved where possible.

(8) Small areas having significant amenity value to the community will be considered for reserves on their merits.

18.4 Recreation zones

(a) Local, district and metropolitan parks

Parks are grouped into one of three recreation zones according to their function, location, size and natural character.

Recreation 1 zone, makes provision for local parks and amenity areas (including scenic areas on the Summit Road) and is designed mainly for passive open space.

Recreation 2 zone, consists of those local parks which have existing community buildings, such as kindergartens and community centres and include all the uses in the Recreation 1 zone.

Recreation 3 zone, makes provision for district and metropolitan parks with playing fields and buildings such as grandstands, pavilions, gymnasiums, swimming pools and places of assembly, as well as those uses permitted in the other recreation zones.

(b) Conservation areas

Two zones are provided covering the foreshore and

the Estuary and are designed to protect the natural features of those areas.

Recreation 4 zone, covers the foreshore and recognizes the area's recreational value to the City and is also intended to protect the area from manmade activities likely to undermine the stability of the dunes. Special provision is made for a range of commercial uses on that part of the foreshore opposite the New Brighton Shopping Centre.

Recreation 5 zone, covers the Avon/ Heathcote Estuary with the intention of achieving the following objectives:

- Preservation of areas of wild habitat which are representative of estuarine vegetation types which also provide suitable wildlife environments for feeding, nesting and breeding.
- To maintain estuarine qualities suitable for scientific study and educational purposes.
- To provide for public outdoor recreation uses which are compatible with wild habitat areas in order to protect the amenities of the zone and surrounding recreational and residental zones.

(c) Reserves Act 1977

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

(d) Private open space

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

Chapter 7 : Neighbourhoods and communities

19. Introduction

19.1 Neighbourhoods

The Council has been encouraging the formation of Neighbourhood Committees to fulfil the following objectives:

(1) To provide a community voice.

(2) To foster community activity.

(3) To encourage public participation.

The boundaries of Neighbourhoods are difficult to establish because the City does not have many geographically defined suburbs. However, there is already in existence a number of administrative and statistical boundaries, which when used in conjunction with social groupings provide a useful basis for the planning and development of urban communities. Some of these are:

- Boundaries of local bodies, electorates and wards. These are generally too large to identify local groups and can change over time.
- Statistical boundaries which are smaller than electoral ones, and range up to 8000 in population. A good deal of social data is available at this level.
- Shopping centre population catchments which vary greatly in area depending upon the size of the centre.
- Primary school catchment populations averaging 3000.
- Areas contained within the network of principal traffic roads.

Never-the-less, it is difficult to define communities in terms of boundaries and it may be better to recognise focal points as a basis for identification.

19.2 Neighbourhood and community facilities

A number of facilities can be identified as focal points for community development. These include:

- Small outdoor recreation areas. Ideally placed on pedestrian routes to shops and other community facilities, they can serve as local meeting places and for family recreation.
- Suburban shops, which can act as strong community focal points particularly when associated with additional facilities for health services, plunkets, schools, and other services.
- Primary schools, which often involve parents in various activities at the local level and the distance small children may be expected to walk can be an indication of the extent of local communities.
- Taverns, which however, tend to serve large areas mainly because of their size and location on main roads. Smaller taverns located in association with other facilities may serve as a focus for promoting opportunities for neighbourhood interaction.
- Community halls and buildings, which are significant potential focal points, particularly if the move for such facilities comes from within the community.

20. Objectives

(1) To recognise shopping centres, primary schools and other community facilities as community focal points.

(2) To provide buildings and land for the use of recognised community groups as finances permit.

(3) To promote the multiple use of private and public community facilities where practicable.

(4) To undertake a programme of environmental planning designed to generally improve the environment of recognised neighbourhoods.

(5) To provide facilities for local employment where possible.

21. Policies

The Scheme recognises the importance of shopping centres as community focal points. A wide range of uses that fulfil a community function, such as medical centres and neighbourhood taverns, are encouraged to locate within or close to shopping centres, for both the convenience of their users and the development of the centre. In addition the Scheme attempts to prevent further decline of the small local centres by preventing further major expansion of the larger district centres.

* OPERATIVE CHANGE 18

The Council has in the past designated and acquired buildings and sites for the use of community groups and wherever possible this policy is to be continued. A special zone (Cultural 2) has been created at Cuthberts Green for the development of a Marae recognising the need to provide for a group with a distinctive culture and customs.

* "Part of the Old Christchurch Girls' High School site contains a number of old and new serviceable buildings and other space suitable for conversion to other uses arising from the needs of a range of community groups. The site is conveniently located in relation to the existing Cultural 1 zones at the Old University and Teachers Training College and to the central city."

In areas of new subdivision the Council may require in some cases, that certain sites be held back from sale (for say up to five years) so that these are available for purchase by community groups, churches, kindergartens or similar uses.

Barriers created by vehicular traffic movement are to be located so as to cause the least severance to communities and create a safe environment.

The Scheme does not define any specific environmental area planning projects at this stage. It is anticipated that these will emerge during the operation of the Scheme and may be related to the future establishment of neighbourhood committees. The purpose of such projects will be to enhance the environment of particular areas through the provision of reserves, community facilities, and traffic management. (See Chapter 11.41).

The Scheme provides for a wide range of employment activities to be located close to suburban areas. In addition to the shopping centres which can provide significant opportunities for local employment, two employment zones have been created at Bexley and Ferrymead. Provision is also made for a range of home occupations within residential areas.

Chapter 8 : Suburban shopping centres

22. Introduction

The 1972 Scheme provided for several categories of shopping centres, identified as District Centres (Commercial 2), Intermediate Centres (Commercial 1A), Local Centres (Commercial 1) and corner dairies provided for as a permitted use in all residential zones.

22.1 Recent trends

Surveys and research undertaken in connection with the Review revealed a number of trends leading towards changes in the size and distribution of shopping centres. These are:

- The widening influence of the district and intermediate centres readily accessible to growing residential areas.
- The growth of very large shops or discount stores in suburban centres.
- The unchanged or in some cases the declining influence of many local centres resulting in the closure of some shops.
- Continuing decline in the number of corner dairies.
- Whilst experiencing a low rate of growth in retail floorspace, the Central Commercial District nevertheless continues to retain its dominant role as the Regional Shopping Centre.

This Scheme recognises these trends and a number of objectives have been formulated. The objectives generally fall into two categories:

- Strategic i.e. the overall relationship, size and distribution of shopping centres.
- Environmental i.e. the local situation within each centre.

23. Strategic objectives

(1) To ensure that the shopping centres are evenly distributed and are of a size and type which suit the needs of the suburbs without undermining the economic viability of the Central Commercial District.

(2) To maintain and further develop five levels of shopping centre, each with a different function.

(3) To provide new shopping centres where suburban population is expanding.

24. Strategic policies

A population/floorspace standard averaging 0.65m² per person living within the primary trading influence of each shopping centre has been adopted as a basis for assessing the approximate size and distribution of shopping centres. The area of primary trading influence is generally that area of the City from which two thirds of the centre's trade is derived.

It is evident that the larger centres at Papanui, New Brighton and Sydenham have reached a point whereby the surrounding suburban catchments are adequately served by a wide range of retail and related services. Further substantial increases of the areas zoned for retailing purposes in these centres could preclude the expansion of retailing in other centres to the detriment of the needs of other suburban catchments.

The relationship of the Central Commercial District to the suburban centres is a complex one, and as a matter of policy the Council intends to ensure that excessive retail provision in the suburbs does not detract from a viable City centre. This is to be achieved by:

- Limiting further substantial growth beyond the implementation of approved plans, of the centres of Papanui, New Brighton, Sydenham, Linwood, Merivale.
- Encouraging growth consistent with suburban needs, of other centres at Shirley, St Martins and Woolston, and later at Hoon Hay. BARRINGTON STREET
- The formulation of proposals for the City centre to achieve environmental improvements including pedestrian malls, improved traffic management and car parking facilities to encourage greater shopper attraction. (Refer to Chapter 9).

As a consequence of these considerations a City hierachy of shopping centres has been established involving five levels, each with a different function.

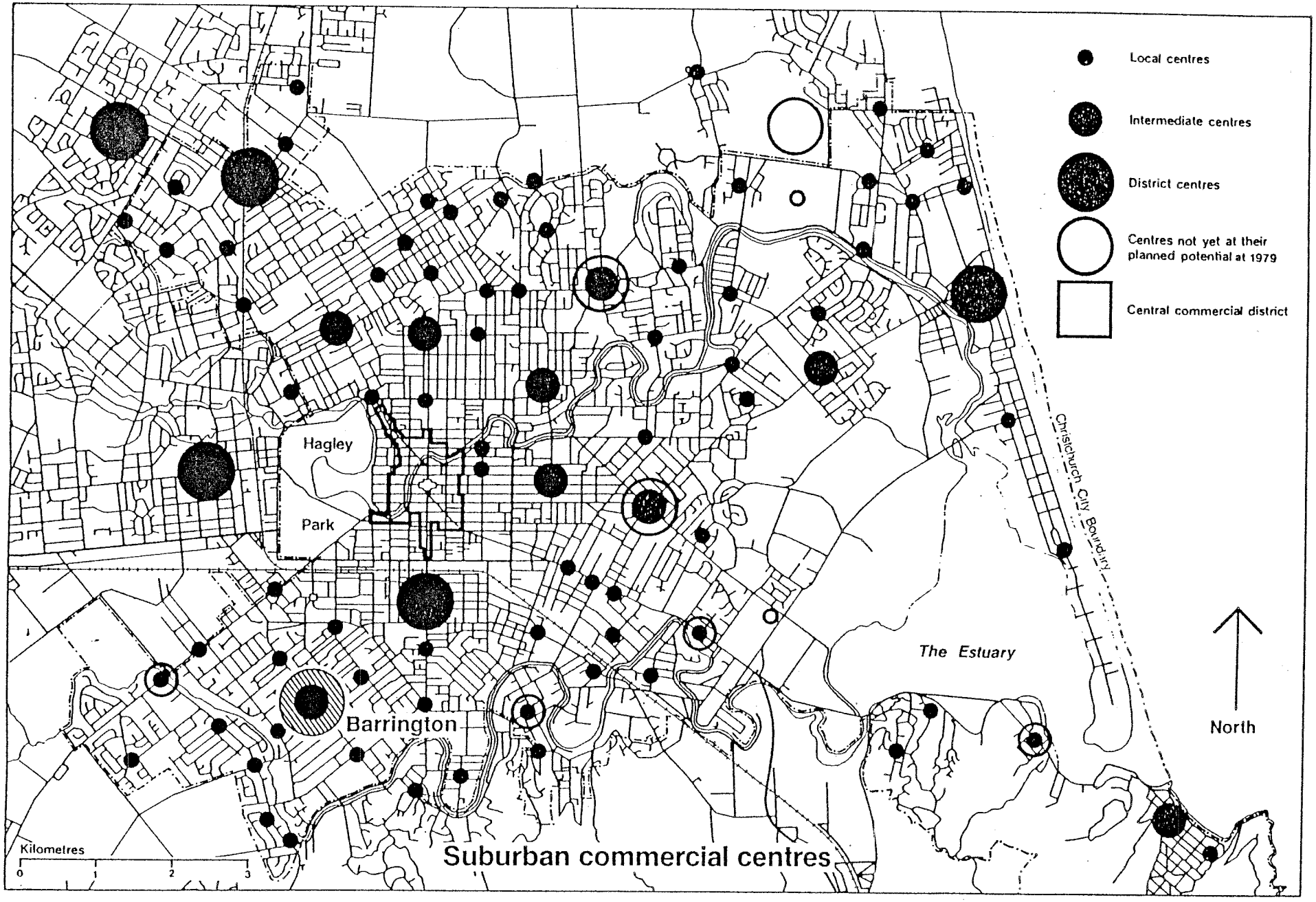
The five levels are:

- **Level 1. The City centre.** BARRINGTON
- **Level 2. District centres** at Papanui, New Brighton, Sydenham, Shirley and Linwood. These centres are intended to provide strong focal points for administration, culture and entertainment as well as providing a wide range of retail activities. Office employment related to the needs of the surrounding suburbs is encouraged in these centres. In general further opportunities for retail floorspace growth are limited to redevelopment of existing commercial zones.
- **Level 3. Intermediate centres** include a wide range of centres; Merivale, Edgeware Aranui, Stanmore Road, Richmond, Woolston, Sumner, Hoon Hay, St. Martins and Redcliffs. Gross commercial floor space is expected to be generally within the range of 4,000 to 7,000m².
- **Level 4. Local centres** providing for the day to day needs of a relatively small catchment of up to 4,000 people with an average gross commercial floorspace of about 700m². There are 57 centres in this category throughout the City.
- **Level 5. Local shops** and corner shops within residential areas. The traditional corner dairy associated with a dwelling is retained as a permitted use in residential areas.

Substantial suburban population growth is anticipated north of New Brighton Road in the Travis Swamp area and at the eastern end of Linwood Avenue. Whilst it is anticipated that district centres at Shirley, New Brighton and Linwood will supply most needs, new local centres will be provided for in both areas to cater for day to day requirements.

25. Environmental objectives

(1) To improve the design and layout of shopping centres and reduce conflict between pedestrians and motor vehicles.


Local centres
Intermediate centres
District centres
Centres not yet at their planned potential at 1979
Central commercial district
Hagley Park
Barrington
The Estuary
Christchurch City Boundary
North
Kilometres
0 1 2 3
Suburban commercial centres

(2) To strengthen shopping centres as community focal points.

(3) To recognise the social or community importance of the corner shop and the small shopping centre particularly to the less mobile person and to encourage retention of these facilities where possible.

(4) To ensure that the growth of shopping centres where appropriate proceeds in a controlled and orderly manner and does not detract from the amenities of adjoining residential areas.

26. Environmental policies

The Council's policies are directed towards the consolidation of existing shopping centres.

In order to implement this policy a range of commercial zones varying in intensity of use will be applied within each centre. Where existing commercial centres straddle or are located in each corner of a busy road intersection, high intensity uses will be encouraged to locate on one side or one corner. Where major redevelopment of existing commercial areas would give rise to pedestrian/vehicle conflict and create undue interference with traffic flow, only low intensity commercial uses are permitted.

Three suburban commercial zones are provided:

- **Commercial Service** excludes major traffic generators and covers uses other than retail, which are generally related to commercial centres.

- **Commercial 1** provides for a wide range of commercial uses appropriate to suburban areas and covers local centres and parts of major centres where high intensity uses such as large supermarkets are discouraged.

- **Commercial 2** provides for the widest range of suburban commercial uses and these zones are located and designed generally to cope with high levels of pedestrian and vehicular activity.

The development or redevelopment of new commercial areas shall have regard to the following design criteria:

- Pedestrian/vehicle segregation shall be achieved wherever possible.
- Facilities which have associated functions, shall be grouped.
- Provision for community facilities such as libraries, creches and toilets, is to be made where appropriate.
- Provision of amenity spaces for relaxation of shoppers and workers.
- Recognition of existing natural elements of significance on the site.
- Traffic access and loading is to be located to minimise interference to traffic on principal roads consistent with the need to protect nearby residential areas from the bad effects of excessive traffic.
- Adequate, and attractively landscaped off street parking areas shall be provided.
- Drive in accesses and major traffic generators will be located on the edge of shopping centres and linked to the parking.
- Retail and other uses with a high level of pedestrian activity will be located near the centres of development.
- Control of scale and form of commercial buildings shall avoid visual conflict with surrounding residential development.
- Provision of landscaping shall act as a buffer between residential and non residential uses where necessary.

27. Car parking

All future commercial building development and ancillary uses (including car parking) shall be contained within the various commercial zones, except in those instances where car parking is a permitted use in adjoining residential or industrial zones. These car parking zones generally recognise an existing situation, or are intended to overcome an existing parking shortage, or to provide car parking for those commercial uses where provision within the commercial zone is difficult to achieve due to physical circumstances. It is emphasised that the provision for car parking in the adjoining zone is not intended to create an opportunity for a more intensive development of sites in the commercial zone where car parking could otherwise be provided.

Within the context of the above policies and criteria, each of the major centres has been studied to provide guidelines for future development to clarify the Scheme as it affects each centre.

28. District centres

28.1 Shirley

The existing shopping centre contains about 4,100m² of gross commercial floorspace located on the north side of New Brighton Road and on either side of Marshland Road. The eastern side has become established as the main focal point of the centre and includes a supermarket, post office and smaller modern shops. The establishment of further retail areas with subsequent increase in car parking will further strengthen this focal point and could create an ultimate total gross retail floorspace in the centre in excess of 9,000m². When the zoned area is fully developed the surrounding suburbs will be adequately serviced by retail facilities.

The general direction of future floorspace and car parking growth should be northwards and contained strictly within the street block defined by the south boundary of properties on Mitre Place, Marshland Road and Golf Links Road. The extension of commercial uses in areas outside this block and on other sides of existing roads would create additional pedestrian/vehicle conflict, increase interference with traffic flows on busy main roads and detract from adjoining established residential amenities. For similar reasons further development or redevelopment of the existing commercial area on the west side of Marshland Road, is to be restricted to the area covered by existing commercial uses and is zoned for low intensity uses including small shops and offices thus avoiding the establishment of large retail establishments.

28.2 New Brighton

The centre comprises about 20,000m² of gross commercial floorspace located in a compact linear form. The main feature is the pedestrian mall which was completed in 1978 and which has increased the visitor attraction of the centre. The outer limits of the centre are well defined to the east and west by Hardy Street, the school and Marine Parade and to the north by car parks along Hawke Street at the rear of existing shops. Unlike other district centres, the need to restrict parts of the centre to lower intensity uses does not arise and the whole centre is zoned accordingly.

A unique feature of the centre is Saturday shopping which increases the size of weekday catchment area significantly. Demand for additional floorspace may arise, as the trade catchment does include areas yet to be developed particularly in the Travis Swamp and Parklands areas. On the other hand, this may be offset by any commercial centre that is established as a part of the development of these areas.

Any further increase in floorspace should take the form of development within the existing shopping centre thus consolidating the present pattern and maximising the use of considerable public investment represented by the Mall.

Demand for future car parking is largely to be met within limited areas south of Beresford Street and Hawke Street where parking is included as a permitted use.

28.3 Linwood

The centre comprises about 5,700m² of gross commercial floorspace located on all four corners of a busy intersection. Further growth will bring the centre up to a size comparable with other district centres.

In order to meet environmental objectives, the bulk of the expansion is to be confined to the east corner of the intersection and zoned to encourage high intensity uses in this area. The zoning of the north and west corners reflects the need to avoid major conflict between pedestrians and vehicles and to maintain a reasonable level of traffic service on these major arterial roads, by encouraging low intensity commercial uses only. The inclusion of the south corner within the Commercial 2 zone recognises the existing supermarket but no major expansion in this area is provided for.

The expansion of the east corner of the centre will generally take the form of an enclosed mall including alterations to the existing street pattern to allow more efficient and convenient vehicular access and circulation.

It is anticipated that on completion of this development, the surrounding residential areas including those proposed, will be adequately served with a wide range of major retail and associated services and further extension of the commercial uses into these residential areas is not envisaged.

28.4 Papanui

The centre includes about 28,000m² of gross commercial floorspace generally in the form of ribbon development along both sides of the Papanui and Main North Roads. Development in depth has occurred in recent years with the completion of the Northlands Shopping Centre which has now become established as the main focal point.

Further development of this centre in a linear form along the main roads is discouraged by restricting the outer limits of the commercial zoning to the existing limits, and encouraging future development to take place in the area between Winston Avenue and Langdons Road. This area is currently occupied by a mixture of retail and industrial uses.

The establishment of high intensity retail uses in those areas of the centre which straddle Papanui Road, and on the east side of Main North Road is discouraged by confining the zoning to low intensity commercial uses. The high intensity uses are confined to the western side of Main North Road between Harewood Road and Sissons Road.

Redevelopment of the west side of Papanui Road south of Harewood Road in particular is to be designed on an overall basis having regard to the design criteria listed in 26 above.

28.5 Sydenham

The centre contains about 24,000m² of gross commercial floorspace located on either side of one of the main arterial roads serving the City centre. Growth over the last 10 years has been small reflecting the changing character of much of the catchment area from residential to industrial. Surveys carried out have indicated that the trade lost by replacement of residential uses has been matched by a consequent increase in trade from the incoming worker population. Some growth of population within the catchment area is likely as redevelopment occurs but this is unlikely to justify a major increase in retail floorspace. Any increase needed could be adequately catered for by consolidation and redevelopment within the existing confines of the centre.

The general character and range of retail and associated services existing conforms with a high intensity commercial zoning and this situation is recognised by the Commercial 2 zoning.

Lack of car parking within the centre is a major problem and while some larger establishments provide off-street parking, most rely upon street parking. The opportunity to provide further off-street parking is limited by the extent of adjoining industrial uses. Parking within the industrial zone is a permitted use but high land values and multiplicity of ownership are likely to preclude any major provision of off-street parking. This factor reinforces the policy of limiting the opportunity for further substantial retail growth in the area.

* OPERATIVE CHANGE 28

29. Intermediate centres

Eleven centres are included within this category namely:

Merivale	Barrington Street
Aranui	Edgeware
Hoon Hay	Woolston
Richmond	Stanmore Road south
Redcliffs	St. Martins
Sumner	

Although all centres fall within the intermediate category, the policies for each centre can vary according to the conditions prevailing in the area being served including the proximity of other commercial centres.

Add: New Clause

28.6 Barrington

The centre currently contains 7360 m2 of gross commercial floorspace, mainly located in the block located on Barrington Street between Barrington Park and Athelstan Street, but also including land between Athelstan Street and Milton Street.

The Second Review in 1979 provided for some expansion of the Centre to the east of the block located between Barrington Park and Athelstan Street.

Subsequently however, in order to provide for a shopping centre of sufficient size to cater for the needs of the southwest parts of the city, that area of commercial zoning has been extended through to Simeon Street. The expanded zoning also enables a layout and design of centre which is compatible with the surrounding residential area."

* OPERATIVE CHANGE 28

29.1 Hoon Hay

The deviation of Hoon Hay Road will provide an opportunity to close the Halswell Road end of Hoon Hay Road to create a pedestrian area, which on experience elsewhere, will increase the general attraction of this small centre and give rise to demand for additional floorspace. Additional land is not zoned for commercial use at this stage but it is recognised that a change to the Scheme at a later date may be desirable based on a satisfactory comprehensive development scheme. The area where expansion could be appropriate is indicated by a symbol on the Planning Maps.

29.2 Woolston

An opportunity is provided for the expansion of this shopping centre on the northern side of Ferry Road. Expansion of this shopping centre is anticipated to meet the increases in population in the Ferrymead area and the need to counter the trade influence of major growth at Linwood. Provision for growth of Woolston may also provide alternative sites for many of the non-conforming commercial uses located along Ferry Road.

29.3 Richmond

Although major growth is not anticipated, the area zoned commercial provides the opportunity for some increases in floorspace and improved access and parking by way of redevelopment.

29.4 Redcliffs and Sumner

Both centres serve the hill areas which have potential for further significant population growth, albeit at a fairly slow rate. In both cases the zoning recognises the possible need for further floorspace although it is anticipated that Sumner will continue to be the dominant shopping centre serving the hills. In the case of Sumner the opportunity exists to enhance the special character of the centre by undertaking a rearrangement of existing access and parking arrangements, possibly by including increased pedestrian areas.

In the case of Redcliffs it is anticipated that further development of the existing supermarket on the corner of Main Road and Augusta Street will occur by extension of the existing building. In order to minimise random cross street pedestrian movement on Main Road the development of the supermarket should be so arranged that customer access to the building is located on or as near as is practicable to the Augusta Street side of the building.

29.5 Edgeware

The St. Albans area is generally well served with shopping facilities. Provision is made for further expansion, but limited to commercial service uses, onto an area currently occupied by a timber yard.

29.6 St. Martins

This centre is well located to serve a substantial population between the catchment areas of Barrington Street and Woolston and expansion of this centre may counter demands for excessive retail growth in those centres. The zone would allow for example, for the future establishment of a supermarket with adequate off-street parking.

29.7 Merivale

The zone boundaries generally recognise the extent of the existing commercial uses and those building extensions proceeding under the provisions of the 1972 Scheme. Further major extensions are not justified since the surrounding suburban area will be adequately served by a wide range of retail and associated services. The zoning recognises the need to confine high intensity uses to the west side of Papanui Road (zoned Commercial 2) and to restrict the eastern side (zoned Commercial 1) to low intensity uses.

* 29.8 ARANUI AND STANMORE RD

These centres are relatively close to other shopping facilities and are located in suburbs adequately provided for. Any increase in floorspace will be by way of redevelopment or renovation within the boundaries of the present centres.

30. Local centres

The general purposes of the local centres are to provide for the day to day shopping needs and associated services of the surrounding neighbourhoods. There are 57 such centres in the City and they are distributed mainly throughout the residential districts and within reasonable walking distance of the neighbourhoods they serve. All these centres are zoned Commercial 1.

The gross floor area of these centres averages about 700m² and the primary population catchment they serve ranges up to 4000 people although often it is much less.

Because retailing trends are emphasizing the growth of the larger centres, some local centres are declining. To make the best use of existing buildings in these situations, provision is made for a limited range of service uses and light manufacturing activities, provided environmental standards are maintained. Many of the centres include land within the zone where additional facilities could be provided should the need arise.

Local shops provide focal points for the grouping of community facilities which can assist with the development of community activity, and the zoning of local centres provides for a range of community or related uses. The adjoining residential zones also provide some incentives to locate community uses in the vicinity of commercial zones.

An upper limit on the size of shops within the Commercial 1 zone is set to ensure that these centres remain smaller than the district and intermediate centres and to maintain the amenities of neighbouring residential areas.

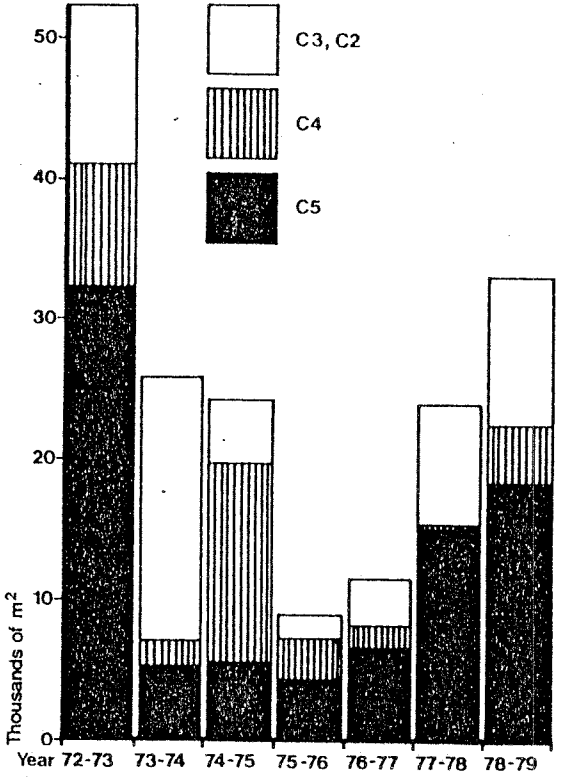
The Commercial 1 zone provides for small scale buildings in keeping with the residential areas within which they are sited.

Two new local centres are envisaged to service future residential development in the Travis Swamp area and in the Linwood Avenue area. A Scheme Change may be undertaken at a later date when it is possible to determine their location more precisely.

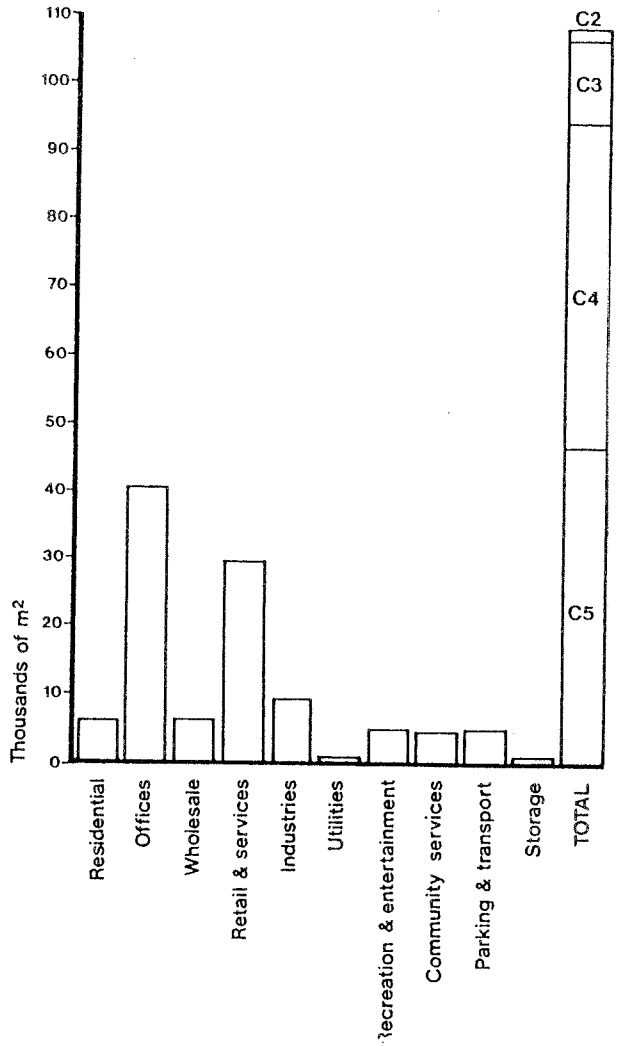
Chapter 9 : Central Commercial District

31. Introduction

The Central Commercial District is the hub of social and business life in Christchurch; it is the centre of civic life, entertainment and shopping; it offers special services and contains most of the City's fine buildings and monuments. The centre represents a tremendous investment in money, construction, effort and time spent in living and working and it generates a major proportion of the City's rate income. Its general well being and continued development and redevelopment is essential to the growth of the whole of Christchurch.



New floorspace in central commercial district



Use of floorspace, central commercial district 1979

31.1 Floorspace composition and change

Floorspace changes give a useful guide to economic and social activity in the City centre. The diagrams show the total floorspace growth along with a breakdown of the retail and office components.

In the ten years to the end of 1975 217,000m² of floorspace was added in new buildings in the central commercial zones. Demolitions of 85,000m² reduced the nett gain in floorspace to 132,000m²; an average increase of about 13,000m² per year. 60% of the nett floorspace gain was for office uses; 23% for uses such as community buildings, hotels and clubs (during this period the Town Hall, Noahs and Vacation Hotels and the new Police Station were constructed); 12% for car parking buildings and only 4% for retail uses.

31.2 Retail activity

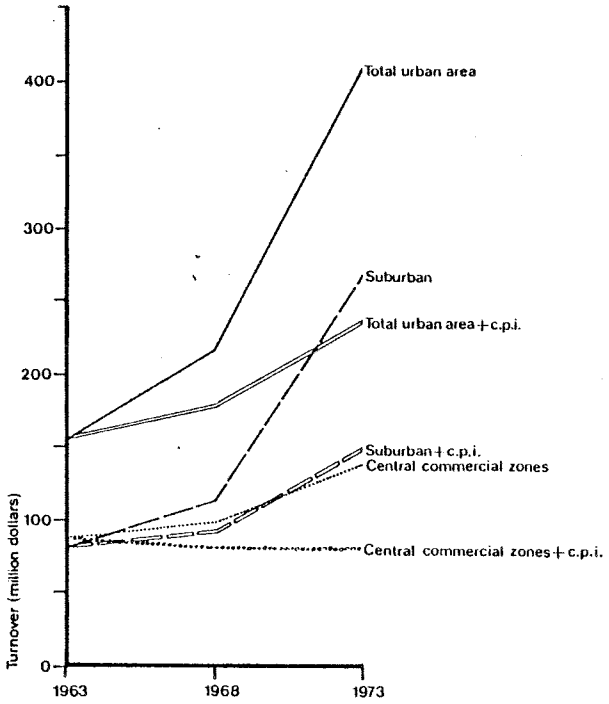
During the period 1963 to 1973 retail turnover declined while at the same time a moderate growth in retail floorspace occurred. This means that retail turnover per m² of floorspace has declined correspondingly.

It must be emphasised however, that turnover and profit ability are not necessarily the same thing and therefore no conclusions should be reached regarding the economic viability of central area retailing. However, turnover per m² of retail floorspace in the suburbs is increasing and the disparity between the suburban centres and the Central Commercial District could have a snowballing effect.

It is particularly significant that the low rate of retail growth, in comparison with the suburbs, occurred during a period of relatively high population and economic growth, a situation which has now changed markedly. It is estimated (in mid 1979) that a further 40,000m² of retail floorspace in various suburban locations is likely to be commenced in the near future.

Although the Central Commercial District does not at present display serious signs of retail decline it is considered that the area is in a potentially vulnerable situation. It is possible excessive suburban retail growth could undermine the viability of central city retailing.

In addition regional planning policies are directed towards encouraging future growth away from the Urban Area and this further emphasises the need to strengthen the position of the Central Commercial District as the main retail and social focus of the Region.



Retail turnover with consumer price index (c.p.i.) applied
Source: Census of Distribution

31.3 Parking and accessibility

Regional transportation developments are generally proceeding at a rate necessary to meet the needs of an Urban Area population of about 360,000 within the planning period. At this rate of growth, it has been possible to reconsider and eliminate many of the motorway proposals in the 1972 Scheme. As a consequence, the potential for increasing the number of parking spaces in the central area is reduced. With the transport network of the 1972 Scheme, the Central Commercial District could have accommodated 17,000 spaces. With the deferment of motorway proposals and the substitution of proposals for improvement and widening of existing roads, this figure is reduced to 13,600. However, this still represents a significant increase over the present provision of 8,000 spaces.

31.4 Replacement of earthquake risk buildings

Because the amount of land in the Central Commercial District which redevelops each year is small the replacement of obsolete and unsafe buildings (generally constructed before new structural standards were introduced in the mid 1930's) is an extremely slow process. About two thirds of the Central Commercial District buildings are an earthquake risk and most of these are located close to Cathedral Square and in the south east corner of the central commercial zones. Although building demolition and replacement is a scheme objective, the renovation and strengthening of such buildings, especially those of architectural or historic merit, is equally a scheme objective.

31.5 Employment

In the 10 years to 1969, figures show an increase of 2,786 to a total of 24,801 people employed in the Central Commercial District with a strong increase in office employment being noted. Office floorspace growth in the ten years since 1969 has confirmed this trend. However, to some extent this increase in office employment is being offset by declining industrial employment in central districts. This trend is reflected in the census figures which show for the area within the Four Belts (which includes much of the Central Industrial District) a modest increase in employment from 43,162 in 1971 to 44,324 in 1976. It is to be noted that employment has continued to increase in those parts of the Central Industrial District beyond the Four Belts in Sydenham, Phillipstown and Waltham.

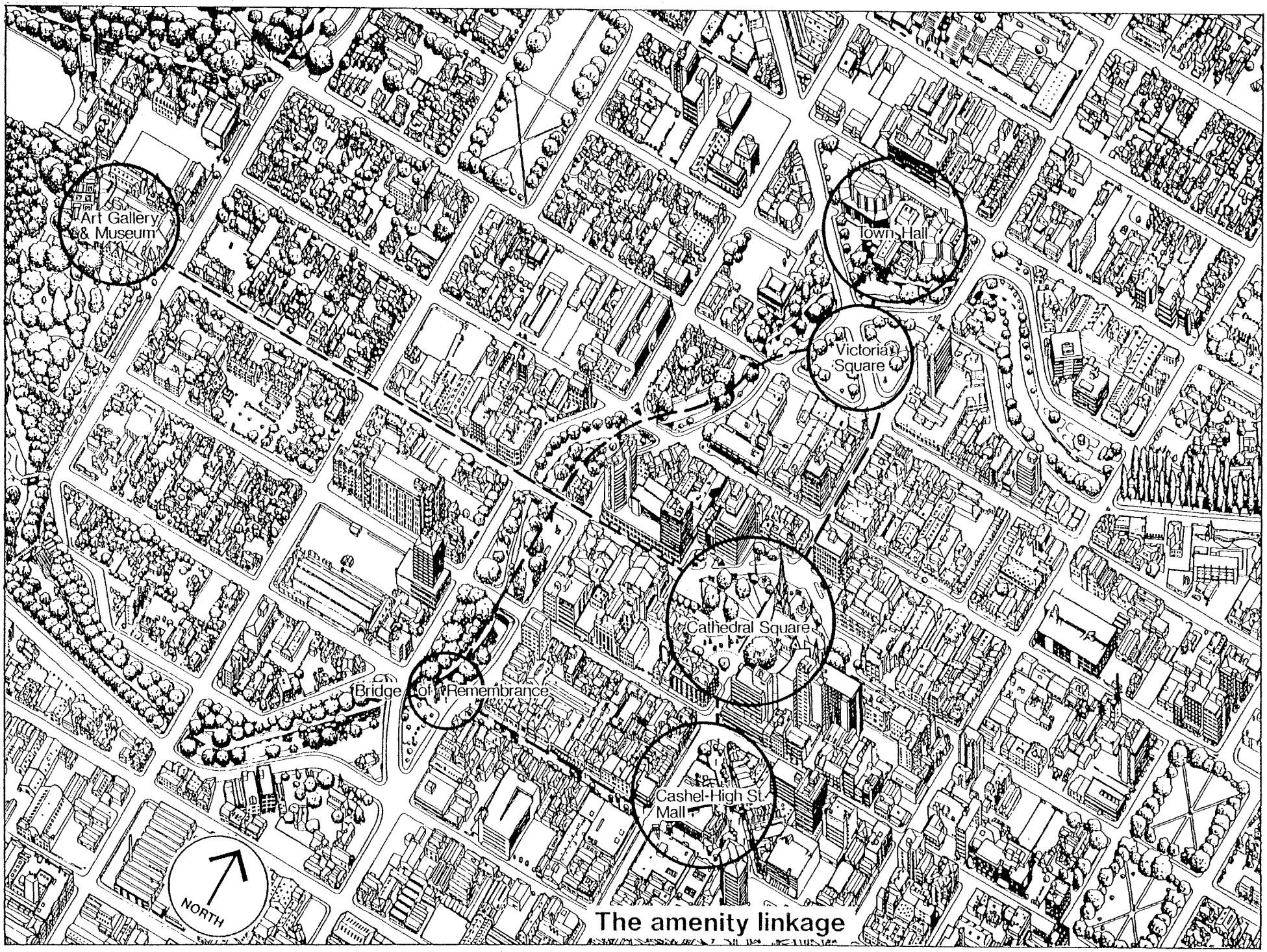
The continuing increase of employment in the central city particularly within the Four Belts, is of significance with reference to the regional transportation network and the regional proposal to encourage greater employment opportunities outside of the Christchurch urban area.

While the need to maintain reasonable levels of traffic service and to encourage employment opportunities outside Christchurch is acknowledged, the effects of over restricting central city commercial development could be detrimental to the Region. For example:

- The economic and social wellbeing of the City area may suffer.
- Office employment is a result of business activity and undue restrictions on growth of office space may not necessarily slow employment growth, but rather, could result in the overcrowding of existing buildings. There is some need to improve the efficiency and working conditions of those already employed in the area.
- Only by encouraging redevelopment of obsolescent buildings is it possible to gain some of the public benefits resulting from new construction such as pedestrian links, arcades, setbacks, landscaping and the opportunity for a generally improved townscape.
- There is a continuing need to replace earthquake risk buildings.
- Without a substantial concentration of employment and retail activity in the Central Commercial District many special cultural and entertainment activities may not be able to survive, depriving the City centre of some of its major attractions.
- The relationship between numbers of persons employed in the Central Commercial District and retail activity is important. A survey undertaken in late 1978 revealed that workers accounted for about 26% of the total shoppers in the area.

31.6 Monitoring

Notwithstanding the provisions of 31.5 above it is important that a balance is achieved between the maintenance of reasonable levels of traffic service and access and the need to ensure that decline does not occur in the Central Commercial District and adequate



The amenity linkage

employment opportunities are provided both in the Central area and in the suburbs. The existence of conflicting objectives is therefore recognised. The Council in conjunction with the United Council will monitor changes in land use intensity, economic development, employment, street network loading, and parking within the Central Districts with a view to taking action where possible if it is necessary and possible to redistribute or modify the pace of redevelopment.

31.7 Amenities

The protection and enhancement of the amenities and the visual qualities of the Central Commercial District was an important planning objective of the 1972 Scheme. The Council's 1967 planning document "Christchurch Development" set out the proposal for an "amenity linkage" from Victoria Street through Cathedral Square to High and Cashel Streets and back via the Avon River to Victoria Square. Since that time important elements of this concept have been implemented and new ideas have evolved. The Town Hall has been built; Cathedral Square has been developed as a pedestrian area; and the central traffic management scheme has been carried out to a stage where the Cashel and High Street Malls which were included in the 1972 Scheme can be created. A start has been made with related off street parking facilities, a necessary prerequisite to these Malls. A number of new buildings fronting Colombo Street have also been set back at ground level, widening the existing footpaths.

In addition the conversion of the Bridge of Remembrance to a pedestrian area has been completed and the new public library in Oxford Terrace has been commenced.

The relationship between such amenity proposals as pedestrian malls and arcades and trading activity has been well demonstrated in a number of overseas locations. This is particularly so in the U.S.A. where a study of a number of cities has shown that pedestrian malls have enabled city centres to more than cope with the intense retail competition from major suburban centres.

31.8 Conclusion

In the current economic situation and taking into account the growth of suburban centres and regional policies to encourage growth away from the urban area, it is considered that retail activity in the Central Commercial District is in a potentially vulnerable situation. It is important that the Scheme makes adequate provision for such matters as improved accessibility and adequate parking along with a wide range of amenity proposals including pedestrian malls.

It is also important that there be firm control on further major suburban retail expansion which could seriously undermine the retailing base of the City centre.

32. Objectives

(1) To retain the Central Commercial District as the principal commercial, administrative, cultural and retail focus of the Region.

(2) To encourage employment growth within the Central Commercial District, consistent with regional policies on transport and growth.

(3) To encourage the replacement of earthquake risk buildings.

(4) To provide the opportunity for residential uses.

(5) To improve the visual qualities of the Central Commercial District and provide more pedestrian facilities.

33. Policies and proposals

33.1 Retail activity and office employment

* "A key policy is ensuring that the CDB can compete with major suburban centres. The intention is to provide incentives to encourage development and redevelopment. The zoning provisions reflect this policy as follows:

- Commercial zone boundaries are maintained as in the 1972 Scheme and these are large enough to accommodate substantial growth. This will also encourage redevelopment of earthquake prone buildings and retention of adjoining residential areas.
- The central commercial zones are provided with floorspace controls which provide generally for an increasing intensity of development towards the heart of the City. The Commercial 5 zone defined by the Avon River, Manchester Street and Lichfield Street, includes the bulk of the City centre's retail floorspace, areas of highest land values and the areas where maximum incentives should be available to maintain and enhance the current level of activity.

* "To the south of the city centre, the Business zone encourages as wide a range of commercial, industrial, entertainment and residential uses as possible. The zone is intended to provide for new opportunities in these uses, but at a lesser intensity of development than is provided for in the central commercial zones. It is also intended to reduce pressure for commercial development in the inner residential zones to the north, east and west of the Central Commercial District.

The Central Commercial District continues to be a major employment source for the Region although the need to prevent excessive employment growth in line with regional policies is recognised by maintaining floorspace controls and retaining the 1972 Scheme zone boundaries. Within this constraint, however, the Scheme provides for a very wide range of uses and employment opportunities.

33.2 Parking and accessibility

An important factor in the future viability of the City centre is accessibility and the availability of car parking, particularly in relation to competing suburban centres.

Particular aspects regarding roading proposals, public transport and City centre parking are dealt with in Chapter 11.

33.3 Amenity proposals

The central area Concept Plan illustrates a number of features designed to create or encourage various amenity proposals. The features are separated into public proposals, and amenities likely to result from private sector activity through various development controls.

(a) Public amenity proposals include the Cashel and High Street Malls, remodelling of Victoria Square, and tree planting. The possibility of introducing pedestrian

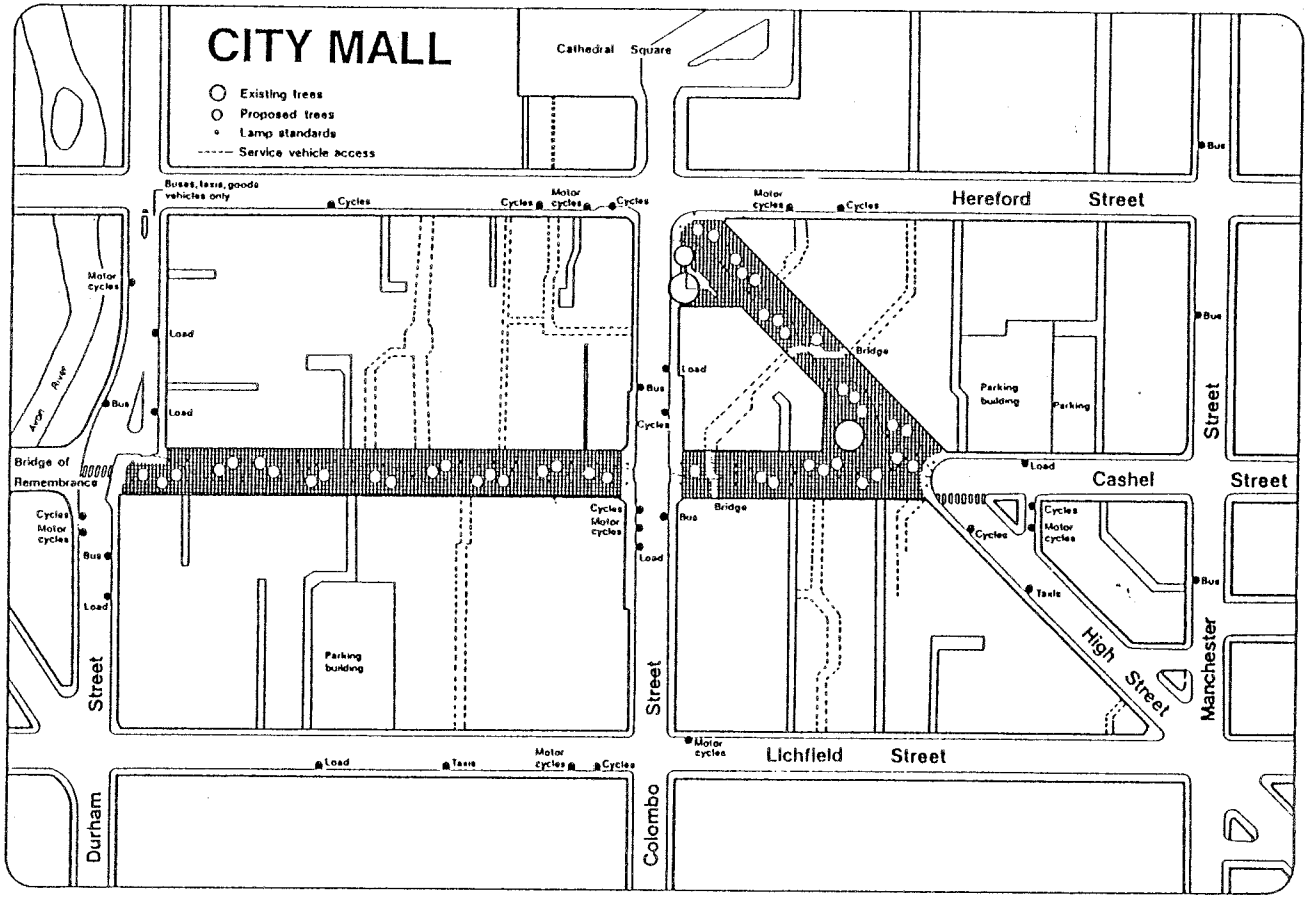
amenity features into New Regent Street will also be considered. Reserve contributions received from Developments within the Central Commercial District shall be used where possible, to assist in the financing of works on reserves. All of these works form part of the total City traffic, pedestrian and amenity plan and in the case of malls, the only unresolved details are local management details of servicing and architectural design. Special orders will be employed to implement the works.

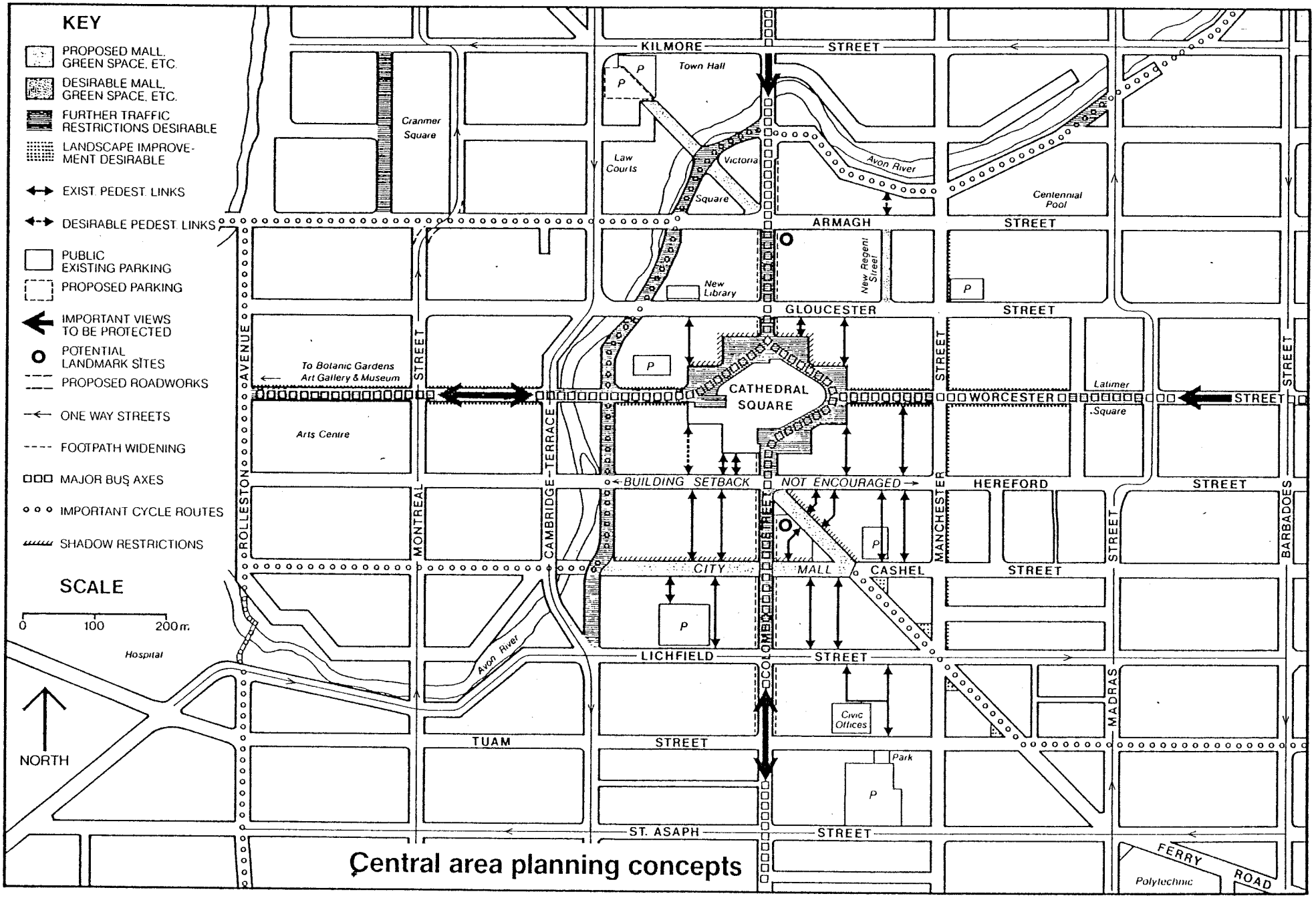
Included is a concept plan showing the general detail, layout and related matters for the "City Mall". Matters of management are contained in the Special Order.

(b) Development controls include mandatory requirements which are applicable to certain development proposals, whether public or private such as building setbacks, landscaping, shadow and outlook protection, compulsory shopping frontages, verandahs, tree protection, preservation of historic buildings and building design and appearance. Along Manchester Street the objective is largely to create spaces for tree planting and flexibility in the administration of this ordinance will be exercised through the use of non notifiable applications.

In addition to the mandatory requirements, incentives are available to encourage developers to include amenity setbacks and landscaping.

Other general features are included in the plan with the object of creating a total visual concept for the City centre. These include the indication of certain locations as being suitable for high buildings with landmark characteristics. In these cases, "transfer of floorspace rights" may apply. Specific proposals would be determined on their merits and where appropriate, the Council may undertake a Scheme Change to allow a proposal to proceed.





Central area planning concepts

Chapter 10 : Industry

34. Introduction

The City contains 85% of the factories and 77% of those employed in industry in the Christchurch urban area, although only 37% of the industrial zoned land is located within the City's boundaries. It therefore contributes significantly to the industrial employment base of the Canterbury region. Within the City itself there is only limited scope to set aside additional land for industrial purposes. Much of the zoned land out side the City boundaries is as yet unused for this purpose and these areas will contribute an increasing share of future industrial growth.

Within the City, industrial zones are classified on the basis of both uses permitted and location.

34.1 Central industrial district

The Central Industrial District is well located in relation to the urban area as a whole. Lying south and east of the Central Commercial District is has a transportation advantage not found elsewhere in the City and is suitable for a range of warehousing, manufacturing and wholesaling activities.

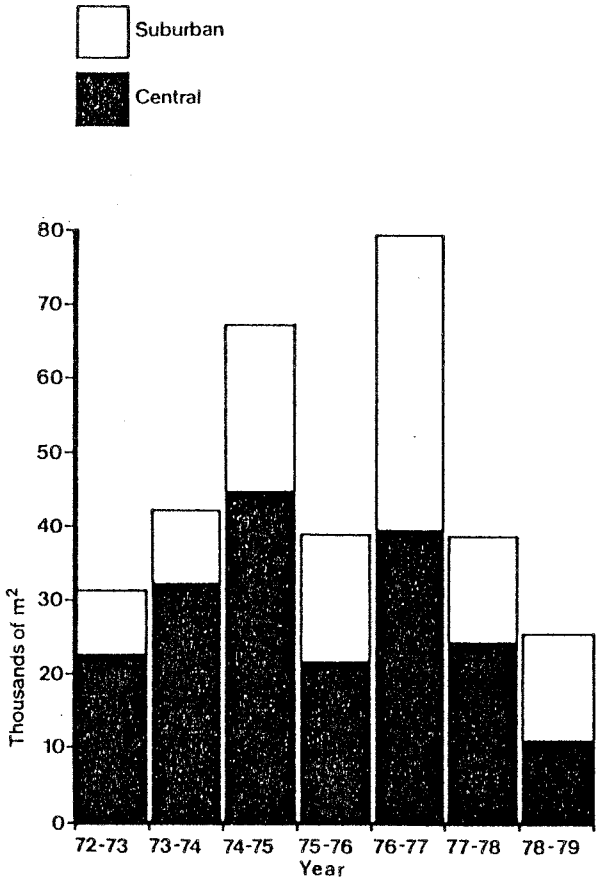
The ultimate area of the District is limited and the point has been reached where few industrial zone extensions are possible without future encroachment into adjoining uses, particularly residential.

Recent trends have seen a move by large manufacturing concerns to more spacious suburban locations and their replacement by smaller units and warehousing.

34.2 Suburban industrial districts

Suburban industry serves an important community function with social and economic benefits. Employees are given the opportunity to work close to their homes thus reducing the inconvenience and cost of long daily trips to work. It also gives greater opportunities for married women to join the labour force. Traffic flows can be better distributed city wide, leading to reductions in peak hour traffic flows to the central employment areas and parking and congestion problems.

On the other hand, because suburban industrial areas are located close to, or adjoin established suburban-residential areas there can be problems of noise, excessive traffic and pollution. The need for adequate environmental standards is therefore apparent, to avoid or minimise the conflict between these land uses.



New floorspace in industrial districts

34.3 Opportunities for industrial growth

There are about 310ha zoned for industrial use in the central city of which only 17ha remained undeveloped in 1976. This is located in scattered pockets throughout the area with concentrations in Sydenham, Waltham and Phillipstown.

However, previous motorway designations affected 28ha of industrial zoned land and included about 140 old homes and vacant sections. Much of this area will now become available for future industrial development and it is additional to the 17ha above.

It is estimated that without extension of zone boundaries beyond those in the previous Scheme there is adequate land in the Central Industrial District to meet demands for at least the next 10 years. Redevelopment and more efficient use of existing sites will provide further scope for growth and will become an increasing trend.

A further 260ha exists in various suburban locations. 248ha of this land is in Papanui, Aranui, Bromley, Woolston, Cranford Street and Bexley. The balance consists of smaller areas such as Waltham and numerous Commercial Service zones in association with commercial centres, scattered throughout the City.

Of the 248ha in the major suburban localities, 89ha was vacant in 1977.

Vacant Land in Suburban Industrial Zones 1977

Papanui	3.6ha
Aranui	6.4ha
Bromley	61.0ha
Woolston	10.8ha
Cranford Street	6.9ha

In addition the Bexley and Ferrymead Employment zones and the additional area at Hillmorton, provide further opportunities for growth in the suburbs.

Although the amount of vacant industrial land in the City and the Region is an indication that current land use zoning is adequate to meet anticipated needs, it is considered essential that a reasonable supply of vacant land in suburban locations is maintained to ensure adequate choice in type and location of sites.

35. Objectives

(1) To plan the industrial areas in City to:

- *Provide places of work close to where people live.*
- *Provide greater opportunity for local employment.*
- *Reduce commuter travel to the City centre.*
- *Provide maximum choice in type and location of sites.*

(2) To contain the Central Industrial District in line with regional objectives and to ensure there are stable residential areas adjoining.

(3) To minimise the impact of industrial activities on the environment and adjoining land uses.

(4) To improve the appearance of industrial areas and to encourage appropriate forms of industrial development.

36. Policies

36.1 Industrial and employment zones

There are four main types of industrial zone classified on the basis of both uses permitted, and location in relation to residential and commercial zones. These range from zones suitable for small scale light industrial uses, situated within or close to residential areas, to zones of a more general nature and to a further zone designed to cater for noxious uses where separation from residential uses is essential.

In addition, two employment zones are provided, one in Bexley to be developed by the Council and the other at Ferrymead. These zones, particularly at Bexley, provide a wide range of employment opportunities conveniently located in relation to suburban residential areas.

36.2 Special areas

Within the two areas shown on the Planning Maps by symbol at Disraeli Street and Matlock Street, certain uses not permitted in residential zones may be appropriate. Although it is preferable that these areas redevelop for residential purposes, there is some lack of attractiveness for residential redevelopment because of traffic and nearby industrial uses. It is not desirable to zone these areas industrial because the first option of "uses permitted in residential zones" is preferred, but light industrial or commercial service uses may receive favourable consideration provided the development leads to a final and permanent buffer between residential and industrial or commercial uses, and the following principles are observed:

- Non residential uses and buildings are located away from residential uses and all potential nuisance elements eliminated.
- A high standard of landscaping is provided, especially at the road frontage and between new development and residential uses.
- New or renovated housing is included and sited in the area which adjoins or fronts existing residential uses.
- Any industrial or commercial traffic is directed away from local residential roads.

36.3 Building supply outlets

In recent years there has been a trend to provide better facilities for those who purchase building supplies. The tendency is towards providing more space and better vehicle access and manoeuvring than the retail zones can provide.

A builders supply outlet includes the storage and sale of building materials and hardware for the building tradesman and home handyman. Although to a certain degree the sale of such articles may be undertaken by conventional hardware stores in commercial zones, the key to this activity is the storage and sale of bulky items used by the building trade. Hence the need for a commodious site with large warehouse style buildings together with room for the manoeuvre and queuing of commercial vehicles and cars with trailers. A full range of builders hardware may also be sold. The scale of these activities would be disruptive to the smaller commercial zones.

Such activities are therefore considered to be most suited to the industrial zones because of their size and the nature of the storage required. They have invariably evolved from traditional industrial uses such as timber yards and in some cases still contain many features of this use. Small scale uses are excluded by a minimum size site area to ensure that traditional hardware shops do not locate in industrial zones.

36.4 Performance elements and standards

An important objective of the Scheme is to promote confidence in the stability of zone boundaries surrounding the Central Industrial District and to discourage further expansion of industrial uses into residential areas. Special controls to promote acceptable forms of industrial development on sites which face or adjoin residential zoned land are contained in the Scheme.

Industrial activities can generate environmental effects which, if they exceed a certain limit, can become nuisances affecting adjoining land uses. These nuisances include excessive emission of noise, fumes, dust and smoke, vibration, polluted water and, in some instances, the use and storage of toxic and dangerous materials. Such nuisances pose potential health and environmental hazards for the environment, inhabitants and workers of an area. This is an important planning consideration and the Scheme aims to promote and safeguard the health, safety, convenience and general welfare of these people and the amenities of areas located near industrial zones.

Performance elements and standards for industrial zones, have been included to control industrial activity by its performance. It is not intended to replace the traditional method of listing industries, although such an approach has proved to be less flexible because it takes no account of improved production techniques and makes no distinction between good and bad performers within types of industry. However, appendix listings have been revised and will supplement the performance elements approach adopted by the Scheme.

The adoption of performance elements and standards should permit more flexibility in industrial location

within zones while ensuring minimal interference of industry with other land uses, and maintenance of the environmental quality of the City.

Designers and owners of industrial buildings and users of industrial land will need to give careful consideration to the ability of an industry to control any nuisances created by its operations. The suitability and compatibility of industries in various locations must depend on their performance in terms of such things as noise, air pollution, odour, glare, off-street parking and loading facilities, and visual appearance.

Industrial sites in suburban locations are encouraged to be large with ample room for off-street parking by employees and for the parking and loading of goods vehicles, as well as having scope for further expansion. These benefits are not so evident in the Central Industrial District.

37. Introduction

37.1 Objective

The primary transportation objective is to establish and maintain a safe and efficient system for the movement of people and goods and at the same time to protect living and work areas from the bad effects of excessive traffic.

The system takes account of the interaction between land use and transport, especially as it relates to vehicle access and parking, and to the balanced distribution of trips among, and interchange between, the different transport forms reasonably available.

37.2 Future transport options

Christchurch, like most cities in New Zealand is in a state of transition. On the one hand, it has inherited the form and type of city which has evolved over many years. On the other, changes in the price and availability of fuel, changing social attitudes and changes in retail and manufacturing methods, have begun to affect the City's transportation pattern.

It is popular to question the role of traffic and transportation in the light of these changes. People often suppose that traffic as it is now will diminish or even disappear. It is therefore necessary to look at the trends, the available resources, and the desires of people both as individuals and business operators.

Because of the radial nature of the City and the fact that as yet only a small proportion of employment has been decentralised, people live at locations often many kilometres from their place of work. Reliance on private motor transport of one form or another is therefore expected to continue. From the investment point of view it seems wise to favour public transport and encourage a greater use of modes other than the private car. Therefore an even greater use of motor cycles and bicycles, further use of car pooling, and the use of "para-transit" mini buses or other demand responsive systems, possibly using vehicles intermediate between the taxi and the bus can be expected. However, from the point of view of the carriage of light goods and carrying out essential business and shopping trips, the private motor car or light trade vehicle will still play a dominant role in the future, even if the price of fuel continues to increase for at least the next 5–10 years. Most recreational trips will also continue to be made by private motor vehicle.

It is also apparent that with few trip origins or destinations close to the railway most medium and heavy freight movements within the City will take place by road.

In essence, the movement of people and goods will continue to be by rubber tyred vehicles running on roads.

37.3 Population and vehicle growth

The table below illustrates the change in car ownership that has occurred between 1966 and 1976 —

Car ownership in Christchurch Urban Area

Year	1966	1971	1976
Car Ownership (Cars/100 persons)			
Christchurch Urban area	29	36	41
National average	27	32	38

The growth in mobility, measured as cars per 100 persons, has been significant during that period.

The all important questions are "What are the trends likely to be, firstly over the next five years, and secondly over the next 20 or so years?"

Recent events in the economy of New Zealand and the price and availability of fuel have given rise to some uncertainties about the rate of growth over the next few years. While it is not possible to assess the long term effects of all restraint measures recently introduced, traffic counts indicate that overall the rate of increase has diminished but that there is still some growth, albeit small.

The Canterbury Regional Planning Authority, in report No. 246 examined the following growth rate options:

- Reasonably high growth (similar to the last 20 years)
- Medium growth
- Low or zero growth

Based on historic trends and the probability that economic and energy supply conditions will not remain depressed for another 20 years, a medium growth pattern has been projected. This option is one which will maintain reasonable opportunities to cope with changes in growth rates in the future.

Choice of a lower growth rate option would imply the elimination of virtually all options for the future, while a higher growth rate option would imply the protection of facilities for which, at present growth rates, no justification can be found within the next 20–30 years.

37.4 Levels of service

"Level of Service" has been adopted as the performance element for the roading network. This criterion recognises effects of traffic speed and volume and includes a measure of convenience, safety and amenity for nearby properties and communities. The Council accepts this as a realistic and appropriate criterion on which to plan and administer the principal road network.

The areas within which the various levels of service are to be maintained are defined in the Regional Planning Scheme: Section II Communications. Generally these areas are:

- The central area, including Colombo Street through Sydenham shopping centre, to be maintained at level of service D based on average Friday traffic.
- The inner urban area (within 3.5km of Cathedral Square) to be maintained at level of service C based on average Monday–Thursday traffic.
- The remainder of the Urban Area to be maintained at level of service B based on average weekend or Monday–Thursday traffic, whichever is the greater.

As a guide, the peak hour traffic conditions with associated levels of service are identified in the table on page 36.

	Level of Service on Urban Roads		
	B	C	D
Volume/ Capacity Ratio (Through intersections)	0.6–0.7	0.7–0.8	0.8–0.9
Road Type	Average Mid Block Lane Flows (Corresponding overall travel speeds)		
Major arterial	800 v.p.h. (60 km/hr)	1000 v.p.h. (50 km/hr)	1200 v.p.h. (40 km/hr)
Minor arterial	600 v.p.h. (40 km/hr)	800 v.p.h. (30 km/hr)	1000 v.p.h. (25 km/hr)
Secondary	400 v.p.h. (30 km/hr)	600 v.p.h. (25 km/hr)	800 v.p.h. (20 km/hr)

37.5 Development of the network

The adoption of the medium growth rate option has resulted in a reduction in the scale of the network at the end of the planning period from that in the 1972 Scheme. In addition it has meant an extension in the time available for the development of some facilities.

The rate of development projected in respect of the City's central area has led to a reduction in the likely number of vehicle trips to a point where the protection of the central sections of the motorway corridors can no longer be justified within the planning period.

It should be noted, that with the motorway designations uplifted the possibility of ever achieving the standard of vehicle access to the central area offered by the motorways has been lost, probably for all time.

While in the main the maintenance of the required levels of service will be achieved by road widening on some routes it is possible to achieve the necessary improvements by traffic management measures. These can include roadside parking controls, road restrictions or closures, various intersection controls and channelisation schemes.

It is intended to apply some such measures to Papanui Road through the Merivale shopping area and to Main North Road by the Northlands shopping centre.

37.6 The development periods

For transportation planning purposes the following development periods have been adopted:

- **Immediate period** improvements to the network include all committed works and works for which a need is already apparent. This need is not expected to be affected by short term changes in population, vehicle ownership or use, or the national economy.

- **Early planning period** improvements are works necessary to accommodate growth to an Urban Area population of 360,000 people. It is expected that, with developments at the medium growth rate adopted, all the improvements identified in this planning period will be required within 20 years from today.

- **Late planning period** improvements are designed to accommodate growth beyond a main Urban Area population of 360,000. Substantial commitments towards the provision of these works will be required by the time the population reaches 360,000.

The Regional Scheme identifies certain strategic works which are not included in this review of the District Scheme.

These include some works which have been abandoned for all practical purposes and their reintroduction will be a difficult matter. However, at some time in the future a review might find it essential to reintroduce these schemes, or other schemes with the same objective. These matters are therefore the primary concern of the Canterbury United Council.

37.7 Programme of works

The programme for the development of the principal road network during the three periods is in Appendix U.

This programme is aimed at maintaining at least the present standard of service for motorists while spreading the financial commitment as evenly as possible. It has also been assumed that neighbouring local authorities and the Ministry of Works and Development will carry out related works according to an overall programme for implementing the provisions of the Regional Scheme's transportation network.

This programme represents the needs as presently understood but will require continual revision. Any slowing of the programme with respect to population and vehicle use will lead to a lower level of traffic convenience, and ultimately additional costs to the community.

The improvements identified in the programme will receive most of the City's investment in roading since, with dwindling resources the need is greater to concentrate on the provision of a high quality network of principal roads. The Council will, however, still maintain a separate programme of work for the local roads in the City. It is possible that the Council will seek to have certain principal roads declared to be Regional Roads should the demand for the improvement of local or regional transportation facilities in the City increase.

38. Modes of transport

38.1 Introduction

Christchurch is the largest population centre in Canterbury and the South Island and must maintain efficient and convenient links with the rest of the South Island, the North Island and overseas. The Council will therefore support the traffic planning and management of routes to and from the airport and the port of Lyttelton for the movement of both passengers and freight.

38.2 Public transport (buses)

A significant proportion of all travel to the central city area is by bus and this is expected to remain so for some time. It is envisaged that the carriage of passengers both as commuters to work or for other purposes will mainly be by buses that stop in or close to Cathedral Square. Following studies being carried out for the Christchurch Transport Board it may prove desirable and possible to superimpose other services

not passing through the City centre on top of this existing system. Other innovations in the fleet and method of operation are also possible and even though there may be advantages in structural changes,the inertia of the present system is so great that changes could not be expected during the next five years.

However, the Council will assist in the planning and management of roads to aid whatever options may be decided upon. In the meantime support will be maintained for the bus axes which centre upon Cathedral Square, namely Colombo Street and Worcester Street. The Council will also support and assist in the planning of shoppers' buses, buses linking car parking areas with work or shopping places, and will assist in the provision of public transport to pedestrian areas to offset loss of private vehicle assess.

38.3 Rail transport

Christchurch is a railhead on routes to Picton, Invercargill, the West Coast and the Port of Lyttelton. Although there has been a downturn in rail usage, especially in the passenger sector, if high growth rates occur in towns beyond the Christchurch Urban Area the introduction of fast commuter trains could do much to relieve the pressure that would otherwise be placed upon the road network. The interchange of freight between road and rail will, however, continue to be of major importance. Industrial and warehouse zoning has been located close to railway routes and the consolidation and development of freight forwarding operations in these areas will be encouraged.

38.4 Sea transport

The demise of the inter-island ferry service has restricted passenger movement at the Port of Lyttelton to that generated by the occasional cruise ship. However, the port will continue to be an important freight terminal and increases in roll on/roll off and containerised shipping services will have an impact on land use and transport. To achieve maximum efficiency it is essential to maintain a high level of access to the port by both road and rail.

38.5 Air transport

In considering the need for additional or expanded facilities at Christchurch International Airport planning must take into account two distinct factors. Firstly, there is a significant increase in the yearly totals. Secondly, the present and future generations of wide bodied aircraft means that the facilities must be capable of handling the greatly increased numbers of people and quantities of cargo being transported in individual aircraft.

International travel is expected to increase at the rate of about 8.7% during the next decade, and international air cargo tonnage is expected to expand at the rate of 11.5% per year, at least until the mid 1980's.

The following statistical information about airport activity indicates the trends in growth.

Year	Passengers	Visitors	Freight (Tonnes)
1960	343,406	1,030,000	6,165
1970	921,213	2,765,000	20,907
1980 (Est.)	1,680,000	3,400,000	50,000

38.6 Bicycles

The Council, together with several adjoining local bodies has commissioned a report and produced a cycle network for the Christchurch region. This network shown in the diagram comprises both existing roads which are particularly suitable for carrying cycle traffic, and new cycleways. In addition, the cycle paths crossing Hagley Park have been recognised and incorporated into the proposed network. The utilisation of existing open space and of land surplus to construction requirements in roading corridors such as the Northern Arterial may be significant in the development of the cycle network. It is intended to investigate work on selected parts of the network with the objective of introducing a programme of works. Each route will be described and the work needed to bring it into existence reported. This will include riding surface improvements, kerb cutdowns, barrier installation or removal, legalisation and control, property purchase, signs and lines, special intersection treatment, "before" surveys, contacting interested organisations, and publicity.

Cycle parking will be provided in increasing amounts both in the City centre and at suburban locations. Funds for this will be provided both by the Council and local business or other groups.

38.7 Private vehicles

Although the other modes all contribute to the mobility of people and goods within the City the vast majority of trips will occur in a motor car, van or truck. For this reason transportation planning for Christchurch places great emphasis on the development of the road network. However, improvements primarily designed for the car or truck will also generally result in significant benefits to public transport and even to bicycle traffic. The establishment of a well defined hierarchy of roads also allows the introduction of relatively traffic free residential communities and the opportunity to create pedestrian areas designed to enhance the residential environment.

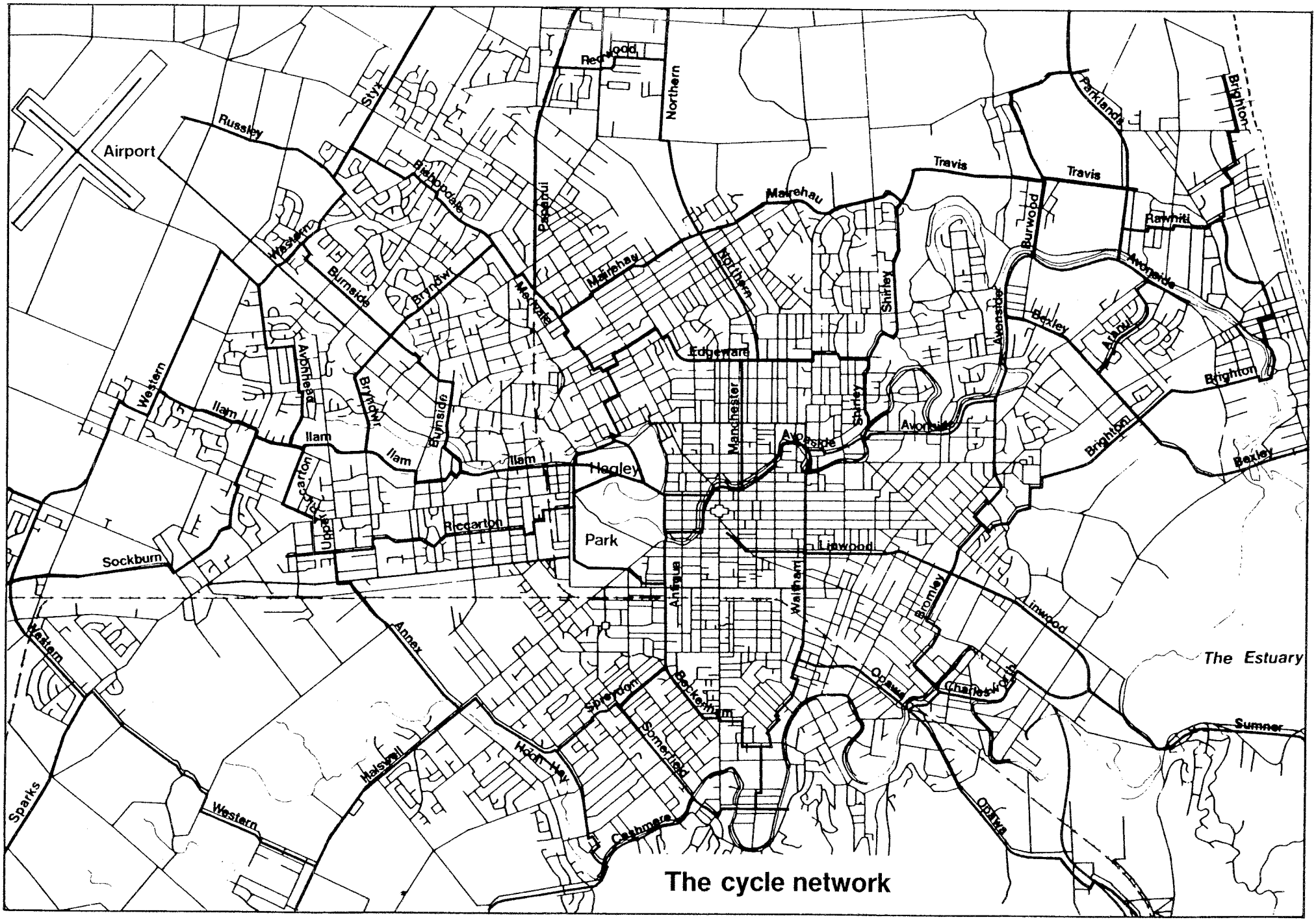
The Council will give consideration to ways of encouraging the development, and use of electrically powered motor cars and trade vehicles with a view to reducing noise or air pollution attributable to motor vehicles, and also as a means of assisting in the conservation of petroleum based fuel resources.

39. The elements of the transport network

39.1 Introduction

The establishment of a network of traffic roads and the careful introduction of traffic management measures will help to ensure that the primary transportation objective for the City is met. For the network to work successfully several road types must be established, each having its own function, management policies and design standards.

The road network required to meet the transportation needs of the city when the main Urban Area population reaches 360,000 is shown on the map of the Planning Period Roading Network (see beginning of Planning


Airport
Russley
Styx
Redwood
Northern
Parklands
Brighton
Travis
Travis
Matrehau
Bishopdale
Paparoa
Western
Burnside
Birchdale
Merivale
Matipihau
Northern
Shirley
Burwood
Rawhiti
Avonside
Bexley
Arahoe
Edgeware
Avonside
Brighton
Western
Ilam
Avonhead
Burnside
Ilam
Ilam
Ilam
Ilam
Hagley
Manchester
Shirley
Avonside
Avonside
Brighton
Bexley
Riccarton
Riccarton
Upper
Park
Sockburn
Linwood
Antigua
Waltham
Bromley
Linwood
Western
Annex
The Estuary
Opawa
Charles Wilkin
Sumner
Spencer
Beckenham
Somerfield
Halswell
Main Hwy
Sparks
Western
Cashmere
Opawa
The cycle network

Maps). Corresponding classifications of existing principal roads are given in Appendix T.

It will be necessary to improve existing roads or create new roads as the planning period network develops. Land required for this purpose is indicated by "road work" (RW) designations on the Planning Maps.

39.2 Controlled access arterials

These roads have similar functions to motorways and they are therefore intended to carry heavy vehicles and high flows of traffic and cater particularly for longer trips. There will be no direct access to property along side. Access to other roads will be either via grade separated interchanges (overbridges and under-passes), or by multi lane at grade signals or traffic islands designed to very high standards. Generally stopping on these roads will not be permitted except in cases of emergency. They will be for use by motor vehicles only. Within the planning period they are expected to carry traffic volumes in excess of 10,000 vehicles per day, possibly up to 35,000 per day in the event of moderate to high growth in the region.

39.3 Major arterials (expressways)

These are the dominant elements of the network. Except in the case of limited access roads, property access is permitted under conditions aimed at preserving road safety and efficienty. Generally there will be some restraint on parking along these roads, sufficient to maintain a high level of traffic service. In some situations the "parking lane" will be used to carry through or turning traffic. Arterial roads will not usually be less than 31 metres wide and traffic travelling in opposite directions will generally be separated by a dividing strip (median). Connection with other elements of the network will generally be via signal controlled or roundabout intersections. In rare instances grade separation may be required given sufficient traffic to warrant such works to maintain the level of service. Minor road connections will often be made in the form of "T" intersections, or with the median being carried across the intersecting minor road.

39.4 Minor arterials

In most cases these roads will be constructed to a width of 20 metres and to a high standard of surface and alignment. Requirements on access, parking and loading will be less severe than on major arterial roads, but will still aim at maintaining as high a level of traffic service as is consistent with the needs of the land uses alongside. Wherever possible the major and minor arterials form the boundaries of "neighbourhood areas". Minor changes in the connections with the remainder of the road pattern may be used to control the use of local roads by heavy traffic or heavy volumes of traffic.

39.5 Limited access roads

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

39.6 Secondary roads

These represent the next classification below minor arterials. They generally serve a local purpose only and are often bus routes. Some possibly have a major generator fronting on to them such as a school or shopping centre, and therefore require some moderate control on adjoining land use activity. Secondary roads are of little or no regional significance except for the loads they place on the top three categories of network road. Secondary roads will generally be 20 metres wide.

39.7 One-way roads and central traffic management

The City centre one way road network with its linked signals and area wide traffic management is shown in principle in the following diagram. It is not envisaged that the network of one way roads will be significantly added to other than by widening, although a bridge over the railway at Montreal Street will result in some pressure on this particular one way road. Extension of area wide traffic management will progressively link traffic signals in the City centre and along Bealey, Fitzgerald and Moorhouse Avenues, Brougham Street and Colombo Street south. City centre traffic management will be continuously upgraded to assist in the improvement in traffic conditions and assist in the relief of shopping and service roads and in the creation of pedestrian malls. The details and means of application may therefore vary.

39.8 Waterside roads

On subdivision a strip of land generally not less than 20 metres in width must be set aside along the banks of rivers and streams and along the mean high water mark of the sea for the purpose of providing access to those natural features. Existing roads or parts of roads which do not satisfy the provisions are indicated on the Planning Maps.

39.9 Restricted access frontages

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

39.10 Local roads

Local roads make up the balance of City roads and lie within the grid or network of principal traffic roads as part of "neighbourhood areas". Road widening will only be carried out to remove bottle necks, allow for safety or additional parking and access, or to allow access into a neighbourhood area. Changes in legislation have eliminated the concept of "statutory road widening" where all roads had a default width of 20 metres. Now all road widening proposals are

indicated by designation. Consequently, special enlargements of the Planning Maps are included to show widening requirements on local roads. The exact extent of widening is, however, subject to survey.

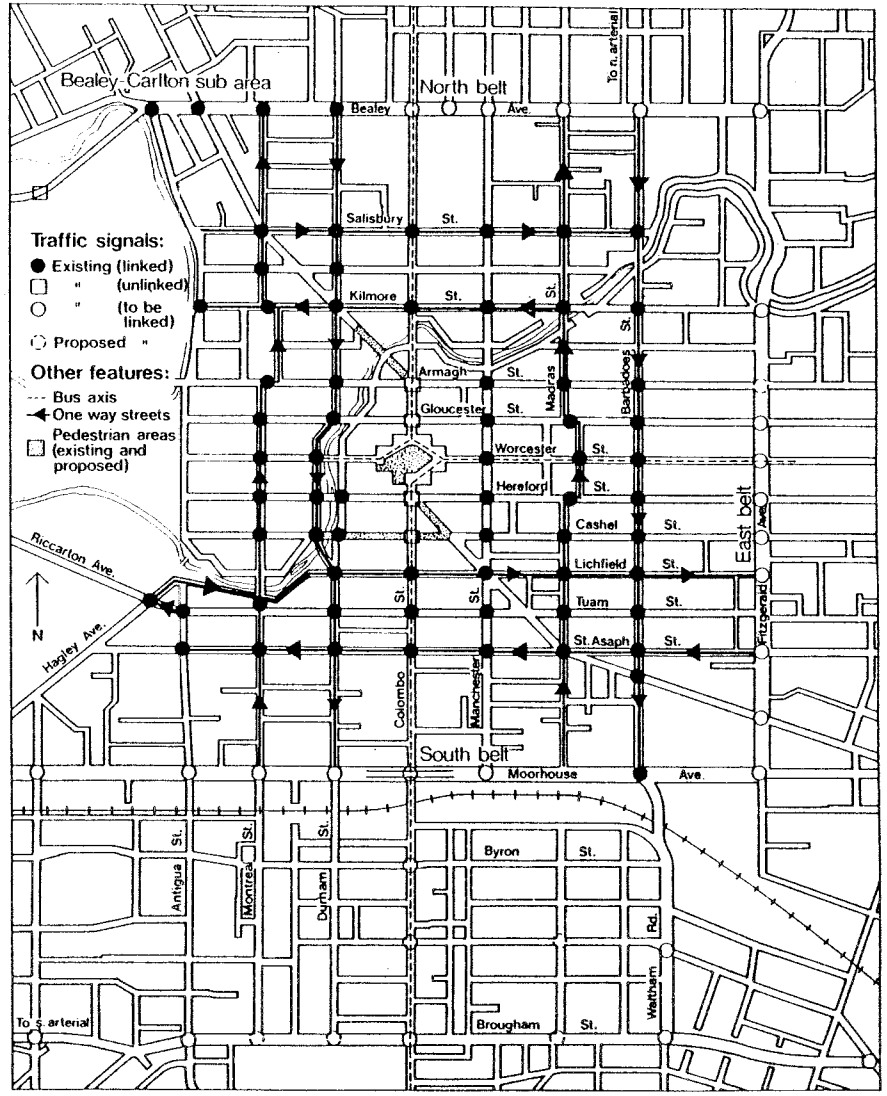
A number of roads previously subject to widening are to remain at their present width and in other cases the extent of the widening has been reduced. Special studies will be undertaken by the Council, in conjunction with local neighbourhood committees, on each neighbourhood area. These studies may indicate that changes in the road widening shown in this Scheme are necessary. In these cases it is proposed that the road works designation be changed by way of a change to the Scheme.

Generally, the minimum width for any existing road is 10 metres, boundary to boundary. Such a width is acceptable in those roads where the traffic function is almost entirely to provide access to residential properties. Greater widths, typically 12 metres or 15 metres, will be required on those roads which also carry some through (but still local) traffic. With few exceptions, the minimum road width in industrial areas is set at 15 metres. There are a number of existing roads of widths less than 10 metres that will not be widened. Generally these are older roads in the central City area having service functions only. It is intended that where practicable they be declared service lanes.

The land designated for roadworks on local roads (that is on roads other than principal roads) in areas not zoned for commercial or industrial uses will not be acquired before redevelopment of the site in all but exceptional circumstances. However redevelopment of such properties would be in terms of the ultimate road boundary.

39.11 Service lanes

These generally include carriageways which are of such minor traffic importance as to not have full road status. Their use is appropriate where there is a need to load and unload goods on adjoining sites and as such they are encouraged in areas where they can perform a multi-user service function. Loading and access conditions are not as stringent as for roads. Provision for the segregation of pedestrians and vehicles will not necessarily be made.



Present and future area traffic control

- Existing signals to be linked at the intersections of Hagley/Moorhouse Avenue, and Lincoln Road/Jerrold Street.
- Linked signals are proposed for the intersections of Brougham/Collins Street, Barrington/Jerrold Street and Opawa Expressway/Ensors Road.

39.12 Cycleways

The Council's policy on cycleways is contained in the report "Cycling in Christchurch". The network which is to form the basis for future bicycle policy and traffic management is of regional significance and therefore forms part of regional planning as well. For the purposes of this Scheme the term cycleways shall be taken to include all elements of the bicycle network whether they be on or off street facilities.

39.13 Accessways and pedestrian links

The City has a minor network of pedestrian accessways in suburban areas and a system of pedestrian links in the central City. In the latter area especially, the normal three metre wide footpaths are often very crowded and the pedestrian links are essential for the movement and convenience of pedestrians. Arcades, "malls" and shops which allow pedestrian movement through their lower floors exist or are created from time to time and contribute significantly to the ease of movement for pedestrians. The Council, while not actually indicating or designating these routes, supports the part they play in the pedestrian network and will favour their inclusion in central City development schemes.

39.14 Walking tracks in hill suburbs

Walking tracks are recognised to have particular importance in hill suburbs. Not only do they facilitate the direct and convenient movement of residents and provide a link between homes and community facilities, but they also fulfil an important recreational function. The Council will therefore encourage attention to be given to such routes in all future hillside development, and the informal use of public land held principally for other purposes will continue as far as practicable.

39.15 Pedestrian malls

Significant advances have been made in the past ten years in the development of pedestrian areas with the completion of the Cathedral Square redevelopment, the Bridge of Remembrance and Brighton Mall. Pedestrian malls are roads in which vehicular traffic is largely prohibited so that the road may be laid out to attract pedestrians and make for a safer and more pleasant environment.

Pedestrian malls and pedestrian areas are proposed to be introduced in parts of Cashel Street, High Street, Victoria Street and Oxford Terrace. The form of control in these areas will generally be similar to that employed in Brighton Mall. These areas will be primarily for the enjoyment of pedestrians, but service and other traffic will be permitted during selected hours as necessary, subject to all reasonable efforts having been made to find alternative access to property fronting onto these areas. Adequate access for emergency service vehicles will be retained at all times. Special Orders to create these pedestrian malls will be made prior to implementation.

39.16 Roads to be stopped

Street stoppings (or road closures) are indicated on several of the Planning Maps. Just as the construction of new roads represents development of the roading network, the closure of existing roads made redundant by these developments is seen as a desirable planning aim. This type of closure together with those necessary for the construction and the future protection of major roading proposals, i.e. by the prevention of access or cross movements make up the bulk of the closure shown on the Planning Maps. However, there are other reasons for the stopping of streets.

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

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

However, closures of local residential roads in isolation from such studies may be initiated in response to requests to do so from a significant proportion of residents affected.

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

39.17 Heavy traffic and dangerous goods routes

The Council will, in conjunction with adjoining authorities attempt to restrict as much as possible the passage of heavy vehicles carrying heavy, noxious or dangerous goods through residential areas and the very centre of the City. Certain roads within the network of principal roads will be selected as being favoured for these vehicles and traffic management measures will be introduced to encourage the use of these routes and to restrict the use of other roads. There will be a clear policy of attracting heavy vehicle movements to the more important routes of the road network. At the same time, and in consultation with local residents possibly as part of an environmental area study, the configuration of the local road network may be altered so as to make the passage of large vehicles through these roads difficult. Other management measures, such as the use of Bylaw or other traffic legislation, are available but wherever possible self-enforcing methods will be employed.

A specific ordinance relates to the movement of road vehicles carrying Bulk L.P.G. to and/or from L.P.G. facilities within residential zones. This ordinance is seen as a guide to operators of such facilities and vehicles. The Council seeks the co-operation of all such operators in the implementation of this ordinance with the intention of reducing the extent of public concern over the movement of this product through local residential streets.

40. Major roading proposals

40.1 Introduction

The following proposals are described in detail because of the influence they have on adjacent land use, the need to purchase land several years in advance and in some cases because they represent significant departures from earlier long term planning proposals.

40.2 The Southern Arterial

The medium growth projection for Christchurch has not indicated the need for the full motorway facility as was originally proposed. A two lane version of this controlled access arterial will be completed as the first stage of an eventual four lane highway running between Blenheim Road at Curtletts Road and Barrington Street. This road will carry considerable loads of heavy vehicles and other traffic and will give some relief to Lincoln Road, Blenheim Road and Riccarton Road. The Addington/Sydenham section of the route between Barrington Street and Waltham Road has been abandoned and previous designations uplifted in this area. Brougham Street, with its connections to the Southern Arterial at one end and the Opawa Expressway at the other, will be the major transportation element in this area. This combined route is well justified in terms of traffic relief to the City centre and as a spine along which industrial and other land use growth can take place. However, Brougham Street will be called upon to play a much more important role than originally envisaged and in future years it may be necessary to consider building flyovers at Colombo Street, Gasson Street and Waltham Road. It is not presently proposed to designate extra land for these bridges. In addition the Shakespeare Road-Wordsworth Street route will have a greater role to play in mobility and accessibility in this industrial area. It is intended that Wordsworth Street be extended to give direct access to Montreal Street.

40.3 The Northern Arterial

The need for this route is confirmed and is justified in terms of requirements to:

- Provide traffic relief for Papanui Road, Cranford Street and other routes to the north.
- Give rapid and convenient access between the city and the northern residential and recreational areas.
- Collect and distribute traffic conveniently to the Central Business District by means of the eastern pair of one-way streets.
- Remove through traffic from roads with intensive frontage development and discourage unnecessary through traffic from using secondary and local residential roads.

However, in the light of the reduced access demands of the City, using a lower growth projection, the controlled access Northern Arterial has been reduced in scale, releasing a considerable amount of property designated in the 1972 Scheme for motorway purposes. An overbridge is proposed at Warrington Street, traffic signals will be provided at the Innes Road intersection and the southern termination to extended one-way sections of Barbadoes Street and Madras Street will be at Purchas Street.

Cycle/pedestrian bridges (or underpasses) will be provided at Edgeware Road, Westminster Street and McFaddens Road. Construction of the arterial is expected to start in approximately 1984–5 and a staged construction programme will be adopted.

40.4 The central section

With the adoption of a medium growth projection for the City, the full retention of this corridor (between Bealey Avenue and Moorhouse Avenue) can no longer be justified. As population and vehicle use increase there will be a need to improve capacity and the level of traffic service on the eastern one-way streets (by the introduction of an additional lane) to preserve accessibility to the central city.

The future increase in traffic density on the east side of the city (an essential policy to provide relief and distribute traffic away from the river precinct on the west to the Madras/Barbadoes one-way streets and Fitzgerald Avenue on the east) and the distributory functions of the one-way streets in general will place some strain on the "boxes" of one-way streets at the north and south of the Barbadoes Street-Madras Street one-way pair.

40.5 City south connections

At present traffic travelling north from the Waltham area towards the City centre must make a "stagger" manoeuvre along Moorhouse Avenue to link with the one-way road system. This movement is made with reasonable convenience at present but may become critical should traffic volumes rise significantly, or access problems to the Christchurch Polytechnic become acute. With the removal of the southern and central sections of the motorway it is essential to provide a high standard link between the southern and port routes and the eastern one-way pair. In the event of difficulties arising a direct link by bridge between Gasson Street and Madras Street may become a matter of great importance. Designations are introduced to provide for this facility. Five metre widening has been extended over the whole length of Gasson Street since traffic from the south and the west is to be encouraged to enter the City on the east side where it has less environmental and economic impact.

Towards the west only one further grade separated railway crossing is envisaged. The Antigua Street underpass has been eliminated but an overbridge is still planned for Montreal Street. Deletion of many of the central city motorways will inevitably mean that the central one-way pairs will take a greater traffic load. In order to improve the capacity of Montreal Street, realignments (without increase in the number of lanes) are proposed at the south end of Cranmer Square.

40.6 Opawa Expressway

This route satisfies the need for a high standard road serving the industrial and residential areas to the south east and for carrying goods to the Port of Lyttelton. It is proposed to stage construction of this route, firstly by building a two or four lane limited access arterial between Opawa Road and Ensors Road and later, a two lane limited access road between Ensors Road and

Opawa Road near Garlands Road. This road represents a good return of the investment and will provide much needed relief to Opawa Road and to a lesser extent, Ferry Road. Rail traffic on the Christchurch-Lyttelton line has declined in recent years to the extent that grade separation at Ensors Road is no longer necessary in the initial stages. Further stages of development will take the limited access route, initially at two lanes and eventually in the late planning period to four lanes, from Garlands Road through to the City boundary on its way to a much improved interchange with Tunnel Road. (Some of this work lies outside the City and is therefore a regional matter.)

40.7 Avonside-Woodham Expressway

Although the need for a traffic link between the north of the City centre and the Fendalton area is still recognised as being strategically necessary, the growth of traffic expected during the next 20 years will not justify the retention of this section of "motorway". Consequently, motorway designations have been uplifted from properties along the line of Salisbury Street between Park Terrace and Madras Street. It is possible that at some time in the future the question of providing a better traffic link in this area will once again be raised.

The eastern section of the route from Barbadoes Street to Linwood Avenue and along Woodham Road to Pages Road is retained. The growth of traffic in recent years and all traffic flow projections confirm that this road, and especially the inner section, will continue to be a major element in the transportation network.

40.8 Opawa-New Brighton Expressway

The route is already established and widening work is presently under construction, particularly in the Aldwins Road-Buckleys Road area. In concert with the development of the Opawa Expressway, work may be expected to start soon in Ensors Road between Ferry Road and Opawa Road. Progressively, as traffic growth continues and funds become available, Pages Road will be widened to four lanes although it will receive improved traffic management before that time.

40.9 Woolston-Burwood Expressway

This is virtually a new route leading from the industrial areas of Woolston and linking major arterials and centres of industry and population by a limited access road which terminates at Travis Road at its junction with the Northcote-Burwood Expressway. The long term growth of population to the north, and growth of traffic to the Port of Lyttelton are further reasons for this proposal. At the south end a former proposal to link the Woolston area with Curries Road by the construction of a rail and river bridge has been eliminated. The roading pattern in the Woolston area will be further modified by the formation of the river diversion works commonly known as the "Woolston Cut". Several new roads will be constructed including the extension of Garlands Road to Bamford Street and the extension of Rutherford Street to Dyers Road.

Two new bridges, one in association with the deviation of Bridge Street and Breezes Road, and the other crossing the Avon River near Barkers Road, will be constructed as part of this route.

40.10 Northcote-Burwood Expressway

This expressway, together with the Woolston-Burwood Expressway forms a link from the north to the east and south east. Its formation should eliminate the need for many of these trips to pass through or close to the City centre. Much of the route lies within the Waimairi County. However, the City has some responsibility in the widening of Northcote Road and a share in the construction of a railway overbridge if train traffic appreciably builds up, this depending partly on the future of the Sockburn-Styx railway loop proposal.

40.11 Linwood Avenue-Humphreys Drive

This route forms an important connection between the Avonside-Woodham Expressway and land to the east of the Ferrymead bridge. Along its northern section it also acts as a useful distributor. The existing legal width of Linwood Avenue is sufficient to form a four lane highway when such a need arises and there is no need to designate further land for roading purposes. There is, however, a need to improve the connection between Humphreys Drive and Ferry Road. An alignment has been chosen that provides sufficient separation between the connection and the St Andrews Hill/Bridle Path Road junction and at the same time retains the waterside character of this part of the route. The proposed alignment is also well situated to connect with any developments to the south of Ferry Road.

40.12 Deans Avenue

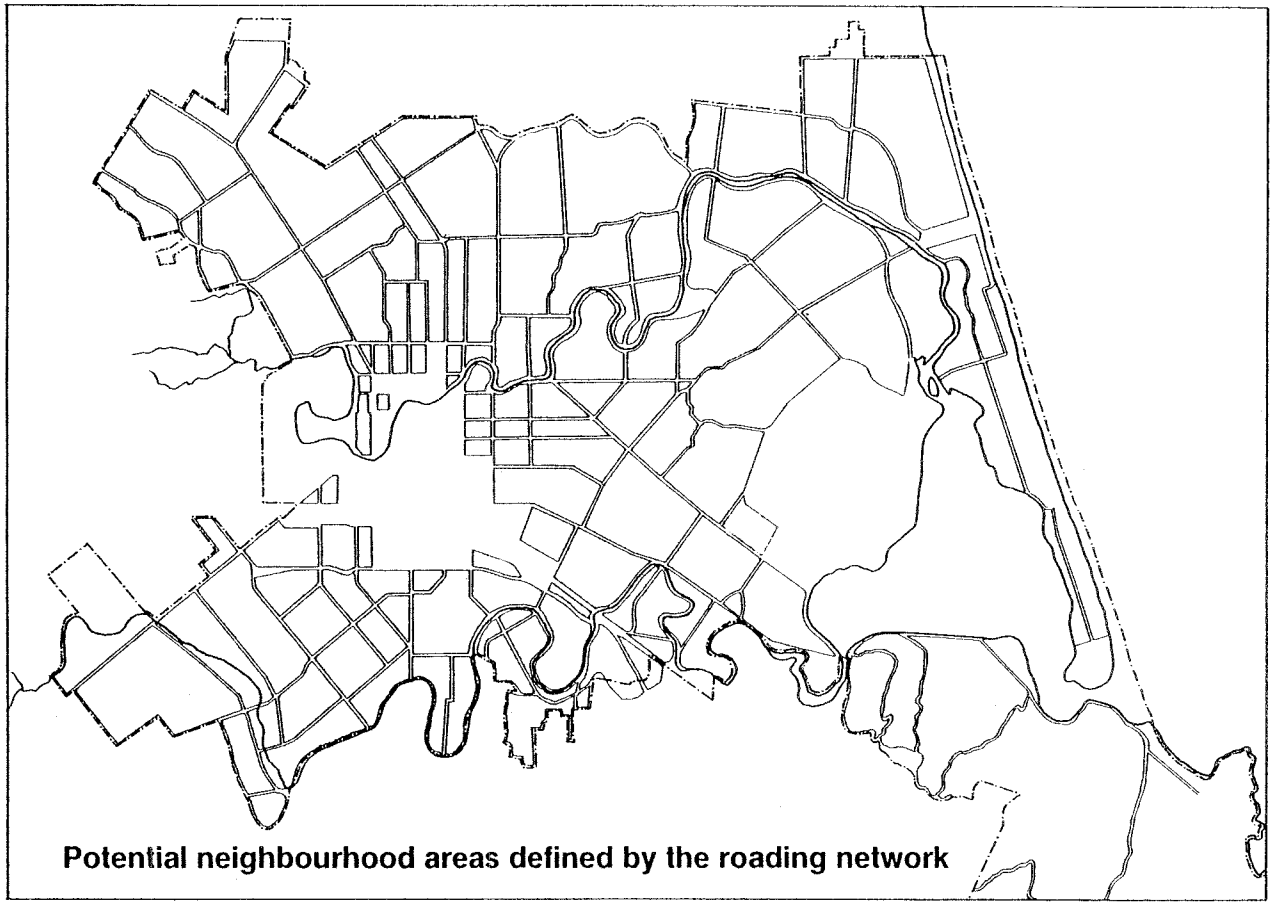
This boundary road with Riccarton Borough already has many features of a four lane arterial, without the quality of surface, shape, adequate width or intersection capacity to attract traffic to it. To ensure a balanced network around the central area, improvements and widening will need to be carried out sometime in the future. The responsibility for this work will, it is anticipated, be shared between the City and Riccarton Borough.

40.13 Moorhouse Avenue-Ferry Road

Much of the 1972 Scheme road widening designation has been removed from properties along Ferry Road. However, a high standard connection between Moorhouse Avenue and the Opawa-New Brighton Expressway is still considered essential to maintain an acceptable level of traffic service along this already well established route. Construction of Moorhouse Avenue east of Fitzgerald Avenue and Ferry Road between Wilsons and Ensors Road to four lane divided carriageway standards is considered necessary within the early planning period. Further to the east provision for widening (by designation) has been retained through and on the approaches to the Woolston shopping centre. In this area the widening will be utilised to improve safety and road efficiency by providing adequate separation between through traffic, much of which will be heavy vehicles, and local shopping traffic including pedestrians.

40.14 Lincoln Road-Halswell Road

Although Lincoln Road is classified as only a minor arterial road, it is now and is expected to continue as a well used traditional route from the south west. It carries a significant number of heavy vehicles and the traffic service and safety of the route leaves much



Potential neighbourhood areas defined by the roading network

to be desired. Starting with selected intersection improvements this situation will be progressively improved until the road eventually reaches full four lane status in the late planning period.

41. Environmental area studies

41.1 Neighbourhood areas

The system of principal roads throughout the city forms a network within which all the local roads are accommodated. These principal roads are, depending on the nature of traffic on the roads, to some extent physical barriers to the catchments of the small scale social and community functions normally associated with well defined neighbourhoods.

A series of neighbourhood areas can be defined within the network of principal roads. These are further defined by other man-made or natural features such as intensive industrial and commercial areas, railways, rivers and landforms.

Within these areas, the planning of roads will to a considerable extent be a joint exercise between the Council and neighbourhood committees set up in some cases specifically to assist the planning of these "neighbourhood areas". Some road widenings have been included on local roads, where the deletion of these widening proposals would result in lost options and difficulties, particularly as the inner residential areas become more densely populated. These neighbourhood areas may be traversed by buses and cycle routes, and will also have adequate pedestrian facilities. Jointly, with land use planning, it is likely that certain community facilities will also be allowed within these areas provided they do not generate heavy traffic movement.

41.2 Traffic management measures available

There are a considerable number of tools available in traffic management to enable the residential amenities and freedom from traffic situations to be improved within these areas. The following are examples: narrowing of carriageways to reduce speed; "roadhumps" or judder bars; heavy planting of trees to restrict speeds; designating the roads for cycle or pedestrian use either exclusively or principally; vehicle barriers to prevent the passage of traffic through these areas; traffic islands instead of stops or give way signs at cross roads; "diagonal" closures and dog leg geometry at intersections, and one-way road systems; all aimed at preventing or making very difficult through or cross traffic movements.

41.3 Commitment by the Council to environmental area studies

The Council will undertake studies within the areas of neighbourhood committees with a view to producing plans which reduce the traffic pressure within each area. If this is done better safety standards and improved amenity can be achieved. Both traffic and wider planning matters will be considered for each plan following an assessment of the needs. Discussions will generally be held with the neighbourhood committees at an early stage in the preparation of such plans. When completed in draft form, these plans will be published for comment and amendment, and will on approval be included in the Scheme.

42. Parking, access and loading

42.1 Introduction

Most personal and business trips will continue to be made by motor vehicles on roads. Parking is therefore an essential element of the overall transportation policy and cannot be considered as an isolated matter. The successful implementation of a transportation plan depends upon the provision of adequate parking with suitable time limitations in the right places. Parking is closely linked with the need to keep traffic moving, with access to buildings and sites, with loading and with the business activity of both the City centre and the suburbs. The ability of a road to carry its traffic efficiently and safely, depends to a large extent on conditions of vehicle access and loading to and from adjacent properties.

42.2 Provision of parking

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

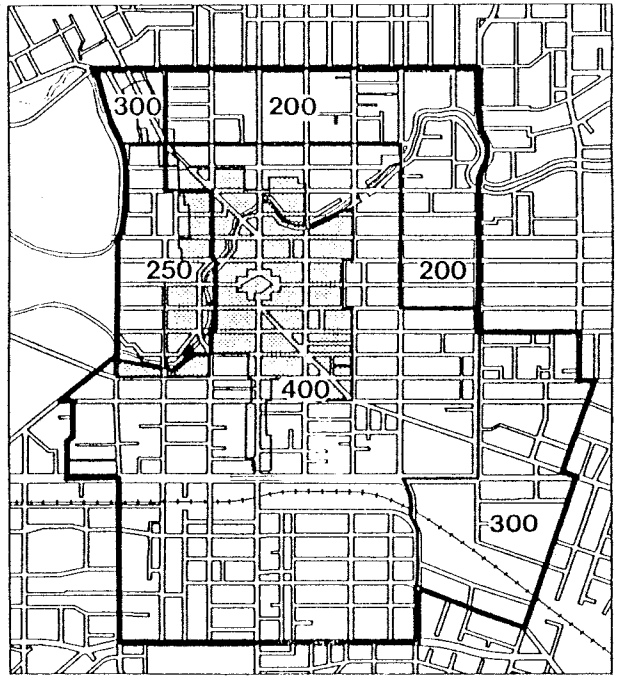
Parking requirements for any particular land use are assessed either according to floor area or to the number of persons employed or participants. The parking requirements defined in the Code do not necessarily indicate the actual vehicle attraction potential of any particular use. Instead they reflect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

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

42.3 The City centre

The City centre is the commercial and cultural centre for both the city and the region. It is vital that it be kept alive and active. Some growth in most areas is very desirable but a lack of parking and access tends to restrict activity. The provision and control of the location, amount and type of parking (short, medium or long term) is essential if a balanced system of parking and access is to be achieved. Responsibility for this must be shared by the Council and the business community. However, a balance must be struck between unduly harsh demands being made upon private business (particularly retail uses which compete with suburban developments) and a Council commitment to provide additional off-street facilities and at the same time manage and control all on-street parking.

Because of the reduction in scale of the traffic network from previous schemes, there is a danger that over provision of parking could lead to excessive traffic activity with a consequent loss in efficiency, weakening



Maximum allowable parking space densities, central area

of the city as a commercial centre and further movement of activity to the suburbs.

For this reason a practical upper limit to the maximum number of parking spaces, both on and off-street, is imposed which is somewhat less than that which could be allowed with the previously designated road network.

As illustrated in the diagram the central City is divided into areas of differing maximum parking densities. When the total parking provision in an area approaches

the indicated maximum, a change to the Scheme may be undertaken for that area. However, in most street blocks the actual provision of parking is well below the set upper limits and therefore short term changes are not anticipated.

A parking requirement now applies over the Commercial 3, 4 and 5 zones. This is based on floor area and is independent of specific use. A distinction has been drawn between short term or customer parking and long term or employee parking. An upper limit of ten spaces on any one site has been imposed for the latter. There may be difficulties in enforcing this, but the principle is justified in that public transport usage will be favoured at the expense of commuter car parking. It is essential to preserve as much ready access and parking as possible for essential business callers and the considerable amount of retail calls to maintain the commercial viability of the City centre.

The obligation to provide a reasonable amount of parking is therefore imposed on all developers of land in the Commercial 3, 4 and 5 zones. The actual generation of traffic and parking is not greatly affected by access problems of individual sites. Thus, there is no justification for reduced parking requirements of any property for which access is difficult. Some of these access problems can be overcome by combining access to parking areas with accesses to off-street loading facilities already required for all sites in these zones.

In the Commercial 5 zone the requirement recognises the problems associated with the provision of significant numbers of car parking spaces on small sites. An upper limit on the provision of spaces per unit of floor area and per site is imposed to limit on and off-site congestion of the vicinity.

If parking cannot be conveniently provided on site the Council will accept cash payment as part of its central City "cash in lieu of parking" policy. The contribution will be set aside and together with Council funds be used to provide additional parking spaces at one of several specified sites indicated on the Planning Maps. There may be future need for an additional site in the north west corner of the Commercial 5 zone. Traditionally, developers in this zone have not been required to provide parking. This situation will be reflected in the Council's cash in lieu policy by requiring a smaller cash contribution from this zone when compared with cash in lieu of parking in the Commercial 3 and 4 zones.

In addition, the Council has recognised the growing use of cycle travel to the City centre and all developments in the central commercial zones are now required to provide parking for bicycles.

42.4 Trade vehicle storage areas

To ensure that the storage of trade vehicles on roads does not detract from the amenities of an area or affect the safety and efficiency of the roads the Code requires off-street storage of all trade vehicles normally involved with any use.

42.5 Vehicle access to property

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

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

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

The maximum permitted lengths of vehicle crossings are designed to allow the types of vehicle generally using the site to enter or leave the site in a single movement, without having to cross the centreline of the carriageway in the case of a principal road, or to avoid a vehicle parked on the road opposite the crossing in the case of a local road.

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

To protect residential amenities and levels of service on roads and in areas not suited to the vehicle activities normally associated with commercial or industrial uses, the Code requires that accesses to such uses be generally located on roads where the bad affects of such traffic is minimised.

Where the layout of a site precludes the provision of any access which meets these requirements, one vehicle crossing is permitted as of right in the position which most nearly complies.

Developers must recognise that such sites are unsuitable for the establishment of high traffic generating uses. The Council will continue to impose appropriate traffic management measures on street to ensure that the planned level of service and safety at intersections is maintained.

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

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

42.6 Loading

The overall objective of the Code is to ensure adequate loading facilities for all land uses, particularly in the City centre and in the industrial zones. Wherever possible, this should take place off-street. Therefore all properties, particularly those fronting principal arterial traffic roads, shall incorporate adequate loading facilities within their sites at the time of development or redevelopment. Considerable restrictions may be

placed on existing properties so that it may be in the interests of developers to look closely at the formation of joint loading areas.

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

42.7 Design and landscaping

The design and layout of car parking areas and the details of various "design vehicles" are given in Appendices Q and R to ensure that parking, loading and trade vehicle storage areas can be readily used for the purposes intended.

Drainage, surface treatment and landscaping requirements are generally intended to protect the amenities of adjoining areas and roads.

The objectives and principles of landscape design are set out in Appendix H.

42.8 Service Stations

The ordinance contains standards for service stations relating to the performance elements of access, loading, and design of manoeuvre areas.

These standards seek to protect the level of service and vehicle and pedestrian safety of the road network and to provide reasonable standards of on site manoeuvre.

The vehicle access performance element achieves this objective by limiting the length of crossing (for pedestrian safety) and the angle of crossing (to reduce the speed of vehicles using the crossing).

The Loading and Design elements ensure that all vehicles loading (both bulk delivery vehicles, and vehicles refuelling) must stand entirely on the site.

Ordinance 70.3 would ensure that generally bulk fuel delivery vehicles can neither stand over the footpath nor restrict access to the site whilst loading.

Ordinance 70.4D also ensures that no vehicle can stand on-street whilst loading from any fuel reselling device.

Ordinance 70.4C ensures that on site queuing for a least two 90 percentile motor cars is possible between the vehicle access and the closest fuel reselling device on the site.

Chapter 12 : Public works and utility services

43. Introduction

This Chapter is concerned with those works undertaken mainly by both Government and Local Government agencies required to maintain and service the needs of the City. There are other uses which fall within the general definition of public works including roads, reserves, schools, post offices and public buildings of various kinds. These are dealt with in other sections as part of land use policies.

43.1 Agencies and activities

The following is a summary of the agencies servicing the City and their main land use needs.

(a) City Council:

- Works depots at New Brighton, Sydenham, Moorhouse Avenue, Ferrymead, Woolston, Linwood, Westminster Street and Lyttelton Street for mainly street work maintenance.
- The Refuse Disposal area at Bexley.
- M.E.D. depot at Packe Street.
- M.E.D. powerlines and substations.
- Parks and Recreation nursery in Linwood Avenue.
- Water supply services including reservoirs and pumping stations.

(b) Metropolitan Refuse Disposal Committee:
Refuse Transfer Station at Ruru Road.

(c) Christchurch Drainage Board:

- Sewage treatment plant and associated farm land at Bromley.
- Sewage pumping stations and pipelines.
- Stormwater pumping stations and pipelines.
- River diversion at Woolston.

(d) Christchurch Gas Company:
Gas Works in Moorhouse Avenue, pipelines and kiosks.

(e) Ministry of Energy:
Major power substations and pylon lines.

(f) Canterbury Hospital Board:
Hospital buildings in a number of locations.

(g) New Zealand Post Office:
Telephone exchanges and transmission lines.

(h) Ministry of Defence:
Army depots in Cashel Street and Addington.

(i) Justice Department:
Addington Prison and Law Courts.

(j) N.Z. Fire Service:
Fire stations in various locations.

(k) Lyttelton Borough Council:
Water pumping stations.

(l) Heathcote County Council:
Works depot at Ashgrove Terrace.

44. Servicing of new development

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

The main public utility services and their limiting factors are:

Foul sewer Stormwater disposal	Gravity, and the capacity of the reticulation and trunk system, and disposal unit.
High pressure water Gas	Pressure and capacity of the system.
Electric power Telephone	Distance from the source and size of development to be serviced.
Refuse Disposal	Areas to be serviced and method of disposal.

45 Objectives

(1) To ensure the economic use of existing public works and utilities by ensuring that subdivision and development occurs, so far as is reasonably possible, within areas already reticulated, before expansion elsewhere is permitted.

(2) To have regard to erosion, pollution factors, the quality of water discharges, natural ponding areas, the existence of flood prone areas and the capacity of the Heathcote and Avon River systems in promoting effective land drainage and stormwater disposal for the City.

(3) To recognise the need to sustain the quality, and conserve the extent, of the ground water resources and to protect them from uncontrolled disposal of effluents.

46 Policies

46.1 Sanitary and stormwater sewerage system

The sewerage system extends to the urban boundaries of the City. Undeveloped land within this area can be considered as serviced as outfalls of a suitable capacity exist at their perimeters. The north east sewer relief scheme will provide a sewer outfall for development in the Travis Swamp. Provision has been made in the design of the trunk sewer system from Sumner for all undeveloped areas on the Port Hills. However, these areas can only be serviced by orderly development from the lower slopes.

The stormwater system covers the entire City which is, therefore, serviced to a certain degree. When the high rainfall intensities of recent years are taken into consideration it must be acknowledged that many individual stormwater catchments are not serviced to current design standards. Significant costs are likely to be involved in the improvement of a number of water courses to cope with runoff from the impervious areas of new residential development. The Travis Swamp will require extensive filling and large diameter

stormwater pipelines to service the Travis Swamp within the City and also to provide outfalls for the land to the north of Travis Road in Waimairi County.

Services in the inner residential districts are generally old and frequently require renewal more because of their condition than because of capacity considerations. However, some upgrading of sewers will be necessary having regard to future population densities, but as redevelopment is a relatively slow process, no financial problems should occur. No major stormwater problems exist in these areas.

46.2 Telephone services

Telephone service has been provided to all developed parts of the City and will be extended to undeveloped parts when required. Reticulation to the major areas of undeveloped land on the Port Hills behind Mt Pleasant, Redcliffs and Sumner is limited, although a major relief scheme to service the area at the top of Mt Pleasant Road is under consideration. Development in Moncks Spur Road will be difficult to serve with telephones unless it commences from the junction with Mt Pleasant Road and proceeds downwards. Extensive growth in the Panorama Road area and on the hillside between Sumner and Taylors Mistake will require extensions to the telephone system.

Where redevelopment is taking place in the inner residential districts, congestion in the telephone networks is being experienced, but none of these areas will require an unreasonable expenditure of public funds.

46.3 Electric power

The internal servicing of new areas such as the Bexley Employment zone, Travis Swamp and Linwood Avenue is not expected to present great problems. However, reinforcement of circuits from the N.Z.E.D. supply points to district substations and 11,000 volt distribution from substations to these areas would require major but not unreasonable expenditure and create some physical problems.

The problem arising from increased density in the Inner Residential District is principally in securing kiosk and sub station sites.

46.4 Water supply

In general no major technical problems are foreseen regarding the extension of the service into undeveloped areas. However, large scale urban expansion on the Port Hills could significantly increase the supply costs to those areas.

47. Provision of public works and utility services

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

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

As a general rule, the conditions of development for buildings and other structures on designated land will be those applicable to the underlying zone. Where there is no equivalent use, requirements will be as for similar uses in other zones.

48. Special designations

48.1 Christchurch Polytechnic

This is a major land user in an area dominated on three sides by industry and commerce. The Roman Catholic Cathedral and Schools adjoin on the fourth side. The Polytechnic is included within the Cultural 3 zone and is designated for "Education — Christchurch Polytechnic".

A staged programme of development totalling about 36,000m² of floorspace is proposed, with a high standard of landscape treatment including the provision of open spaces opposite the Cathedral and at the Ferry Road and Madras Street intersection and adequate access to the site and areas for car parking. Development will generally follow the concept illustrated on the layout plan below. This plan will be the basis of considering Outline Plans of future development of the site. Parking and traffic management will take into account the provisions of the underlying zone and the following:

- The number of cars likely to be attracted by such uses for different periods during their hours of operation.
- The opportunities for joint use of parking provisions by all uses and visitors to the zone.
- The turnover of parking spaces and, the techniques which will be adopted to ensure their effective use.
- The means of access and circulation of pedestrians, cyclists and vehicles, to, from and within the zone.
- The standard of access and parking provision or operation which will prevail during development or re-development of properties within the zone.
- The amount if any of parking that adjacent roads can properly be expected to provide.

48.2 City Council Central Depot

This development is already in existence but additional land is required to allow for future expansion.

48.3 Proposed Recreation Reserve, Bexley

This extensive area of land is largely filled by refuse. The balance of its life as a tip depends upon the volume of refuse and the timing of the implementation of the Metropolitan Refuse Scheme. The intention is to then add the area to the broad zone of open space extending from Ferrymead to Pages Road. It is likely that the finished contours will be designed to suit a possible golf course layout as well as a suitable drainage pattern. The precise longterm use need not be committed at this stage however and options for other recreation activities which do not need a stable foundation and level surface will still be available in the future if necessary. Such uses

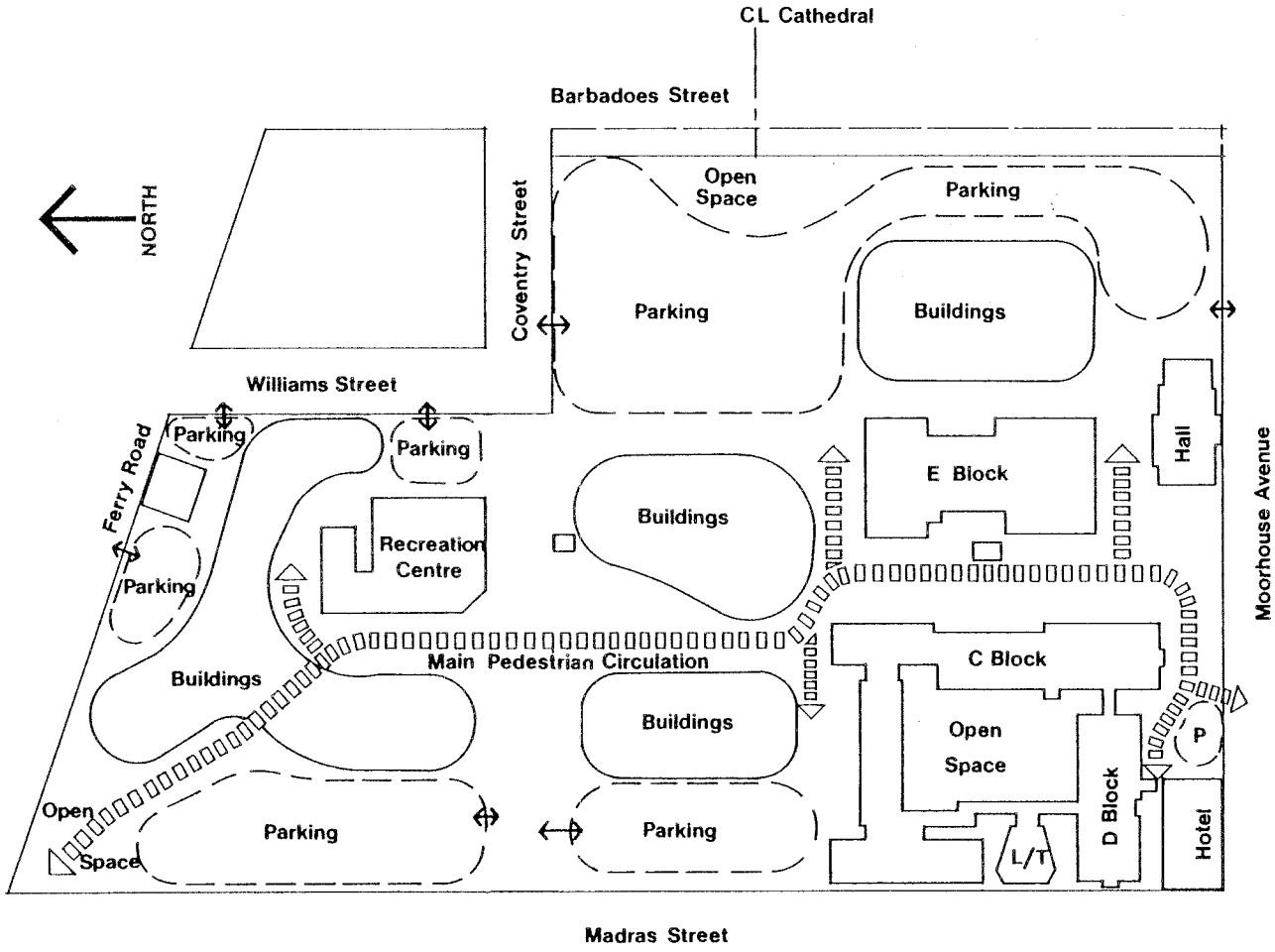
might include parkland open space, horse riding schools and trails, farm park and walking trails.

48.4 Christchurch Hospital

This designation covers several street blocks and in broad classification is divided into "hospital purposes" and "residential and clinical". The Hospital Board has a long range programme of staged expansion which involves a considerable amount of additional floorspace, demolition of some buildings on the south side of the complex, the provision of parking, and landscaping proposals. It is anticipated that over a period of some twenty years the total floorspace of buildings on the main hospital site will expand to over 110,000m².

48.5 MED Depot

This designation covers the depot in Packe Street which the Council proposes to expand as the main storage and distribution centre for electrical equipment together with associated vehicle storage and workshops.



Christchurch Polytechnic — Layout Plan

Chapter 13 : Amenities

49. Introduction

As a cultural and tourist centre, Christchurch depends in part on the attractions it offers by way of amenities of an architectural, historical, horticultural or scenic nature. The City's origins and location have given it a distinctive character, much of which is derived from buildings, natural features and other objects which remain as reminders of the City's past.

The City's image as a "Garden City" is derived in part from the high standard of public parks, with a major contribution also coming from the well kept gardens of householders and businesses.

Economic pressures and energy costs are likely to continue to demand more intensive use of land. This will place many existing features under an ever increasing threat of removal or damage. It will also require even higher levels of skill by designers to maintain the high standards of building and landscape of the past. These factors are of particular concern in the City centre and the Inner Residential District where pressures have been evident for several years.

Policies relating to the preservation of historic buildings and trees, design of buildings, the landscape, advertising and noise reduction have been formulated in order to meet the following objectives.

50. Objectives

(1) To promote greater public awareness of the need for, and to encourage, the preservation or conservation of buildings, objects and areas of historical, architectural or scientific importance.

(2) To encourage better land use and building design and appearance particularly in the City centre and the Inner Residential District.

(3) To preserve significant trees and carry out or encourage replacement planting where necessary.

(4) To improve the landscape design of new subdivisions and individual sites.

(5) To improve the landscape quality thoughout the city.

(6) To ensure a high standard of design for advertising signs in order to protect public amenity and safety.

(7) To control noise emission from industrial activities and major roads wherever possible.

(8) To ensure that adequate regard is had to the interests of disabled people.

51. Buildings of historic and architectural interest

It is essential that buildings which contribute to the City's environment be conserved, protected and recorded. Significant links with the past and features of present day life need to be identified and conserved so that as the City continues to grow and its built environment changes, the richness and variety of the City is maintained.

There are several fine examples in the City of how important buildings have found new users, or have been conserved to the benefit of owners, occupiers and the general public: The Christchurch Arts Centre, Trinity Church, Theatre Royal, old Public Library, D.I.C., Odeon Theatre, Chester Street terrace houses.

These successes must be set against the cases where historic buildings of equal importance have been lost to redevelopment such as in Hereford Street: National Bank, Commerce Building, Tonks Norton Building, Chas Clark Building. The City can only be the poorer by the loss of such buildings and the need for growth and new development must be weighed against the need to retain existing features.

The Historic Places Act, 1980, gives the New Zealand Historic Places Trust the authority and technique to protect historic buildings. However, the Trust's involvement is from a national viewpoint and its material assistance to owners of historic buildings is quite limited.

The Council therefore seeks to supplement the Trust's work at a local level in two ways:

Buildings and objects, including those selected by the Trust, are identified in Appendix J as being worthy of protection. Encouragement is given to owners through the City Plan to retain or conserve those buildings in the original form where practicable. Where a building is to be demolished or substantially altered from its original form, provision is made for the recording of information and details about the building after a three month period when the public and interested groups may act to retain the building or object.

The Council operates an historic building retention incentives policy which is directed towards practical forms of assistance for owners of historic buildings in terms of fees, reserve contributions, standards, Council expertise, rates, some financial assistance with renovation projects, or dispensations from planning requirements. In considering applications for planning consent in relation to properties listed in Appendix J, therefore, the public interest in conserving a listed building or feature or object is one of the many factors (but not necessarily one overriding more fundamental policies of the Scheme) to be taken into account.

With the owner's consent the Council will consider erecting a plaque on the building or object in a prominent place for the purpose of recording the major details of the building.

The Council will maintain a public register of buildings listed in Appendix J within which details of ownership, history, significance and other details including photographs and plans will be recorded. The register will be open during office hours for inspection by interested persons or groups.

Buildings have been selected for inclusion in Appendix J for one or more of the following reasons:

- **Historical Significance:** The building, object or area has a strong association with significant people or events or is important as a reflection of social patterns of its time.
- **Architectural Significance:** The building, object or area is a notable example of a particular style, designer or period, or displays craftsmanship, artistry and technology or intrinsic interest or, by virtue of its design, conforms to a past or present sense of beauty.

- **Group Significance:** Individual buildings, objects or areas that combine to form an area of community importance, or historical or architectural merit.

  Items within the group need not be of significance in themselves, but their significance is such that their loss or change would diminish the significance of the group.
- **Landmark Significance:** The building, object, or area makes an important contribution to the identity of the City, neighbourhood or road in which it is sited by virtue of its situation, silhouette, bulk, colour or texture.
- **Archaeological Significance:** The building, or object, or place, is of archaeological importance.

52. Tree protection

Trees are an important part of any urban environment. In Christchurch trees and shrubs play an essential role in relieving the horizontal monotony of a city built largely on a flat plain. The commonly held impression of Christchurch as a "garden city" is a tribute to the people who have planted a wide range of vegetation to help create visual variety, amenity, shade and shelter. This planting has been done largely from a keenness to provide a better living environment.

The Council acknowledges the value and importance of trees in the urban environment and the Scheme recognises this bearing in mind the right of individuals to create a compatible personal living environment by freely managing and developing their own sites as they see fit.

The Scheme introduces measures which protect notable specimens while ensuring good management of all living landscape elements and requires landscape design to be undertaken in conjunction with development for a wide range of uses.

There are times when trees and other vegetation are placed at considerable risk and it is the Council's intention to provide protection for vegetation on sites which face development or redevelopment. Special provisions apply when new subdivisions are created, buildings are demolished, sites cleared and redeveloped or alterations to buildings occur. It is believed that the planting of trees and the retention of existing vegetation will have a beneficial effect which removes the harshness of new development and brings harmony to the street scene.

The visual quality of some areas of the City is deficient where few trees exist. This may be the legacy of physical factors such as poor soils, bad drainage or exposed conditions. Other reasons related to man's influence on physical conditions are; small section sizes, bad redevelopment practices, flooding, lack of street planting at time of development, or establishment of land uses providing poor growing environments e.g. car parks. The appearance of such areas should be improved and this will be done by encouraging the planting of vegetation on private land and by public planting programmes.

52.1 Objectives

(1) To ensure the preservation of existing notable trees within the City.

(2) To encourage the retention of existing vegetation on sites where development and redevelopment occurs.

(3) To encourage the retention of existing vegetation during land subdivision.

(4) To encourage sound care of existing vegetation to help maintain the amenities of the City, and to provide guidelines for sound landscape design.

(5) To provide guidelines for the management of trees and shrubs on Council land.

(6) To provide or encourage new tree plantings within the City.

52.2 Preservation of notable trees growing on private land

The purpose is to identify and protect trees or groups of trees in the City which have very special value to the community for one or a combination of the following reasons:

- **Scenic Value:** Trees which as a group or singly make a notable contribution to the visual amenity of a neighbourhood, to the beauty of the landscape, or an area of scenic value. In areas where vegetation is scarce poorer specimens may be considered worth registering.
- **Recreational Value:** Trees or tree groups near public open spaces, or which create potential picnic spots.
- **Scientific Value:** Trees or tree groups which are rare or unusual, or which form interesting or unique associations in conjunction with other plant or animal life, or which represent prime specimens.
- **Historic Value:** The earliest known plantings, or trees commemorating important events, historical landmarks, or associated with notable people.
- **Landmark Value:** Trees which contribute significantly to the City by being clearly visible and commonly recognised community focal points.
- **Functional Value:** Trees which screen undesirable views, provide wind protection or assist with soil stabilization particularly on the Port Hills.
- **Special Public Interest:** Trees that are objects of public sentiment or well known trees of special interest to the public.

52.3 Preservation of trees during subdivision, development or other site works or construction activities

Where any proposed work, subdivision or development may affect significant trees or shrubs the Council will seek the retention of these specimens through early consultation with developers, owners or subdividers and where necessary, conditions of approval will be applied to ensure retention.

52.4 Planting, conservation and management of trees on Council land

In planning any construction or development work on Council land, the Council will take into full consideration any trees or other vegetation affected by such development, and make every practicable effort to ensure their preservation.

The Council may remove trees on Council land in the following situations:

- The tree is dead, dying or diseased.

AMENDMENTS TO SCHEME STATEMENT

1. Clause 54 Design and Appearance of Buildings page 53, New Clause as proposed by Change 35:

Insert new second to last sentence as shown in italics:

"While it is said that what conditions good design is often a matter of taste, nevertheless with all aspects of design there are well proven principles to be observed. These principles become more important as buildings are brought closer together with increasing density of development. They are of less importance with dwellings on separate sites where the landscape is of greater consequence.

The Act enables District Schemes to have discretionary controls, in the form of a controlled use application, for the design and external appearance of buildings. In order to assess such a controlled use application, it is necessary for the Scheme to have criteria or guidelines against which to judge or measure the application.. Such guidelines have been introduced for buildings in the Central Commercial District and for buildings exceeding 3 storeys in the inner city residential zones (generally situated within the four avenues and adjoining Hagley Park). *Guidelines have also been introduced for relocated buildings.* Other areas or buildings may be added as other guidelines are developed"

2. Add new Clause 54.2:

Objective - Relocated Buildings

The objectives for the control of the relocation of buildings are:

(1) To better utilise existing housing and other building stock in sound condition.
(2) To conserve existing building stock.
(3) To ensure relocated buildings do not detrimentally affect the character of surrounding areas.
(4) To ensure relocated buildings are appropriate to the area in which they are to be relocated.

Policies

The Council aims to ensure that relocated buildings do not detract from the amenities of the neighbourhood by:

- *Only allowing buildings in sound condition to be relocated.*
- *Requiring relocated buildings to have regard to:*
  the general character of the area in which they are to be relocated
  the character of buildings in the vicinity
  the character of buildings on the same or adjoining sites.
- *Generally taking the age, design, general appearance and scale of surrounding buildings as a guide.*
- *Requiring existing vegetation to be retained and supplementing this where appropriate.*

* OPERATIVE CHANGE 37

- The tree has become a danger to public safety.
- The tree interferes with essential public utilities or important public construction work.
- The tree is obstructing the water flow in any drainage system, water course, stream or river.
- The tree has outgrown its location or site, and is causing serious damage to buildings or property, public or privately owned.
- The tree is suppressing or inhibiting growth of more desirable specimen trees or other vegetation of greater interest to the public.
- The tree is a poor specimen or unsuited to the site and needs to be removed in order that the area be replanted with trees that will make better specimens.
- The tree is being removed in the course of the proper management of plantations established for revenue purposes.
- To comply with any court order relating to the provisions of Section 129(2)(c) of the Property Law Act 1952.

The Council will publicise decisions relating to exceptional specimens before removing them; continue to provide street tree planting where the berm width, location of access, services and site conditions permit; plant traffic islands and median strips where practicable, while ensuring that the planting never becomes a hazard to traffic visibility; and continue its policy of planting land surplus to roading requirements.

52.5 Management of Council exotic conifer plantations

Exotic conifer plantations under Council control, such as at South Brighton and Rawhiti, will be managed according to silvicultural principles to provide revenue, subject to:

- The value of any such plantation as a public recreation area or wildlife area.
- The visual value of the plantations as a landscape feature.
- The functional value of the plantations as a screen, windbreak, as a means of preventing soil erosion, or stabilising stormwater run-off.

52.6 General tree care and replanting

The Council will continue to promote good tree care practice by producing booklets and publicising services and advice available from the Council. The Council will also encourage owners to seek expert advice in the design, layout and landscaping of sites.

53. Landscape

The landscape is a result of the landform beneath and the landcover on top.

The landscape of the City results from a combination of natural factors, cultural activities, historical associations, and built elements. The combinations are never identical and collectively they give the City a unique and recognisable character. Recognition of this character and the establishment of a relationship with the surroundings are vital factors in successful landscape design. An assessment of the components and features of Christchurch would aid in defining those which should be preserved and such an assessment is to be initiated as part of the studies for the next review of the Scheme.

Appendix H sets out the principles of landscape design to be followed when undertaking the site designs of uses permitted by the Scheme.

53.1 Objective

To improve the landscape quality of the City by encouraging greater recognition of the natural landscape and, as part of the site and subdivision design, ensuring a good standard of landscape design.

54. Design and appearance of buildings

* Clause 54.2

54.1 Objective

To encourage developers to consider the wider environment by relating new buildings to the surrounding area rather than being solely concerned with the individual site under consideration.

55. Signs and advertising

Signs are an important feature of the townscape but the design and appearance of signs including their size, shape, colour, lettering and location, can have a marked effect on amenities.

The purpose of some outdoor signs is to inform the general public of the availability of goods and services and give notice of forthcoming events. Other signs display directions to traffic and pedestrians.

In general the Scheme recognises the necessity for many types of signs and a variety of advertising but in order to protect visual amenity and avoid conflicts with traffic safety, some controls are necessary.

In residential and recreation areas, limitations are placed on signs including their size, the structures to which they may be affixed, the sites on which they may be displayed and their general content. On the other hand, in commercial and industrial areas, reasonable freedom for all forms of advertising, except hoardings and sky signs, is given with only some control over size and location. The design, content, colour and lettering is left largely to the discretion of the advertiser. Stricter controls on signs have been adopted however, in several areas of

"special amenity", for example, the frontages of Cathedral Square, Victoria Square, New Regent Street, pedestrian malls and in the Commercial 3 zone. Such controls will contribute to and reinforce other design and appearance objectives for these areas.

55.1 Objective

To ensure that signs are not displayed in a manner that would be detrimental to the visual amenities of an area or would create a traffic hazard.

56. Noise

The Council has for a number of years been involved in the monitoring and control of noise, largely from industrial and commercial premises. It undertook a number of surveys throughout the City in 1976 to obtain a measure of sound levels that were representative of levels existing at that time in addition to measuring the traffic sound level. The report "Environmental Noise in Christchurch City" sets out the results of surveys at six selected sites throughout the City and also discusses means of control that could be adopted to overcome some of the problems of noise. The report revealed that the ambient or background level of noise over the City had more than doubled during the six year period between 1970 and 1976. The rise and fall in sound levels during the 24 hour period corresponded with morning and afternoon traffic peak hours. Traffic noise therefore makes a significant contribution to the ambient sound levels.

While the levels are generally not such as to cause physical hazard to hearing at present, they are sufficient to interfere with certain activities such as speech and sleep and can therefore be a source of stress and annoyance.

The Council recognises the role which it has to play in safeguarding community health and amenities. The use of performance elements and standards will require the designers of all buildings which include an activity likely to generate a noise nuisance to give careful consideration to the achievement of the desired result, i.e. to the specified levels of noise in accordance with current U.K. and N.Z. practice.

The two main problems are:

- Industrial buildings particularly where adjoining or close to residential areas.
- Traffic noise.

56.1 Industrial buildings

At present the control of noise from industrial and commercial premises is undertaken by using the powers contained in the Health Act 1956 to persuade those operating noisy premises or processes to reduce the emission of noise. This approach has meant dealing with the problem often at considerable cost to the owner after premises have been constructed, equipment installed and complaints from neighbours have been received. The Board of Health Committee on Noise (1974) has recommended that emphasis be placed on setting and enforcing standards which would prevent the commencement of activities causing noise annoyance or a noise hazard in the first instance. The City of Christchurch Industrial Report 1975 recognises six broad measures by which industrial noise can be reduced:

- Machinery maintenance and lubrication
- Machinery modification
- Sound barriers and absorbers
- Vibration mounts
- Suitable location of noisy machinery
- Limits on operating time

Evaluation of building design or land use and operation of a proposed use, will be made by the Council when plans are submitted for approval, to ensure that the proposal will meet the required standards.

Performance standards for industrial buildings will require developers to design new buildings so that certain noise level requirements are met.

56.2 Traffic noise

There are a number of recognised sound reducing techniques available and these may be summarised as follows:

- Screening, mounding, plant, and the erection of protective barriers.
- Using acoustic materials in building construction with particular attention to walls, ceilings, roofs, foundations, doors, windows and vents.
- The design of buildings so that heights, arrangement of rooms, and placement of doors, windows, balconies and courtyards, will reduce the effect of external noise particularly in living areas and bedrooms.
- The arrangement of buildings on the site in a way which will minimise noise impact by increasing the distance from the noise source, or using parking areas and utility buildings as sound barriers.

The Scheme does not include special requirements as to the siting and design of dwellings in areas where a noise problem due to traffic is likely to exist. However, the attention of owners and designers of dwellings close to major roads is drawn to the need to consider the possible future effects of traffic noise on the occupiers. The Council has carried out research into this problem and will offer advice in order to assist in preventing future environmental problems from excess traffic noise.

57. Disabled persons

The Disabled Persons and Community Welfare Act 1975 and the Local Government Act 1974 both contain requirements designed to ensure suitable access to and facilities for disabled people in new and reconstructed buildings to which the public have access, and to certain streets and thoroughfares. The importance of these provisions is recognised by the Council in both its general administrative functions and in the Scheme, and the Ordinances of this scheme are subject to the application of this legislation.

Chapter 14 : Performance elements and standards

58. Introduction

One of the principal objectives of the Scheme is the achievement of an urban environment that is attractive, harmonious and a pleasant place to live in while providing the opportunity for individual and community expression to the maximum extent possible consistent with the wider public interest.

The Scheme provides a series of standards that are a framework for ensuring that buildings and land uses establish in such a way as to be compatible and complementary to each other.

This is to be achieved by the operation of two main techniques:

(a) Zoning

This determines the general land use pattern taking into account the distribution of living, working and recreation areas, and allocates a range of uses to areas in such a way as to avoid major conflicts between activities.

(b) Performance elements and standards

Performance elements are planning objectives for each use selected so that a balance is possible between the needs of the development site, neighbouring uses and the public interest. The performance standards are the means of achieving the particular performance elements in a way which achieves this balance.

Chapter 1 of the Scheme Statement further describes the meaning and principles behind the performance elements and standards technique.

Performance elements which are adopted by the Scheme and which are not self explanatory as to their particular objective and purpose, are described below.

59. Performance elements

59.1 Residential site density

This limits the number of persons likely to be resident on any site in order to:

- Regulate residential site densities according to the Scheme objectives for each area of the City.
- Influence the distribution of population according to City wide population objectives.
- Help co-ordinate the need for amenities and services with the provision of those amenities and services.
- Encourage urban renewal in certain areas.

Two techniques are used, to achieve the objectives:

- A persons per ha limit which limits numbers of bedrooms
- A minimum site area per household unit where subdivision precedes buildings.

59.2 Floorspace

Control on the floorspace of a wide range of buildings and uses, aims to:

- Limit the intensity of site use in respect of employment, traffic generation, persons using the site and visitor attraction in line with Scheme objectives for each area.
- Influence the distribution of floorspace and employment in line with Scheme objectives.
- Control building bulk for visual reasons in certain circumstances.

Floorspace control is achieved by use of a maximum plot ratio which relates permitted floorspace to site area. In some situations, a maximum floorspace is stated to ensure that development does not become of such a size as would be out of scale with the character of the zone.

59.3 Site suitability

This is generally applicable to medical centres, veterinary clinics and local taverns. These are to be sited within defined areas close to suburban shopping centres, hospitals or industrial zones to ensure that such uses are located at community focal points, are near associated retail and other services and are easily accessible and convenient without causing nuisance to residential areas.

In industrial zones and in relation to building supply outlets a minimum site area is required to ensure that such uses are limited to those large scale uses inappropriate to smaller commercial zones.

59.4 Street scene and landscaping

The objectives are to:

- Provide areas adjacent to the road for landscaping so that the "garden city" character of Christchurch is preserved and enhanced.
- Provide an area adjacent to the road for landscaping in front of non-residential buildings, and commercial and industrial uses where they face residential zones, to minimise their impact on nearby residential uses.
- Ensure a reasonable degree of privacy for residential uses and some noise protection from the road.
- Provide visual contrasts with buildings by "softening" the external appearance and creating open spaces.
- Visually enhance public spaces.

Several techniques are used including a minimum set-back from the road boundary together with either a minimum depth of landscaped site or a percentage of the site area to be landscaped along road boundaries.

59.5 Design and appearance of buildings

The objectives of the design and harmony controls are to:

- Ensure a high standard of design and harmony of development, particuarly within the Inner Residential District.
- Minimise over-repetitive design, particularly with apartment units dictated by existing narrow sites.
- Provide as much scope for innovative design as is possible, consistent with meeting the objectives above and to encourage amalgamation of sites.
- Encourage a high standard of building design in the central city commercial areas.
- Encourage buildings sensitive to pedestrian needs and comfort.

59.6 Sunlight, outlook and amenities of neighbours

The principal objectives are to:

- Ensure a reasonable degree of sunlight admission past buildings to neighbouring sites consistent with the objectives for each zone.
- Ensure that neighbouring sites have a reasonable outlook unobscured by bulky buildings close to boundaries consistent with the objectives for each zone.
- Allow greater flexibility in design and layout of buildings and uses.
- Ensure a reasonable degree of nuisance protection from non-residential uses for neighbours.

Two main techniques are used. Firstly, use of recession plane controls drawn from site boundaries and related to the angle and orientation of the sun. Secondly, the use of building setbacks from side and rear boundaries with the noisier parts of non-residential buildings such as halls and clubrooms, having a greater setback than uses such as offices, bedrooms and kitchens. Associated with this setback there can be landscaping requirements.

59.7 Space around buildings

The principal objectives are to:

- Allow adequate light admission for buildings and to provide access for emergency services, pedestrians, maintenance of buildings and to the rear of sites.
- Ensure some degree of privacy and some noise protection between adjoining sites.

59.8 Outdoor space

In addition to providing space around buildings for the reasons in 59.7 above, the objective is to provide for residential uses, areas of outdoor space for the general health and recreation of residents and to maintain an open character of building development. They may also be used for service needs such as clothes drying and storage of boats, trailers, caravans, vehicle parking, access and on-site turning.

59.9 Outdoor living space for apartments

The principal objective is to ensure that apartment units have an area of private outdoor space, for the health and recreation of the occupants. A minimum area is required per unit and is to be located convenient to each unit and oriented to the sun.

59.10 On-site privacy and outlook for apartments

The principal objectives are to:

- Ensure a degree of privacy between units by relating the separation distances to the internal layout of the living areas of the units.
- Prevent as far as possible, the overlooking of private outdoor living space by other units.

The minimum distances between separated units will be influenced by the internal layout of each unit. This will mean the greatest separation between units is required where main living rooms of different units face each other.

59.11 Outdoor service space for apartments

These are required to ensure the provision of space for outdoor service functions such as rubbish, cycle, tool, coal and wood storage; for both practical and amenity reasons.

59.12 Storage facilities for apartments

These are required to ensure that enclosed storage space is provided for items, such as mowers and garden tools and household storage; in such a manner as not to detract from the amenities.

59.13 Maintenance of residential amenities

The introduction of home occupations as a permitted use accessory to dwellings, necessitates controls on this use to ensure that the residential amenities of the neighbourhood are maintained. Limits are placed on floorspace, employees, hours of operation, retail sales and nuisance aspects to achieve the performance element.

59.14 Additional requirements for a family flat

Provision is made for a family flat to be located on the same site as a dwelling to house a dependent relative. To ensure some on-site privacy and control over intensity of the site development and off-street parking, additional requirements to those for a dwelling are made in the case of a family flat.

59.15 Continuity of retail frontage

The objective of this requirement is twofold. Firstly, there are spin-off trading benefits to owners where shops are grouped together and secondly, there is a greater degree of convenience to shoppers where shops are not separated by other uses particularly those which attract vehicles.

59.16 Daylight admission to roads

The objective of this central City control, is to allow adequate daylight admission to roads and prevent a "canyon" type of appearance which can result from high buildings on both sides of a road.

59.17 Sunlight admission to special pedestrian areas

The objective is to ensure that buildings do not cast shadows for unreasonable periods over special areas of high pedestrian activity such as Cathedral Square and the proposed Cashel and High Street malls.

59.18 Air pollution, noise, glare

Standards relating to these elements arising from industrial activity have been adopted to:

- Minimise the impact of industrial activities on adjoining land uses.
- Encourage a standard of environmental quality that contributes to the physical and social wellbeing of the population.
- Control emission of smoke and dust from industry and encourage industries to adopt the best practicable means to reduce air pollution.

- Create a transitional scale of noise levels from industrial buffer zones to heavy industrial zones.
- Control nuisance from sources of glare.

59.19 Access, Parking and Loading

The objective is to ensure that development does not detract from the establishment and maintenance of a safe and efficient system for the movement of people and goods, and the protection of living and working areas from the bad effects of excessive traffic.

This performance element includes all matters relating to access, parking (including trade vehicle storage), loading, special conditions relating to service stations, and the design and landscaping of all such facilities.

Chapter 11 Transportation contains detailed references to these elements. Some performance standards for the provision of off-street car parking are contained in the zone ordinances Parts IV to IX.

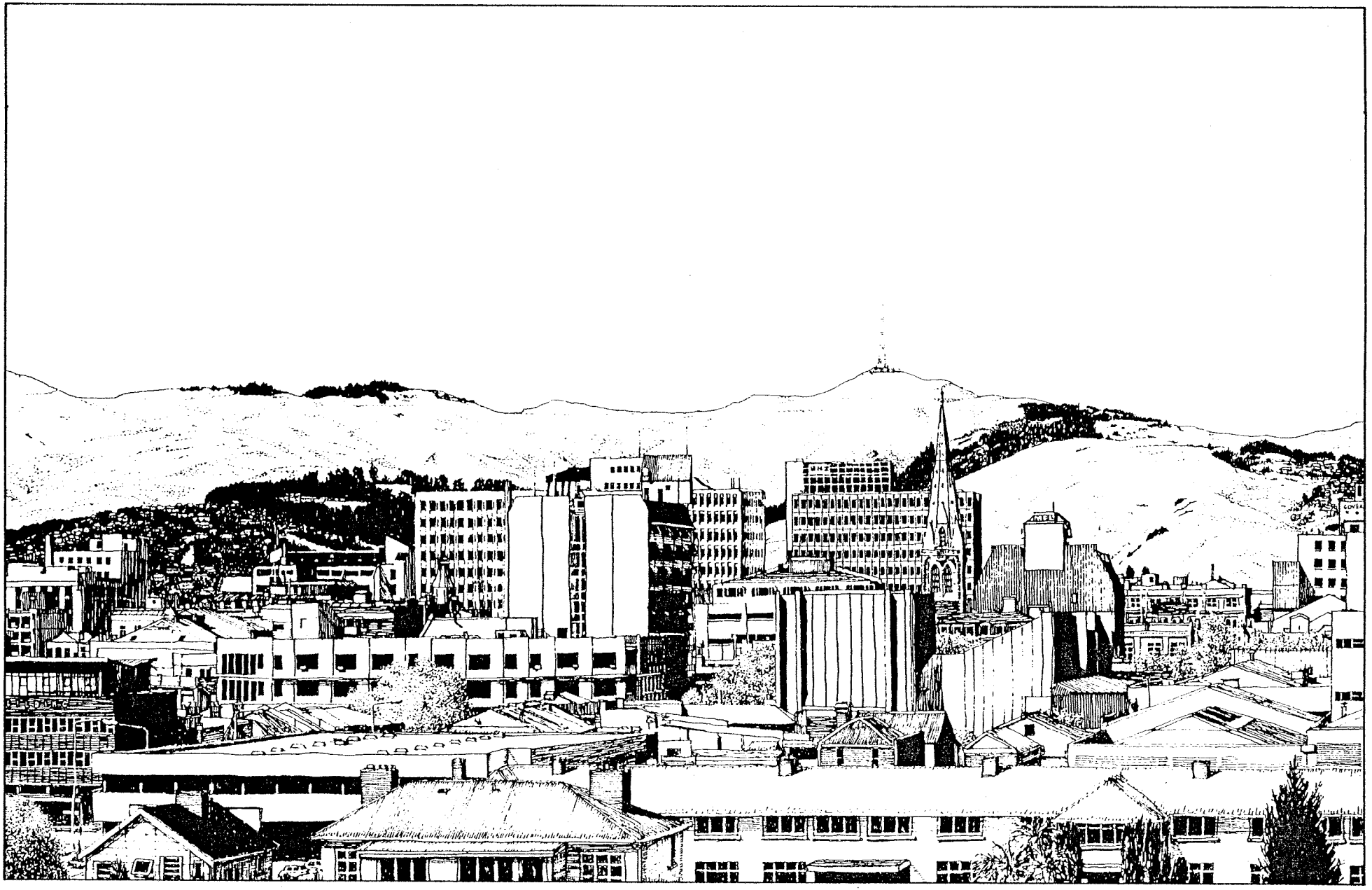
Details of the other transportation performance elements and standards are identified in Part XI Transportation.

Code of ordinances — Contents

Chapter	Clause	Title	Page
I		**Introduction**	58
	1	Interpretation	
	2	Application of provisions for the control of uses and buildings	
	3	Procedures	
II		**Definitions**	62
	4	Definitions	
III		**General**	69
	5	Land to be suitable for proposed building or use	
	6	Christchurch Airport safety zoning provisions	
	7	Wigram Airfield provision for obstruction clearance areas	
	8	B.C.N.Z. transmission corridors	
	9	Accessory buildings on vacant sites	
	10	Existing dwellings	
	11	Effect of specific identification	
	12	Noise from traffic	
	12	Temporary uses and buildings permitted in any zone	
	15	Summit Road Protection Act 1963	
	13	Provision for L.P.G. storage and distribution	
	14	Disabled persons	
IV		**Rural zones**	72
	17	Rural 1	
	18	Rural 2	
	19	Rural 3	
V		**Residential zones**	75
	20	Residential 1	
	21	Residential coastal	
	22	Residential hills	
	23	Residential 2, 3 and 4	
	24	Residential 3A	
	25	Residential 1P, 2P, 3P, 3AP 4P	
	26	Residential 5	
	27	Residential 5A	
	28	Residential 5B	
	29	Residential 5C	
	30	Residential 6	
	31	Residential 6A	
	32	Residential 6B	
VI		**Recreation and Cultural zones**	110
	33	Recreation 1	
	34	Recreation 2	
	35	Recreation 3	
	36	Recreation 4	
	37	Recreation 5	
	38	Recreation development	
	39	Cultural 1	
	40	Cultural 2	
	41	Cultural 3	
VII		**Commercial zones**	117
	42	Commercial 1	
	43	Commercial service	
	44	Commercial 2	
	45	Commercial 3	
	46	Commercial 4	
	47	Commercial 5	
VIII		**Industrial and Employment zones**	127
	48	Industrial 1	
	49	Industrial 2	
	50	Industrial 3	
	51	Industrial 3A	
	52	Industrial 4	
	53	Employment 1	
	54	Employment 2	
IX		**Public Utilities**	138
	55	Public Utilities	
X		**Subdivision and Title Issue**	141
	56	General	
	57	Rural zones	
	58	Residential zones	
	59	Commercial and industrial zones	
	60	Public utilities	
	61	Subdivision roading	
	62	Access strips, rights of way and access lots	

Code of ordinances — Contents

Chapter	Clause	Title	Page
XI		**Transportation**	145
	63	Transportation	
	64	Vehicle access	
	65	Parking	
	66	Loading	
	67	Trade vehicle storage areas	
	68	Design of parking and loading areas	
	69	Landscaping of parking, loading and trade vehicle storage areas	
	70	Additional requirements for service stations	
	71	Existing roads	
	72	Additional requirements for L.P.G. facilities	
XII		**Amenities**	151
	73	Preservation and conservation of buildings, objects and areas of architectural, historic, scientific or other interest or visual appeal	
	74	Tree protection, conservation and replanting	
	75	Signs	
	76	Design and appearance of buildings and maintenance of buildings and land	



Part I : Introduction

1. Interpretation

1.1 Documents comprising the Scheme

This Code of Ordinances together with the Scheme Statement and Planning Maps comprises the second review of the City of Christchurch District Scheme. The Scheme Statement is the statement of the particular objectives and purposes of the Scheme and the policies to achieve them, and where applicable includes an indication of the means by which and the sequence in which the objectives, purposes and policies will be implemented and achieved. Any uncertainties as to the intention of any provision of this Code shall be resolved where possible by reference to the relevant Chapters of the Scheme Statement.

1.2 General obligation to comply with the requirements of the Scheme

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

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

The provisions of many other Acts, Regulations and Bylaws or Codes of Practice may be relevant to matters dealt with by this Code. In general the provisions of this Code are in addition to, complementary to, and not in substitution for the provisions of such other legislation. Other relevant Acts include the Clean Air Act, 1972; Harbours Act, 1950; Health Act, 1956; Local Government Act, 1974; Municipal Corporations Act, 1954; Police Offences Act, 1972; Public Works Act, 1928; Reserves Act, 1977; Dangerous Goods Act, 1974; Summit Road Protection Act, 1963; Water and Soil Conservation Act, 1967; Soil Conservation and Rivers Control Act, 1941; Disabled Persons and Community Welfare Act, 1975, and others.

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

1.4 Amendments included

Any reference in this Scheme to any Act, Regulation or Bylaw shall, unless the context otherwise requires, include reference to any Act, Regulation or Bylaw passed in amendment thereof or in substitution therefore and for the time being in force.

1.5 Interpretation of the Planning Maps

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

- Zone boundaries shown following the sides of roads, streams, drains or other physical features shall be deemed to follow the centre line of such roads, streams, drains or physical features. Notwithstanding however, that a zone boundary follows the centre line of any road, all roads indicated on the Planning Maps shall be deemed to be designated as roads and the zoning shall only apply to uses other than those permitted on a road under any relevant Act.
- The underlying zone for any designated land shall be deemed to be that which but for the designation would or does affect the land.
- Important privately owned institutions, facilities or amenities are indicated on the Planning Maps by references in sloping letters principally because they have some community significance, or are important landmarks and will assist in the use of the maps and in the identification of properties. Such notations are used for ease of identification and shall have no legal significance.
- The base sheets used for the Planning Maps are the 1:5000 series maps prepared by the Council from Lands and Survey Department records. In the event of any difficulties in interpretation of the planning maps contained within the Scheme, reference shall be made to the above base sheets.
- The boundaries of towpaths, esplanade and foreshore reserves are not shown in all cases.
- In some cases the scale of the maps does not allow precise identificaton of the extent of some restrictions or their exact location. In these instances the symbols on the maps will draw attention to an ordinance or appendix to the Scheme.

2. Application of provisions for the control of uses and buildings

2.1 Zoning

Parts III-XII of this Code specify the types of zone within the district, matters relating to the control and uses and buildings within the zones, permitted uses and buildings, the performance elements and standards relating to each permitted use and building in the zone, conditional uses and other requirements relating to each zone.

A zone statement precedes the permitted uses and buildings for each particular zone. This statement is a general description of the purposes of the zone and does not form a part of the Code but is a part of the Scheme Statement and must be read in conjunction with it.

The zones constituted for the purposes of the scheme are shown on the Planning Maps by distinctive notations.

Any land or buildings may be used for any purpose for which that land or building is located provided however, that it complies with the provisions of the Act and all other relevant Acts, and all other provisions of the Code relating thereto.

2.2 Performance elements and standards

In this Code each use or building is permitted subject to compliance with the performance elements and standards set out thereunder. The performance elements are the planning objectives to be achieved by compliance with each particular performance standard for any specified use or building and are shown in bold type preceding the standard.

The performance elements are described in more detail in the Scheme Statement and every such element shall have the meaning assigned to it in the Scheme Statement.

No dispensation or waiver under Clause 3.2 of this Part shall be allowed from any performance standard unless the performance element to which that standard relates can be achieved in some other way if in the particular circumstances it is necessary to achieve the performance element. If the performance element cannot be so achieved any application to vary, dispense with or depart from the performance standards shall be by way of notified application.

In considering whether the interests of any other person are prejudicially affected by any dispensation from any performance standard under clause 3.2 regard shall be had to the performance element to be achieved by the particular standard.

Each use or building shall comply with every performance standard relating to it notwithstanding that the requirements of each performance standard may vary.

2.3 Existing uses and buildings

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

2.4 Combined uses or buildings

Any site may be used at the same time for any two or more permitted uses or occupied by any two or more permitted buildings provided that all controls, restrictions, prohibitions and conditions other than those relating to floorspace, density or plot ratio, specified in the Code for each use or buildings are severally complied with. Floorspace, density and plot ratio requirements stipulate the maximum floorspace, density and plot ratio for the site and no combination of uses or buildings shall jointly exceed the maximum floorspace, density or plot ratio specified for any use or buildings.

2.5 Proportion of the site required to be unoccupied by buildings

Where a specified proportion of a site is required by this Code to be unoccupied by any buildings, no room or part of any building other than the eaves of any building, or any unenclosed balcony shall be located on or above any part of the site which is required to be unoccupied.

2.6 Designated land

Any land designated for a public work in this Scheme is shown by distinctive notations on the Planning Maps.

The person or body having financial responsibility for the public work is also shown by notations on the Planning Maps.

The use of any land or buildings within a designated area shall be limited to the use designated, any use lawfully in existence at the time the land was designated, or any use or building permitted in the underlying zoning and to which the person or body having financial responsibility for the public work has given consent.

2.7 Permitted signs

Part XII of this Code sets out those signs which are permitted as of right in the zones set out in that Part. No sign other than a permitted sign shall be erected, installed or displayed.

2.8 Specifically identified land

Any land which is specifically identified as used for the purposes of value to the community but which is not intended to be owned by the Crown, the Council or any Local Authority is shown by distinctive notation on the Planning Maps.

Any such distinctive notation may also draw attention to an appendix which will describe more precisely the extent of the land specifically identified and to an ordinance defining the effect of the specific identification.

2.9 Future amenities

The Planning Maps indicate future roads, roading patterns, reserves, cycle ways, pedestrian ways, public utilities, schools and other future facilities in parts of the district yet to be subdivided or developed. These indications are included for guidance to developers and the public as to the way in which the Council will control subdivision and development in these areas and have no binding legal status.

2.10 Effect of footnotes

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

3. Procedures

3.1 Procedure for permitted uses and buildings

Where a person or body proposes to make any use of any land, erect any building, or do any work in relation to any building, which would require a building permit pursuant to the Council's Bylaws, in addition to the plans and information required to be supplied for the purposes of the building permit, sufficient plans and information shall be supplied to the Council to enable the Council to determine whether the use or building complies or will comply with the Scheme. Plans and information listed below will generally be sufficient.

* OPERATIVE CHANGE 7

Where any person or body proposes to make any use of any land, or do any work in relation to any building, which would not require a building permit, such of the following plans and information shall be supplied as are appropriate to enable the Council to determine whether the use or building complies or will comply:

- The address of the property together with a recent search of the title relating to it.
- A full written description of what is proposed including details such as the nature of any use, persons employed, hours of operation, traffic generation.
- Building plans, including elevations and perspectives, height, bulk and location of buildings. In certain situations details of materials and colours will be required.
- A site plan showing such details as boundary dimensions, the location of any proposed use, existing buildings on the site and other buildings or features on adjoining sites or in the vicinity likely to be affected by the proposal.
- Parking, loading and access points.
- Landscaping including trees existing on the site, fencing, outdoor living spaces, service spaces and storage areas or any other required areas.

  Plans shall accurately show existing trees on the site, their type, diameter at 1m above ground level, canopy spread and ground levels. All new planting proposed shall be detailed as to species, number, age and dimensions.
- In some cases levels of the site may be required particularly on hill sites.
- All plans shall be drawn to a metric scale (usually 1:100, 1:200, or 1:500) and the scale, together with the north point shall be indicated.
- A summary of the floorspace of buildings on the site together with plot ratio and site coverage calculations.
- Any further plans or information requested by the Council.

*

3.2 Notified applications

Every application which is required by this Code or in accordance with the Act to be made with notice shall follow the procedure set out in the Act and the Regulations thereunder.

Every such application shall include such plans and information required under 3.1 of this Part together with a written report indicating fully the nature of the application and the reasons for it.

*

3.3 Outline plans

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

*

3.4 Development plans

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

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

*

3.5 Subdivision

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

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

Town an Country Planning Act 1977

Christchurch City Council District Planning Scheme

Change – Operative

7

CHANGE NUMBER 7 TO THE CITY PLAN
DISPENSATIONS AND WAIVERS

EXPLANATION

Section 36(6) of the Town and Country Planning Act 1977 empowers a Council to "provide for the circumstances under which, the manner in which, and the conditions subject to which, the Council may grant an application for the dispensation wholly or partly from, or waiver of, any provision of the District Scheme....." A recent High Court decision has also commented that such provision should also include an indication of the extent to which dispensations or waivers should be permitted.

Change Number 7 seeks to develop the dispensation and waiver provisions already included in the Scheme, in order to more fully describe the "circumstances", "manner", "conditions" and "extent" of the powers of dispensation and waiver included in the scheme.

AMENDMENT TO SCHEME STATEMENT

Chapter 1, Introduction to the District Planning Scheme, Clause 4.3, Principal Innovations, page 2.

Add the following new paragraph to Clause 4.3 (c), Flexibility of Operation:

> "The circumstances in which dispensations or waivers will be considered are set out in the Code. Three categories of dispensation applications have been identified as a means of defining the extent to which dispensations (and waivers) may depart from the performance standards set out in the Scheme. Because of the use of performance elements and standards it is unnecessary, and in many cases impractical, to define numerical limits to the extent of any dispensations."

AMENDMENTS TO CODE OF ORDINANCES

Part 1 Introduction

Delete existing clause "3.2 Dispensation or Waivers" page 60
Delete Appendix O, page 193
Renumber Clauses 3.3 to 3.8, to become 3.2 to 3.7
Add new Clause 3A, page 61

3A. Dispensations and Waivers

3A.1 Powers of Dispensation

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

- The subdivision of land permitted to be used for any urban purpose.
- The height, bulk and location of buildings permitted on sites.
- The provision of parking and loading spaces.
- The design and appearance of buildings and signs and the provision, design and appearance of verandahs.
- Landscaping, and

- Such other matters as may be specified in that behalf by any regulations force under the Act.

The Council may grant such an application where it is satisfied that:

- The dispensation or waiver would encourage better development of the site or that it is not reasonable or practicable to enforce the provision in respect of the particular site; and

- The dispensation or waiver will not detract from the amenities of the neighbourhood and will have little town and country planning significance beyond the immediate vicinity of the land in respect of which the dispensation or waiver is sought.

3A.2 The Manner in which Applications shall be considered

In considering any dispensations from any performance standard set out in the Scheme, the Council shall consider the performance element to which the standard relates (and the objectives of that performance element set out in Chapter 14 of the Scheme Statement). The Council shall be satisfied that the performance element is either; still achieved but in a different way to that required by the performance standard, or does not need to be achieved at all, or to the same extent.

3A.3 The Circumstances in which Applications may be considered

In particular, the Council may consider dispensations or waivers in the following circumstances:

- Where the performance element can be met in ways different from those specified in the Code. For example:

  - Outdoor living spaces for apartments replaced by balconies or roof gardens.

  - On-site privacy achieved by fencing or building design rather than separation distances (provided adequate outlook is maintained).

  - Amenities of neighbours adjoining places of assembly, and similar uses, protected from nuisance by soundproofing and building design rather than separation distances.

- Where it is not necessary or reasonable to achieve a performance element. For example:

  - Where non-residential uses within residential zones adjoin commercial or industrial zones.

  - Where commercial or industrial uses adjoin non-residential uses within residential zones.

  - Where sites adjoin access strips, drains or easements.

- Where the scale or range of activities or the number of persons on the site are small.

- Where it is desired to create a freehold title for a semi detached dwelling.

- On sites with very wide frontages, reduced road set backs provided the required minimum is averaged out overall.

- Where terrain is irregular, or sites are narrow, small or irregular in shape.

- On sites where there are legal restraints in the form of easements, or existing boundaries.

- Where existing buildings make it unreasonable or impractical to comply.

- Where intrusions of recession planes or reduction in building set-backs will not affect the sunlight, outlook and amenities of neighbours. For example:

  - Where the encroachments are small.

  - Where adjoining living areas are not affected.

  - Where sites adjoin non-residential uses.

- Where road set backs of garages on the hills are impracticable, provided the safety of the road users is maintained.

- Where an increased height of fences on road boundaries is necessary for traffic noise protection.

- Oversize accessory buildings where the site is large, and where the size of the building, and the uses proposed to be made of it, will not detract from the amenities of the surrounding properties.

- Conservatories which intrude into outdoor living space areas where the conservatory can be seen as part of or complimentary to the outdoor living space.

- Garages erected side on to the front boundary, at less than 3 metres from the front boundary, where the design of the building and/or quality of the landscaping will achieve the street scene objectives better than the required setback.

- Garages directly facing the street at less than 6 metres from the street boundary, but only where it is impracticable to site a complying garage or carport elsewhere on the site.

- Carports forward of the front wall of the residential building where the design of the carport is of a high standard such that it achieves the street scene objectives of the Scheme.

- Access to the rear of the property not being provided, where adequate provision is made elsewhere on the property for the storage of vehicles.

- Reduction of 6 metre minimum set back from rear boundaries where adequate outdoor living space is provided in other appropriate locations on the site.

- Reduced step in plan or separation between units where the design of the buildings achieve the design and appearance objectives of the Scheme in another way.

- Parking and loading including vehicle access standards where the topography, size and shape of the site, or the nature of adjoining roads, or the scale of the proposed developed, or the location and condition of existing buildings, make it unreasonable or impracticable to enforce the standards.

- Parking and loading including vehicle access standards where levels of safety and traffic service can be maintained. For example:

  - Vehicle access standards where the number of vehicle movements to and from the site are expected to be uncharacteristically low.

  - Parking standards where the proposed use is likely to attract uncharacteristically low employee, service or visitor vehicle trips to the site.

  - Parking standards where the parking demands for different uses occur at different times.

  - Loading standards where sites adjoin minor arterial (except one way) and secondary roads and the traffic flows on these are expected to be uncharacteristically low, where loading docks may be permitted instead of providing on site turning for vehicles.

- Where the dispensation would assist with conserving historic buildings and notable trees.

3A.4 The extent to which applications may be approved

The extent to which any dispensation or waiver may be granted shall depend upon the objectives of the performance elements, as grouped into the three categories set out below:

The following performance elements relate to general or overall zone objectives. No dispensations or waivers will be permitted from these performance elements:

- Floorspace (not including floorspace of accessory buildings or family flats) and related incentives and bonuses.

- Residential Site Density

- Site Suitability

- Subdivision Minimum Standards (not including those listed below).

The following performance elements relate to the impact of a development on the general neighbourhood, rather than on immediately surrounding properties or the site itself. In considering any application, the extent of any dispensation shall generally be minor, and shall take into account the effect of the dispensation on the amenities of the general neighbourhood. Where appropriate, the limit of any such dispensation is as specified:

- Street Scene and Landscaping

- Outdoor Space (percentage of site to be unoccupied by buildings only), maximum of a further 3% of the site to be occupied over and above the percentage specified in the Scheme.

- Daylight Admission to Roads, limited to intrusion of architectural or design features, or to sites where daylight admission to roads is unnecessary.

Sunlight Admission to Special Pedestrian Areas limited to minor intrusion of shadow into areas already subject to shadow, or already occupied by structures or trees, or unlikely to be used for significant pedestrian activity.

. Subdivision Minimum Standards, as follows:

- minimum and average areas, limited to reductions caused by corner rounding, road widening or public utility sites.
- minimum widths and depths of sections, limited to a maximum 5% reduction.
- minimum widths of access strips, rights-of-way and access lots, limited to a minimum width of 3 metres.
- maximum number of potential household units having access from an access strip, right-of-way or access lots.

Floorspace, but limited to the 3000m^2 maximum total floor area for Licensed hotels and Licensed tourist house premises, situated on sites with frontage to Papanui Road between Bealey Avenue and the Merivale shopping centre; provided that any dispensation shall not increase that standard above 4000m^2, and shall not result in any detraction from the amenities of nearby residential uses.

Access, parking and loading on sites with frontage to a major or minor arterial road, where prime consideration shall be given to the effect on the operation of the arterial road network.

The following performance elements are for the protection of adjoining properties, or the protection of residents or users of the site. The effect of any dispensation application will depend upon the achievement of the relevant performance element, and the circumstances which apply to the particular, and surrounding, sites. Such a dispensation may, in appropriate circumstances, involve substantial dispensation from, or total waiver of, the relevant performance standard:

. Design and Appearance of Buildings.

. Sunlight, Outlook and Amenities of Neighbours

. Space around Buildings

. Outdoor Space (not including percentage of site to be unoccupied by buildings)

. Maintenance of Residential Amenities

. Outdoor Living Space

. On Site Privacy and Outlook for Apartments

. Outdoor Service Space for Apartments

. Storage Facilities for Apartments

. Additional Requirements for Family Flat

- Retention of Public Open Space
- Design and Appearance - Advertising signs
- Access, parking and loading (excluding sites with access to major or minor arterial roads).

3A.5 Conditions Subject to which applications may be approved

In granting any dispensation or waiver, the Council may, where necessary, impose appropriate conditions to ensure that the performance elements set out in the Scheme are achieved. Any such conditions shall be designed to mitigate the possible effects of reduced standards. They may include landscaping and requirements that buildings be designed and painted to harmonise with other buildings.

3A.6 Non notified applications

Applications shall be considered without notice when the written consent has been obtained from every body or person whose interest might in the Council's opinion be prejudiced by the proposed dispensation or waiver, unless in the Council's opinion it is unreasonable in the circumstances existing to require such consent to be obtained. In considering whether the interest of any other persons are prejudicially affected by any dispensation, regard shall be had to whether the performance element is designed to protect the impact on adjoining properties or general neighbour objectives, or whether it is designed to protect the residents or users of the particular site.

3A.7 Notified applications

Applications shall be made with notice where:

- The consent of any person or body whose interests might, in the Council's opinion, be prejudiced has not been obtained and the Council does not consider it unreasonable to require such consent to be obtained, or
- The Council has required the application to be made with notice pursuant to Section 65 of the Act.

3A.8 Plans and information to be supplied

Any application for a dispensation shall include such plans and information as are necessary to enable the Council to fully assess the proposal and its affects on the neighbourhood.

* OPERATIVE CHANGE
NO 7

* 3.6 Unit and leasehold titles

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

* 3.7 Design and appearance of buildings

The procedure for consideration of the design and appearance of buildings is set out in Part XII.

3A Dispensations or waivers

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Part II : Definitions

4. Definitions

ACT means the Town and Country Planning Act 1977, and its amendments.

ACCESSORY BUILDING in relation to any site means any separated building the use of which is incidental to that of any other principal building, or use on the site, and for residential uses includes a sleep out, family flat, garage or carport, garden shed, glasshouse, swimming pool, mast, fence, shed used solely as a storage area, or other similar structure, provided that any garage or carport which is attached to or a part of any other building shall be deemed to be an accessory building.

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

ADMINISTRATIVE, COMMERCIAL AND PROFESSIONAL OFFICES includes:

- Those offices where the administration of an organisation whether trading or non-trading is conducted, and shall include any residential or caretaker's accommodation which is necessary or incidental to any office or for persons whose employment is such that they are required to live on the site.
- Those offices such as banks, insurance agents, building societies, finance companies, money clubs, typing services, duplicating services, and real estate agents, being places where trade (other than that involving the immediate exchange of money for goods or the display or production of goods) is transacted.
- Those offices such as the offices of accountants, solicitors, architects, surveyors, engineers, and medical practitioners, where a professional service is available and carried out.
- Research centres, laboratories, computer centres and shall include any residential or caretaker's accommodation which is necessary or incidental to any office or for persons whose employment is such that they are required to live on the site.

AGRICULTURE means the use of land for the purpose of horticulture, fruit growing, seed growing or dairy farming; the breeding or boarding of dogs, cats, birds or of livestock for the production of food, wool, skins or fur or for the use in the farming of land; the use of land for grazing; its use as arable land, market gardens and nursery gardens and the use of land for woodlots and any other shrub or tree planting where it is necessary in the interests of farming of the land or other land, amenity, soil stability, or erosion control.

ALLOTMENT means an area of land shown on any plan of subdivision as a site to be created.

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

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

ARCADE means a covered pedestrian way fronted principally by shops.

BANK where used in this scheme does not include any building society or finance company, or money club.

BOARDING HOUSE means a residential building in which lodging or board and lodging is provided or intended to be provided for a single night or longer for five or more lodgers or boarders, with or without the use of furniture, and includes a guest house, private hotel, residential club, hostel, residential institution and old people's home, and where necessary also includes a portion of such a building or combination of two or more such buildings or parts thereof, but does not include any premises in respect of which a licence under the Sale of Liquor Act 1962 and its amendments is in force, any elderly persons housing, apartment, travellers' accommodation or hospital.

BUILDING in addition to its ordinary and usual meaning, "building", means any structure or part of a structure whether temporary or permanent, movable or immovable, but does not include:

- Any scaffolding or falsework erected temporarily for maintenance or construction purposes.
- Fences or walls of 1.8m in height or less not used for advertising or for any purpose other than as a fence or wall.
- Structures less than 5m² in area and in addition less than 1.2m in height.
- Masts, poles, radio and television aerials less than 6.3m above mean ground level.
- Any vehicle, trailer, tent, caravan or boat whether fixed or movable unless such vehicle, trailer, tent, caravan or boat shall be used as a place of accommodation, business or storage.

For the purposes of Parts IV–IX of this Code only "building" shall mean building of the type permitted and except as otherwise provided in those parts shall not include any accessory building.

BUILDING SUPPLY OUTLET means any land, or building (or part of a building), on or in which a varied range of building materials (most of them bulky) are stored and sold or exposed for sale or hire to the building trade and members of the public provided that the site of such outlets comply with the specified minimum area. A building supply outlet shall be deemed to include only such offices and showrooms

* OPERATIVE CHANGE 37

ADDITIONS TO CODE OF ORDINANCES

1. Part II Definitions

Add new definition

Controlled Use means a use or development permitted as a controlled use, subject to such controls and powers specified in the Scheme as are necessary or desirable to achieve the policies and objectives contained in the Scheme relating to the design and external appearance of buildings, landscape design and site layout or the location and design of vehicular access to and from the site.

or caretaker's accommodation as are necessary for, incidental to, and part of the principal use as a building supply outlet.

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

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

CAMPING GROUND means any area of land used or designed or intended to be used for rent, hire or reward for the purposes of temporary living places by two or more families or parties whether consisting of a single person or of more persons than one, living independently of each other, irrespective of whether such families or parties enjoy the use of common entrances, water supplies, cook houses, sanitary conveniences or other premises and equipment. For the purpose of this definition a temporary living place means a tent or other structure or shelter, caravan or other vehicle occupied either wholly or in part as a temporary living place for human habitation and includes any building whether temporary or permanent, occupied either wholly or in part as a temporary living place for human habitation.

CARPORT means an accessory building or part of an accessory building used for the housing of motor vehicles owned by persons living on the site, unless the Code otherwise provides to the contrary, and having no doors or walls on at least 50% of its perimeter.

CODE means this Code of Ordinances.

COMMUNITY FACILITIES means any place or premises administered by an organisation or public body for the purposes of public welfare or culture and includes libraries, art galleries, museums, preschool facilities, social and welfare services, police stations, courts and public conveniences but does not include hospitals, medical facilities or places of assembly or entertainment.

CORNER SITE (See "site")

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

* ***Controlled Use***

COUNCIL means the Christchurch City Council or any committee, standing committee, sub committee, special committee, or person, or officer to whom the Council's powers, duties and discretions under this Code have been lawfully delegated pursuant to the provisions of the Act or any other relevant Act.

CULVERT refers to the water channel crossing in any vehicle crossing.

DESIGN AND APPEARANCE in relation to buildings means the siting of the building in relation to other buildings on the site and on adjoining sites, roads and the natural landscape, the bulk and shape of the building including roof pitches, the materials of construction and the colours of the exterior walls, together with those other matters mentioned in Appendix D.

development shall have its ordinary and usual meaning.

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

DRIVE-IN ACCESS means a type of vehicle access in which the road formation is extended to the site boundary at substantially the same level as the carriageway. A kerb and channel is provided on both sides of the access curving from the line of the existing roadside kerb into the site boundary.

DWELLING means a detached residential building, being the sole residential building on the site, except where there is a family flat on the site, designed for or occupied exclusively as one household. Where a site containing apartment units is subsequently subdivided into fee simple titles, the residential buildings shall, for the purposes of the Scheme, remain apartment units.

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

EXISTING in relation to buildings and uses means lawfully in existence, approved or established, and lawfully continuing in existence.

FAMILY FLAT means a temporary one bedroom unit used as the residence of a socially dependent relative of the household living in the dwelling on the site. No family flat shall be sold, leased or otherwise disposed of except in conjunction with the dwelling.

FORWARD OF means where any part of a building lies forward of the front line of any other building that part of the building only shall be treated as being forward of that other building.

FRONTAGE means that part of any site immediately adjoining any road.

FRONT SITE (See "site")

GARAGE means an accessory building or part of an accessory building used for housing motor vehicles owned by persons living on the site unless the Code expressly provides to the contrary.

GROSS FLOOR AREA means the total floor area of the buildings on the site.

HEAVY RETAIL SHOWROOM means any buildings used for the display or sale of large or bulky items such as vinyl, linoleum, carpets, heavy machinery, motor accessories, heavy hardware, cars and caravans provided that all items being displayed and sold shall be displayed and sold from a showroom.

HEIGHT shall be measured from the mid-point of the building facing any internal boundary of the site to:

- The highest point of the ridge where the roof slope exceeds 35°, or
- To the highest point of the parapet, or intersection of the wall and roof in the case of a flat or sloping roof less than 35° and other than a roof having a gable end, or
- In the case of a roof with a slope of less than 35° and having a gable end, the mean level between the intersection of the walls and roof and the highest points of the roof.

Provided that chimneys, ventilation shafts, water tanks, elevator lofts, steeples, towers and similar parts of a building may be excluded from the height calculations if such features will have no undesirable effects on adjoining properties.

HOARDING means any structure, wall, building, erection, part or all of which is let for the display of any advertisement or advertising device not associated with the property or building on which it is displayed.

HOME OCCUPATION means an occupation, business, trade, craft or profession performed entirely within a dwelling or building accessory to a dwelling, by a member of the household residing permanently on the site, which occupation, business, trade, craft or profession is an incidental and secondary part of the use of the site for residential purposes. "Home occupation" shall not include any activity involving any panel beating, spray painting, motor vehicle repairs, fibre glassing, heavy trade vehicles except the overnight storage of one such vehicle, sheet metal work, wrecking of motor vehicles, bottle or scrap metal storage, rubbish collection service (except that empty, clean drums may be stored in a suitable screened area), wrought iron work or manufacture, motor body building, fish processing, massage parlour, breeding or boarding of dogs or cats or any process which involves continual use of power tools and drills or hammering or any other occupation, business, trade, craft or profession which could detract from the amenities of the neighbourhood.

HOSPITAL means any public or private hospital within the meaning of the Hospitals Act 1957 and its amendments.

HOSTEL (See "boardinghouse")

HOTEL means any land or building in respect of which a hotel premises licence has been issued under the Sale of Liquor Act 1962 and its amendments, and does not include a private hotel or guest house.

HOUSEHOLD means a housekeeping unit whether of one of more persons. Where more than one kitchen facility other than a kitchen facility in a family flat is provided on the site there shall be deemed to be more than one housekeeping unit.

HOUSEHOLD UNIT means self contained residence of a single household.

INDUSTRIAL HEALTH CLINIC means a clinic situated in an industrial zone providing health services to workers in the zone and including on its staff a registered nurse or medical practitioner, but does not include a medical practice or medical centre.

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

*OPERATIVE CHANGE 26

INTERNAL BOUNDARY (See "site boundary")

INVOLUNTARILY DESTROYED means wholly or substantially destroyed by any fire, flood, earthquake or other event beyond the control of the owner or occupier.

LANDSCAPED/LANDSCAPING means treated with landscaping as defined in Appendix H of this Code to the standard required in Appendix H of this Code.

LICENSED PREMISES means any licensed premises within the meaning of the Sale of Liquor Act 1962 and its amendments.

LICENSED TOURIST HOUSE PREMISES means any land or building for which a tourist house premises licence has been issued or has been authorised in terms of the Sale of Liquor Act 1962 and its amendments, and includes any building providing temporary or permanent board and lodging which holds a restaurant licence under the Sale of Liquor Act 1962.

LIQUOR LICENCE means any licence under the Sale of Liquor Act 1962 and its amendments.

LOADING in relation to a vehicle includes the loading and unloading of it, and the adjustment or covering or tying of its load and the loading or adjustment of any part of its load.

LOADING AREA means that part of a site within which all vehicle loading facilities required under this Code or otherwise provided are accommodated and includes all loading spaces, manoeuvre areas and required landscape areas.

LOADING SPACE means that part of a site on which vehicles stand while being loaded.

* LOCAL LIBRARY

MAIN LIVING AREA means any room in any household unit other than a room used principally as a bedroom, kitchen, laundry or bathroom.

* OPERATIVE CHANGE 26

"Local Library means a place or premises used principally for the lending of books, but also of music recordings, video cassettes and other similar library materials, and for the provision of information services, but does not include a shop used solely or principally for the hire of video cassettes."

* OPERATIVE CHANGE 26

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

MEDICAL CENTRE means either a building used by the practice of a registered medical practitioner or dentist together with two or more of the following medical or allied persons:

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

or the group practice of 3 or more registered medical practitioners

MEDICAL FACILITIES means any building used by any medical, dental or veterinary service (other than a service involving the boarding of any animals), and includes a medical practice, medical centre or veterinary clinic.

MEDICAL PRACTICE means the medical practice of not more than two registered medical practitioners or dentists.

MINIMUM DIMENSION means the minimum width or length of any required space or area.

MINISTER means the Minister of Works and Development.

MOTOR CAMP (See "camping ground")

NETT FLOOR AREA shall be the sum of the floor areas, each measured to the outside of the structural frame or exterior walls of the building and shall include the nett floor area of any accessory building but it shall exclude the floor area allocated to car parking, lift wells and machine rooms, stairwells, toilet rooms, tank rooms, boiler and heating rooms, bank vaults, and basements not used for residential, shopping, office or industrial purposes.

NON NOTIFIED APPLICATION means any application which may be made without notice pursuant to the Act, or this Scheme.

OBJECTIONABLE ELEMENT means any objectionable element within the meaning of section 77 of the Act.

OLD PEOPLE'S HOME means an old people's home within the meaning of the Old People's Homes Regulations 1965 and its amendments.

OUTDOOR LIVING SPACE means an area of open space, required by this Scheme to be provided for the exclusive use of the occupants of the household unit to which the space is allocated. No outdoor living space shall be occupied by any building (other than an outdoor swimming pool, or accessory building of less than $8m^2$), driveway or parking space.

OUTDOOR SERVICE SPACE means an area of outdoor space required by this Scheme to be provided for the exclusive use of each household unit to which the space is allocated, for such service facilities as clothes lines, storage of rubbish tins and wood. No outdoor service space shall be occupied by any building (other than a storage area), driveway or parking space.

PARKING in relation to any 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.

PARKING AREA means that part of a site within which vehicle parking spaces required by this Code or otherwise provided are accommodated, and includes all parking spaces, manoeuvre areas and required landscaped areas.

PARKING SPACE means an area of land formed and set aside exclusively for the parking of motor vehicles and complying with Part XI of this Code. No parking space shall be located in any area required to be landscaped or, in residential zones, in any outdoor living space or outdoor service space.

PERFORMANCE ELEMENT means the single planning objective or specific group of objectives to be achieved by the performance standards which are attached to the element.

PERFORMANCE STANDARD means a condition of development designed to achieve a particular performance element. In considering any dispensation from a performance standard regard shall be had to the performance element or elements (as explained in the Scheme Statement) the standard is designed to achieve.

PERMITTED SIGNS means those signs listed and described in Part XII of this Code as permitted signs and being the only signs permitted by this Scheme to be erected or displayed as of right.

PERMITTED USES OR BUILDINGS means those uses or buildings which are permitted as of right throughout the specified zone, provided that they comply in all respects with all controls, restrictions, prohibitions and conditions specified in the Scheme including those controls, restrictions, prohibitions and conditions incorporating requirements dependent upon the exercise by the Council of such powers and discretions as can lawfully be incorporated in the Scheme pursuant to the Act.

PERSONS PER HECTARE in relation to residential development means the number of persons per hectare of site calculated in accordance with the table set out in Appendix E.

* OPERATIVE CHANGE
NO 27

PLACE OF ASSEMBLY means any building used for the public, and except as otherwise provided by this Code, private assembly of people primarily for worship, recreation, education or deliberation and includes any church, church hall, sports clubrooms, clubrooms, gymnasium, pavilion, indoor sports facility, community centre or other building used for public meetings whether any such buildings have a club licence or not. The term "place of assembly" shall not include any place of entertainment, or licensed premises (other than chartered clubs).

Where located within residential zones, a place of assembly shall not be used as a business premises except that it may be used or hired for occasional charitable or community fund raising activities.

PLACES OF ENTERTAINMENT means any theatre, cabaret, amusement parlour, dance hall or other place used principally for any public performances or public amusements whatever, whether a charge is made for admission thereto or not, and whether licenced under the Sale of Liquor Act, 1962.

PLOT RATIO unless otherwise specified in this Scheme means the nett floor area contained within all buildings which have been or are intended to be erected on one site divided by the area of the site on which they stand or are proposed to be erected.

PLOT RATIO BONUS means an allowance in the form of a credit of floorspace, being additional floor space over and above that which may be provided under the Plot Ratio requirements of this Code.

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

PUBLIC AREA means those parts of any building normally available for use by the general public exclusive of any service or access areas of the building.

REAR SITE (See "site")

RECESSION PLANE means any recession plane as defined in Appendix C.

* "Restaurant A place where a range of food and drink is offered for purchase and may include takeaway foodbars, cafes, and tearooms."

RETAIL SHOP means any land, building or part of a building, on or in which goods are sold or exposed for sale, by retail or for hire, to members of the public. In addition any land, building or part of a building on or in which personal retail services are offered by such traders as hairdressers, barbers, beauticians, photographers, drycleaners, shoe repairers, restaurateurs, laundrettes, shall be deemed to be a retail shop. Any residential or caretaker's accommodation which is necessary for or incidental to any retail shop shall be deemed to be part of such a shop. The term retail shop however, shall not include any land, building or part of a building used for the sale or hire of motor vehicles, caravans, trailers, boats, or fuel, or any licensed premises other than premises being a wine shop or restaurant.

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

ROAD BOUNDARY (See "site boundary")

SCHEME means the City of Christchurch District Scheme and includes the Code of Ordinances, the Scheme Statement, and the Planning Maps.

SERVICE INDUSTRY means a small scale industrial use, primarily serving a local need and includes any industry listed as a service industry in Appendix B. The term service industry shall be deemed to include only such offices, storage areas, showrooms, residential or caretaker's accommodation for persons whose employment is such that they are required to live on the site, and wholesale shops, as are necessary, incidental to, and a part of the service industry on the site.

SERVICE LANE means any service lane within the meaning of the Local Government Act 1974 and its amendments.

SERVICE STATION means a business engaged primarily in fuelling motor vehicles, the sale of motor fuels (including liquid petroleum gas subject to compliance with Part II: General II Provision for L.P.G. storage and distribution) and lubricating oils and may include:

- the repair and servicing of motor vehicles, excluding panel beating, trimming, spray painting, and heavy engineering such as engine reboring and crankshaft grinding. Provided that in residential zones such repairs and servicing shall be subordinate to and a minor part of the primary business on the site, and/or
- the sale of kerosene, tyres, batteries, parts and accessories normally associated with motor vehicles. Provided that in residential zones the sale of such items shall be subordinate to and part of the minor business on the site; and/or
- the sale of such other goods as are for the comfort and convenience of travelling motorists provided that:
  - — the primary use of the site is for motor vehicle servicing and/or the sale of fuels
  - — the display of these other ancillary goods is limited in accordance with the relevant ordinances except where service stations are located in commercial zones
  - — the sale of other ancillary goods is only permitted when the service station is open for motor vehicle servicing and/or the sale of fuels
  - — the display, sale or hire of motor vehicles (other than the hire of domestic trailers), caravans or boats shall not be permitted except where such a use is permitted in the zone.

SET BACK The distance between the building and the site boundary shall be known as "the set back". Where any building or part of a building is required to be set back from any site boundary no part of that building other than the following shall be closer to the site boundary than the minimum distance specified:

- The eaves of any building may project into the set back by no more than 0.6m.

- In rural and residential zones, for dwellings, apartments and travellers' accommodation, porches and windbreaks opposite a doorway may project into the set back by no more than 0.9m provided that such porches and windbreaks are no longer than 1.8m parallel to the boundary. Bay windows may project into the set back by no more than 0.6m provided that such bay windows are no longer than 3m parallel to the boundary, chimneys may project no more than 0.6m into the set back provided that such chimneys are no longer than 1.8m parallel to the boundary, and external stairways, landings and unenclosed balconies may project no more than 0.9m into the set back from internal boundaries provided that any landing and unenclosed balconies shall not exceed 1.8m in length. Provided always however, that vehicle access to the rear of any dwelling on a front site shall be maintained.

Provided also however, that where any building line restriction has been imposed or any road widening is required by this Scheme or otherwise in accordance with the Local Government Act 1974 and its amendments the set back shall be calculated from the proposed final site boundary.

SHOP DWELLING means a shop contained in a dwelling, selling food or beverages and deriving a substantial part of its trade from the retail sale of milk, bread and other day to day requirements, and having a gross retail floor area, including storage, not exceeding 75m².

SIGN includes every advertising or business device of whatever nature whether painted, written, printed, carved, inscribed, endorsed, projected onto or otherwise fixed to or upon any building, wall, pole, structure or erection of any kind whatsoever, or onto any rock, stone, tree or other object, if such advertising or business device is visible from any public place. For the purposes of this Scheme "sign" shall not include any hoarding or sky sign.

SIGN AREA The area of any sign shall be the entire area within a continuous perimeter enclosing the extreme limits of the lettering, framework, or emblem, together with any material or colour forming an integral part of the display or used to differentiate such a sign from the background against which it is placed.

SITE means an area of land permitted by the Scheme and by the general law to be used as a separate site of one or more specified or ascertainable uses, and except as otherwise provided herein held in one Certificate of Title (other than a Certificate of Title for a principal or accessory unit issued pursuant to the Unit Titles Act 1972, or any leased area pursuant to a leasehold/tenancy in common scheme) and includes all related buildings and curtilages. The issue of separate titles pursuant to the Unit Titles Act 1972 or a leasehold/tenancy in common scheme shall not be deemed to create a new site for the purposes of this Scheme.

Any land required to be set aside for road widening shall be excluded as a part of any site for the purposes of this Scheme.

Where any land held in one Certificate of Title is crossed by any zone boundary that zone boundary shall be deemed to be a site boundary and there shall be deemed to be more than one site.

"Site" includes any corner site, front site or rear site.

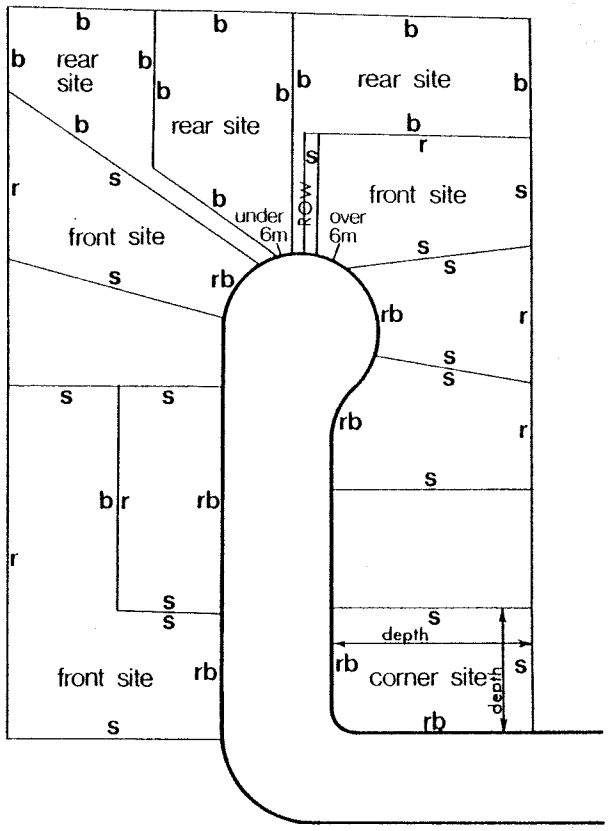
Corner site: means a site having a frontage of not less than 6m to each of two or more roads if the angle within the site between two such minimum frontages is not greater than 135°.

Front site: means a site having one frontage of not less than 6m to a road, and includes any "through site".

Rear site: means a site which is situated generally to the rear of another having access to a road generally by means of an access strip, or which has a frontage of less than 6m.

Through site: means a site other than a corner site, with frontage of not less than 6m to two or more roads. A through site shall be deemed to be a front site for the purpose of this Code.

SITE AREA means the total area of the site,



s	side boundary	internal boundaries
r	rear boundary	
b	boundary	
rb	road boundary	

excluding any part of the site subject to any proposed road widening, or any designation for a public work, and excludes the area of any access strip or right-of-way.

SITE BOUNDARY means any boundary of a site and includes any rear boundary, road boundary, side boundary, internal boundary or zone boundary which crosses within the site (see diagram).

Internal boundary: means any boundary of a site whatsoever other than a road boundary and includes a side boundary and a rear boundary.

Rear boundary: in relation to any front site other than a through site, means a boundary of the site being generally to the rear of the site and generally parallel to a road boundary.

Road boundary: means a boundary of a site contiguous to a boundary or proposed final boundary of any legal road (other than an access way or service lane).

Side boundary: in relation to a front site or corner site means a boundary of a site generally at right angles to a road boundary.

SKY SIGN means any sign erected on, attached to or supported upon the roof of, or above the highest point of any building or structure, and includes all parts of the sign or supporting structure.

SLEEP OUT means a single detached bedroom used by a member of the family occupying the dwelling situated on the same site. Provided that no sleep out shall contain kitchen facilities.

SPECIFICALLY IDENTIFIED means specifically identified in terms of Section 73 of the Act.

STEP IN PLAN means a break in the continuity of an exterior wall of any block or line of apartments or travellers' accommodation whether of one or more storeys by stepping back any unit or units a minimum specified distance measured at right angles to the long axis of the block. (See diagram in Appendix D).

STORAGE AREA means an area within a building, required by this Scheme to be set aside for the storage of such bulky personal or household items as suitcases, bicycles and lawnmowers. Any shed used solely as a storage area may be located in an outdoor service space.

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

TAVERN means any land or building in respect of which a tavern premises licence has been issued pursuant to the Sale of Liquor Act 1962.

TOWER BLOCK means a building so designed that the gross floor area of each floor above second floor level does not exceed 45% of the gross area of the site and permits admission of sunshine and/or daylight into the road onto which it fronts by having one-third of the road frontage to a depth of 20 metres not occupied by building above third floor level.

TRADE VEHICLE STORAGE AREA means the area on a site within which all trade vehicles normally involved with the use are stored when not otherwise engaged in the use, and includes all manoeuvre areas and required landscaped areas.

TRAVELLERS' ACCOMMODATION means any land or buildings used for transient residential accommodation and includes motels, holiday flats, motor and tourist lodges and all rented residential accommodation which is offered for a daily tariff (other than hotels or licensed tourist premises) and excludes any buildings or parts of buildings used as restaurants or other ancillary non-residential facilities available for use by members of the general public, and any camping ground.

TREE includes any shrub, or any group of trees or shrubs, or any bush.

UNDERLYING ZONE means the indication pursuant to section 121 of the Act of the purposes for which and the conditions subject to which designated land would be permitted to be used if it were not so designated.

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

WAREHOUSE means any building or part of a building, or land, where materials, articles or goods are stored pending sale or transfer to a retail outlet or trader. Any warehouse shall be deemed to include only such offices, showrooms, residential and caretaker's accommodation for persons whose employment is such that they are required to live on the site, and wholesale shops as are necessary for, incidental to and a part of the principal use of the site as a warehouse.

WHOLESALE SHOP means any part of an industry or warehouse or bulk store where goods are displayed for direct sale to the public provided that at all times the total floor area of any building or part of a building used for such purposes shall not exceed 10% of the total floor area of buildings on the site, and provided further that the goods displayed for sale are either:

- manufactured on the site, or
- bulky items such as carpets, farm machinery, or building materials, or
- small items sold only in bulk, or
- motor vehicle accessories.

2. Part III General Ordinances Applicable to all Uses

Add new Clause 10A.

10A Relocated Buildings

Where any building is proposed to be relocated from any site to a new site, the relocation of that building shall be a Controlled Use with respect to its design and appearance. In considering a Controlled Use application the Council shall in particular have regard to the following matters.

- *The age, architectural style and physical condition of the building to be relocated and of existing buildings in the vicinity of the new site.*
- *The layout of buildings on the site and their relation to buildings on adjoining sites.*
- *Building height, size, roof pitch, materials and colour in relation to buildings on adjoining sites.*
- *Whether alterations to the building are necessary in order to make it more consistent with the character of the area into which it is to be relocated.*
- *Existing and proposed landscape treatment of the site.*

Footnote: *Attention is drawn to the Council Bylaw which requires relocated buildings to be structurally sound and suitably treated for borer and termite decay.*

* OPERATIVE CHANGE 37

Part III : General Ordinances Applicable to All Uses

5. Land to be suitable for proposed building or use

Notwithstanding conformity with the zoning requirements of this Code and all performance elements and standards, no building shall be altered, erected or placed and no use shall be established, on any land which is not suitable for the building or use proposed.

For the purpose of determining whether any land is suitable for any particular building or use, regard shall be had to the following:

- its economic servicing and development
- earthquake fault lines
- liability to flooding, erosion or landslip
- inundation by the sea
- effect on the surface drainage pattern both on-site and on adjacent or downstream sites
- stability of foundations
- safety, health and amenity

In certain parts of the City which adjoin the principal rivers and main drains, or are of a low-lying nature, there is potential risk of flooding on a periodic basis. Where development is contemplated in such areas, it is advisable to consult with the Christchurch Drainage Board to assess the extent of the risk of flooding.

Footnote: *Bylaws may contain other controls relating to earthworks and excavation.*

6. Christchurch Airport safety zoning provisions

The safety zoning provisions for flight operations at Christchurch Airport are included in the Scheme in accordance with a policy of maintaining standards of airport safety consistent with Ministry of Transport standards.

The land that lies under the various clearance surfaces specified for safety zoning provisions for flight operations is shown by distinctive notations and where only one line appears on a planning map, the land affected by the safety zoning lies on that side of the line indicated by plus sign symbols.

No building, structure, mast, pole, tree or other object shall penetrate any of the approach slopes, the horizontal and conical surfaces as generally shown on the planning maps and defined in the Christchurch International Airport Specification for Approach and Limited Lane Use Controls dated 14 May 1980.

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

No dispensation from, or waiver of, the provisions of this clause shall be permitted without the consent of the Director of Civil Aviation.

For the purposes of this Scheme the mean level of the landing area of Christchurch Airport is a height of 32m above mean sea level.

7. Wigram Airfield, provision for obstruction clearance areas

The following provisions for obstruction clearance areas at Wigram Airfield are included in the scheme in accordance with the requirements of the Minister of Works.

Notwithstanding any height restriction specified in this Code, no building, structure, mast, pole, tree or other object shall:

- Penetrate a plane rising at a gradient of 1 in 50 from the nearest point on the effective flying field boundary to a horizontal distance of 2,286m, that is to a height of 45m above the airfield.
- Penetrate a plane rising at a gradient of 1 in 7 from the nearest point on the effective flying field boundary or on the edge of the 1 in 50 gradient whichever is applicable, to a height of 45m above the airfield.
- Penetrate a horizontal surface at a height of 45m above the airfield and extending out to a distance of 3,200m 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 prevails; provided further that limited infringement of the aforesaid height restriction 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.

8. B.C.N.Z. transmission corridors

Notwithstanding conformity with zoning requirements and all performance elements and standards no building or structure shall be erected so as to obstruct or encroach upon the transmission corridors as shown on the Planning Maps.

Heights and widths of the transmission corridors vary as shown in Appendix N with distance from the B.C.N.Z. Gloucester Street Studios.

9. Accessory buildings on vacant sites

An accessory building to a proposed dwelling or proposed apartment may be erected on any site notwithstanding that the principal buildings (the dwelling or apartments) have not as yet been erected and provided that the floor area of any such accessory building shall not exceed 40m².

10. Existing dwellings

Notwithstanding that the performance standards relating to outdoor space in Part V of this Code require dwellings to be set back a minimum of 1.8m from internal boundaries, existing single storey dwellings set back not less than 1.5m from internal boundaries may be extended by not more than 40% of that part of the existing wall which does not comply provided that other performance elements and standards are met.

* *10A Relocated Buildings*

* OPERATIVE CHANGE 30

11. Effect of specific identification

Where any land is specifically identified on the Planning Maps as used for a purpose of value to the community a conditional use application shall be required where any work, subdivision or use within the meaning of Section 73 of the Act is inconsistent with the identified purpose. All other works, subdivisions and uses shall be permitted provided that they comply in all respects with the provisions of the zone which but for the identification would or does apply.

12. Temporary uses and buildings permitted in any zone

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

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

13. Provisions for L.P.G. storage and distribution

To protect residential amenities and notwithstanding conformity with the zoning requirements of this Code and all performance elements and standards, no L.P.G. storage or distribution facility shall be located on any site unless the following conditions relating to capacity and location are complied with:

*
- In residential zones the maximum total storage capacity shall be 300 kilograms.
- In cultural zones, recreation zones, Commercial 1 and 2, and Commercial Service zones, the maximum total storage capacity per site shall be 2 tonnes (5,000 litres water capacity).
- In all other zones, the maximum total storage capacity per site shall be 8 tonnes (20,000 litres water capacity) where L.P.G. facilities are located less than 200 metres from a residential zone boundary, and 20 tonnes (50,000 litres water capacity) where all L.P.G. facilities are located more than 200 metres from a residential zone boundary.

All storage or distribution facilities in excess of these nominated storage capacities shall be conditional uses. In considering any such application for conditional use the Council shall take into account the following matters:

- The necessity for the proposed oversized installation.
- Compliance with the Dangerous Goods Regulations 1980, and other guidelines and the N.Z. Standards published from time to time.
- The effect on the amenities of the neighbourhood.
- The requirements of the N.Z. Fire Service.
- The proximity of residential zones and/or residential areas.
- The topography of the site and surrounding area.
- The nature of the existing and likely future uses in the surrounding area.
- The supply of water for fire fighting purposes.
- Access and egress of bulk carriers to and from the site.
- The frequency of refilling the proposed installation.
- The likely route through the City of refilling tankers.
- Hours of movement through residential zones.
- Any other matter that may be relevant in the application.

See also Part XI Transportation.

14. Disabled persons

Notwithstanding compliance with zoning requirements and all performance elements and standards of this Code, no building or road shall be constructed or reconstructed or use of any land commenced which would be contrary to the provisions of the Disabled Persons and Community Welfare Act 1975 and the Local Government Act 1974.

Footnote: *Attention is drawn to section 25 of the Disabled Persons and Community Welfare Act 1975 and to section 331(2) of the Local Government Act 1974.*

15. Summit Road Protection Act 1963

Footnote: *Attention is drawn to the Summit Road Protection Act 1963 which may restrict land use or the erection of buildings within the areas shown on the Planning Maps.*

16. Footnotes

Attention is drawn to the following requirements of the Building Bylaws and Local Government Act 1974 and other acts and practices which may affect the design of buildings.

- **Corner splays:** *Where a building is to be erected on a right angled road corner site such site shall be cut-back or rounded-off as herein provided, and thereafter no building for the first 3m above ground level shall at any point project into the corner area so cut-back or rounded-off. Cut-back shall be to a line joining two points each 3.5m back along each road corner frontage and measured from the point of their intersection.*

  Round-off shall be to a line made by the arc of a circle having a radius of 5.5m and a centre fix by radii distances of 5.5m measured perpendicular to the road frontage.

  Where the corner is not right angled the cut-back or round-off with height limitation as aforesaid shall

* OPERATIVE CHANGE 37

be to such line as the Council by Resolution determines is necessary for traffic purposes.

- **Amalgamation of titles or the provision of fire walls:** *No building shall be erected over the boundary of land comprised or partly comprised of two or more allotments of an existing subdivision or subdivisions (whether comprised in the same Certificate of Title or not) unless a fire wall or fire walls complying with the Building Bylaws is or are respectively, erected on such boundary or boundaries of such allotments, or the provisions of Section 642 of the Local Government Act, 1974 or its amendments are complied with.*
- **River-bank reserves:** *On all rivers and streams averaging 3 metres or more in width there shall be laid off a river bank reserve which shall be vested as a Local Purpose Reserve (Esplanade). The width shall be 20 metres unless the Minister of Lands first consents to a lesser width or grants an exemption from the provision. Such Local Purpose Reserves shall be laid off as conditions of approval of subdivisions of land or Development.*
- **Noise from traffic:** *Attention is drawn to possible nuisance from noise that may arise where dwellings or apartments are located on sites adjoining classified roads. In these situations, the Plannning Information Booklet No. 6 contains suggestions as to the siting and design of buildings which may reduce the effect of traffic noise.*

* • **Relocation of buildings:**

Part IV : Rural Zones

17. Rural 1

Zone statement

This zone includes the rural areas of the Port Hills, and a small pocket of flat land in Hillmorton near the Southern Arterial. The purpose of the zone is to maintain these areas in productive rural use, maintain landscape qualities particularly those on the Port Hills, and to contain the urban uses of the city within the general limits set by the Regional Planning Scheme.

17.1 Permitted buildings and uses and their performance elements and standards

A. Agriculture

B. Buildings accessory to agriculture

(i) Building use

Buildings are to be used solely for the purposes of agriculture, or used for a purpose which is accessory to the use of land for agricultural purposes, including dwellings essential to the efficient working of the farm.

(ii) Street scene

Buildings shall be set back a minimum distance from road boundaries as follows:

- Dwellings: 5m
- Buildings accessory to dwellings: 6m
- Other buildings: 10m

(iii) Outlook and amenities of neighbours

Dwellings and buildings accessory to dwellings, shall be set back a minimum of 3m from internal boundaries.

Other buildings shall be set back a minimum of 5m from internal boundaries, except where adjoining a residential zone where the minimum set back shall be 10m.

Footnote: *The keeping and housing of animals, including the siting of buildings for these purposes, are subject to health bylaws.*

C. Parks and recreation grounds (excluding those for motor vehicle sports and grass skiing)

Accessory buildings

(i) Street scene

Buildings shall be set back a minimum of 5m from road boundaries.

The site shall be landscaped for a minimum depth of 2m from road boundaries.

(ii) Design and appearance

The design and appearance of buildings shall have regard to the criteria set out in Appendix D, and in particular, shall harmonise with the rural landscape.

The design and layout of the site and in particular car parks, access tracks, earthworks and landscaping, shall harmonise with the rural landscape.

(iii) Outlook and amenities for neighbours

Buildings or parts of buildings shall be set back a minimum distance from internal boundaries according to the use of the buildings or parts of buildings, as follows:

- Stands, places of assembly and swimming pools: 9m.
- Changing sheds, first aid rooms, public toilets and ancillary service uses, including offices and kitchens: 5m.
- Other buildings: 3m.

No use of land or buildings shall give rise to any objectionable element.

(iv) Access, parking and loading

1 parking space per 4 participants, plus 1 space per 10 spectator seats where the number of spectator seats exceeds 100.

See also Part XI Transportation.

D. Public utility substations

Pumping stations

See Part IX Public Utilities.

17.2 Buildings and uses permitted as conditional uses

A. Mining and processing of materials occurring naturally within the site

Forestry

Recreation grounds used for motor vehicle sports and grass skiing

Camping grounds

In considering applications for conditional uses the Council shall in particular, have regard to the following matters:

(i) Effect on the natural landscape.
(ii) Effect on existing agricultural production.
(iii) Effect on adjoining residential zones.
(iv) Suitability of access.
(v) Effect on soil erosion.
(vi) Effect on surface and sub-surface water drainage.

18. Rural 2

Zone statement

This zone includes the land to the west of the Estuary used by the Christchurch Drainage Board as a sewage farm, and the proposed large recreation reserve between Bexley and Aranui.

Most of the land within the zone is designated for either of these two public works.

The zone is similar to the Rural 1 zone except that publicly operated refuse tips are permitted as an additional use.

18.1 Permitted buildings and uses and their performance elements and standards

A. All permitted buildings and uses and performance elements and standards in the Rural 1 zone

B. Publicly operated refuse tips

Footnote: *The North Canterbury Catchment Board and Regional Water Board exercises control over water quality, and the operation of public refuse tips must have regard to the Board's requirements.*

18.2 Buildings and uses permitted as conditional uses

A. All buildings and uses permitted as conditional uses in the Rural 1 zone

19. Rural 3

Zone statement

This zone is located in the Moncks Spur part of the Port Hills. The soils, aspect, climate and altitude of this area provide suitable conditions for horticultural production.

The zone provides for continuing agricultural use and subdivision to lots of minimum area of 8000m², sufficient in size for a horticulture holding.

19.1 Permitted buildings and uses and their performance elements and standards

A. Agriculture

B. Buildings accessory to agriculture

(i) Building use

Buildings are to be used solely for the purposes of agriculture, or used for a purpose which is accessory to the use of land for agricultural purposes, including dwellings essential to the efficient working of the farm.

(ii) Street scene

Buildings shall be set back a minimum distance from all road boundaries as follows:

- Dwellings: 5m.
- Buildings accessory to dwellings: 6m.
- Other buildings: 10m.

(iii) Sunlight and outlook of neighbours

The mid points of each section of wall or roof of buildings and the mid points of building extensions, shall not project above recession planes constructed from points 2.5m above internal boundaries as shown in Appendix C.

Buildings shall not protrude through a surface drawn parallel to and 9m vertically above, the original ground contours of the site.

Dwellings and buildings accessory to dwellings, shall be set back a minimum of 1.8m from internal boundaries.

Other buildings shall be set back a minimum of 3m from internal boundaries except where adjoining a residential zone, where the minimum set back shall be 5m.

Footnote: *The keeping and housing of animals, including the siting of buildings for these purposes, are subject to health bylaws.*

C. Parks and recreation grounds (excluding those for motor vehicle sports and grass skiing)

Accessory buildings

(i) Street scene

Buildings shall be set back a minimum of 5m from road boundaries.

The site shall be landscaped for a minimum depth of 2m from road boundaries.

(ii) Design and appearance

The design and appearance of buildings shall have regard to the criteria set out in Appendix D and in particular, shall harmonise with the rural landscape.

The design and layout of the site and in particular car parks, access tracks, earthworks and landscape treatment, shall harmonise with the rural landscape.

(iii) Sunlight and outlook of neighbours

The mid points of each section of wall or roof of buildings and the mid points of building extensions, shall not project above recession planes constructed from points 2.5m above internal boundaries as shown in Appendix C.

Buildings shall not protrude through a surface drawn parallel to and 9m vertically above, the original ground contours of the site.

Buildings or parts of buildings shall be set back a minimum distance from internal boundaries according to the use of the buildings or parts of buildings, as follows:

- Stands, places of assembly and swimming pools: 9m.

- Changing sheds, first aid rooms, public toilets and ancillary service uses, including offices and kitchens: 5m.
- Other buildings: 3m.

No use of land or buildings shall give rise to any objectionable element.

(iv) Access, parking and loading
1 parking space per 4 participants, plus 1 space per 10 spectator seats where the number of spectator seats exceeds 100.

See also Part XI Transportation.

D. Public utility substations
Pumping stations

See Part IX Public Utilities.

20. Residential 1

Zone statement

This zone covers most suburban areas of the city excluding the hills, and provides principally for family accommodation in low density, detached houses. Some provision is also made for medium density housing along with a wide range of recreational and community facilities usually associated and compatible with residential areas.

Within the zone, there are two areas, at Travis Swamp and Ferrymead, where an overall approach to planning and a co-ordinated approach to development is required and for which specific requirements are made.

In view of the unusual problem anticipated in developing these low lying areas, the Council will require a concept plan to be prepared for any significant development before subdivisional plans can be considered for approval.

20.1 Permitted buildings and uses and their performance elements and standards

A. Dwellings

Shop dwellings

(i) Residential site density

Minimum site area 450m² except that a building may be erected on a site of minimum area of 300m² if held in a separate title issued prior to 4th December 1982.

(ii) Street scene

Buildings shall be set back a minimum of 4.5m from road boundaries except that on corner sites, one set back may be reduced to a minimum of 3m.

(iii) Sunlight and outlook of neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

(iv) Outdoor space

Buildings shall be set back a minimum of 1.8m from internal boundaries, and a minimum of 65% of the site shall be unoccupied by any buildings including accessory buildings.

On front sites, the minimum set back from one side boundary shall be increased to 2.7m and from the rear boundary, to 6m.

On corner sites, the minimum set back from one side boundary shall be increased to 6m.

On rear sites, the minimum set back from one internal boundary shall be increased to 6m.

Provided that the 6m set back may be reduced to 3m where an outdoor space, screened from the road, containing not less than 100m² and with a minimum dimension of 6m is provided exclusive of the street scene set back.

(v) Access, parking and loading

1 parking space shall be provided.

See also Part XI Transportation.

B. Accessory buildings to dwellings and shop dwellings

(i) Floorspace

Total floor area of accessory buildings (excluding outdoor swimming pools) shall not exceed 85m², and not more than 65m² shall be located in any one building.

Maximum floor area of a family flat: 38m².

(ii) Street scene

No buildings other than garages and outdoor swimming pools shall be placed forward of the front line of a dwelling or shop dwelling. Such garages shall be limited to a maximum of 40m² and be designed to harmonise with the dwelling.

Where the vehicle door of the garage generally faces the road, the minimum set back of the garage from the road boundary shall be 6m. Where the vehicle door is generally at right angles to the road the minimum set back shall be 3m, and the site landscaped for a minimum depth of 3m from the road boundary.

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

(iii) Sunlight, outlook and amenities of neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries as shown in Appendix C, and shall not exceed 3.6m in height except for masts which may be a maximum height of 9m. Provided that those parts of any garage or carport attached to and designed as an integral part of the dwelling on the site and set back more than 1.8m from an internal boundary shall comply with the sunlight and outlook requirements applying to the dwelling.

A family flat shall be set back a minimum of 1.8m from internal boundaries.

No use of land or buildings shall give rise to any objectionable element.

(iv) Access to the rear of dwelling

On front sites, no accessory buildings shall be sited between the dwelling and one side boundary so as to impede the movement of vehicles to the rear of the dwelling, or eliminate the opportunity to create such access.

Footnote: *Building bylaws require a minimum separation between detached accessory buildings and dwellings.*

(v) Additional requirements for a family flat

Minimum separation distance from dwelling: 4.5m.

Unless the family flat complies with the performance elements and standards for an apartment, the applicant shall be required to enter into a suitable bond with the Council (in a form enabling it to be supported by a caveat) to ensure that the family flat is removed when it is no longer required for the housing of a dependent relative.

One additional parking space shall be provided.

C. Home occupations accessory to the use of dwellings

(i) Maintenance of residential amenities
The home occupation shall be carried out within a complying dwelling or a building accessory to a dwelling and shall occupy no more than 30m² of the floor space of the buildings on a site.

All persons engaged in the home occupation shall reside permanently on the site, and no staff shall be employed.

The hours of operation shall be limited to between 0800 hours and 2030 hours Monday to Friday only. No operations shall be permitted on Saturdays, Sundays or public holidays.

No goods shall be displayed for sale and no retail sales shall be made from the site.

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

D. Two units apartments

Three unit apartments only on sites within new subdivisions where a block of land over 5000m² is being subdivided

(i) Residential site density
Minimum site area two units: 650m² except that 2 unit apartments may be erected on a site of minimum area of 500m² if held in a separate title issued prior to 4th December 1982.

Minimum site area three units: 900m² containing a square of 20m.

(ii) Street scene
Buildings shall be set back a minimum of 4.5m from road boundaries, except that on corner sites one set back may be reduced to a minimum of 3m.

(iii) Sunlight and outlook of neighbours
Buildings shall not project beyond a building envelope constructed recession planes from points 2.5m above internal boundaries as shown in Appendix C.

(iv) Outdoor space
Buildings shall be set back a minimum of 1.8m from internal boundaries and a minimum of 65% of the site shall be unoccupied by any buildings including accessory buildings.

(v) Outdoor living space
An outdoor living space of not less than 55m² and minimum dimension of 4.5m, shall be provided for each unit, designed to receive sunshine during mid winter and located conveniently near to the main living area of the unit.

75% of the perimeter of each outdoor living space shall be enclosed by a wall, screen or planting at least 1.5m in height, designed to give privacy and constructed of materials which harmonise with those of the units.

(vi) On-site privacy and outlook
The minimum separation distance between facing walls of different units shall be as follows:

- Where a window of a main living area of one unit faces a window of the main living area of another unit: 9m.
- Where a window of a main living area of one unit faces another unit: 6m.

Footnote: *Separations less than 6m, are subject to building bylaws relating to ventilation and fire protection.*

(vii) Access, parking and loading
Two Units: 1 parking space allocated to each household unit.
Minimum width of access strip to rear site 3.5m.
Three Units: 1 parking space allocated to each household unit, plus 1 additional space.
Access: Minimum width of access strip to rear site 4.5m. In assessing the required width of an access strip to a rear site the potential number of household units using the access strip shall be taken into account.
See also Part XI Transportation.

(viii) Additional provision where units are added to dwellings.
Where new units are attached to an existing dwelling the design and appearance of the units shall harmonise with the dwelling.

Where new units are separated from an existing dwelling, the minimum distance between the dwelling and the units shall be 6m.

E. Accessory buildings to two unit apartments

Accessory buildings to three unit apartments only on sites within new subdivisions where a block over 5000m² is being subdivided

(i) Floorspace
Total floor area of accessory buildings for each apartment unit (excluding garages, car ports and outdoor swimming pools) shall not exceed 8m².

(ii) Street scene
No buildings other than garages or outdoor swimming pools shall be placed forward of the front line of a apartment unit. Such garages shall be limited to a maximum of 40m² and be designed to harmonise with the apartment units.

Where the vehicle door of the garage generally faces the road, the minimum set back of the garage from the road boundary shall be 6m. Where the vehicle door of the garage is generally at right angles to the road the minimum set back shall be 3m, and the site landscaped for a minimum depth of 3m from the road boundary.

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

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries as shown in Appendix C, and shall not exceed 3.6m in height except for masts which may be a maximum height of 9m. Provided that those parts of any garage or carport attached to and designed as an integral part of the apartments on the site, and set back more than 1.8m from an internal boundary shall comply with the sunlight and outlook requirements applying to the apartments.

No use of land or buildings shall give rise to any objectionable element.

F. Four or more unit apartments, and accessory buildings on sites greater than 3500m²

(i) Residential site density
Maximum density: 90 persons per ha.

(ii) Performance elements and standards
Buildings and uses shall comply with the performance elements and standards for apartments within the Residential 2 zone, as follows:

Street scene, 23.1 D.(ii)
Design and appearance of buildings, 23.1 D.(iii)
Sunlight and outlook of neighbours, 23.1 D.(iv)
Space around buildings, 23.1 D.(v)
On-site privacy and outlook for apartments, 23.1 D.(vii)
Outdoor service space for apartments, 23.1 D.(viii)
Storage facilities for apartments, 23.1 D.(ix)
On-site convenience, 23.1 D.(x)
Accessory buildings to apartments, 23.1 E.

(iii) Outdoor living space
Each apartment unit shall be provided with an outdoor living space of minimum area of 55m² and minimum dimension of 4.5m, designed to receive sunshine during mid winter and located convenient to the main living area of the unit.

75% of the perimeter of each outdoor living space shall be enclosed by a wall or screen at least 1.5m high, designed to give privacy and constructed of materials which harmonise with those of the units.

(iv) Access, parking and loading
75% of the units shall be allocated 2 parking spaces each, and the balance 1 space each.

At least one space per unit shall be accessible at all times and that space shall be capable of being covered by a garage for a 90 percentile car.

See also Part XI Transportation.

(v) Titles for built units
See Part X Subdivision and title issue.

G. Elderly persons housing
Accessory buildings

(i) Residential site density
Maximum density: 90 persons per ha.

(ii) Performance elements and standards
Buildings and uses shall comply with the performance elements and standards for apartments and elderly persons housing within the Residential 2 zone, as follows:

Street scene, 23.1 D.(ii)
Design and appearance of buildings, 23.1 D.(iii)
Sunlight and outlook of neighbours, 23.1 D.(iv)
Space around buildings, 23.1 D.(v)
On-site convenience, 23.1 D.(x)
Accessory buildings, 23.1 E.

(iii) Outdoor living space
A minimum of 65% of the site shall be unoccupied by any buildings including accessory buildings.

(iv) Access, parking and loading
1 parking space for every 4 single units, and 1 space for every 2 double units.

See also Part XI Transportation.

H. Old peoples homes
Accessory buildings

(i) Floorspace
Maximum plot ratio 0.4.

(ii) Street scene, open space and landscaping
Buildings shall be set back a minimum of 4.5m from road boundaries.

15% of the site shall be landscaped, and a minimum of one third of this landscaping shall be located along road boundaries.

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings other than accessory buildings, shall be set back a minimum of 3m from internal boundaries.

Accessory buildings shall comply with the requirement for accessory buildings to dwellings.

(iv) Access, parking and loading
1 parking space per 5 guest beds, plus 1 space per 2 staff.

See also Part XI Transportation.

I. Places of assembly
Schools
Hospitals
Preschool facilities
Local libraries
Accessory buildings

(i) Floorspace
Maximum plot ratio 0.4.

(ii) Street scene, open space and landscaping
Buildings shall be set back a minimum of 4.5m from road boundaries and shall be designed to enhance the amenities of the neighbourhood.

15% of the site shall be landscaped, and a minimum of one third of this landscaping shall be located along road boundaries.

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from internal boundaries according to the use of the buildings or parts of the buildings, as follows:

- Places of assembly (excluding churches) and swimming pools: 9m.
- Churches, school classrooms, preschool facilities for more than 6 children, hospital wards, ancillary service uses including offices, kitchens, laundries and laboratories: 5m.
- Residential accommodation and local libraries: 3m.
- Preschool facilities for less than 7 children, garages and other accessory buildings: 1.8m.

Places of Assembly (excluding churches) shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 1) are not exceeded on the boundaries of any site.

(iv) Access, parking and loading
Places of assembly without liquor facilities: 10 parking spaces per 100m² of public area.

Places of assembly with liquor facilities: 20 parking spaces per 100m² of public area.

Schools: 1 parking space per staff member.

Hospitals: 1 parking space per 5 beds plus 1 space per 2 staff.

Preschool facilities: 1 parking space per staff member.

Local libraries: 2 parking spaces per 100m² of public area.

See also Part XI Transportation.

J. Parks and recreation grounds

Accessory buildings

(i) Street scene
Buildings shall be set back a minimum of 4.5m from road boundaries, and shall be designed to enhance the amenities of the neighbourhood.

The site shall be landscaped for a minimum depth of 2m from road boundaries.

(ii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from internal boundaries according to the use of the buildings or parts of buildings, as follows:

- Stands, places of assembly and swimming pools: 9m.
- Changing sheds, first aid rooms, public toilets and ancillary service uses, including offices and kitchens: 5m.
- Implement sheds, garages and other accessory buildings: 2m.

The site shall be landscaped for a minimum depth of 2m from internal boundaries.

No use of land or buildings shall give rise to any objectionable element.

No direct or indirect illumination arising from any recreational activity shall cause annoyance to nearby sites.

(iii) Access, parking and loading
1 parking space per 4 participants, plus 1 space per 10 spectator seats where the number of spectator seats exceeds 100.

See also Part XI Transportation.

K. Medical practices

Accessory buildings

(i) Performance elements and standards
Buildings and uses shall comply with Clauses (i) to (iv) for dwellings and clauses (i) to (v) for accessory buildings to dwellings.

(ii) Street scene
The site shall be landscaped for a minimum depth of 2m from road boundaries.

(iii) Access, parking and loading
3 parking spaces per doctor or dentist.

See also Part XI Transportation.

L. Medical centres

Veterinary clinics

Accessory buildings

(i) Site suitability
Medical centre and veterinary clinic buildings established after 4th December 1979, shall be located within a public walking distance of 100m from a commercial zone boundary or a hospital site boundary, without the intervention of an arterial traffic route.

(ii) Floorspace
Maximum plot ratio 0.4.

(iii) Street scene and landscaping
Buildings shall be set back a minimum of 4.5m from road boundaries.

15% of the site shall be landscaped, and a minimum of one third of this landscaping shall be located along road boundaries.

(iv) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings other than accessory buildings, shall be set back a minimum of 3m from internal boundaries other than commercial zone boundaries.

Accessory buildings shall comply with the requirement for accessory buildings to dwellings.

No boarding of animals shall be permitted at veterinary clinics.

(v) Access, parking and loading
5 parking spaces per medical or allied person or per veterinary surgeon, plus 1 per 2 staff.

See also Part XI Transportation.

M. Market gardens
Nursery gardens
Accessory buildings

(i) Maintenance of residential amenities
A minimum of 35% of the site shall be unoccupied by buildings provided that the maximum floor space of accessory buildings other than glasshouses shall be 85m².

Buildings shall be set back a minimum of 6m from road boundaries and 1.5m from internal boundaries and shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Dwellings accessory to the use of land as market and nursery gardens shall comply with the requirements for dwellings.

Only produce or plants grown on the site shall be sold to the public from the site.

(ii) Access, parking and loading
10 parking spaces per 1ha of cultivated land where produce or plants are sold from the site.

See also Part XI Transportation

N. Garages for the housing of cars of nearby residents

(i) Maintenance of residential amenities
Buildings shall be designed and built of materials which harmonise with the landscape and other buildings in the neighbourhood.

Parts of the site unused for buildings or access shall be landscaped.

(ii) Sunlight and outlook of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries as shown in Appendix C, and shall not exceed 3.6m in height.

(iii) Access
See Part XI Transportation.

O. Service stations and accessory buildings on sites listed in Appendix F

(i) Floorspace
The display and sale of goods other than those associated with motor vehicles shall not exceed 20m².

(ii) Street scene
Buildings shall be set back a minimum of 6m from road boundaries.

Outdoor storage areas shall be screened from the road, and the site landscaped along the road boundaries.

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 5m, and the site landscaped for a minimum depth of 1m, from internal boundaries.

(iv) Outdoor space for storage, access, parking and landscaping
A minimum of 40% of the site shall be unoccupied by buildings.

(v) Access, parking and loading
5 parking spaces per 100m² of nett floor area.

For requirements relating to the location of pumps, vehicle crossings, vehicle barriers, formation and other access and loading requirements, see also Part XI Transportation.

P. Public utility substations
Pumping stations
Exchanges

See Part IX Public Utilities.

Q. Additional requirements for Travis Swamp and Ferrymead

In addition to the normal requirements applicable to a particular use, within the area of the Travis Swamp and the area of Ferrymead, planning and development shall be carried out on an overall basis and in particular, shall follow the principles illustrated on Planning Maps 3 and 15 as to:

- Restrictions on access to arterial roads.
- Layout of major local roads.
- Provision for reserves and schools.
- Provision for local shops (see Chapter 8 for policy).
- Provision for stormwater including two main pipelines within Travis Swamp.
- Co-ordination with the planning and development of the land to the north of Travis Road in Waimairi District.
- Protection of the margins of the Heathcote River and the Estuary.

Significant development in these areas shall be subject to a concept plan in accordance with S.276 (1) (b) of the Local Government Act 1974.

20.2 Buildings and uses permitted as conditional uses

A. Licensed hotels and taverns listed in Appendix G including substantial additions, alterations and reconstruction thereto

Extension of service stations listed in Appendix F on to adjoining sites

Camping grounds

B. Three unit apartments on sites greater than 900m² and containing a square of a minimum dimension of 20m

In considering applications for conditional uses the Council shall, in particular, take into account the following matters:

(i) Street scene
Buildings shall be set back a minimum of 4.5m from road boundaries, except that on corner sites one set back may be reduced to a minimum of 3m.

(ii) Sunlight and outlook of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

(iii) Outdoor space
Buildings shall be set back a minimum of 1.8m from internal boundaries and a minimum of 65% of the site shall be unoccupied by any buildings including accessory buildings.

(iv) Outdoor living space
An outdoor living space of not less than 55m² and minimum dimension of 4.5m, shall be provided for each unit, designed to receive sunshine during mid winter and located conveniently near to the main living area of the unit.

75% of the perimeter of each outdoor living space shall be enclosed by a wall, screen or planting at least 1.5m in height, designed to give privacy and constructed of materials which harmonise with those of the units.

(v) On-site privacy and outlook
The minimum separation distance between facing walls of different units shall be as follows:

- Where a window of a main living area of one unit faces a window of the main living area of another unit: 9m.
- Where a window of a main living area of one unit faces another unit: 6m.

Footnote: *Separations less than 6m, are subject to building bylaws relating to ventilation and fire protection.*

(vi) Access, parking and loading
1 parking space allocated to each household unit plus 1 additional space.

Minimum width of access strip to rear site 4.5m.

21. Residential coastal

Zone Statement
This zone is located on the eastern side of South Brighton Spit south of Tern Street. Its particular purposes are to provide for residential uses, but only where sites are suitable and to ensure a buffer from the sea in an area of known fluctuation in the position of the end of the Spit. The zone recognizes a continuing erosion problem and the maintenance and encouragement of the sand dune complex is a major consideration.

All uses are conditional to ensure that each proposal is carefully assessed in terms of the suitability of the site and for its effect on the dune system and adjoining areas.

21.1 Buildings and uses permitted as conditional uses

A. Dwellings

Home occupations accessory to use of dwellings

Outdoor recreation activities

Storm protection and stabilization works

Vehicle and pedestrian accesses

Significant excavations or changes to land surfaces

Accessory buildings

In considering applications for conditional uses the Council shall, in particular, take into account the following matters:

(i) the effect of the proposal on the form and stability of the dune system including such factors as:

- vegetation
- sand stability

- natural topography
- position of any building or use
- maintenance and development of a sand reservoir
- wind and sand movement

(ii) the nature and location of any building or use including its ability for relocation and its effect on the amenities of adjoining sites

(iii) possible areas of sea inundation and historical shorelines

Footnote: *In addition, attention is drawn to powers of the Council contained in Sec. 641 of the Local Government Act 1974 and Bylaw number 108.*

22. Residential hills

Zone statement

This zone covers the Port Hills areas of the city and provides principally for family accommodation in low density, detached houses, along with a wide range of recreational and community facilities usually associated and compatible with residential areas.

The zone is similar to the Residential 1 zone but the performance elements and standards differ because of the different nature of the topography and soil conditions. Generally a lower intensity of development is provided for.

The planning maps indicate the general form that development of the major areas of undeveloped land should take, but the precise location of roads and community facilities will be determined according to the characteristics of each area. The location of existing and future walking tracks is an important consideration in the design of future subdivisions.

In some cases, where it appears likely that the development of an area may have implications for the development of other land, 'concept plans' under the provisions of the Local Government Act will be required. In addition, applications for the approval of scheme plans for the subdivision of land, will be required to indicate further information regarding house sites and engineering matters to ensure that full account is taken of topographical and soil conditions.

In order to overcome problems of vehicle access and minimise erosion risks in new subdivisions, more extensive use of rights-of-way is envisaged in addition to encouraging provision of garage or parking lots detached from the house site where it is not possible or practical to provide parking adjacent to a house or on a site. Access via walking tracks is particularly important on the steeper hill areas.

22.1 Permitted buildings and uses, and their performance elements and standards

Notwithstanding that any building or use is permitted in this zone and complies with all performance elements and standards, no land shall be used, or buildings added to, altered or erected on any land, which is not suitable for the proposed use or building. For the purpose of determining whether any land is suitable for any particular use or building, the developer shall have regard to the following:

- Suitability of the soil type and slope and particularly in those areas identified in the scheme statement Chapter 5.
- Siting of the buildings in relation to natural water courses.
- The extent of excavations necessary to site the building including the extent of cuts and fills, the height of retaining walls, vehicle access to the building and drainage of these features.
- The general drainage of the site.
- The relationship of any construction, drainage, or landscaping proposals with (and their visual effect upon), the immediate vicinity and adjoining sites.

The Council may require the developer to have prepared by a registered engineer or other suitably qualified person, a report dealing with these matters.

Footnote: *All excavations must comply with the requirements of the Christchurch City By-Law No. 108 (1980) Subdivision, Land Excavation and Filling.*

For subdivision requirements refer to Part X of this Code, and to Section 279 of the Local Government Act 1974.

A. Dwellings

Shop dwellings

(i) Residential site density

Minimum site area 500m² except that a building may be erected on a site of minimum area of 400m² if held in a separate title issued prior to 4th December 1982.

(ii) Street scene

Buildings shall be set back a minimum of 4.5m from road boundaries except that on corner sites, one set back may be reduced to a minimum of 3m.

(iii) Sunlight and outlook of neighbours
The mid points of each section of wall or roof of buildings and the mid points of building extensions, shall not project above recession planes constructed from points 2.5m above internal boundaries as shown in Appendix C.

Buildings shall not protrude through a surface drawn parallel to and 9m vertically above the original ground contours of the site.

(iv) Outdoor space
Buildings shall be set back a minimum of 1.8m from internal boundaries and a minimum of 65% of the site shall be unoccupied by any buildings including accessory buildings.

(v) Access, parking and loading
1 parking space shall be provided.

See also Part XI Transportation.

B. Accessory buildings to dwellings and shop dwellings

(i) Floorspace
Total floor area of accessory buildings excluding outdoor swimming pools, shall not exceed 85m² and not more than 65m² shall be located in any one building.

Maximum floor area of a family flat: 38m².

(ii) Street scene
No buildings other than garages and outdoor swimming pools shall be placed forward of the front line of a dwelling or shop dwelling. Such garages shall be limited to a maximum of 40m² and be designed to harmonise with the dwelling.

Where the vehicle door of the garage generally faces the road, the minimum set back of the garage from the road boundary shall be 6m. Where the vehicle door is generally at right angles to the road the minimum set back shall be 2m, and the site landscaped for a minimum depth of 2m from the road boundary.

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

(iii) Sunlight, outlook and amenities of neighbours
The mid point of each section of wall or roof of buildings and the mid point of building extensions, shall not project above recession planes constructed from points 2.7m above internal boundaries as shown in Appendix C.

Walls of buildings facing internal boundaries shall not exceed 7.5m in length when located within 1.8m of internal boundaries.

Buildings shall not protrude through a surface drawn parallel to and 4.5m vertically above the original ground contours of the site, except for masts which may be a maximum height of 9m.

No accessory building shall be sited within 3m of an existing dwelling or apartment on an adjoining site.

Garages and carports attached to a dwelling or apartment and sited 1.8m or more from internal boundaries, shall not protrude through a surface drawn parallel to and 9m vertically above the original ground contours of the site.

A family flat shall be set back a minimum of 1.8m from internal boundaries

No use of land or buildings shall give rise to any objectionable element.

(iv) Additional requirements for a family flat
Minimum separation distance from dwelling: 4.5m.

Unless the family flat complies with the performance elements and standards for an apartment, the applicant shall be required to enter into a suitable bond with the Council (in a form enabling it to be supported by a caveat) to ensure that the family flat is removed when it is no longer required for the housing of a dependent relative.

One additional parking space shall be provided.

C. Home occupations accessory to the use of dwellings

(i) Maintenance of residential amenities
The home occupation shall be carried out within a complying dwelling or a building accessory to a dwelling and shall occupy no more than 30m² of the floor space of the buildings on a site.

All persons engaged in the home occupation shall reside permanently on the site, and no staff shall be employed.

The hours of operation shall be limited to between 0800 hours and 2030 hours Monday to Friday only. No operations shall be permitted on Saturdays, Sundays or public holidays.

No goods shall be displayed for sale and no retail sales shall be made from the site.

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

D. Two unit apartments

(i) Residential site density
Minimum site area 750m² except that 2 unit apartments may be erected on a site of minimum area of 550m² if held in a separate title issued prior to 4th December 1982.

(ii) Street scene
Buildings shall be set back a minimum of 4.5m from road boundaries except that on corner sites, one set back may be reduced to a minimum of 3m.

(iii) Sunlight and outlook of neighbours
The mid points of each section of wall or roof of buildings and the mid points of building extensions, shall not project above recession planes constructed from points 2.5m above internal boundaries as shown in Appendix C.

Buildings shall not protrude through a surface drawn parallel to and 9m vertically above the original ground contours of the site.

(iv) Outdoor space around buildings
Buildings shall be set back a minimum of 1.8m from internal boundaries and a minimum of 65% of the site shall be unoccupied by any building including accessory buildings.

(v) Outdoor living space
An outdoor living space of not less than 55m² and minimum dimension of 4.5m shall be provided for each unit, designed to receive sunshine during mid winter and located conveniently to the main living area of the unit.

(vi) On site privacy and outlook
The minimum separation distance between facing walls of different units shall be as follows:

- Where a window of a main living area of one unit faces a window of the main living area of another unit: 9m.
- Where a window of a main living area of one unit faces another unit: 6m.

Footnote: *Separations less than 6m, are subject to building bylaws relating to ventilation and fire protection.*

(vii) Access, parking and loading
1 parking space allocated to each household unit.

See also Part XI Transportation.

(viii) Additional provision where a unit is added to dwellings
Where a new unit is attached to an existing dwelling, the design and appearance of the units shall be in harmony with the dwelling.

Where a new unit is separated from an existing dwelling, the minimum distance between the dwelling and the unit shall be 6m.

E. Three or more unit apartments Elderly persons housing

(i) Residential site density
Maximum density: 70 persons per ha.

Minimum site area for 3 or more apartments: 3,500m².

(ii) Performance elements and standards
Buildings and uses shall comply with the performance elements and standards for apartments and elderly persons housing within the Residential 2 zone as follows:

Street scene, 23.1 D.(ii)
Design and appearance of buildings, 23.1 D.(iii)
Space around buildings, 23.1 D.(v)
On-site privacy and outlook for apartments, 23.1 D.(vii)
Outdoor service space for apartments, 23.1 D.(viii)
Storage facilities for apartments, 23.1 D.(ix)
On-site convenience, 23.1 D.(x)

(iii) Sunlight and outlook of neighbours
The mid points of each section of wall or roof of buildings and the mid points of building extensions, shall not project above recession planes constructed from points 2.5m above internal boundaries as shown in Appendix C.

Buildings shall not protrude through a surface drawn parallel to and 9m vertically above the original ground contours of the site.

(iv) Outdoor living space
Apartments: each apartment unit shall be provided with an outdoor living space of minimum area of 55m² and minimum dimension of 4.5m, designed to receive sun shine during mid winter, and located convenient to the main living area of the unit.

Elderly persons housing: a minimum of 65% of the site shall be unoccupied by any buildings including accessory buildings.

(v) Access, parking and loading
Apartments: 75% of the units shall be allocated 2 parking spaces each, and the balance 1 space each.

At least one space per unit shall be accessible at all times and that space shall be capable of being covered by a garage for a 90 percentile car.

Elderly Persons Housing: 1 parking space for every 4 single units, and 1 space for every 2 double units.

See also Part XI Transportation.

(vi) Titles for built units
See Part X Subdivision and Title Issue

F. Accessory buildings to apartments and elderly persons housing

(i) Floorspace
Total floor area of accessory buildings for each apartment unit (excluding garages, car ports and outdoor swimming pools) shall not exceed 8m².

(ii) Street scene
No buildings other than garages or outdoor swimming pools, shall be placed forward of the front line of an apartment unit. Such garages shall be limited to a maximum of 40m² and be designed to harmonise with the apartment units.

Where the vehicle door of the garage generally faces the road, the minimum set back of the garage from the road boundary shall be 6m. Where the vehicle door of the garage is generally at right angles to the road the minimum set back shall be 2m and the site landscaped for a minimum depth of 2m from the road boundary.

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

(iii) Sunlight, outlook and amenities of neighbours
The mid point of each section of wall or roof of buildings and the mid point of building extensions, shall not project above recession planes constructed from points 2.7m above internal boundaries as shown in Appendix C.

Walls of buildings facing internal boundaries shall not exceed 7.5m in length when located within 1.8m of internal boundaries.

Buildings shall not protrude through a surface drawn parallel to and 4.5m vertically above the original ground contours of the site, except for masts which may be a maximum height of 9m.

No accessory building shall be sited within 3m of an existing dwelling or apartment on an adjoining site.

Garages and carports attached to a dwelling or apartment and sited 1.8m or more from internal boundaries, shall not protrude through a surface drawn parallel to and 9m vertically above the original ground contours of the site.

No use of land or buildings shall give rise to any objectionable element.

G. Old peoples homes
Accessory buildings

(i) Floorspace
Maximum plot ratio 0.4.

(ii) Street scene, open space and landscaping
Buildings shall be set back a minimum of 4.5m from road boundaries.

15% of the site shall be landscaped, and at least one third of this landscaping shall be located along road boundaries.

(iii) Sunlight and outlook of neighbours
The mid points of each section of wall or roof of buildings and the mid points of building extension, shall not project above recession planes constructed from points 2.5m above internal boundaries as shown in Appendix C.

Buildings shall not protrude through a surface drawn parallel to and 9m vertically above the original ground contours of the site.

Buildings other than accessory buildings, shall be set back a minimum of 3m from internal boundaries.

Accessory buildings shall comply with this requirement for accessory buildings to dwellings.

(iv) Access, parking and loading
1 parking space per 5 guest beds, plus 1 space per 2 staff.

See also Part XI Transportation.

H. Places of assembly
Schools
Hospitals
Preschool facilities
Local libraries
Accessory buildings

(i) Floorspace
Maximum plot ratio 0.4.

(ii) Street scene, open space and landscaping
Buildings shall be set back a minimum of 4.5m from road boundaries and shall be designed to enhance the amenities of the neighbourhood.

15% of the site shall be landscaped, and a minimum of one third of this landscaping shall be located along road boundaries.

(iii) Sunlight, outlook and amenities of neighbours
The mid points of each section of wall or roof of buildings and the mid points of building extensions, shall not project above recession planes constructed from points 2.5m above internal boundaries as shown in Appendix C.

Buildings shall not protrude through a surface drawn parallel to and 9m vertically above the original ground contours of the site.

Buildings or parts of buildings shall be set back a minimum distance from internal boundaries according to the use of the buildings or parts of buildings, as follows:

- Places of assembly (excluding churches) and swimming pools: 9m.
- Churches, school classrooms, preschool facilities for more than 6 children, hospital wards, ancillary service uses including offices, kitchens, laundries and laboratories: 5m.
- Residential accommodation and local libraries: 3m.
- Preschool facilities for less than 7 children, garages and other accessory buildings: 1.8m.

Places of Assembly (excluding churches) shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 1) are not exceeded on the boundaries of any site.

(iv) Access, parking and loading
Places of assembly without liquor facilities: 10 parking spaces per 100m² of public area.

Places of assembly with liquor facilities: 20 parking spaces per 100m² of public area.

Schools: 1 parking space per staff member.

Hospitals: 1 parking space per 5 beds plus 1 space per 2 staff.

Preschool facilities: 1 parking space per staff member.

Local libraries: 2 parking spaces per 100m² of public area.

See also Part XI Transportation.

I. Parks and recreation grounds
Accessory buildings

(i) Street scene
Buildings shall be set back a minimum of 4.5m from road boundaries, and shall be designed to enhance the amenities of the neighbourhood.

The site shall be landscaped for a minimum depth of 2m from road boundaries.

(ii) Outlook and amenities of neighbours
The mid points of each section of wall or roof of buildings and the mid points of building extensions, shall not project above recession planes constructed from points 2.5m above internal boundaries as shown in Appendix C.

Buildings shall not protrude through a surface drawn parallel to and 9m vertically above the original ground contours of the site.

Buildings or parts of buildings shall be set back a minimum distance from internal boundaries according to the use of the buildings or parts of buildings, as follows:

- Stands, places of assembly, and swimming pools: 9m.
- Changing sheds, first aid rooms, public toilets and ancillary service uses, including offices and kitchens: 5m.
- Implement sheds, garages and other accessory buildings: 2m.

The site shall be landscaped for a minimum depth of 2m from internal boundaries.

No use of land or buildings shall give rise to any objectionable element.

No direct or indirect illumination arising from any recreational activity shall cause annoyance to nearby sites.

(iii) Access, parking and loading
1 parking space per 4 participants, plus 1 space per 10 spectator seats where the number of spectator seats exceeds 100.

See also Part XI Transportation.

J. Medical practices
Accessory buildings

(i) Performance elements and standards
Buildings and uses shall comply with clauses (i) to (iv) for dwellings and clauses (i) to (iv) for accessory buildings to dwellings.

(ii) Street scene
The site shall be landscaped for a minimum depth of 2m from road boundaries.

(iii) Access, parking and loading
3 parking spaces per doctor or dentist.

K. Market gardens
Nursery gardens
Accessory buildings

(i) Maintenance of residential amenities
A minimum of 35% of the site shall be unoccupied by buildings provided that the maximum floor space of accessory buildings other than glasshouses shall be 85m².

Buildings shall be set back a minimum of 6m from road boundaries and 1.5m from internal boundaries and shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Dwellings accessory to the use of land as market and nursery gardens shall comply with the requirements for dwellings.

Only produce or plants grown on the site shall be sold to the public from the site.

(ii) Access, parking and loading
10 parking spaces per 1ha of cultivated land where produce or plants are sold from the site.

See also Part XI Transportation.

L. Garages for the housing of cars of nearby residents

(i) Maintenance of residential amenities
Buildings shall be designed and built of materials which harmonise with the landscape and other buildings in the neighbourhood.

Parts of the site unused for buildings or access shall be landscaped.

(ii) Sunlight and outlook of neighbours
The mid point of each section of wall or roof or buildings and the mid point of building extensions, shall not project above recession planes constructed from points 2.7m above internal boundaries as shown in Appendix C.

Buildings shall not exceed 7.5m in length when located within 1.8m of internal boundaries and 3.6m in height except for masts which may be a maximum height of 9m.

(iii) Access
See Part XI Transportation

M. Public utility substations
Pumping stations

See Part IX Public Utilities.

22.2 Buildings and uses permitted as conditional uses

A. Camping grounds

23. Residential 2, 3 and 4

Zone statements

Residential 2. *These zones are situated on the fringes of the inner city residential districts adjoining the Residential 1 zone and include parts of Merivale, St Albans, Linwood and Waltham. They generally provide for the redevelopment of obsolescent housing to medium densities of 90 persons per site hectare while retaining much of the existing open character of the areas. Retention of existing sound houses and construction of new dwellings is important. Provision is also made for tourist accommodation and a wide range of recreational and community facilities usually associated and compatible with residential areas.*

Residential 3. *These zones are generally situated on the city centre side of the Residential 2 zones and include part of Merivale, St Albans, Linwood, Richmond, Sydenham and Spreydon. Some are also located close to important suburban commercial centres, centres of employment or special amenity at Papanui, Woolston, Redcliffs and Sumner. Redevelopment of obsolescent housing areas with apartments to medium densities of up to 140 persons per site hectare is provided for, as well as the retention of existing sound dwellings and the building of new ones.*

Also provided for, is tourist accommodation and a wide range of recreational and community facilities usually associated and compatible with residential areas.

Residential 4. *The zones are generally located adjoining the central city commercial and industrial districts in Linwood, Waltham, Sydenham and Addington. These areas contain some of the oldest housing in the city. Redevelopment of obsolescent housing areas with apartments to medium high densities of 200 persons per site hectare is provided for, together with dwellings, tourist accommodation and a wide range of recreational and community facilities usually associated and compatible with inner city residential areas.*

23.1 Permitted buildings and uses and their performance elements and standards

A. Dwellings

Shop dwellings

(i) Residential site density
Minimum site area 400m² except that a building may be erected on a site of less than this area if held in a separate title issued prior to 4th December 1982.

(ii) Street scene
Buildings shall be set back a minimum distance from road boundaries as follows:
R.2: 4.5m
R.3: 4m
R.4: 3.5m
except that on corner sites, one set back may be reduced to a minimum of 3m.

(iii) Sunlight and outlook of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

(iv) Outdoor space
Buildings shall be set back a minimum of 1.8m from internal boundaries, and a minimum percentage of the site shall be unoccupied by any buildings including accessory buildings, as follows:
R.2: 60%
R.3: 50%
R.4: 40%
On front sites, the minimum set back from one side boundary shall be increased to 2.7m and from the rear boundary, to 6m.

On corner sites, the minimum set back from one side boundary shall be increased to 6m.

On rear sites, the minimum set back from one internal boundary shall be increased to 6m.

Provided that the 6m set back may be reduced to 3m where an outdoor space, screened from the road, containing not less than 100m², and with a minimum dimension of 6m is provided exclusive of the street scene set back.

(v) Access, parking and loading
1 parking space shall be provided.

See also Part XI Transportation.

B. Accessory buildings to dwellings and shop dwellings

(i) Floorspace
Total floor area of accessory buildings (excluding out door swimming pools) shall not exceed 85m², and not more than 65m² shall be located in any one building.

Maximum floor area of a family flat: 38m².

(ii) Street scene
No buildings other than garages and outdoor swimming pools shall be placed forward of the front line of a dwelling or shop dwelling. Such garages shall be limited to a maximum of 40m² and be designed to harmonise with the dwelling.

Where the vehicle door of the garage generally faces the road, the minimum set back of the garage from the road boundary shall be 6m. Where the vehicle door is generally at right angles to the road the minimum set back shall be 2m, and the site landscaped for a minimum depth of 2m from the road boundary.

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

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries as shown in Appendix C, and shall not exceed 3.6m in height except for masts which may be a maximum height of 9m. Provided that those parts of any garage or carport attached to and designed as an integral part of the dwelling on the site and set back more than 1.8m from an internal boundary shall comply with the sunlight and outlook requirements applying to the dwelling.

A family flat shall be set back a minimum of 1.8m from internal boundaries.

No use of land or buildings shall give rise to any objectionable element.

(iv) Access to the rear of dwelling
On front sites, no accessory buildings shall be sited between the dwelling and one side boundary so as to impede the movement of vehicles to the rear of the dwelling, or eliminate the opportunity to create such access.

Footnote: *Building bylaws require a minimum separation between detached accessory buildings and dwellings.*

(v) Additional requirements for a family flat
Minimum separation distance from dwelling: 4.5m.

Unless the family flat complies with the performance elements and standards for an apartment, the applicant shall be required to enter into a suitable bond with the Council (in a form enabling it to be supported by a caveat) to ensure that the family flat is removed when it is no longer required for the housing of a dependent relative.

One additional parking space shall be provided.

C. Home occupations accessory to the use of dwellings

(i) Maintenance of residential amenities
The home occupation shall be carried out within a complying dwelling or a building accessory to a dwelling, and shall occupy no more than 30m² of the floor space of the buildings on a site.

All persons engaged in the home occupation shall reside permanently on the site, and no staff shall be employed.

The hours of operation shall be limited to between 0800 hours and 2030 hours Monday to Friday only. No operations shall be permitted on Saturdays, Sundays or public holidays.

No goods shall be displayed for sale and no retail sales shall be made from the site.

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

D. Apartments of three storeys and less Elderly persons housing

(i) Residential site density

Maximum density (persons per ha.):
R.2: 90
R.3: 140
R.4: 200

Except that where a site can contain a rectangle of 40m × 50m, the maximum permitted density (persons per ha) shall increase to:
R.2: 130
R.3: 190
R.4: 250

(ii) Street scene

Buildings shall be set back a minimum distance from road boundaries as follows:
R.2: 4.5m
R.3: 4.0m
R.4: 3.5m

Except that on corner sites, one set back may be reduced to a minimum of 3m.

The site shall be landscaped for a minimum depth of 2m from road boundaries.

(iii) Design and appearance of buildings

The design and appearance of buildings shall meet the criteria set out in Appendix D and:

- Where a block of units is sited generally parallel to and closer than 10m from road boundaries, the maximum length of the block shall be 40m.
- Where a block or line of units is sited generally at right angles to the road on a front site which cannot contain a rectangle of 35m × 40m, the maximum number of units which can be constructed in line without a minimum step in plan of 2.4m shall be three.

Where separated units are 6m or more apart, 2.4m steps are not required, except that where garages or carports are located within this space, they shall be stepped a minimum of 1.8m from the line of the units.

The minimum sum of the set backs on opposite sides of each unit shall be determined by the number of units between 2.4m steps in plan, as follows:
1 unit between steps in plan: 5m
2 units between steps in plan: 7.5m
3 units between steps in plan: 10m

(iv) Sunlight and outlook of neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

(v) Space around buildings

Buildings shall be set back a minimum of 1.8m from internal boundaries.

(vi) Outdoor living space

Elderly persons housing: A minimum percentage of the site shall be unoccupied by any buildings including accessory buildings, as follows:
R.2: 60%
R.3: 50%
R.4: 40%

Apartments: In the R.2 and R.3 zones, each apartment unit with a room on the ground floor shall be provided with an outdoor living space. In the R.4 zone, 75% of the apartment units with rooms on the ground floor, shall be provided with an outdoor living space.

The minimum area and dimensions of these spaces shall be as follows:

R.2:	45m²	4m
R.3:	40m²	4m
R.4:	35m²	3m

The outdoor living space shall be designed to receive sunshine during mid winter and located conveniently near to the main living area of each unit.

75% of the perimeter of each outdoor living space shall be enclosed by a wall or screen, or planting, at least 1.5m in height, designed to give privacy and constructed of materials which harmonise with those of the units.

Each apartment without rooms on the ground floor shall be provided with a balcony, of minimum dimension 1.5m and minimum area as follows:

R.2: 7m²
R.3: 6m²
R.4: 5m²

(vii) On-site privacy and outlook for apartments

The minimum separation distance between facing walls of different units, shall be determined by the location and type of windows and vertical recession planes drawn from mean ground level between the separate units, as illustrated in Appendix D, as follows:

- Where a window of a main living area of one unit faces a window of the main living area of another unit: 70° with minimum separation 9m.
- Where a window of a main living area of one unit faces another unit: 50° with minimum separation 6m.

Footnote: *Separations less than 6m are subject to building bylaws relating to ventilation and fire protection.*

(viii) Outdoor service space for apartments

An outdoor service space of minimum area 12m² and minimum dimension 1.5m, shall be provided for each unit, screened from adjoining sites, public places and adjoining outdoor living spaces. Where a common service space serves two or more units the minimum area for each unit may be reduced to 10m².

(ix) Storage facilities for apartments

An enclosed storage area of minimum volume of 3m³ readily accessible from the units, shall be provided for each unit.

(x) On-site convenience

All outdoor living and service spaces, storage facilities, garages, car ports and car parking spaces, shall be conveniently located in relation to each other and to the units they serve.

Facilities such as rubbish storage areas, letter and milk boxes and electricity meter boxes, shall be readily accessible from outside the units and from a road.

(xi) Access, parking and loading
Two apartments: 1 parking space shall be allocated to each apartment unit.
Three or more apartments: 1 parking space shall be allocated to each apartment unit plus 1 additional space for each 5 units or part thereof.

Elderly persons housing: 1 parking space for every four single units and 1 space for every two double units.

See also Part XI Transportation.

(xii) Titles for built units
See part X Subdivision and Title Issue.

(xiii) Additional provision where units are added to dwellings
Where new units are attached to an existing dwelling, the design and appearance of the units shall harmonise with the dwelling.

Where new units are separated from an existing dwelling, the minimum distance between the dwelling and the units shall be 6m.

E. Accessory buildings to apartments and elderly persons housing

(i) Floorspace
Total floor area of accessory buildings for each unit, excluding garages, car ports and outdoor swimming pools, shall not exceed $5m^2$.

(ii) Street scene
No buildings other than garages or outdoor swimming pools, shall be placed forward of the front line of a unit. Such garages shall be designed to harmonise with the apartment units.

Where the vehicle door of the garage generally faces the road, the minimum set back of the garage from the road boundary shall be 6m. Where the vehicle door of the garage is generally at right angles to the road the minimum set back shall be 2m and the site landscaped for a minimum depth of 2m from the road boundary.

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

(iii) Sunlight outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries, as shown in Appendix C and shall not exceed 3.6m in height except for masts which may be a maximum height of 9m. Provided that those parts of any garage or carport attached to and designed as an integral part of the apartments on the site, and setback more than 1.8m, from an internal boundary shall comply with the sunlight and outlook requirements applying to the apartments.

No use of land or buildings shall give rise to any objectionable element.

F. Boarding houses
Hostels
Accessory buildings

(i) Floorspace
Maximum plot ratio:
R.2: 0.4
R.3: 0.5
R.4: 0.6

(ii) Street scene, open space and landscaping
Buildings shall be set back a minimum of 4.5m from road boundaries.

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings other than accessory buildings shall be set back a minimum of 3m from internal boundaries.

Accessory buildings shall comply with this requirement for accessory buildings to dwellings.

(iv) Access, parking and loading
1 parking space per 5 guest beds, plus 1 space per 2 staff.

See also Part XI Transportation.

G. Travellers' accommodation of three storeys and less
Accessory buildings

(i) Residential site density
Maximum density (persons per ha.):
R.2: 90
R.3: 140
R.4: 200

Except that where a site can contain a rectangle of 40m × 50m, the maximum permitted density (persons per ha) shall increase to:
R.2: 130
R.3: 190
R.4: 250

(ii) Street scene, open space and landscaping
Buildings shall be set back a minimum of 4.5m from road boundaries.

15% of the site shall be landscaped and a minimum of one third of this landscaping shall be located along road boundaries.

(iii) Supervision and maintenance
Every site shall have a permanent resident owner or caretaker.

(iv) Design and appearance of buildings
The design and appearance of buildings shall meet the criteria set out in Appendix D and:

- Where a block of units is sited generally parallel to and closer than 10m from road boundaries, the maximum length of the block shall be 40m.
- Where a block or line of units is sited generally at right angles to the road on a front site which cannot

contain a rectangle of 35m × 40m, the maximum number of units which can be constructed in line without a minimum step in plan of 2.4m shall be three.

Where separated units are 6m or more apart, 2.4m steps are not required, except that where garages or carports are located within this space, they shall be stepped a minimum of 1.8m from the line of units.

The minimum sum of the set backs on opposite sides of each unit shall be determined by the number of units between 2.4m steps in plan, as follows:

1 unit between steps in plan: 5m
2 units between steps in plan: 7.5m
3 units between steps in plan: 10m

(v) Sunlight and outlook of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

(vi) Space around buildings
Buildings shall be set back a minimum of 1.8m from internal boundaries.

(vii) Access, parking and loading
1 parking space per unit plus 1 space per five units or part thereof.

See also Part XI Transportation.

H. Places of assembly, Schools Hospitals Preschool facilities Local libraries Accessory buildings

(i) Floorspace
Maximum plot ratio:
R.2: 0.4
R.3: 0.5
R.4: 0.6

(ii) Street scene, open space and landscaping
Buildings shall be set back a minimum of 4.5m from road boundaries and shall be designed to enhance the amenities of the neighbourhood.

15% of the site shall be landscaped, and a minimum of one third of this landscaping shall be located along road boundaries.

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from internal boundaries according to the use of the buildings or parts of buildings, as follows:

- Places of assembly (excluding churches) and swimming pools: 9m.
- Churches, school classrooms, preschool facilities for more than 6 children, hospital wards, ancillary service uses including offices, kitchens, laundries and laboratories: 5m.
- Residential accommodation and local libraries: 3m.
- Preschool facilities for less than 7 children, garages and other accessory buildings: 1.8m.

Places of Assembly (excluding churches) shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 1) are not exceeded on the boundaries of any site.

(iv) Access, parking and loading
Places of assembly without liquor facilities: 10 parking spaces per 100m² of public area.

Places of assembly with liquor facilities: 20 parking spaces per 100m² of public area.

Chartered clubs and premises having a general ancillary liquor licence: 20 parking spaces per 100m² of public area.

Schools: 1 parking space per staff member.

Hospitals: 1 parking space per 5 beds plus 1 space per 2 staff.

Preschool facilities: 1 parking space per staff member.

Local libraries: 2 parking spaces per 100m² of public area.

See also Part XI Transportation.

I. Parks and recreation grounds Accessory buildings

(i) Street scene
Buildings shall be set back a minimum of 4.5m from road boundaries, and shall be designed to enhance the amenities of the neighbourhood.

The site shall be landscaped for a minimum depth of 2m from road boundaries.

(ii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from internal boundaries according to the use of the buildings or parts of buildings, as follows:

- Places of assembly, stands, and swimming pools: 9m.
- Changing sheds, first aid rooms, public toilets and ancillary service uses, including offices and kitchens: 5m.
- Implement sheds, garages and other accessory buildings: 2m.

The site shall be landscaped for a minimum depth of 2m from internal boundaries.

No use of land or buildings shall give rise to any objectionable element.

No direct or indirect illumination arising from any recreational activity shall cause annoyance to nearby sites.

(iii) Access, parking and loading
1 parking space per 4 participants, plus 1 space per 10 spectator seats where the number of spectator seats exceeds 100.

See also Part XI Transportation.

J. Medical practices
Accessory buildings

(i) Performance elements and standards
Buildings and uses shall comply with Clauses (i) to (iv) for dwellings and clauses (i) to (v) for accessory buildings to dwellings.

(ii) Street scene
The site shall be landscaped for a minimum depth of 2m from road boundaries.

(iii) Access, parking and loading
3 parking spaces per doctor or dentist.
See also Part XI Transportation.

K. Medical centres
Veterinary clinics
Accessory buildings

(i) Site suitability
Medical centre and veterinary clinic buildings established after 4th December 1979, shall be located within a public walking distance of 100m from a commercial zone boundary or a hospital site boundary, without the intervention of an arterial traffic route.

(ii) Floorspace
Maximum plot ratio:
R.2: 0.4
R.3: 0.5
R.4: 0.6

(iii) Street scene and landscaping
Buildings shall be set back a minimum of 4.5m from road boundaries.
15% of the site shall be landscaped, and a minimum of one third of this landscaping shall be located along road boundaries.

(iv) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.
Buildings other than accessory buildings, shall be set back a minimum of 3m from internal boundaries other than commercial zone boundaries.
Accessory buildings shall comply with this requirement for accessory buildings to dwellings.
No boarding of animals shall be permitted at veterinary clinics.

(v) Access, parking and loading
5 parking spaces per medical or allied person or per veterinary surgeon, plus 1 per 2 staff.
See also Part XI Transportation.

L. Market gardens
Nursery gardens
Accessory buildings

(i) Maintenance of residential amenities
A minimum of 35% of the site shall be unoccupied by buildings provided that the maximum floor space of accessory buildings other than glasshouses shall be 85m².
Buildings shall be set back a minimum of 6m from road boundaries and 1.5m from internal boundaries and shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.
Dwellings accessory to the use of land as market and nursery gardens shall comply with the requirements for dwellings.
Only produce or plants grown on the site shall be sold to the public from the site.

(ii) Access, parking and loading
10 parking spaces per 1ha of cultivated land where produce or plants are sold from the site.
See also Part XI Transportation.

M. Garages for the housing of cars of nearby residents

(i) Maintenance of residential amenities
Buildings shall be designed and built of materials which harmonise with the landscape and other buildings in the neighbourhood.
Parts of the site unused for buildings or access shall be landscaped.

(ii) Sunlight and outlook of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries as shown in Appendix C, and shall not exceed 3.6m in height.

(iii) Access
See also Part XI Transportation.

N. Service stations and accessory buildings on sites listed in Appendix F

(i) Floorspace
The display and sale of goods other than those associated with motor vehicles shall not exceed 20m².

(ii) Street scene
Buildings shall be set back a minimum of 6m from road boundaries.
Outdoor storage areas shall be screened from the road, and the site landscaped along the road boundaries.

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.
Buildings shall be set back a minimum of 5m, and the site landscaped for a minimum depth of 1m from internal boundaries.

(iv) Outdoor space for storage, access, parking and landscaping
A minimum of 40% of the site shall be unoccupied by buildings.

(v) Access, parking and loading
5 parking spaces per 100m² of nett floor area.
For requirements relating to location of pumps, vehicle crossings, vehicle barriers, formation and other access and loading requirements, see also Part XI Transportation.

O. Public utility substations
Pumping stations
Exchanges

See Part IX Public Utilities.

P. Licensed hotels
Licensed tourist house premises
Accessory buildings

(i) Floorspace
Maximum plot ratio:
R.2: 0.4
R.3: 0.5
R.4: 0.6
Provided that the total floor area of buildings on a site shall not exceed 3000m².

(ii) Street scene
Buildings shall be set back a minimum of 6m from road boundaries.

The site shall be landscaped for a minimum depth of 3m from road boundaries.

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from internal boundaries, according to the use of the buildings or parts of buildings, as follows:

- Bars, bottle stores, restaurants, dining and conference rooms and related activities: 9m.
- Ancillary service uses including offices and kitchens: 5m.
- Residential accommodation: 3m.

The site shall be landscaped for a minimum depth of 3m from internal boundaries.

No more than 30% of the total floor area of the buildings shall be occupied by bars, restaurants, dining and conference rooms and related activities.

Buildings shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 1) are not exceeded on the boundaries of any site.

(iv) Access, parking and loading
1 space per 5 beds, plus 1 space per 2 staff, plus for bars, 30 spaces per 100m² of public area, plus for all other public areas, 10 spaces per 100m² of public area.

See also Part XI Transportation.

Q. Local taverns

(i) Site suitability
Local taverns shall only be located on sites immediately adjoining commercial and industrial zone boundaries.

(ii) Floorspace
Maximum public area: 150m².

(iii) Street scene
Buildings shall be set back a minimum of 4.5m from road boundaries.

The site shall be landscaped for a minimum depth of 2m from road boundaries.

(iv) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 9m from internal boundaries other than commercial and industrial zone boundaries and the site landscaped for a minimum depth of 3m from these boundaries.

Buildings shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 1) are not exceeded on the boundaries of any site.

(v) Access, parking and loading
A minimum of 5 and a maximum of 20 parking spaces per 100m² of public area.

See also Part XI Transportation.

23.2 Buildings and uses permitted as conditional uses

A. Licensed taverns listed in Appendix G including substantial additions, alterations and reconstruction thereto
Extension of service stations listed in Appendix F on to adjoining sites
Camping grounds

24. Residential 3A

Zone statement

This zone is located along the foreshore, to the north and south of the New Brighton shopping centre. The purpose of the zone is similar to Residential 3 zones located in suburban locations, but in addition it provides for high rise apartments as a conditional use.

24.1 Permitted buildings and uses and their performance elements and standards

A. All permitted buildings and uses and performance elements and standards in the Residential 3 zone

24.2 Buildings and uses permitted as conditional uses

A. All buildings and uses permitted as conditional uses in the Residential 3 zone

B. Apartments over three storeys

In considering applications for conditional uses, the Council shall, in particular, have regard to the performance elements and standards specified for apartments over 3 storeys in the Residential 5 zone.

25. Residential 1P, 2P, 3P, 3AP and 4P

Zone statement

These zones are located adjoining a number of the larger shopping centres and the central industrial district, in locations where car parking is already committed or where sites are well located for this use. The purpose of the zone is to provide opportunities for the provision of off-street parking for use in conjunction with shopping centres and industrial districts when the provision of adequate on-site parking is difficult to achieve. These zones will also establish a buffer between commercial and industrial uses and adjoining residential activity.

Apart from car parking, the uses permitted are identical to the residential zones adjoining.

25.1 Permitted buildings and uses and their performance elements and standards

A. All permitted buildings and uses and performance elements and standards in the Residential 1, 2, 3, 3A or 4 zones, shall be permitted in the Residential 1P, 2P, 3P, 3AP and 4P zones respectively

B. Car parks in association with uses in the Commercial 1 and 2 zone, Commercial Service zone or Industrial 1 zone, in the vicinity

(i) Street scene

The site shall be landscaped for a minimum depth of 2m from road boundaries.

(ii) Amenities of residential neighbours

The site shall be landscaped for a minimum depth of 1.5m from internal boundaries. Vehicle access to the site shall be located so as to minimise traffic movements on local residential roads.

(iii) Access and layout

See Part XI Transportation.

25.2 Buildings and uses permitted as conditional uses

A. All buildings and uses permitted as conditional uses in the Residential 3A zone, shall be permitted as conditional uses in the Residential 3AP zone

26. Residential 5

Zone statement

The Residential 5 zone is located around the northern periphery of the City centre and provides for medium to high density residential uses including high rise apartments. Provision is also made for low to medium density residential uses including dwellings, travellers' accommodation and the wide range of recreational and community activities usually associated and compatible with residential districts close to city centres.

Development standards provide for a greater intensity of development than in the other residential zones.

26.1 Permitted buildings and uses and their performance elements and standards

A. Dwellings

Shop dwellings

(i) Residential site density

Minimum site area 400m² provided that a building may be erected on a site of less than this area if held in a separate title issued prior to 4th December 1982.

(ii) Street scene

Buildings shall be set back a minimum of 3m from road boundaries.

(iii) Sunlight and outlook of neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

(iv) Outdoor space

Buildings shall be set back a minimum of 1.8m from internal boundaries, and a minimum of 35% of the site shall be unoccupied by any buildings including accessory buildings.

On front sites, the minimum set back from one side boundary shall be increased to 2.7m and from the rear boundary, to 6m.

On corner sites, the minimum set back from one side boundary shall be increased to 6m.

On rear sites, the minimum set back from one internal boundary shall be increased to 6m.

Provided that the 6m set back may be reduced to 3m where an outdoor space, screened from the road, containing not less than 100m², and with a minimum dimension of 6m is provided exclusive of the street scene set back.

(v) Access, parking and loading

1 parking space shall be provided.

See also Part XI Transportation.

B. Accessory buildings to dwellings and shop dwellings

(i) Floorspace

Total floor area of accessory buildings excluding outdoor swimming pools, shall not exceed 85m² and not more than 65m² shall be located in any one building.

Maximum floor area of family flat: 38m².

(ii) Street scene

No buildings other than garages and outdoor swimming pools shall be placed forward of the front line of a dwelling or shop dwelling. Such garages shall be limited to a maximum of 40m² and be designed to harmonise with the dwelling.

Where the vehicle door of the garage generally faces the road, the minimum set back of the garage from the road boundary shall be 6m. Where the vehicle door is generally at right angles to the road the minimum set back shall be 2m, and the site landscaped for a minimum depth of 2m from the road boundary.

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

(iii) Sunlight, outlook and amenities of neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries as shown in Appendix C, and shall not exceed 3.6m in height except for masts which may be a maximum height of 9m. Provided that those parts of any garage or carport attached to and designed as an integral part of the dwelling on the site and set back more than 1.8m from an internal boundary shall comply with the sunlight and outlook requirements applying to the dwelling.

A family flat shall be set back a minimum of 1.8m from internal boundaries.

No use of land or buildings shall give rise to any objectionable element.

(iv) Access to the rear of dwelling

On front sites, no accessory buildings shall be sited between the dwelling and one side boundary so as to impede the movement of vehicles to the rear of the dwelling, or eliminate the opportunity to create such access.

Footnote: *Building bylaws require a minimum separation between detached accessory buildings and dwellings.*

(v) Additional requirements for a family flat

Minimum separation distance from dwelling: 4.5m.

Unless the family flat complies with the performance elements and standards for an apartment, the applicant shall be required to enter into a suitable bond with the Council (in a form enabling it to be supported by a caveat) to ensure that the family flat is removed when it is no longer required for the housing of a dependent relative.

One additional parking space shall be provided.

C. Home occupations accessory to the use of dwellings

(i) Maintenance of residential amenities

The home occupation shall be carried out within a complying dwelling or a building accessory to a dwelling, and shall occupy no more than 30m² of the floor space of the buildings on a site.

All persons engaged in the home occupation shall reside permanently on the site, and no staff shall be employed.

The hours of operation shall be limited to between 0800 hours and 2030 hours Monday to Friday only. No operations shall be permitted on Saturdays, Sundays or public holidays.

No goods shall be displayed for sale and no retail sales shall be made from the site.

The home occupation shall not cause any nuisance, danger or noxiousness, or increase in traffic generation, that would cause a detraction for the amenities of nearby residents.

D. Apartments of three storeys and less
Elderly persons housing

(i) Residential site density
Maximum density 225 persons per ha. except that where a site can contain a rectangle of 40m x 50m, the maximum permitted density shall increase to 275 persons per ha.

(ii) Street scene
Buildings shall be set back a minimum of 3m from road boundaries.

The site shall be landscaped for a minimum depth of 2m from road boundaries.

(iii) Design and appearance of buildings
The design and appearance of buildings shall meet the criteria set out in Appendix D and:

- Where a block of units is sited generally parallel to and closer than 10m from road boundaries, the maximum length of the block shall be 40m.
- Where a block or line of units is sited generally at right angles to the road on a front site which cannot contain a rectangle of 35m × 40m, the maximum number of units which can be constructed in line without a minimum step in plan of 2.4m shall be three.

  Where separated units are 6m or more apart, 2.4m steps are not required, except that where garages or carports are located within this space, they shall be stepped a minimum of 1.8m from the line of units.

  The minimum sum of the set backs on opposite sides of each unit shall be determined by the number of units between 2.4m steps in plan, as follows:

  1 unit between steps in plan: 5m
  2 units between steps in plan: 7.5m
  3 units between steps in plan: 10m

(iv) Sunlight and outlook of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from 2.5m above internal boundaries as shown in Appendix C.

(v) Space around buildings
Buildings shall be set back a minimum of 1.8m from internal boundaries.

(vi) Outdoor living space
Elderly persons housing: A minimum of 35% of the site shall be unoccupied by any buildings including accessory buildings.

Apartments: 75% of apartment units with a room on the ground floor shall be provided with an outdoor living space.

The minimum area of these spaces shall be 30m² and the minimum dimension 3m.

The outdoor living space shall be designed to receive sunshine during mid winter and located convenient to the main living area of each unit.

75% of the perimeter of each outdoor living space shall be enclosed by a wall or screen, or planting, at least 1.5m in height, designed to give privacy and constructed of materials which harmonise with those of the units.

Each apartment unit located above the ground floor shall be provided with a balcony, of minimum dimension of 1.5m and minimum area of 5m².

(vii) On site privacy and outlook for apartments
The minimum separation distance between facing walls of different units, shall be determined by the location and type of windows and vertical recession planes drawn from mean ground level between the separated units, as illustrated in Appendix D, as follows:

- Where a window of a main living area of one unit faces a window of the main living area of another unit: 70° with minimum separation 9m.
- Where a window of a main living area of one unit faces another unit: 50° with minimum separation 6m.

Footnote: *Separations less than 6m are subject to building bylaws relating to ventilation and fire protection.*

(viii) Outdoor service space for apartments
An outdoor service space of minimum area 12m² and minimum dimension 1.5m, shall be provided for each unit, screened from adjoining sites, public places and adjoining outdoor living spaces. Where a common service space serves two or more units the minimum area for each unit may be reduced to 10m².

(ix) Storage facilities for apartments
An enclosed storage area of minimum volume of 3m³ readily accessible from the units, shall be provided for each unit.

(x) On-site convenience
All outdoor living and service spaces, storage facilities, garages, car ports and car parking spaces, shall be conveniently located in relation to each other and to the units they serve.

Facilities such as rubbish storage areas, letter and milk boxes and electricity meter boxes, shall be readily accessible from outside the units and from a road.

(xi) Access, parking and loading
Two apartments: 1 parking space shall be allocated to each apartment unit.
Three or more apartments: 1 parking space shall be allocated to each apartment unit plus 1 additional space for each 5 units or part thereof.

Elderly persons housing: 1 parking space for every single units and 1 space for every two double units.
See also Part XI Transporation.

(xii) Titles for built units
See part X Subdivision and Title Issue.

(xiii) Additional provision where units are added to dwellings
Where new units are attached to an existing dwelling the design and appearance of the units shall harmonise with the dwelling.

Where new units are separated from an existing dwelling, the minimum distance between the dwelling and the units shall be 6m.

E. Apartments over three storeys

(i) Residential site density
Maximum density 250 persons per ha.

(ii) Street scene, open space and landscaping
Buildings shall be set back a minimum of 4.5m from road boundaries.
15% of the site shall be landscaped and a minimum of one third of this landscaping shall be located along road boundaries.

(iii) Design and appearance of buildings
The design and appearance of buildings shall have regard to the criteria as set out in Appendix D.

(iv) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Building shall be contained within a horizontal containment angle constructed from internal boundaries in accordance with Appendix C.

Tree planting and screening shall be provided to minimise loss of privacy to adjoining residental uses.

(v) Outdoor living space
Each apartment unit located above the ground floor shall be provided with a balcony of minimum dimension of 1.5m.

(vi) On-site privacy
All internal and external features shall be placed and designed to minimise loss of privacy between units.

(vii) Outdoor service space
Outdoor service spaces shall be screened from roads.

(viii) Storage facilities
An enclosed storage space of minimum volume $3m^3$ readily accessible from the units, shall be provided for each unit.

(ix) On-site convenience
All outdoor living, service spaces, storage facilities, garages, carports and car parking spaces, shall be conveniently located in relation to each other and to the units they serve.

Facilities such as rubbish storage areas, letter and milk boxes and electricity meter boxes, shall be readily accessible from the units and from a road.

(x) Access parking and loading
Two apartments: 1 parking space shall be allocated to each apartment unit.
Three or more apartments: 1 parking space shall be allocated to each apartment unit plus 1 additional space for each 5 units or part thereof.
See also Part XI Transportation.

F. Accessory buildings to apartments and elderly persons housing

(i) Floorspace
Total floor area of accessory buildings for each unit, excluding garages, car ports and outdoor swimming pools, shall not exceed $5m^2$.

(ii) Street scene
No buildings other than garages or outdoor swimming pools, shall be placed forward of the front line of a unit. Such garages shall be designed to harmonise with the apartment units.

Where the vehicle door of the garage generally faces the road, the minimum set back of the garage from the road boundary shall be 6m. Where the vehicle door of the garage is generally at right angles to the road the minimum set back shall be 2m and the site landscaped for a minimum depth of 2m from the road boundary.

Outdoor swimming pools placed forward of a unit shall be substainially below ground level and screened from the road by landscaping.

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries, as shown in Appendix C and shall not exceed 3.6m in height except for masts which may be a maximum height of 9m. Provided that those parts of any garage or carport attached to and designed as an integral part of the apartments or elderly persons housing on the site, and setback more than 1.8m from an internal boundary shall comply with the sunlight and outlook requirements applying to the apartments and elderly persons housing.

No use of land or buildings shall give rise to any objectionable element.

G. Boarding houses Hostels Accessory buildings

(i) Floorspace
Maximum plot ratio: 0.8

(ii) Street scene, open space and landscaping
Buildings shall be set back a minimum of 3m from road boundaries.

10% of the site shall be landscaped and a minimum of one third of this landscaping shall be located along road boundaries.

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings other than accessory buildings shall be set back a minimum of 3m from internal boundaries.

Accessory buildings shall comply with this requirement for accessory buildings to dwellings.

(iv) Access, parking and loading
1 parking space per 5 guest beds, plus 1 space per 2 staff.

See also Part XI Transporation.

H. Travellers' accommodation Accessory buildings

(i) Residential site density
Maximum density 225 persons per ha. except that where a site can contain a rectangle of 40m × 50m, the maximum permitted density shall increase to 275 persons per ha.

(ii) Street scene, open space and landscaping
Buildings shall be set back a minimum of 3m from road boundaries.
10% of the site shall be landscaped and a minimum of one third of this landscaping shall be located along road boundaries.

(iii) Supervision and maintenance
Every site shall have a permanent resident owner or caretaker.

(iv) Design and appearance of buildings
The design and appearance of buildings shall meet the criteria set out in Appendix D and:

- Where a block of units is sited generally parallel to and closer than 10m from road boundaries, the maximum length of the block shall be 40m.
- Where a block or line of units is sited generally at right angles to the road on a front site which cannot contain a rectangle of 35m × 40m, the maximum number of units which can be constructed in line without a minimum step in plan of 2.4m shall be three.

  Where separated units are 6m or more apart, 2.4m steps are not required, except that where garages or carports are located within this space, they shall be stepped a minimum of 1.8m from the line of units.

  The minimum sum of the set backs on opposite sides of each unit shall be determined by the number of units between 2.4m steps in plan, as follows:

  1 unit between steps in plan: 5m
  2 units between steps in plan: 7.5m
  3 units between steps in plan: 10m

(v) Sunlight and outlook of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from 2.5m above internal boundaries as shown in Appendix C.

(vi) Space around buildings
Buildings shall be set back a minimum of 1.8m from internal boundaries.

(vii) Access, parking and loading
1 parking space per unit plus 1 space per five units or part thereof.

See also Part XI Transportation.

I. Places of assembly
Schools
Hospitals
Preschool facilities
Accessory buildings

(i) Floorspace
Maximum plot ratio: 0.8.

(ii) Street scene, open space and landscaping
Buildings shall be set back a minimum of 3m from road boundaries and shall be designed to enhance the amenities of the neighbourhood.

10% of the site shall be landscaped, and a minimum of one third of this landscaping shall be located along road boundaries.

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from internal boundaries according to the use of the buildings or parts of buildings, as follows:

- Places of assembly (excluding churches) and swimming pools: 9m.
- Churches, school classrooms, preschool facilities for more than 6 children, hospital wards, ancillary service uses including offices, kitchens, laundries and laboratories: 5m.
- Residential accommodation: 3m.
- Preschool facilities for less than 7 children, garages and other accessory buildings: 1.8m.

Places of Assembly (excluding churches) shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 1) are not exceeded on the boundaries of any site.

(iv) Access, parking and loading
Places of assembly without liquor facilities: 10 parking spaces per 100m² of public area.

Places of assembly with liquor facilities: 20 parking spaces per 100m² of public area.

Chartered clubs and premises having a general ancillary liquor licence: 20 parking spaces per 100m² of public area.

Schools: 1 parking space per staff member.

Hospitals: 1 parking space per 5 beds plus 1 space per 2 staff.

Preschool facilities: 1 parking space per staff member.

See also Part XI Transportation.

J. Parks and recreation grounds
Accessory buildings

(i) Street scene
Buildings shall be set back a minimum of 3m from road boundaries, and shall be designed to enhance the amenities of the neighbourhood.

The site shall be landscaped for a minimum depth of 2m from road boundaries.

(ii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from internal boundaries according to the use of the buildings or parts of buildings, as follows:

- Places of assembly, stands, and swimming pools: 9m.
- Changing sheds, first aid rooms, public toilets and ancillary service uses, including offices and kitchens: 5m.
- Residential accommodation: 3m.
- Implement sheds, garages and other accessory buildings: 2m.

The site shall be landscaped for a minimum depth of 2m from internal boundaries.

No use of land or buildings shall give rise to any objectionable element.

No direct or indirect illumination arising from any recreational activity shall cause annoyance to nearby sites.

(iii) Access, parking and loading
1 parking space per 4 participants, plus 1 space per 10 spectator seats where the number of spectator seats exceeds 100.

See also Part XI Transportation.

K. Medical practices
Accessory buildings

(i) Performance elements and standards
Buildings and uses shall comply with Clauses (i) to (iv) for dwellings and clauses (i) to (v) for accessory buildings to dwellings.

(ii) Street scene
The site shall be landscaped for a minimum depth of 2m from road boundaries.

(iii) Access, parking and loading
3 parking spaces per doctor or dentist.

See also Part XI Transportation.

L. Medical centres
Veterinary clinics
Accessory buildings

(i) Floorspace
Maximum plot ratio: 0.8

(ii) Street scene and landscaping
Buildings shall be set back a minimum of 3m from road boundaries.

10% of the site shall be landscaped, and a minimum of one third of this landscaping shall be located along road boundaries.

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings other than accessory buildings, shall be set back a minimum of 3m from internal boundaries other than commercial zone boundaries.

Accessory buildings shall comply with this requirement for accessory buildings to dwellings.

No boarding of animals shall be permitted at veterinary clinics.

(iv) Access, parking and loading
5 parking spaces per medical or allied person or per veterinary surgeon, plus 1 per 2 staff.

See also Part XI Transportation.

M. Garages for the housing of cars of nearby residents

(i) Maintenance of residential amenities
Buildings shall be designed and built of materials which harmonise with the landscape and other buildings in the neighbourhood.

Parts of the site unused for buildings or access shall be landscaped.

(ii) Sunlight and outlook of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries as shown in Appendix C, and shall not exceed 3.6m in height.

(iii) Access, parking and loading
See also Part XI Transportation.

N. Service stations and accessory buildings on sites listed in Appendix F

(i) Floorspace
The display and sale of goods other than those associated with motor vehicles shall not exceed 20m².

(ii) Street scene
Buildings shall be set back a minimum of 6m from road boundaries.

Outdoor storage areas shall be screened from the road, and the site landscaped along the road boundaries.

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 5m, and the site landscaped for a minimum depth of 1m, from internal boundaries.

(iv) Outdoor space for storage, access, parking and landscaping
A minimum of 40% of the site shall be unoccupied by buildings.

(v) Access, parking and loading
5 parking spaces per 100m² of nett floor area.

For requirements relating to location of pumps, vehicle crossings, vehicle barriers, formation and other access and loading requirements, see also Part XI Transportation.

O. Public utility substations
Pumping stations
Exchanges

See Part IX Public Utilities.

P. Licensed hotels
Licensed tourist house premises
Accessory buildings

(i) Floorspace
Maximum plot ratio: 0.8

(ii) Street scene
Buildings shall be set back a minimum of 3m from road boundaries.

The site shall be landscaped for a minimum depth of 2m from road boundaries.

(iii) Sunlight, outlook and amenities of neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from internal boundaries, according to the use of the buildings or parts of buildings, as follows:

- Bars, bottle stores, restaurants, dining and conference rooms and related activities: 9m.
- Ancillary service uses including offices and kitchens: 5m.
- Residential accommodation: 3m.

The site shall be landscaped for a minimum depth of 2m from internal boundaries.

No more than 30% of the total floor area of the buildings shall be occupied by bars, restaurants, dining and conference rooms and related activities.

Buildings shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 1) are not exceeded on the boundaries of any site.

(iv) Access, parking and loading

1 space per 5 beds, plus 1 space per 2 staff, plus for bars, 30 spaces per 100m² of public area, plus for all other public areas, 10 spaces per 100m² of public area.

See also Part XI Transportation.

26.2 Buildings and uses permitted as conditional uses

A. Licensed taverns listed in Appendix G including substantial additions, alterations and reconstruction thereto

Extension of service stations listed in Appendix F on to adjoining sites

27. Residential 5A

Zone statement

This zone is located to the west of the City centre between the Commercial 3 zone and Hagley Park. Because of the proximity of the City centre and Hagley Park and the pleasant environmental qualities of the area, it is considered to be a particularly suitable locality for inner city housing.

A number of buildings of historic and architectural worth including the Arts Centre (which is a special zone), are within the area.

The zone is designed to emphasise residential activities with a high standard of building design and landscaping.

27.1 Permitted buildings and uses and their performance elements and standards

A. Dwellings

(i) Residential site density

Minimum site area 400m² except that a building may be erected on a site of less than this area if held in a separate title issued prior to 4th December 1982.

(ii) Street scene

Buildings shall be set back a minimum of 4.5m from road boundaries.

(iii) Sunlight and outlook of neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

(iv) Outdoor space

Buildings shall be set back a minimum of 1.8m from internal boundaries and a minimum of 35% of the site shall be unoccupied by any buildings including accessory buildings.

On front sites, the minimum set back from one side boundary shall be increased to 2.7m and from the rear boundary, to 6m.

On corner sites, the minimum set back from one side boundary shall be increased to 6m.

On rear sites, the minimum set back from one internal boundary shall be increased to 6m.

Provided that the 6m set back may be reduced to 3m where an outdoor space, screened from the road, containing not less than 100m², and with a minimum dimension of 6m is provided exclusive of the street scene set back.

(v) Access, parking and loading

1 parking space shall be provided.

See also Part XI Transportation.

B. Accessory buildings to dwellings

(i) Floorspace

Total floor area of accessory buildings excluding outdoor swimming pools, shall not exceed 85m² and not more than 65m² shall be located in any one building.

Maximum floor area of family flat: 38m².

(ii) Street scene

No buildings other than garages and outdoor swimming pools shall be placed forward of the front line of a dwelling. Such garages shall be limited to a maximum of 40m² and be designed to harmonise with the dwelling.

Where the vehicle door of the garage generally faces the road, the minimum set back of the garage from the road boundary shall be 6m. Where the vehicle door is generally at right angles to the road the minimum set back shall be 2m and the site landscaped for a minimum depth of 2m from the road boundary.

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

(iii) Sunlight, outlook and amenities of neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries as shown in Appendix C and shall not exceed 3.6m in height except for masts which may be a maximum height of 9m. Provided that those parts

of any garage or carport attached to and designed as an integral part of the dwelling on the site and set back more than 1.8m from an internal boundary shall comply with the sunlight and outlook requirements applying to the dwelling.

A family flat shall be set back a minimum of 1.8m from internal boundaries.

No use of land or buildings shall give rise to any objectionable element.

(iv) Access to the rear of the dwelling

On front sites, no accessory buildings shall be sited between the dwelling and one side boundary, so as to impede the movement of vehicles to the rear of the dwelling or eliminate the opportunity to create such access.

Footnote: *Building bylaws require a minimum separation between detached accessory buildings and dwellings.*

(v) Additional requirements for a family flat

Minimum separation distance from dwelling: 4.5m.

Unless the family flat complies with the performance elements and standards of an apartment, the applicant shall be required to enter into a suitable bond with the Council (in a form enabling it to be supported by a caveat) to ensure that the family flat is removed when it is no longer required for the housing of a dependent relative.

One additional parking space shall be provided.

C. Home occupations accessory to the use of dwellings

(i) Maintenance of residential amenities

The home occupation shall be carried out within a complying dwelling or a building accessory to a dwelling, and shall occupy no more than 30m² of the floor space of the buildings on a site.

All persons engaged in the home occupation shall reside permanently on the site, and no staff shall be employed.

The hours of operation shall be limited to between 0800 hours and 2030 hours Monday to Friday only.

No operations shall be permitted on Saturdays, Sundays or public holidays.

No goods shall be displayed for sale and no retail sales shall be made from the site.

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

D. Apartments of three storeys and less Elderly persons housing

(i) Residential site density

Maximum density 225 persons per ha. except that where a site can contain a rectangle of 40m × 50m, the maximum density shall increase to 275 persons per ha.

(ii) Street scene

Buildings shall be set back a minimum of 4.5m from road boundaries.

The site shall be landscaped for a minimum depth of 2m from road boundaries.

(iii) Design and appearance of buildings

The design and appearance of buildings shall meet the criteria set out in Appendix D and:

- Where a block of units is sited generally parallel to and closer than 10m from road boundaries, the maximum length of the block shall be 40m.
- Where a block or line of units is sited generally at right angles to the road on a front site which cannot contain a rectangle of 35m × 40m, the maximum number of units which can be constructed in line without a minimum step in plan of 2.4m shall be three.

  Where separated units are 6m or more apart, 2.4m steps are not required, except that where garages or carports are located within this space, they shall be stepped a minimum of 1.8m from the line of units.

  The minimum sum of the set backs on opposite sides of each unit shall be determined by the number of units between 2.4m steps in plan, as follows:

  1 unit between steps in plan: 5m
  2 units between steps in plan: 7.5m
  3 units between steps in plan: 10m

(iv) Sunlight and outlook of neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

(v) Space around buildings

Buildings shall be set back a minimum of 1.8m from internal boundaries.

(vi) Outdoor living space

Elderly persons housing: A minimum of 35% of the site shall be unoccupied by any buildings including accessory buildings.

Apartments: 75% of apartment units with a room on the ground floor shall be provided with an outdoor living space.

The minimum area of these spaces shall be 30m² and the minimum dimension 3m.

The outdoor living space shall be designed to receive sunshine during mid winter and located convenient to the main living area of each unit.

75% of the perimeter of each outdoor living space shall be enclosed by a wall or screen, at least 1.5m in height, designed to give privacy and constructed of materials which harmonise with those of the units.

Each apartment unit located above the ground floor shall be provided with a balcony, of minimum dimension of 1.5m and minimum area of 5m².

(vii) On-site privacy and outlook for apartments

The minimum separation distance between facing walls of different units, shall be determined by the location and type of windows and vertical recession planes drawn from mean ground level between the separated units, as illustrated in Appendix D, as follows:

- Where a window of a main living area of one unit faces a window of the main living area of another unit: 70° with minimum separation 9m.
- Where a window of a main living area of one unit faces another unit: 50° with minimum separation of 6m.

Footnote: *Separations less than 6m are subject to building bylaws relating to ventilation and fire protection.*

(viii) Outdoor service space for apartments
An outdoor service space of minimum area 12m² and minimum dimension 1.5m, shall be provided for each unit, screened from adjoining sites, public places and adjoining outdoor living spaces. Where a common service space serves two or more units the minimum area for each unit may be reduced to 10m².

(ix) Storage facilities for apartments
An enclosed storage area of minimum volume of 3m³ readily accessible from the units, shall be provided for each unit.

(x) On-site convenience
All outdoor living and service spaces, storage facilities, garages, carports and car parking spaces, shall be conveniently located in relation to each other and to the units they serve.

Facilities such as rubbish storage areas, letter and milk boxes and electricity meter boxes, shall be readily accessible from outside the units and from a road.

(xi) Access, parking and loading
Two apartments: 1 parking space shall be allocated to each apartment unit.
Three or more apartments: 1 parking space shall be allocated to each apartment unit plus 1 additonal space for each 5 units or part thereof.

Elderly persons housing: 1 parking space for every four single units and 1 space for every two double units.

See also Part XI Transportation.

(xii) Titles for built units
See Part X Subdivision and Title Issue.

(xiii) Additional provision where units are added to dwellings
Where new units are attached to an existing dwelling, the design and appearance of the units shall harmonise with the dwelling.

Where new units are separated from an existing dwelling, the minimum distance between the dwelling and the units shall be 6m.

E. Apartments over three storeys

(i) Residential site density
Maximum density: 250 persons per ha.

(ii) Street scene, open space and landscaping
Buildings shall be set back a minimum of 4.5m from rod boundaries.

15% of the site shall be landscaped and a minimum of one third of this landscaping shall be located along road boundaries.

(iii) Design and appearance of buildings
The design and appearance of buildings shall have regard to the criteria as set out in Appendix D.

(iv) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Building shall be contained within a horizontal containment angle constructed from internal boundaries in accordance with Appendix C.

Tree planting and screening shall be provided to minimise loss of privacy to adjoining residential uses.

(v) Outdoor living space
Each apartment unit located above the ground floor shall be provided with a balcony of minimum dimension of 1.5m.

(vi) On-site privacy
All internal and external features shall be placed and designed to minimise loss of privacy between units.

(vii) Outdoor service space
Outdoor service spaces shall be screened from roads.

(viii) Storage facilities
An enclosed storage space of minimum volume 3m³ readily accessible from the units, shall be provided for each unit.

(ix) On-site convenience
All outdoor living, service spaces, storage facilities, garages and car parking spaces, shall be conveniently located in relation to each other and to the units they serve.

Facilties such as rubbish storage areas, letter and milk boxes and electricity meter boxes, shall be readily accessible from the units and from a road.

(x) Access, parking and loading
Two apartments: 1 parking space shall be allocated to each apartment unit.
Three or more apartments: 1 parking space shall be allocated to each apartment unit plus 1 additional space for each 5 units or part thereof.

See also Part XI Transportation.

F. Accessory buildings to apartments and elderly persons housing

(i) Floorspace
Total floor area of accessory buildings for each unit, excluding garages, car ports and outdoor swimming pools, shall not exceed 5m².

(ii) Street scene
No buildings other than garages or outdoor swimming pools, shall be placed forward of the front line of a unit. Such garages shall be designed to harmonise with the apartment units.

Where the vehicle door of the garage generally faces the road, the minimum set back of the garage from the road boundary shall be 6m. Where the vehicle door of the garage is generally at right angles to the road the minimum set back shall be 2m and the site landscaped for a minimum depth of 2m from the road boundary.

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

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries, as shown in Appendix C and shall not exceed 3.6m in height except for masts which may

be a maximum height of 9m. Provided that those parts of any garage or car port attached to and designed as an integral part of the apartments or elderly persons housing on the site, and set back more than 1.8m from an internal boundary shall comply with the sunlight and outlook requirements applying to the apartments and elderly persons housing.

No use of land or buildings shall give rise to any objectionable element.

G. Boarding houses
Hostels
Accessory buildings

(i) Floorspace
Maximum plot ratio: 0.8

(ii) Street scene, open space and landscaping
Buildings shall be set back a minimum of 4.5m from road boundaries.

15% of the site shall be landscaped and a minimum of one third of this landscaping shall be located along road boundaries.

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings other than accessory buildings shall be set back a minimum of 3m from internal boundaries.

Accessory buildings shall comply with this requirement for accessory buildings to dwellings.

(iv) Access, parking and loading
1 parking space per 5 guest beds, plus 1 space per 2 staff.

See also Part XI Transportation.

H. Museums
Schools
Accessory buildings

(i) Floorspace
Maximum plot ratio: 0.8.

(ii) Street scene, open space and landscaping
Buildings shall be set back a minimum of 4.5m from road boundaries and shall be designed to enhance the amenities of the neighbourhood.

15% of the site shall be landscaped, and a minimum of one third of this landscaping shall be located along road boundaries.

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from internal boundaries according to the use of the buildings or parts of buildings, as follows:

- Swimming pools: 9m.
- School classrooms, museums: 5m.
- Residential accommodation: 3m.
- Garages and other accessory buildings: 1.8m.

(iv) Access, parking and loading
Schools: 1 parking space per staff member.

Museums: 2 parking spaces per 100m² of public area.

See also Part XI Transportation.

I. Parks and recreation grounds
Accessory buildings

(i) Street scene
Buildings shall be set back a minimum of 4.5m from road boundaries, and shall be designed to enhance the amenities of the neighbourhood.

The site shall be landscaped for a minimum depth of 2m from road boundaries.

(ii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from internal boundaries according to the use of the buildings or parts of buildings, as follows:

- Places of assembly, stands, and swimming pools: 9m.
- Changing sheds, first aid rooms, public toilets and ancillary service uses, including offices and kitchens: 5m.
- Residential accommodation: 3m.
- Implement sheds, garages and other accessory buildings: 2m.

The site shall be landscaped for a minimum depth of 2m from internal boundaries.

No use of land or buildings shall give rise to any objectionable element.

No direct or indirect illumination arising from any recreational activity shall cause annoyance to nearby sites.

(iii) Access, parking and loading
1 parking space per 4 participants, plus 1 space per 10 spectator seats where the number of spectator seats exceeds 100.

See also Part XI Transportation.

J. Garages for the housing of cars of nearby residents

(i) Maintenance of residential amenities
Buildings shall be designed and built of materials which harmonise with the landscape and other buildings in the neighbourhood.

Parts of the site unused for buildings or access shall be landscaped.

(ii) Sunlight and outlook of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries as shown in Appendix C, and shall not exceed 3.6m in height.

(iii) Access, parking and loading
See also Part XI Transportation.

K. Public utility substations

See Part IX Public Utilities.

L. Licensed tourist house premises and accessory buildings limited to Lot 1. D.P. 37827 (Park Hotel site) only

(i) Floorspace
Maximum plot ratio: 0.8.

(ii) Street scene
Buildings shall be set back a minimum of 4.5m from road boundaries.

The site shall be landscaped for a minimum depth of 3m from road boundaries.

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from internal boundaries according to the use of the buildings or parts of buildings, as follows:

- Bars, bottle stores, restaurants, dining and conference rooms and related activities: 9m.
- Ancillary service uses including offices and kitchens: 5m.
- Residential accommodation: 3m.

The site shall be landscaped for a minimum depth of 3m from internal boundaries.

No more than 30% of the total floor area of the buildings shall be occupied by bars, restaurants, dining and conference rooms and related activities.

Buildings shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 1) are not exceeded on the boundaries of any site.

(iv) Access, parking and loading
1 space per 5 beds, plus 1 space per 2 staff, plus for bars, 30 spaces per 100m² of public area, plus for all other public areas, 10 spaces per 100m² of public area.

See also Part XI Transportation.

28. Residential 5B

Zone statement
This zone adjoins the Commercial 3 zone in two small areas in Peterborough Street and Conference Street. The purpose of the zone is to provide some flexibility for development in order that a permanent boundary between commercial and residential uses can be established. Permitted uses are the same as for the Residential 5 zone but provision is made for car parking in association with adjoining commercial uses.

28.1 Permitted buildings and uses and their performance elements and standards

A. All permitted buildings and uses and performance elements and standards listed in the Residential 5 zone

B. Car parks in association with adjoining uses in the Commercial 3 zone

(i) Street scene
The site shall be landscaped for a minimum depth of 3m from road boundaries.

(ii) Amenities of residential neighbours
The site shall be landscaped for a minimum depth of 1.5m from internal boundaries. Vehicle access from Conference and Peterborough Streets shall be limited to motor cars only.

(iii) Land to be held with commercial use
The site used for car parking shall be contained within the same Certificate of Title as the associated use within the Commercial 3 zone.

(iv) Access and layout
See also Part XI Transportation.

Footnote: *For commercial floor space bonus for residential development see C3 zone.*

29. Residential 5C

Zone statement
This zone includes part of the inner city area known as the Avon Loop and is designed to retain much of the present residential character of the area. Compared with the Residential 5 zone, high rise apartments have been excluded, together with some non residential activities such as places of assembly, travellers' accommodation, hotels, taverns and licensed tourist house premises except those in sound condition and existing prior to 4th December 1979.

Development standards are similar to those for the Residential 5 zone.

On Planning Map 10, the cross at the intersection of Bangor, Rees and Hurley Streets indicates the road is to be stopped. It is intended as part of the area improvements for the Avon Loop, for the purpose of providing an area of open space as a focal point in the community and to remove unnecessary traffic from the centre of the residential area.

29.1 Permitted buildings and uses and their performance elements and standards

A. Dwellings

Shop dwellings

Accessory buildings to dwellings and shop dwellings.

Home occupations accessory to the use of dwellings

Apartments of three storeys and less

Elderly persons housing.

Accessory buildings to apartments.

Places of assembly limited to community centres.

Boarding houses

Hostels

Parks and recreation grounds

Medical practices

Public utility sub-stations

Pumping stations

Places of assembly and licensed tourist house premises on sites listed in Appendix V

Accessory buildings

Buildings and uses shall comply with the performance elements and standards for each particular building or use, as specified in the Residential 5 zone.

In addition, Licensed Tourist House premises shall be of three storeys and less and no vehicular access shall be permitted to Bangor Street.

29.2 Buildings and uses permitted as conditional uses

A. Star and Garter Tavern listed in Appendix G including substantial additions, alterations and reconstruction thereto.

30. Residential 6

Zone statement

This zone is located to the east of the City centre between Barbadoes and Madras Streets, both one way traffic streets. The general purpose of the zone is similar to that of the Residential 5 zone in encouraging medium to high density residential uses. Provision is also made for tourist accommodation and a wide range of recreational and community uses together with an increased scope for home occupations.

30.1 Permitted buildings and uses and their performance elements and standards

A. Dwellings

(i) Residential site density

Minimum site area 400m² provided that a building may be erected on a site of less than this area if held in a separate title issued prior to 4th December 1982.

(ii) Street scene

Buildings shall be set back a minimum of 3m from road boundaries.

(iii) Sunlight and outlook of neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

(iv) Outdoor space

Buildings shall be set back a minimum of 1.8m from internal boundaries and a minimum of 35% of the site shall be unoccupied by any buildings including accessory buildings.

On front sites, the minimum set back from one side boundary shall be increased to 2.7m and from the rear boundary, to 6m.

On corner sites, the minimum set back from one side boundary shall be increased to 6m.

(v) Access, parking and loading

1 parking space shall be provided.

See also Part XI Transportation.

B. Accessory buildings to dwellings

(i) Floorspace

Total floor area of accessory buildings excluding outdoor swimming pools shall not exceed 85m², and not more than 65m² shall be located in any one building.

Maximum floor area of family flat: 38m².

(ii) Street scene

No buildings other than garages and outdoor swimming pools shall be placed forward of the front line of a dwelling or shop dwelling. Such garages shall be limited to a maximum of 40m² and be designed to harmonise with the dwelling.

Where the vehicle door of the garage generally faces the road, the minimum set back of the garage from the road boundary shall be 6m. Where the vehicle door is generally at right angles to the road the minimum set back shall be 2m and the site landscaped for a minimum depth of 2m from the road boundary.

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

(iii) Sunlight, outlook and amenities of neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries as shown in Appendix C and shall not exceed 3.6m in height except for masts which may be a maximum height of 9m.

A family flat shall be set back a minimum of 1.8m from internal boundaries.

No use of land or buildings shall give rise to any objectionable element.

(iv) Access to the rear of the dwelling

On front sites, no accessory buildings shall be sited between the dwelling and one side boundary, so as to impede the movement of vehicles to the rear of the dwelling or eliminate the opportunity to create such access.

Footnote: *Building bylaws require a minimum separation between detached accessory buildings and dwellings.*

(v) Additional requirements for a family flat
Minimum separation distance from dwelling: 4.5m.

Unless the family flat complies with the performance elements and standards for an apartment, the applicant shall be required to enter into a suitable bond with the Council (in a form enabling it to be supported by a caveat) to ensure that the family flat is removed when it is no longer required for the housing of a dependent relative.

One additional parking space shall be provided.

C. Apartments of three storeys and less Elderly persons housing

(i) Residential site density
Maximum density 225 persons per ha. except that where a site can contain a rectangle of 40m x 50m, the maximum density shall increase to 275 persons per ha.

(ii) Street scene
Buildings shall be set back a minimum of 3m from road boundaries.

The site shall be landscaped for a minimum depth of 2m from road boundaries.

(iii) Design and appearance of buildings
The design and appearance of buildings shall meet the criteria set out in Appendix D and:

- Where a block of units is sited generally parallel to and closer than 10m from road boundaries, the maximum length of the block shall be 40m.
- Where a block or line of units is sited generally at right angles to the road on a front site which cannot contain a rectangle of 35m × 40m, the maximum number of units which can be constructed in line without a minimum step in plan of 2.4m shall be three.
- Where separated units are 6m or more apart, 2.4m steps are not required, except that where garages or carports are located within this space, they shall be stepped a minimum of 1.8m from the line of the units.

The minimum sum of the set backs on opposite sides of each unit shall be determined by the number of units between 2.4m steps in plan, as follows:
1 unit between steps in plan: 5m
2 units between steps in plan: 7.5m
3 units between steps in plan: 10m

(iv) Sunlight and outlook of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

(v) Space around buildings
Buildings shall be set back a minimum of 1.8m from internal boundaries.

(vi) Outdoor living space
Elderly persons housing: A minimum of 35% of the site shall be unoccupied by any buildings including accessory buildings.

Apartments: 75% of apartment units with a room on the ground floor shall be provided with an outdoor living space.

The minimum area of these spaces shall be 30m² and the minimum dimension 3m.

The outdoor living space shall be designed to recieve sunshine during mid winter and located convenient to the main living area of each unit.

75% of the perimeter of each outdoor living space shall be enclosed by a wall or screen, or planting, at least 1.5m in height, designed to give privacy and constructed or materials which harmonise with those of the units.

Each apartment unit located above the ground floor shall be provided with a balcony, of minimum dimension of 1.5m and minimum area of 5m².

(vii) On-site privacy and outlook for apartments
The minimum separation distance between facing walls of different units, shall be determined by the location and type of windows and vertical recession planes drawn from mean ground level between the separated units, as illustrated in Appendix D, as follows.

- Where a window of a main living area of one unit faces a window of the main living area of another unit: 70° with minimum separation 9m.
- Where a window of a main living area of one unit faces another unit: 50° with minimum separation of 6m.

Footnote: *Separations less than 6m are subject to building bylaws relating to ventilation and fire protection.*

(viii) Outdoor service space for apartments
An outdoor service space of minimum area 12m² and minimum dimension 1.5m, shall be provided for each unit, screened from adjoining sites, public places and adjoining outdoor living spaces. Where a common service space serves two or more units the minimum area for each unit may be reduced to 10m².

(ix) Storage facilities for apartments
An enclosed storage area of minimum volume of 3m³ readily accessible from the units, shall be provided for each unit.

(x) On site convenience
All outdoor living and service spaces, storage facilities, garages, car parks and car parking spaces, shall be conveniently located in relation to each other and to the units they serve.

Facilities such as rubbish storage areas, letter and milk boxes and electricity meter boxes, shall be readily accessible from outside the units and from a road.

(xi) Access, parking and loading
Two apartments: 1 parking space shall be allocated to each apartment unit.
Three or more apartments: 1 parking space shall be allocated to each apartment unit plus 1 additional space for each 5 units or part thereof.

Elderly persons housing: 1 space for every four single units and 1 space for every two double units.

See also Part XI Transportation.

(xii) Titles for built units
See part X Subdivision and Title Issue.

(xiii) Additional provision where units are added to dwellings
Where new units are attached to an existing dwelling, the design and appearance of the units shall harmonise with the dwelling.

Where new units are separated from an existing dwelling, the minimum distance between the dwelling and the units shall be 6m.

D. Apartments over three storeys

(i) Residential site density
Maximum density 250 persons per ha.

(ii) Street scene, open space and landscaping
Buildings shall be set back a minimum of 4.5m from road boundaries.

15% of the site shall be landscaped and a minimum of one third of this landscaping shall be located along road boundaries.

(iii) Design and appearance of buildings
The design and appearance of buildings shall have regard to the criteria as set out in Appendix D.

(iv) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings shall be contained within a horizontal containment angle constructed from internal boundaries in accordance with Appendix C.

Tree planting and screening shall be provided to minimise loss of privacy to adjoining residential uses.

(v) Outdoor living space
Each apartment unit located above the ground floor shall be provided with a balcony of minimum dimension of 1.5m.

(vi) On-site privacy
All internal and external features shall be placed and designed to minimise loss of privacy between units.

(vii) Outdoor service space
Outdoor service spaces shall be screened from roads.

(viii) Storage facilities
An enclosed storage space of minimum volume $3m^3$ readily accessible from the units, shall be provided for each unit.

(xi) On-site convenience
All outdoor living, service spaces, storage facilities, garages and car parking spaces, shall be conveniently located in relation to each other and to the units they serve.

Facilities such as rubbish storage areas, letter and milk boxes and electricity meter boxes, shall be readily accessible from the units and from a road.

(x) Access, parking and loading
Two apartments: 1 parking space shall be allocated to each apartment unit.
Three or more apartments: 1 parking space shall be allocated to each apartment unit plus 1 additional space for each 5 units or part thereof.
See also Part XI Transportation.

E. Accessory buildings to apartment and elderly persons housing

(i) Floorspace
Total floor area of accessory buildings for each unit, excluding garages, carports and outdoor swimming pools shall not exceed $5m^2$.

(ii) Street scene
No buildings other than garages or outdoor swimming pools, shall be placed forward of the front line of a unit. Such garages shall be designed to harmonise with the apartment units.

Where the vehicle door of the garage generally faces the road, the minimum set back of the garage from the road boundary shall be 6m. Where the vehicle door of the garage is generally at right angles to the road the minimum set back shall be 2m and the site landscaped for a minimum depth of 2m from the road boundary.

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

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries, as shown in Appendix C and shall not exceed 3.6m in height except for masts which may be a maximum height of 9m. Provided that those parts of any garage or carport attached to and designed as an integral part of the apartments or elderly persons housing on the site, and set back more than 1.8m from an internal boundary shall comply with the sunlight and outlook requirements applying to the apartments and elderly persons housing.

No use of land or buildings shall give rise to any objectionable element.

F. Home occupations accessory to the use of dwellings and apartments

(i) Maintenance of residential amenities
The home occupation shall be carried out within a complying dwelling or apartment or a building accessory to a dwelling and shall occupy no more than $30m^2$ of the floorspace of the household unit.

All persons engaged in the home occupation shall reside permanently on the site, except that one additional staff may be employed on the site.

The hours of operation shall be limited between 0800 hours and 2030 hours Monday to Friday only. No operations shall be permitted on Saturdays, Sundays or public holidays.

No goods shall be displayed for sale and no retail sales shall be made from the site.

The home occupation shall not cause any nuisance, danger or noxiousness, or increase in traffic generation, that would cause detraction from the amenities of nearby residents.

G. Boarding houses
Hostels
Accessory buildings

(i) Floorspace
Maximum plot ratio: 1.0

(ii) Street scene, open space and landscaping
Buildings shall be set back a minimum of 3m from road boundaries.

10% of the site shall be landscaped and a minimum of one third of this landscaping shall be located along road boundaries.

(iii) Sunlight, outlook and amenities of neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings other than accessory buildings shall be set back a minimum of 3m from internal boundaries.

Accessory buildings shall comply with this requirement for accessory buildings to dwellings.

(iv) Access, parking and loading

1 parking space per 5 guest beds, plus 1 space per 2 staff.

See also Part XI Transportation.

H. Travellers' accommodation
Accessory buildings

(i) Residential site density

Maximum density 225 persons per ha. except that where a site can contain a rectangle of 40m × 50m, the maximum permitted density shall increase to 275 persons per ha.

(ii) Street scene, open space and landscaping

Buildings shall be set back a minimum of 3m from road boundaries.

10% of the site shall be landscaped and a minimum of one third of this landscaping shall be located along road boundaries.

(iii) Supervision and maintenance

Every site shall have a permanent resident owner or caretaker.

(iv) Design and appearance of buildings

The design and appearance of buildings shall meet the criteria set out in Appendix D and:

- Where a block of units is sited generally parallel to and closer than 10m from road boundaries, the maximum length of the block shall be 40m.
- Where a block or line of units is sited generally at right angles to the road on a front site which cannot contain a rectangle of 35m× 40m, the maximum number of units which can be constructed in line without a minimum step in plan of 2.4m, shall be three.

  Where separated units are 6m or more apart, 2.4m steps are not required, except that where garages or carports are located within this space, they shall be stepped a minimum of 1.8m from the line of units.

  The minimum sum of the set backs on opposite sides of each unit shall be determined by the number of units between 2.4m steps in plan, as follows:

  1 unit between steps in plan: 5m
  2 units between steps in plan: 7.5m
  3 units between steps in plan: 10m

(v) Sunlight and outlook of neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from 2.5m above internal boundaries as shown in Appendix C.

(vi) Space around buildings

Buildings shall be set back a minimum of 1.8m from internal boundaries.

(vii) Access, parking and loading

1 parking space per unit, plus 1 space per five units or part thereof.

See also Part XI Transportation.

I. Places of assembly
Schools
Hospitals
Preschool facilities
Accessory buildings

(i) Floorspace

Maximum plot ratio: 1.0.

(ii) Street scene, open space and landscaping

Buildings shall be set back a minimum of 3m from road boundaries and shall be designed to enhance the amenities of the neighbourhood.

10% of the site shall be landscaped, and a minimum of one third of this landscaping shall be located along road boundaries.

(iii) Sunlight, outlook and amenities of neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from internal boundaries according to the use of the buildings or parts of buildings, as follows:

- Places of assembly (excluding churches) and swimming pools: 9m.
- Churches, school classrooms, preschool facilities for more than 6 children, hospital wards, ancillary service uses including offices, kitchens, laundries and laboratories: 5m.
- Residential accommodation: 3m.
- Preschool facilities for less than 7 children, garages and other accessory buildings: 1.8m.

Places of Assembly (excluding churches) shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 1) are not exceeded on the boundaries of any site.

(iv) Access, parking and loading

Places of assembly without liquor facilities: 10 parking spaces per 100m² of public area.

Places of assembly with liquor facilities: 10 parking spaces per 100m² of public area.

Schools: 1 parking space per staff member.

Hospitals: 1 parking space per 5 beds plus 1 space per 2 staff.

Preschool facilities: 1 parking space per staff member.

See also Part XI Transportation.

J. Parks and recreation grounds
Accessory buildings

(i) Street scene
Buildings shall be set back a minimum of 3m from road boundaries, and shall be designed to enhance the amenities of the neighbourhood.

The site shall be landscaped for a minimum depth of 2m from road boundaries.

(ii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from internal boundaries according to the use of the buildings or parts of buildings, as follows:

- Places of assembly, stands, and swimming pools: 9m.
- Changing sheds, first aid rooms, public toilets and ancillary service uses, including offices and kitchens: 5m.
- Residential accommodation: 3m.
- Implement sheds, garages and other accessory buildings: 2m.

The site shall be landscaped for a minimum depth of 2m from internal boundaries.

No use of land or buildings shall give rise to any objectionable element.

No direct or indirect illumination arising from any recreational activity shall cause annoyance to nearby sites.

(iii) Access, parking and loading
1 parking space per 4 participants, plus 1 space per 10 spectator seats where the number of spectator seats exceeds 100.

See also Part XI Transportation.

K. Medical practices
Accessory buildings

(i) Performance elements and standards
Buildings and uses shall comply with Clauses (i) to (iv) for dwellings and clauses (i) to (v) for accessory buildings to dwellings.

(ii) Street scene
The site shall be landscaped for a minimum depth of 2m from road boundaries.

(iii) Access, parking and loading
3 parking spaces per doctor or dentist.

See also Part XI Transportation.

L. Medical centres
Veterinary clinics
Accessory buildings

(i) Floorspace
Maximum plot ratio: 1.0.

(ii) Street scene and landscaping
Buildings shall be set back a minimum distance of 3m from road boundaries.

10% of the site shall be landscaped, and a minimum of one third of this landscaping shall be located along road boundaries.

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings other than accessory buildings, shall be set back a minimum of 3m from internal boundaries other than commercial zone boundaries.

Accessory buildings shall comply with this requirement for accessory buildings to dwellings.

No boarding of animals shall be permitted at veterinary clinics.

(iv) Access, parking and loading
5 parking spaces per medical or allied person or per veterinary surgeon, plus 1 per 2 staff.

See also Part XI Transportation.

M. Public utility substations
Pumping stations
Exchanges

See Part IX Public Utilities.

N. Licensed hotels
Licensed tourist house premises
Accessory buildings

(i) Floorspace
Maximum plot ratio: 1.0.

(ii) Street scene
Buildings shall be set back a minimum of 3m from road boundaries.

The site shall be landscaped for a minimum depth of 2m from road boundaries.

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from internal boundaries according to the use of the buildings or parts of buildings, as follows:

- Bars, bottle stores, restaurants, dining and conference rooms and related activities: 9m.
- Ancillary service uses including offices and kitchens: 5m.
- Residential accommodation: 3m.

The site shall be landscaped for a minimum depth of 2m from internal boundaries.

No more than 50% of the total floor area of the buildings shall be occupied by bars, restaurants, dining and conference rooms and related activities.

Buildings shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 1) are not exceeded on the boundaries of any site.

(iv) Access, parking and loading
1 space per 5 beds, plus 1 space per 2 staff, plus for bars, 30 spaces ber 100m² of public area, plus for all other public areas 10 spaces per 100m² of public area.

See also Part XI Transportation.

31. Residential 6A

Zone statement
This is a small zone located at the corner of Manchester Street and Cambridge Terrace close to the Avon River and the notable line of poplar trees. The purpose of the zone is to establish a suitable and permanent boundary between commercial and residential uses in an attractive part of the central city. Permitted uses are the same as for the Residential 6 zone but some office uses in residential scale buildings are provided for as conditional uses, along the Manchester Street frontage.

31.1 Permitted buildings and uses and their performance elements and standards

A. All permitted buildings and uses and performance elements and standards in the Residential 6 zone

31.2 Buildings and uses permitted as conditional uses

A. Administrative, commercial and professional offices

In considering applications for conditional uses, the Council shall in particular, have regard to the following matters:

(i) The retention of the site described as Lot 1, D.P.8932 and Lot 3 and Pt. Lot 4 D.P.4482 in residential use and the establishment of residential uses on the site described as T.S.227 and 228.

(ii) The retention of the open space and landscape features in front of the existing buildings on the site described as T.S.227 and 228.

(iii) The design and appearance of buildings including the adoption of a residential scale of building with a plot ratio of less than 1.0.

(iv) The standard of landscaping proposed.

(v) The siting of buildings so as to comply with the recession plane requirements for permitted uses.

32. Residential 6B

Zone statement

This is a small zone fronting the eastern edge of Madras Street between Gloucester and Chester Streets. The purpose of the zone is to establish a suitable and permanent boundary between commercial uses to the west and residential activities to the east. Permitted uses are the same as for the Residential 6 zone but in addition, provision is made for mixed residential and commercial uses and car parking.

32.1 Permitted buildings and uses and their performance elements and standards

A. All permitted buildings and uses and performance elements and standards in the Residential 6 zone

B. Combined administrative, commercial and professional offices and apartments

(i) Floorspace

Maximum plot ratio 1.0 provided that a minimum of one half of the floorspace on the site shall be designed and used for apartments.

(ii) Street scene

Buildings shall be set back a minimum of 4.5m from road boundaries and the site landscaped for a minimum depth of 2m from road boundaries.

(iii) Access, parking and loading

Offices: 1 parking space per 200m^2 of nett floor area
Apartments: as for R/6 zone.

(iv) Other requirements

Buildings and uses shall comply with the performance elements and standards for apartments in the R/6 zone as follows:

- Design and appearance of buildings.
- Sunlight and outlook of neighbours.
- Space around buildings.
- On site privacy and outlook for apartments.
- Outdoor service space for apartments.
- Storage facilities for apartments.
- On site convenience.

C. Car parks
Parking buildings

(i) Street scene

Buildings shall be set back a minimum of 3m from road boundaries.

The site shall be landscapd for a minimum depth of 2m from road boundaries.

(ii) Sunlight, outlook and amenities of neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

The site shall be landscaped for a minimum depth of 1.5m from internal boundaries.

(iii) Access and layout

See Part XI Transportation.

Part VI : Recreation and cultural zones

33. Recreation 1

Zone statement

This zone is intended to provide for passive recreation and consists mainly of small recreation reserves, esplanades, pedestrian links, children's playgrounds and areas of open space used informally by the public for outdoor games.

Also included in this zone are areas of amenity value and open space provided for both the enjoyment of the public and the protection of the natural environment. The use of land in this zone for organised sports or the erection of large buildings is not permitted, although small buildings (such as implement sheds and public conveniences) essential to the use of the land for its intended purpose are authorised.

33.1 Permitted buildings and uses and their performance elements and standards

A. Open space and picnic grounds

Lawns, areas of bush, ornamental gardens and other planted areas or landscape features

Playgrounds and areas of open space used informally by the public for outdoor games

Routes for pedestrians and cyclists including footpaths, cycle tracks, driveways and bridges

Children's play equipment, picnic facilities, public shelter, toilets and seating

Garden and implement sheds and greenhouses

Historic buildings and monuments

(i) Street scene

Buildings shall be set back a minimum of 4.5m from road boundaries.

(ii) Sunlight, outlook and amenities of neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 1.8m from internal boundaries.

B. Public utility substations

See Part IX Public Utilities.

Footnote: *These requirements are in addition to those of the Reserves Act 1977. Notwithstanding that the Scheme authorises certain uses or buildings in recreation zones where the land is subject to the Reserves Act, any uses or buildings must comply with the Reserves Act and any management plan approved in respect of any given reserve.*

34. Recreation 2

Zone statement

This zone which is similar to the Recreation 1 zone, is intended to provide for local reserves and areas of open space used principally by local residents for passive recreation but with some community uses, such as kindergartens and community centres, being permitted where they were existing at 10th July 1979. Organised sports are not intended for parks in this zone, and buildings are limited to those community buildings existing at present and small ancillary buildings such as implement sheds and public conveniences.

34.1 Permitted buildings and uses and their performance elements and standards

A. Open space and picnic grounds

Lawns, areas of bush, ornamental gardens and other planted areas or landscape features

Playgrounds and areas of open space used informally by the public for outdoor games

Routes for pedestrians, cyclists and vehicles, including footpaths, cycle tracks, driveways and bridges, and public car parks

Children's play equipment, picnic facilities, public shelters, toilets and seating

Garden and implement sheds and greenhouses

Historic buildings and monuments

(i) Street scene
Buildings shall be set back a minimum of 4.5m from road boundaries.

(ii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 1.8m from internal boundaries.

B. Places of assembly and preschool facilities existing at 10th July 1979

(i) Uses shall be carried out in existing buildings or extensions authorised under (ii) below.

Buildings whether constructed or not, shall be deemed to be existing where any Council approval in respect of such building has been given.

(ii) Retention of public open space
Existing buildings may be renovated and may be extended by not more than 30% of the gross floor space of buildings existing at 10th July 1979 or may be replaced where involuntarily destroyed, provided that any additions or replacement buildings, shall be sited in accordance with the following:

- Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.
- Buildings shall be set back a minimum of 4.5m from road boundaries and 9m from internal boundaries.

C. Public utility substations

Pumping stations

See Part IX Public Utilities.

Footnote: *These requirements are in addition to those of the Reserves Act 1977. Notwithstanding that the Scheme authorises certain uses or buildings in recreation zones where the land is subject to the Reserves Act, any uses or buildings must comply with the Reserves Act and any management plan approved in respect of any given reserve.*

35. Recreation 3

Zone statement
This zone is intended to provide for active recreation and consists mainly of large recreation reserves used for active sports and organised games. Such reserves will serve a regional and district function but can also have local significance as pedestrian ways, playgrounds and open spaces. Also included in this zone are areas of amenity value provided for both the enjoyment of the public and the protection of the natural environment. A wide range of public recreation facilities is permitted in this zone. In addition facilities for private sports clubs are permitted where they are existing and as conditional uses, where they are proposed.

35.1 Permitted buildings and uses and their performance elements and standards

A. Open space and picnic grounds

Lawns, areas of bush, ornamental gardens and other planted areas or landscape features

Playgrounds and areas of open space used informally by the public for outdoor games

Outdoor recreation activities, including sports grounds, playing fields and accessory structures

Routes for pedestrians, cyclists and vehicles, including footpaths, cycle tracks, driveways and bridges, and public car parks

Children's play equipment, picnic facilities, public shelters, toilets and seating, changing rooms and first aid rooms, band rotundas, tea kiosks and refreshment rooms all serving members of the public using the reserve, garden and implement sheds and greenhouses, and accommodation for caretakers and groundsmen

Historic buildings and monuments

(i) Street scene
Buildings shall be set back a minimum of 4.5m from road boundaries.

(ii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 1.8m from internal boundaries.

B. Publicly owned or operated places of assembly for recreation, stands, or swimming pools, camping grounds

Accessory buildings

(i) Street scene
Buildings shall be set back a minimum of 4.5m from road boundaries.

(ii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from internal boundaries according to the use of the buildings or parts of buildings, as follows:

- Places of assembly, stands and swimming pools: 9m.
- Ancillary service uses including offices and kitchens: 5m.
- Residential accommodation: 3m.
- Implement sheds, garages and other accessory buildings: 1.8m.

(iii) Access, parking and loading
Places of assembly without liquor facilities: 10 parking spaces per 100m² of public area.

Places of assembly with liquor facilities: 20 parking spaces per 100m² of public area.

See also Part XI Transportation.

C. Places of assembly, stands and swimming pools other than B. above and preschool facilities existing at 10th July 1979

(i) Uses shall be carried out in existing buildings or extensions authorised under (ii) below.

Buildings whether constructed or not, shall be deemed to be existing where any Council approval in respect of such building has been given.

(ii) Retention of public open spaces
Existing buildings may be renovated and may be extended by not more than 30% of the gross floor area of the building existing at 10th July 1979 or be replaced where involuntarily destroyed provided the additions or replacement buildings comply with the requirements of B.(i) and (ii) above.

D. Public utility substations

Pumping stations

See Part IX Public Utilities.

35.2 Buildings and uses permitted as conditional uses

A. Private sports clubrooms and pavilions other than those existing at 10th July 1979

Extensions to private sports clubrooms and pavilions other than those permitted by 35.1, C(ii) above.

In considering applications for conditional uses the Council shall, in particular, take into account the following matters:

(i) Availability and suitability of private land for proposed building.

(ii) Effect on the reserve of the proposed building:
- Existing playing areas and areas of open space
- Visual qualities of the reserve
- Grouping with other buildings on the reserve
- Associated car parking.

(iii) Effect on amenities of adjoining properties:
- Nuisance from noise and hours of operation
- Obstruction of views
- Car parking in local streets
- Sunlight and outlook

(iv) Effect on amenities of the neighbourhood:
- Local and arterial roading network
- Grouping of community facilities

Footnote: *These requirements are in addition to those of the Reserves Act 1977. Notwithstanding that the Scheme authorises certain uses or buildings in recreation zones, where the land is subject to the Reserves Act, any uses or buildings must comply with that Act and any management plan approved in respect of any given reserve.*

36. Recreation 4

Zone statement
This zone covers the physically sensitive dune and foreshore areas of Sumner, Taylors Mistake and Brighton and includes a portion of the South Brighton Spit landlocked by residential land and a nature reserve. These areas are an attractive regional recreation and open space resource. Outdoor recreation is the primary use permitted, together with ancillary buildings and works essential for maintaining the natural amenities and landform of the zone. New buildings or structures will need to be carefully sited and designed to protect the unstable landform and the natural landscape.

The 1979 report on the "Dynamics and Management of the Sand Beaches in Southern Pegasus Bay" is used as a basis for making management decisions in this zone.

36.1 Permitted buildings and uses and their performance elements and standards

A. Outdoor recreation activities

Storm protection and stabilisation works

Children's play equipment, picnic facilities, public shelters, toilets, changing rooms and seating

Public car parks and walkways

(i) Maintenance of beach and sand dune landscape
No use or building shall detract from the natural amenities of, or cause instability in, the foreshore and dunes.

36.2 Buildings and uses permitted as conditional uses

A. Other buildings accessory to the use of the area for recreation and amusement

In considering applications for conditional uses the Council shall, in particular, take into account the following matters:

(i) Availability and suitability of other land for proposed building

(ii) Effect on the foreshore and dunes:
- Impact on vegetation
- Sand stability
- Risk of wave erosion
- Visual qualities
- Grouping or siting of buildings and structures in relation to other man-made features
- Associated car parking
- Effect of any increased user numbers

(iii) Effect on the amenities of adjoining properties:
- Nuisance from noise and hours of operation
- Obstruction of views
- Car parking in local streets
- Outlook onto a natural sand dune landscape

(iv) Effect on the amenities of the neighbourhood:
- Local and arterial roading network
- Grouping of community facilities

37. Recreation 5

Zone statement

This zone covers the waters of the Estuary and certain adjoining areas requiring additional protection because they contain representative estuarine wildlife habitats. The zone provides for the continued water and effluent discharge functions of the Estuary and protection of the amenities of the zone.

The Estuary's long term role in the open space framework of the City is that of a natural ecosystem and an area for recreation which does not adversely affect other recreation users, wild life areas, estuarine qualities, or the amenities of adjoining zones.

37.1 Permitted buildings and uses and their performance elements and standards

A. Discharge of stormwater as provided under the Christchurch District Drainage Act 1951, and treated sewage as provided under the Water and Soil Conservation Act 1967

Outdoor recreation activities, public moorings, ramps, jetties and accessory structures to outdoor recreation

Storm protection works, and navigation aids and signs

(i) Maintenance of the Estuary environment

No use or buildings shall adversely affect the Estuary eco-system or detract from the visual amenities of the Estuary or adjoining zones.

Noise emitted from any activity when measured at the boundary of the zone, shall not increase the background noise level, existing in the absence of the activity, by more than 10 dBA at any time between 0700 hours and 2100 hours and in any case the L_{10} value for the period of the activity shall not exceed 65 dBA. No noise event exceeding 85 dBA, when measured at the boundary of the zone, shall be permitted.

Between the hours of 2100 hours and 0700 hours the noise emitted from any activity, when measured at the boundary of the zone, shall not exceed the background noise level existing in the absence of the activity.

All noise levels shall be measured and assessed in accordance with the standards prescribed in N.Z.S.6801 and 6802: 1977 or their successors.

Water skiing shall generally be restricted to ski lanes identified on the planning maps.

Power boat racing shall generally be restricted to the approved courses identified on the planning maps.

Footnote: *Attention is drawn to the existence of bylaws made by the Council under the Harbours Act 1950 governing boating activities on the Estuary. Copies of the bylaws may be inspected and procured at the Council's offices.*

37.2 Buildings and uses permitted as conditional uses

A. Any reclamation or use of reclaimed land for outdoor recreation

Accessory buildings

In considering the applications for conditional uses the Council shall, in particular, take into account the following matters:

(i) Availability and suitability of other land for proposed use or building

(ii) The effects on the Estuary:
- efficiency of the hydraulic system of the Estuary
- effluent dispersal
- the ecosystem or ecology of the Estuary in general
- visual impact on the proposed land use on the reclamation

(iii) The effect on amenities of adjoining properties

(iv) The effect on areas designated as Nature Reserves

(v) The effect on public recreation, public access and the roading network.

38. Recreation Development

Zone statement

This zone covers an area of approximately 7300m². It is situated immediately opposite the New Brighton Shopping Centre and between the esplanade reserve and Marine Parade. Although the land was originally foredune it has for nearly 100 years been developed for recreation and building. For many years a restuarant occupied the site. Traditionally the area has been used for recreation and entertainment and because of its close relationship to the New Brighton Shopping Centre and there is some need for a barrier to protect Seaview Road from wind and sand blow, the site is regarded as being of special significance.

The zone provides for important public uses such as an aquarium and associated recreation, entertainment and commercial activities in a location which will provide a foreshore focal point for the whole of Christchurch. This will also enhance the attractiveness of New Brighton for visitors.

38.1 Permitted buildings and uses and their performance elements and standards

A. Places of assembly and places of entertainment with emphasis on seashore facilities

Licenced taverns, restaurants and tearooms

Outdoor recreation activities

Childrens play equipment, picnic facilities public shelters, toilets, changing rooms and seating

Public car parks and walkways

Stormwater protection and stabilisation works

Accessory buildings and uses

(i) Street scene

Buildings shall be set back a minimum of 4.5m from the road boundary and the site landscaped for a minimum depth of 3m from the road boundary.

(ii) Design and appearance of buildings

The design and appearance of buildings should enhance the amenities of the area and shall have regard to the criteria set down in Appendix D.

(iii) Outdoor space

Buildings shall be set back a minimum of 2m from internal boundaries and a minimum of 65% of the site shall be unoccupied by any buildings including accessory buildings.

(iv) Maintenance of beach and sand dune landscape

No use or building shall detract from the natural amenities of or cause instability in the foreshore and dunes.

(v) Access, parking and loading

As for similar uses in the Commercial 2 zone.

See also Part XI Transportation.

* OPERATIVE CHANGE 18
* * OPERATIVE CHANGE 27

39. Cultural 1

Zone statement

This zone incorporates the 2.2 ha Arts Centre site located in the block bounded by Hereford, Montreal and Worcester Streets and Rolleston Avenue the 4096m² site occupied by the old Training College in Peterborough Street. "and 5201 m² of the Old Christchurch Girls'
* High School on the corner of Montreal and Armagh Streets.
Peterborough Street. The purpose of the zone is to foster and promote various arts, cultural, educational and recreational activities in such a way as to retain and enrich the cultural, historic and architectural
* *character* these sites .

The zone has been established to ensure that the diverse activities occurring on these sites *(which* are *administered by a Trust Board) can be continued within appropriate planning controls.*

39.1 Permitted buildings and uses and their performance elements and standards

A. Arts, cultural, educational and recreational activities, including theatres, cinemas, art galleries, and the selling of goods associated with activities permitted in the zone

Residential accommodation

Places of assembly and preschool facilities

* * **Restaurants, and licensed premises**

Community, medical, legal, and graphic design services together with other professional services that can show a close association with other activities on the site, provided no single establishment occupies more than 50m² of gross floor area

(i) Maintenance of existing architectural and historic character

No new building shall be erected.

All permitted uses shall be carried out within existing buildings.

No person shall wilfully destroy, remove, alter or damage any existing building except for minor works involving normal maintenance or alterations that use similar materials to those originally used, and which do not alter the basic form or value of any building or prejudice its future restoration.

(ii) Access, parking and loading

Parking spaces shall be provided to cater, as far as is practicable, for the expected day to day demand for such parking generated by activities occuring on the site.

See also Part XI Transportation.

39.2 Buildings and uses permitted as conditional uses

A. Any new building or extensions to any existing building to house any permitted use

In considering applications for conditional uses the Council shall, in particular, have regard to the following:

(i) The extent to which the design of the new building or extensions to an existing building harmonise with the existing buildings on the site, having regard to size and scale and colour and texture of materials to be used

(ii) Location of access points to buildings having regard to the open space and courtyard network existing within the site.

(iii) Landscaping

(iv) Associated car parking

B. Any works to existing buildings contrary to 39.1(i) above

40. Cultural 2

Zone statement

This zone covers the 4.8 ha site at Cuthberts Green administered by the Nga Hau E Wha Christchurch Marae Inc. for the common use and benefit of the Maori community. The purpose of this zone is to promote the cultural, social and general welfare of the people by providing a place of common ground where their cultural and social activities can be given their fullest expression.

The uses permitted in the zone allow a variety of buildings and activities closely associated with the Marae concept. The Council in conjunction with the Marae Trustees has prepared a layout plan for the zone. The plan serves as a guide to facilitate functional and attractive development of the zone and is contained as Appendix I.

40.1 Permitted buildings and uses and their performance elements and standards

A. Marae, meeting house, places of assembly, cultural, educational and recreational activities

Market gardens, nursery gardens

Sports and recreation grounds

The selling of goods associated with activities permitted in the zone

Accessory buildings

(i) Marae character

Permitted buildings and uses shall be generally sited, developed and landscaped in accordance with the plan contained in Appendix I.

(ii) Outlook and amenities of neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above zone boundaries as shown in Appendix C.

The site shall be landscaped for a minimum depth of 12m along residential zone boundaries.

(iii) Access, parking and loading

Parking spaces shall be provided as for Places of Assembly in the Residential 1 zone.

See also Part XI Transportation.

41. Cultural 3

Zone statement

This zone covers 11 ha of land used or intended to be used by the Christchurch Polytechnic and the Roman Catholic Church and Schools, between Ferry Road, Madras Street and Moorhouse Avenue. The purpose of the zone is to recognise this special group of uses located within the Central Industrial District, for which an industrial zoning is not appropriate.

41.1 Permitted buildings and uses and their performance elements and standards

A. Schools

Technical Institutes

Places of assembly

Parks and recreation grounds

Residential accommodation

Accessory buildings

(i) Street scene, open space and landscaping

10% of the site shall be landscaped, and a minimum of one third of this landscaping shall be located along road boundaries.

(ii) Access, parking and loading

Schools: 1 parking space per staff member.

Places of Assembly: 10 parking spaces per 100m² of public area.

Technical Institutes: 1 parking space per 4 students.

See also Part XI Transportation.

42. Commercial 1

Zone statement

The general purpose of these zones is twofold. Firstly, they provide for the local shopping and community needs of the residential districts and for this purpose they are distributed throughout the City within reasonable walking distance of the neighbourhood they serve. The size of individual shops, taverns, service industries and warehouses has been limited to ensure that local centres do not grow to the extent that they unduly affect the district or intermediate centres, the amenities of local residents or the roading network.

Secondly, Commercial 1 zones have been used in conjunction with Commercial Service and Commercial 2 zones, to provide for intermediate and district shopping centres. In these situations the Commercial 1 zones are located in those parts of the centres where large commercial units are discouraged.

42.1 Permitted buildings and uses and their performance elements and standards

A. Retail shops

Administrative, commercial and professional offices

Medical and community facilities

Residential accommodation

Accessory buildings

(i) Floorspace

Maximum plot ratio 1.0 provided that the gross floor area of any one self contained retail shop shall not exceed 750m².

(ii) Visual amenities

Outdoor storage areas adjoining or visible from any residential or recreation zone or from a road, shall be screened from these places by landscaping.

Car parks shall be landscaped in accordance with the requirements of Part XI Transportation.

(iii) Sunlight, outlook and amenities of residential neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential and recreation zone boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 3m from residential and recreation zone boundaries.

(iv) Outdoor space

No space required for outdoor storage, access, vehicle circulation, parking, and landscaping, shall be occupied by buildings.

(v) Outdoor living space for residential accommodation

Each household unit with a room on the ground floor shall be provided with an area of not less than 40m² with a minimum dimension of 4m and designed to receive sunshine during mid-winter. Each unit without a room on the ground floor shall be provided with a balcony of minimum dimension of 1.5m and minimum area of 6m².

(vi) Access, parking and loading

Retail shops: 5 parking spaces per 100m² of nett floor area.

Offices: 2 parking spaces per 100m² of nett floor area.

Medical facilities: 5 parking spaces per professional person plus 1 per 2 staff.

Preschool facilities: 1 parking space per staff member.

Other community facilities: 2 parking spaces per 100m² of public area.

Residential accommodation: 1 parking space per household unit, plus 1 space for each 5 units or part thereof.

See also Part XI Transportation.

B. Service industries and warehouses included in Appendix B

Accessory buildings

(i) Floorspace

Maximum plot ratio 1.0 provided that the total floor area of service industries and warehouses on a site shall not exceed 200m².

(ii) Visual amenities

Outdoor storage areas adjoining or visible from any residential or recreation zone or from a road shall be screened from these places by landscaping.

(iii) Sunlight, outlook and amenities of residential neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential and recreation zone boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from residential and recreation zone boundaries according to the use of the buildings or parts of buildings, as follows:

- Warehouses: 3m
- Service industries: 5m
- Accessory buildings: 1.8m

(iv) Outdoor space

No space required for outdoor storage, access, vehicle circulation, parking and landscaping shall be occupied by buildings.

(v) Continuity of retail shop frontage

Where practicable, the continuity of retail shop frontage shall not be interrupted by the location of service industries and warehouses.

(vi) Access, parking and loading

1.5 parking spaces per 100m² of nett floor area, excluding parts of buildings used as wholesale shops for which 5 spaces per 100m² shall be provided.

See also Part XI Transportation.

C. Places of assembly
Places of entertainment
Parks and recreation grounds
Accessory buildings

(i) Floorspace
Maximum plot ratio: 1.0

(ii) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential and recreation zone boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from residential and recreation zone boundaries according to the use of the buildings or parts of buildings, as follows:

- Places of assembly (excluding churches), places of entertainment and swimming pools: 9m.
- Churches and ancillary service uses including offices and kitchens: 5m.
- Residential accommodation: 3m.
- Garages and other accessory buildings: 1.8m.

Buildings (except churches) shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 2) are not exceeded on the boundaries of any site.

(iii) Access, parking and loading
Places of assembly having a liquor licence: 20 parking spaces per 100m² of public area.

Other uses: 10 parking spaces per 100m² of public area.

See also Part XI Transportation.

D. Local taverns
Accessory buildings

(i) Floorspace
Maximum public area: 150m².

(ii) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential and recreation zone boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 9m from residential and recreation zone boundaries and the site landscaped for a minimum depth of 3m from these boundaries.

Buildings shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 2) are not exceeded on the boundaries of any site.

(iii) Access, parking and loading
A minimum of 5 and a maximum of 20 parking spaces, per 100m² of public area.

See also Part XI Transportation.

E. Service stations
Accessory buildings

(i) Visual amenities
Outdoor storage areas visible from any residential or recreation zone or from a road shall be screened from these places by landscaping.

(ii) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential and recreation zone boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 5m from residential and recreation zone boundaries.

(iii) Outdoor space for storage, access, parking and landscaping
A minimum of 40% of the site shall be unoccupied by buildings.

(iv) Continuity of retail shop frontage
Where practicable, the continuity of retail shop frontage shall not be interrupted by the location of service stations.

(v) Access, parking and loading
5 parking spaces per 100m² of gross floor area.

For requirements relating to location of pumps, vehicle crossings, vehicle barriers, formation and other access and loading requirements, see also Part XI Transportation.

F. Public utility substations
Pumping stations
Exchanges

See Part IX Public Utilities.

43. Commercial Service

Zone statement

These zones generally adjoin shopping centres and are designed to provide for service and small scale industrial activities which mainly, although not exclusively, serve local needs and which provide some local employment. These uses are often associated with uses within adjoining Commercial 1 and 2 zones.

Generally uses which attract many pedestrians or high volumes of vehicle movement are excluded.

43.1 Permitted buildings and uses and their performance elements and standards

A. Motor vehicle, caravan and boat sales and hire

Administrative, commercial and professional offices

Medical and community facilities

Accessory buildings

(i) Floorspace
Maximum plot ratio: 1.0.

(ii) Visual amenities
Outdoor storage areas adjoining or visible from any residential or recreation zone or from a road, shall be screened from these places by landscaping.

(iii) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential and recreation zone boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 3m from residential and recreation zone boundaries.

(iv) Outdoor space
No space required for outdoor storage, access, vehicle circulation, parking, and landscaping, shall be occupied by buildings.

(v) Access, parking and loading
Motor vehicle, caravan and boat sales and hire: 1 parking space per 150m² of display area.

Offices: 2 parking spaces per 100m² of nett floor area.

Medical facilities: 5 parking spaces per professional person plus 1 space per 2 staff.

Preschool facilities: 1 parking space per staff member.

Other community facilities: 2 parking spaces per 100m² of public area.

See also Part XI Transportation.

B. Service industries, other industries and warehouses included in Appendix B

Accessory buildings

(i) Floorspace
Maximum plot ratio: 1.0.

(ii) Visual amenities
Outdoor storage areas adjoining or visible from any residential or recreation zone or from a road shall be screened from these places by landscaping.

(iii) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential and recreation zone boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from residential and recreation zone boundaries according to the use of the buildings or parts of buildings, as follows:

- Warehouses: 3m
- Service and other industries: 5m
- Accessory buildings: 1.8m

(iv) Outdoor space
No space required for outdoor storage, access, vehicle circulation, parking and landscaping shall be occupied by buildings.

(v) Access, parking and loading
1.5 parking spaces per 100m² of nett floor area, excluding parts of buildings used as wholesale shops for which 5 spaces per 100m², shall be provided.

See also Part XI Transportation.

C. Places of assembly

Places of entertainment

Parks and recreation grounds

Accessory buildings

(i) Floorspace
Maximum plot ratio: 1.0.

(ii) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential and recreation zone boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from residential and recreation zone boundaries according to the use of the buildings or parts of buildings, as follows:

- Places of assembly (excluding churches), places of entertainment and swimming pools: 9m.
- Churches and ancillary service uses including offices and kitchens: 5m.
- Residential accommodation: 3m.
- Garages and other accessory buildings: 1.8m.

Buildings (except churches) shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 2) are not exceeded on the boundaries of any site.

(iii) Access, parking and loading
Places of assembly having a liquor licence: 20 parking spaces per 100m² of public area.
Other uses: 10 parking spaces per 100m² of public area.
See also Part XI Transportation.

D. Local taverns

Accessory buildings

(i) Floorspace
Maximum public area: 150m².

(ii) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential and recreation zone boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 9m from residential and recreation zone boundaries and the site landscaped for a minimum depth of 3m from these boundaries.

Buildings shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 2) are not exceeded on the boundaries of any site.

(iii) Access, parking and loading
A minimum of 5 and a maximum of 20 parking spaces per 100m² of public area.
See also Part XI Transportation.

E. Service stations

Accessory buildings

(i) Visual amenities
Outdoor storage areas visible from any residential or recreation zone or from a road shall be screened from these places by landscaping.

(ii) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential and recreation zone boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 5m from residential and recreation zone boundaries.

(iii) Outdoor space for storage, access, parking and landscaping
A minimum of 40% of the site shall be unoccupied by buildings.

(iv) Access, parking and loading
5 parking spaces per 100m² of nett floor area.
For requirements relating to location of pumps, vehicle crossings, vehicle barriers, formation and other access and loading requirements, see also Part XI Transportation.

F. Public utility substations

Pumping stations

Exchanges

See Part IX Public Utilities.

44. Commercial 2

Zone statement
The Commercial 2 zones, in association with Commercial 1 and Commercial Service zones, are intended to provide for Intermediate and District Shopping Centres. These centres serve wide areas of the City and beyond, as well as providing for local needs and are located so as to provide a fairly even distribution across the City.

The extent of the land zoned determines whether a centre is of an intermediate or district category in accordance with the policies expressed in the Scheme Statement.

Within intermediate and district centres, the Commercial 2 zone identifies the retail core, and the other zones identify those parts of the centres where retailing is discouraged and office and service uses are more favoured.

The Commercial 2 zone provides for a wider range of uses than those permitted in the Commercial 1 zones, together with a greater intensity of development.

44.1 Permitted buildings and uses and their performance elements and standards

A. Retail shops

Motor vehicle, caravan and boat sales and hire

Administrative, commercial and professional offices

Medical and community facilities

Residential accommodation

Accessory buildings

(i) Floorspace
Maximum plot ratio: 1.5.

(ii) Visual amenities
Outdoor storage areas adjoining or visible from any residential or recreation zone or from a road, shall be screened from these places by landscaping.

Car parks shall be landscaped in accordance with the requirements of Part XI.

(iii) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential and recreation zone boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 3m from residential and recreation zone boundaries.

(iv) Outdoor space
No space required for outdoor storage, access, vehicle circulation, parking and landscaping shall be occupied by buildings.

(v) Outdoor living space for residential accommodation
Where residential accommodation is combined with a retail use, an outdoor living space shall be provided, of not less than 45m² with a minimum dimension of 4m and designed to receive sunshine during mid winter.

(vi) Public facilities for large retail developments
Where a retail development exceeds a gross floor area of 5000m², toilets for the use of the public during normal trading hours, shall be provided.

(vii) Access, parking and loading
Retail shops: 5 parking spaces per 100m² of nett floor area.

Motor vehicle, caravan and boat sales and hire: 1 parking space per 150m² of display area.

Offices: 2 parking spaces per 100m² of nett floor area.

Medical facilities: 5 parking spaces per professional person plus 1 space per 2 staff.

Preschool facilities: 1 parking space per staff member.

Other community facilities: 2 parking spaces per 100m² of public area.

Residential accommodation: 1 parking space per household unit, plus 1 space for each 5 units or part thereof.

See also Part XI Transportation.

B. Service industries, other industries and warehouses included in Appendix B

Accessory buildings

(i) Floorspace
Maximum plot ratio: 1.5.

(ii) Visual amenities
Outdoor storage areas adjoining or visible from any residential or recreation zone or from a road shall be screened from these places by landscaping.

(iii) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential and recreation zone boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from residential and recreation zone boundaries according to the use of the buildings or parts of buildings, as follows:

- Warehouses: 3m
- Service and other industries: 5m
- Accessory buildings: 1.8m

(iv) Outdoor space
No space required for outdoor storage, access, vehicle circulation, parking and landscaping shall be occupied by buildings.

(v) Continuity of retail shop frontage
Where practicable, the continuity of retail shop frontage shall not be interrupted by the location of service industries and warehouses.

(vi) Access, parking and loading
1.5 parking spaces per 100m² of nett floor area excluding parts of buildings used as wholesale shops for which 5 spaces per 100m² shall be provided.

See also Part XI Transportation.

C. Places of assembly

Places of entertainment

Parks and recreation grounds

Accessory buildings

(i) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential and recreation zone boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from residential and recreation zone boundaries according to the use of the buildings or parts of buildings, as follows:

- Places of assembly (excluding churches), places of entertainment and swimming pools: 9m.
- Churches and ancillary service uses including offices and kitchens: 5m.
- Residential accommodation: 3m.
- Garages and other accessory buildings: 1.8m.

Buildings (except churches) shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 3) are not exceeded on the boundaries of any site.

(ii) Access, loading and parking
Places of assembly having a liquor licence: 20 parking spaces per 100m² of public area.

Other uses: 10 parking spaces per 100m² of public area.

See also Part XI Transportation.

D. Licensed hotels, taverns and tourist house premises

Accessory buildings

(i) Floorspace
Maximum public area for taverns within Intermediate Centres: 200m².

(ii) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential and recreation zone boundaries as shown in Appendix C.

Buildings and parts of buildings shall be set back a minimum distance from residential and recreation zone boundaries, according to the use of the buildings or parts of buildings as follows:

- Bars, bottle stores, restaurants, dining and conference rooms and related activities: 9m.
- Ancillary service uses including offices and kitchens: 5m.
- Residential accommodation: 3m.

The site shall be landscaped for a minimum depth of 3m from residential and recreation zone boundaries.

Buildings shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 3) are not exceeded on the boundaries of any site.

Maximum public area for licensed taverns located within the Intermediate Centres, 200m².

(iii) Access, parking and loading
Hotels and tourist house premises: 1 parking space per 5 beds, plus 1 space per 2 staff, plus 30 spaces per 100m² of public area.

Taverns with public area of 150m² and less: A minimum of 5 and a maximum of 20 parking spaces per 100m² of public area.

Taverns with public area over 150m²: 30 parking spaces per 100m² of public area.

See also Part XI Transportation.

E. Service stations

Accessory buildings

(i) Visual amenities
Outdoor storage areas visible from any residential or recreation zone or road shall be screened from these places by landscaping.

(ii) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential and recreation zone boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 5m from residential and recreation zone boundaries.

(iii) Outdoor space for storage, access, parking and landscaping
A minimum of 40% of the site shall be unoccupied by buildings.

(iv) Continuity of retail shop frontage
Where practicable, the continuity of retail shop frontage shall not be interrupted by the location of service stations.

(v) Access, parking and loading
5 parking spaces per 100m² of nett floor area.

For requirements relating to location of pumps, vehicle crossings, vehicle barriers, formation and other access and loading requirements, see also Part XI Transportation.

F. Car parks

Parking buildings

(i) Street scene
The site shall be landscaped for a minimum depth of 2m from road boundaries.

(ii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential and recreation zone boundaries as shown in Appendix C.

The site shall be landscaped for a minimum depth of 1.5m from internal boundaries.

(iii) Continuity of retail shop frontage
Where practicable, the continuity of retail shop frontage shall not be interrupted by the location of car parks and parking buildings.

(iv) Access and layout
See Part XI Transportation.

G. Public utility substations

Pumping stations

Exchanges

See Part IX Public Utilities.

H. Special Provision, Redcliffs

(i) Safety and convenience of pedestrians
Further development shall be confined to extensions of the present building, with customer access located on the Augusta Street side of the building or as near as practicable thereto.

45. Commercial 3

Zone statement

This zone is designed to act principally as an area of transition between the central business district and the inner city residential districts. With the exception of retailing, a full range of commercial activities, residential and service industrial uses are provided for. To complement the special amenity values of the Avon River and the adjoining residential areas, standards of development provide for a low intensity of building development with a high standard of design and landscaping.

General retailing is excluded from the zone in order to concentrate such activities to the east of the river around the special pedestrian facilities within the Commercial 5 zone and to maintain the general design and landscape standards of the zone.

45.1 Permitted buildings and uses and their performance elements and standards

* **A. Restaurants, motor vehicle, caravan and boat sales and hire**

Administrative, commercial and professional offices

Licensed hotels, taverns and tourist house premises

Places of assembly, places of entertainment, schools, hospitals, medical and community facilities

Travellers' accommodation

Residential accommodation

Service industries

Service stations

Parks and recreation grounds

Accessory buildings

(i) Floorspace

Maximum plot ratio: 2.0 except that the plot ratio of sites subject to a bonus or any combinations of bonuses allowed under (v) and (vii) below, shall be increased to a maximum of 3.5.

(ii) Street scene

Buildings shall be set back a minimum of 4.5m from road boundaries and the site landscaped for a minimum depth of 2m from road boundaries, except that on corner sites the building set back and landscaping need be from one road boundary only.

Outdoor storage areas adjoining or visible from any road shall be screened from the road by landscaping.

The display of motor vehicles, caravans and boats for sale and hire, shall be carried out entirely within a building.

(iii) Design and appearance of buildings

The design and appearance of buildings should enhance the amenities of the area and shall have regard to the criteria set out in Appendix D.

(iv) Sunlight, outlook and amenities of residential neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential zone boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 3m from residential zone boundaries.

(v) Residential incentive

Sites on which buildings include, in part or in total, residential accommodation including hotels, licensed tourist premises and travellers' accommodation, shall be entitled to a plot ratio bonus calculated at the rate of $2m^2$ of additional floor area for each $1m^2$ of residential floor area provided.

Footnote: *For calculation purposes, any residential floorspace shall be included in the plot ratio calculations prior to the addition of any bonuses.*

(vi) Access, parking and loading

All uses except places of assembly and entertainment.

Staff: 1 parking space per $400m^2$ of nett floor area with a maximum of 10 spaces.

Staff bicycle parking: 1 bicycle space per $200m^2$ of nett floor area.

Customers and visitors: 1 parking space per $200m^2$ of nett floor area.

Places of assembly and entertainment.

Places of assembly having a liquor licence: 20 parking spaces per $100m^2$ of public area.

Other uses: 10 spaces per $100m^2$ of public area.

See also Part XI Transportation.

(vii) Floor space bonus for residential development in R5B zone.

Where new apartments are erected on a Residential 5B site contained within the same Certificate of Title as a C3 site, the plot ratio of buildings erected on the C3 site may be increased by $1m^2$ of floor area for every $1m^2$ of apartments provided on the R5B site.

B. Public utility substations

Pumping stations

Exchanges

See Part IX Public Utilities.

46. Commercial 4

Zone statement

The zone surrounds most of the core of the Central Commercial district. A full range of commercial and residential and some industrial uses is provided for. Retail uses however are expected to be less significant than offices and warehouses in this zone. In order to improve the visual character of the area on the eastern fringes of the C5 zone and to complement the high standard set by the Avon River to the west, an amenity setback has been introduced along the east side of Manchester Street.

46.1 Permitted buildings and uses and their performance elements and standards

A. Retail shops, motor vehicle, caravan and boat sales and hire

Administrative, commercial and professional offices

Licensed hotels, taverns and tourist house premises

Places of assembly, places of entertainment, schools, hospitals, medical and community facilities

Travellers' accommodation

Residential accommodation

Service industries, other industries and warehouses in Appendix B, and service stations

Parks and recreation grounds

Accessory buildings

(i) Floorspace

Maximum plot ratio: 3.5 except that the plot ratio of sites subject to a bonus or any combinations of bonuses allowed under (ii), (v) and (vi) below, shall be increased to a maximum of 5.0.

(ii) Street scene and convenience of pedestrians

Buildings fronting those parts of the east side of * Manchester Street and the South side of Tuam Street as defined on the Planning Maps, shall be set back from the road boundary a minimum of 3m for their full height and the set back paved and landscaped.

Buildings fronting those parts of Colombo Street as defined on the Planning Maps, shall be set back from the road boundary a minimum of 2.1m at ground floor level only and the set back paved.

Any site on which buildings are set back from road boundaries, and the set back paved and landscaped, shall be entitled to a plot ratio bonus calculated at the rate of 7.5m² of additional floor area for every 1m² of full building height set back, and 2.5m² of additional floor area for every 1m² of ground floor level only set back.

(iii) Weather Protection

Every building adjoining a verandah frontage defined on the Planning Maps shall, on its erection or on being reconstructed or altered in a way that substantially changes the exterior appearance, be provided with a verandah or other means of weather protection designed in relation to its neighbours as to provide continuous cover for pedestrians.

(iv) Design and appearance of buildings

The design and appearance of buildings should enhance the amenities of the area and shall have regard to the criteria set out in Appendix D.

(v) Daylight admission to roads

No buildings except tower blocks, shall penetrate a recession plane of 65° inclined towards the site and drawn from points along the centre of road as follows:

- Roads over 20m wide: from a line 10m from the road boundary.
- Roads over15m wide; from the centre line of the road.

Tower blocks shall be entitled to a plot ratio bonus calculated at the rate of 0.3m² of additional floor area for every 1m² of site area.

(vi) Residential incentive

Sites on which buildings include, in part or in total, residential accommodation including hotels, licensed tourist premises and travellers' accommodation, shall be entitled to a plot ratio bonus calculated at the rate of 2m² of additional floor area for each 1m² of residential floor area provided.

Footnote: *For calculation purposes, any residential floorspace shall be included in the plot ratio calculations prior to the addition of any bonuses.*

(vii) Access, parking and loading

Staff: 1 parking space per 400m² of nett floor area with a maximum of 10 spaces.

Staff bicycle parking: 1 bicycle space per 200m² of nett floor area.

Customers and visitors: 1 parking space per 200m² of nett floor area.

See also Part XI Transportation.

B. Public utility substations

Pumping stations

Exchanges

See Part IX Public Utilities.

47. Commercial 5

Zone statement

This zone embraces the core of the central commercial district and is designed to provide for a great variety of retail, office, administrative, entertainment, instutitional, residential, manufacturing, and associated functions which serve the metropolitan region. The plot ratio permits a greater intensity of development than in the outer commercial zones, in order that it may retain its position as the centre of social and economic activities in the City. To encourage developers to provide more open space at ground level for the use and convenience of pedestrians, provision has been made for a floor area bonus. Certain streets within the zone have been shown as compulsory shopping frontage, the provision of retail uses at ground level and verandahs being mandatory. Buildings fronting special pedestrian areas such as the Cashel Street Mall and Cathedral Square need to comply with special recession planes the objective being to encourage buildings which will admit sunlight to those areas.

47.1 Permitted buildings and uses and their performance elements and standards

A. Retail shops, motor vehicle, caravan and boat sales and hire

Administrative, commercial and professional offices

Licensed hotels, taverns and tourist house premises

Places of assembly, places of entertainment, schools, hospitals, medical and community facilities

Travellers' accommodation

Residential accommodation

Service industries and other industries included in Appendix B

Parks and recreation grounds

Accessory buildings

(i) Floorspace

Maximum plot ratio: 5.0 except that the plot ratio of sites subject to a bonus or any combinations of bonuses allowed under (ii), (vi), (viii) or (ix) below, shall be increased to a maximum of 6.5

(ii) Street scene and convenience of pedestrians

Buildings fronting those parts of Colombo Street as defined on the Planning Maps, shall be set back from the road boundary a minimum of 2.1m at ground floor level only and the set back paved, except that buildings fronting the east side of Colombo Street between Gloucester and Hereford Streets shall be set back for their full building height.

Any site on which buildings are set back from road boundaries and the set back paved and landscaped, shall be entitled to a plot ratio bonus calculated at the rate of 7.5m² of additional floor area for every 1m² of full building height set back, and 2.5m² of additional floor area for every 1m² of ground floor level only set back. Provided that this bonus shall not apply to sites which have their primary frontage to Hereford Street.

The display of motor vehicles, caravans and boats for sale and hire, shall be carried out entirely within a building.

(iii) Shop frontages

The use of the ground floor frontage of every building adjoining a shopping frontage defined on the Planning Maps, shall be limited to retail uses and banks, insurance offices and similar pedestrian attracting uses, with display type windows, and places of entertainment only.

(iv) Weather protection

Every building adjoining a shopping or verandah frontage defined on the Planning Maps shall, on its erection or on being reconstructed or altered in a way that substantially changes the exterior appearance, be provided with a verandah or other means of weather protection designed in relation to its neighbours as to provide continuous cover for pedestrians.

(v) Design and appearance of buildings and wind protection

The design and appearance of buildings should enhance the amenities of the area and shall have regard to the criteria set out in Appendix D.

Where buildings are erected on sites adjoining a shopping frontage defined on the Planning Maps, designers of buildings shall have regard to the effect of wind funnelling on the comfort and convenience of pedestrians.

(vi) Daylight admission to roads

No buildings except tower blocks, shall penetrate a recession plane of 65° inclined towards the site and drawn from points along the centre of road as follows:

- Roads over 20m wide: from a line 10m from the road boundary.
- Roads over 15m wide: from the centre line of the road.

Tower blocks shall be entitled to a plot ratio bonus calculated at the rate of 0.3m² of additional floor area for every 1m² of site area.

(vii) Sunlight admission to special pedestrian areas

Cathedral Square: No building which has frontage to, or is in the vicinity of the northern parts of Cathedral Square, shall be constructed or extended so that it casts a shadow on the ground at 12 noon (Local Mean Time) on 22nd June beyond the lines AB, BC, CD, DE and EF, as shown in Appendix P. The angle of recession shall be 23° measured in a N/S plane.

Cashel Street and High Street Malls: No building which has frontage to, or is in the vicinity of the proposed Cashel and High Street Pedestrian Malls, shall be constructed or extended so that it casts a shadow on the ground at 12 noon (Local Mean Time) on 22nd

* CHANGE 15

March and 22nd September, beyond the lines AB, CD and EF, as shown in Appendix P. The angle of recession shall be 47° measured in an N/S plane.

(viii) Public facility and amenity incentive
Sites which include permanent pedestrian links, arcades, service lanes or children's creches, shall be entitled to a plot ratio bonus calculated at the rate of 5m² of additional floor area for each 1m² of floor area of the special feature, provided the location and the design of the special feature is to the satisfaction of the Council.

(ix) Residential incentive
Sites on which buildings include, in part or in total, residential accommodation including hotels, licensed tourist premises and travellers' accommodation, shall be entitled to a plot ratio bonus calculated at the rate of 2m² of additional floor area for each 1m² of residential floor area provided.

Footnote: *For calculation purposes, any residential floorspace shall be included in the plot ratio calculations prior to the addition of any bonuses.*

(x) Access, parking and loading
Staff, customer and visitors: 1 space per 400m² nett floor area up to 4000m² nett floor area, then 1 space per each additional 200m² nett floor area or part thereof with a maximum allowable provision of 1 space per 200m² nett floor area to a maximum of 80 spaces on any one site. A maximum of 10 spaces may be reserved for staff, the remainder shall be available for use by customers and visitors to the site.

Staff bicycle parking: one bicycle space per 200m² nett floor area.

See also Part XI Transportation.

B. Public utility substations
Pumping stations
Exchanges

See Part IX Public Utilities.

* 47A BUSINESS 1 ZONE

* 47B BUSINESS 2 ZONE

* CHANGE 15

2.0 ADD NEW ORDINANCE 47A BUSINESS 1 ZONE

ZONE STATEMENT

This zone containing 33 hectares lies to the south of the Central Commercial District and north of the Railway. To the east it is bound by the Christchurch Polytechnic and to the west by Durham Street.

The zone has two main functions. Firstly it is intended to provide the opportunity for the widest possible range and combination of uses to establish. Secondly, because of its proximity to the Central Commercial District and its large area, the zone is considered to be a particularly suitable locality for new less intensive forms of commercial use to establish.

The zone is intended to complement the central Commercial zones and enable the Central City to continue to compete with suburban commercial centres. It is designed to direct commercial development away from the inner city residential areas to the north, east and west.

A full range of commercial, warehouse, industrial (except those with noxious elements), recreational, entertainment and residential uses are provided for, but with a low plot ratio to control the scale and intensity of development.

A full range of retail uses are permitted within the zone. This will enable a concentration of retail activities to continue to build on the existing retail spine of Colombo Street contiguous with the Central City.

In addition, the zone is intended to improve the appearance and amenity of the area by requiring a high standard of landscaping. A floor area bonus is provided to encourage developers to provide additional areas of landscaping visible to the public. The zone also includes controls on access to sites fronting some of the more important roads, particularly the one way streets.

47A.1 BUILDING AND USES AND THEIR PERFORMANCE ELEMENTS AND STANDARDS

Retail shops
Motor vehicle, caravan and boat sales and hire
Administrative, commercial and professional offices
Any industry, warehouse, or bulk store, except those in Appendix A
Places of assembly, places of entertainment, schools, hospitals, medical and community facilities
Residential accommodation
Licensed taverns, hotels and tourist house premises
Travellers accommodation
Parks and recreation grounds
Service Stations
Car parks and parking buildings
Public utility substations (see Part IX Public Utilities)
Pumping Stations (See Part IX Public Utilities)
Exchanges (see Part IX Public Utilities)
Building Supply Outlets
Accessory uses and buildings

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1. FLOORSPACE

Maximum plot ratio 1.5 except that the plot ratio of sites subject to a bonus or combination of bonuses allowed under (4) and (5) below shall be increased to a maximum of 2.0.

2. VISUAL AMENITIES, STREET SCENE AND LANDSCAPING

Outdoor storage areas adjoining or visible from any road shall be screened from the road by landscaping, or a solid fence not less than 1.8 m high. Buildings on sites fronting Durham Street, Manchester Street, Madras Street, Moorhouse Avenue, St Asaph Street and Tuam Street shall be set back a minimum of 6 m from road boundaries and the site landscaped for a minimum depth of 3 m from road boundaries.

3. DESIGN AND APPEARANCE OF BUILDINGS

The design and appearance of buildings should enhance the amenities of the area and shall have regard to the criteria set out in Appendix D.

4. RESIDENTIAL INCENTIVE

Sites on which buildings include, in part or in total, residential accommodation including hotels, licensed tourist premises and travellers' accommodation, shall be entitled to a plot ratio bonus calculated at the rate of 2 m^2 of additional floor area for each 1 m^2 of residential floor area provided.

For calculation purposes any residential floorspace shall be included in the plot ratio calculations prior to the addition of any bonuses.

5. PUBLIC AMENITY INCENTIVE

Sites which include permanent pedestrian links, cycle links, arcades and service lanes, and additional areas of landscaping visible to the public, shall be entitled to a plot ratio bonus calculated at the rate of 5 m^2 of additional floor area for each 1 m^2 of area of the special feature.

6. AIR POLLUTION

Any use of land or building involving:

* A scheduled process under the Clean Air Act 1972, shall meet the standards applicable to the licensing of that process under that Act.

* Processes other than scheduled processes (under the Clean Air Act 1972), shall adopt the best practicable means to collect, contain and minimize air pollution, particularly smoke, dust and odours, including if necessary, the provision of adequate control equipment, and shall render pollutants harmless, inoffensive and not likely to create annoyance or nuisance to nearby properties.

7. NOISE

Any use of the land shall be so conducted and buildings shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 3) are not exceeded on the boundaries of any site.

8. GLARE

Any use of the land shall be so conducted and buildings shall be so designed, that direct or indirect illumination arising from the use and/or building does not cause annoyance or nuisance to nearby properties.

9. ACCESS, PARKING AND LOADING

Retail shops:	3 parking spaces per 100 m^2 of nett floor area
Building Supply Outlets:	3 parking spaces per 100 m^2 of nett floor area and uncovered display area excluding parking and landscaping areas.
Motor vehicle, caravan and boat sales and hire:	1 parking space per 150 m^2 of display area.
Office, industries, warehouses and bulk stores:	1.5 parking spaces per 100 m^2 of nett floor area.
Places of assembly and places of entertainment having liquor licence and taverns:	20 parking spaces per 100 m^2 of public area.
Places of entertainment, places of assembly and parks and recreation grounds:	10 parking spaces per 100 m^2 of public area.
Schools and hospitals:	1 parking space per 300 m^2 of nett floor area.

Residential accommodation:	1 parking space per household unit.
Licensed hotels, tourist house premises and travellers accommodation:	1 parking space per 5 beds plus 20 parking spaces per 100 m^2 of public area.
Service Stations:	5 parking spaces per 100 m^2 of nett floor area.

Vehicle Access: Vehicle access to any site containing a retail shop shall not be permitted from St Asaph, Durham, Lichfield and Madras Streets. The location and design of vehicular access to and from any site which provides in excess of 10 parking spaces from any of the following listed roads shall be a controlled use; St Asaph Street, Durham Street, Manchester Street, Colombo Street, Madras Street, Lichfield Street, Tuam Street and Moorhouse Avenue.

In considering any application for a controlled use, the Council shall, in particular, have regard to the following matters:

- the classification and traffic capacity of the road
- the likely generation of traffic to and from the site
- the likely pedestrian activity on the footpaths adjacent to the access point(s)
- the distance of the access from intersection
- the ability to provide access from other adjoining streets
- the number of parking spaces provided on the site
- the layout of buildings on the site

See also Part XI - Transportation.

3.0 ADD NEW ORDINANCE 47B BUSINESS 2 ZONE

ZONE STATEMENT

This zone lies to the south west of the central Commercial district and north of the Railway. To the east it is bound by Durham Street and Waltham Road, and to the west by residential land joining Hagley Avenue.

The general purposes of the zone and uses permitted are similar to those in the Business 1 zone except that a more limited range of retail shops is permitted with retail uses restricted to those which involve bulky or heavy items, large areas for display and/or drive in facilities. These types of retail uses are now finding difficulty in locating in normal commercial zones because of their space requirements and the Business 2 zone is a suitable area to accommodate them.

47B.1 PERMITTED BUILDINGS AND USES AND THEIR PERFORMANCE ELEMENTS AND STANDARDS

Permitted buildings and uses shall be the same as those in the Business 1 zone except that retail shops shall be limited to those listed in Appendix B1.

Buildings and uses shall comply with the performance elements and standards for each particular building or use as specified in the Business 1 zone, with the following added:

(a) The requirements for a 6 metre setback (with 3 metres landscaping) shall, in addition to the roads listed in the Business 1 zone, also apply to Antigua and Montreal Streets.

(b) The controlled use application for vehicle access shall, in addition to the roads listed in the Business 1 zone, also apply to Montreal Street.

(c) Sunlight, outlook and amenities of residential neighbours - buildings shall not project beyond a building envelope constructed by recession planes from points 2.5 m above any Residential zone boundaries as shown in Appendix C. Buildings shall be set back a minimum of 5 metres from any Residential zone boundaries and the site landscaped for a minimum depth of 2 m from zone boundaries.

4.0 PUBLIC UTILITIES

After Clause 55.11 **add** a new Clause 55.12

*55.12 **Business 1 and 2 zones.***

Electricity and gas kiosk substations.

Buildings shall comply with the performance elements and standards for all other uses in the zone except that no setback from the road boundary shall be required for buildings on sites fronting Antigua Street, Durham Street, Montreal Street, Manchester Street, Madras Street, St Asaph Street and Tuam Street and Moorhouse Avenue.

Electricity building substations. Water, wastewater and stormwater pumping stations and suction tanks. Electricity district substations. Telephone exchanges.

Buildings shall comply with the performance elements and standards for all other uses in the zone."

5.0 SUBDIVISION AND TITLE ISSUES

Commercial and Industrial Zones

Clause 59.1B - Interpretation of Standards

After (iii) **add**

"(iv) For subdivision purposes the business zones shall be deemed to be an industrial zone."

6.0 AMENITIES

Signs

Clause 75.4 - after words

"Permitted signs in commercial and industrial zones ..."

add the words

"and the business zones".

7.0 ADD APPENDIX B1

Retail Shops Appropriate to Business 2 Zone

Auction Rooms
Awnings, Blinds and Curtains
Bottle Stores and Liquor Outlets
Camping equipment, Canvas Goods
Clay Products, such as, tiles, pipes, bricks
Computers and Photocopiers
Concrete Products, such as, troughs, garden ornaments, pipes
Cycle and accessories
Electrical Appliances
Equestrian Supplies
Farm Machinery Equipment

Firewood Supplies, including coal, coke, carbonates, wood
Floor Coverings such as vinyls, tiles, linoleum, carpets
Furniture and Antiques, including office equipment
Garages, Sheds, Carports and Accessory Buildings
Garden Machinery such as lawn mowers, chainsaws
Garden Supplies and Tools
Glasshouses, Conservatories
Heating Appliances
Heavy Machinery
Hire Services
Lighting Equipment
Restaurants, cafes and foodbars
Sewing and Knitting Machines
Spa Pools and Saunas
Sports Equipment such as billiard tables, table tennis tables, trampolines, swings, slides, climbing frames, etc
Whiteware such as deep freezers, ovens, refrigerators, dishwashers, washing machines
Other similar retail uses which involve bulky or heavy items requiring large areas for display or drive in facilities

8.0 AMENDMENTS OF PLANNING MAPS 9 AND 10

Amend planning maps 9 and 10 as shown on the attached map.

4.0 PUBLIC UTILITIES

After Clause 55.11 **add** a new Clause 55.12

55.12 ***Business 1 and 2 zones.***

Electricity and gas kiosk substations.

Buildings shall comply with the performance elements and standards for all other uses in the zone except that no setback from the road boundary shall be required for buildings on sites fronting Antigua Street, Durham Street, Montreal Street, Manchester Street, Madras Street, St Asaph Street and Tuam Street and Moorhouse Avenue.

Electricity building substations. Water, wastewater and stormwater pumping stations and suction tanks. Electricity district substations. Telephone exchanges.

Buildings shall comply with the performance elements and standards for all other uses in the zone."

5.0 SUBDIVISION AND TITLE ISSUES

Commercial and Industrial Zones

Clause 59.1B - Interpretation of Standards

After (iii) **add**

"(iv) For subdivision purposes the business zones shall be deemed to be an industrial zone."

6.0 AMENITIES

Signs

Clause 75.4 - after words

"Permitted signs in commercial and industrial zones ..."

add the words

"and the business zones".

7.0 ADD APPENDIX B1

Retail Shops Appropriate to Business 2 Zone

Auction Rooms
Awnings, Blinds and Curtains
Bottle Stores and Liquor Outlets
Camping equipment, Canvas Goods
Clay Products, such as, tiles, pipes, bricks
Computers and Photocopiers
Concrete Products, such as, troughs, garden ornaments, pipes
Cycle and accessories
Electrical Appliances
Equestrian Supplies
Farm Machinery Equipment

Firewood Supplies, including coal, coke, carbonates, wood
Floor Coverings such as vinyls, tiles, linoleum, carpets
Furniture and Antiques, including office equipment
Garages, Sheds, Carports and Accessory Buildings
Garden Machinery such as lawn mowers, chainsaws
Garden Supplies and Tools
Glasshouses, Conservatories
Heating Appliances
Heavy Machinery
Hire Services
Lighting Equipment
Restaurants, cafes and foodbars
Sewing and Knitting Machines
Spa Pools and Saunas
Sports Equipment such as billiard tables, table tennis tables, trampolines, swings, slides, climbing frames, etc
Whiteware such as deep freezers, ovens, refrigerators, dishwashers, washing machines
Other similar retail uses which involve bulky or heavy items requiring large areas for display or drive in facilities

8.0 AMENDMENTS OF PLANNING MAPS 9 AND 10

Amend planning maps 9 and 10 as shown on the attached map.

48. Industrial 1

Zone statement

These zones are located on the fringes of the central industrial district and the larger suburban districts. Their general purpose is to provide a buffer between industrial and residential areas. In addition, in some suburban locations, they recognise the existence of specific, long established industries. Uses permitted include small scale, light industries, warehousing, and a number of community uses such as places of assembly and taverns.

48.1 Permitted buildings and uses and their performance elements and standards

A. Any industry, warehouse, or bulk store included in Appendix B

Motor vehicle, caravan and boat sales and hire

Building supply outlets

Banks, laboratories, research and computer centres

Accessory buildings

(i) Floorspace

Maximum plot ratio: 1.0

(ii) Site suitability

A building supply outlet shall not be permitted on any site where the area of site occupied as a building supply outlet is less than 3000m².

(iii) Visual amenities

Except on rear sites offices or showrooms shall be sited at the front of buildings, generally parallel to the road.

Outdoor storage areas adjoining or visible from any road shall be screened from the road by landscaping, or a solid fence not less than 1.8m high.

(iv) Amenities of residential neighbours across roads

Where a site faces a residential or recreation zone across a road, buildings shall be set back a minimum of 6m from road boundaries and the site landscaped for a minimum depth of 2m from the road boundaries.

(v) Sunlight, outlook and amenities of residential neighbours on adjoining sites

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential zone boundaries as shown in Appendix C.

Where a site adjoins a residential zone, buildings shall be set back a minimum of 5m from zone boundaries and the site landscaped for a minimum depth of 2m from the zone boundaries.

(vi) Air pollution

Any use of land or buildings involving:

- A scheduled process under the Clean Air Act 1972, shall meet the standards applicable to the licensing of that process under that Act.
- Processes other than scheduled processes (under the Clean Air Act 1972), shall adopt the best practicable means to collect, contain and minimise air pollution, particularly smoke, dust and odours, including if necessary the provision of adequate control equipment, and shall render pollutants harmless, inoffensive and not likely to create annoyance or nuisance to nearby properties.

(vii) Noise

Any use of the land shall be so conducted and buildings shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 2) are not exceeded on the boundaries of any site.

(viii) Glare

Any use of the land shall be so conducted and buildings shall be so designed, that direct or indirect illumination arising from the industrial activity does not cause annoyance or nuisance to nearby properties.

Footnote: *The use of any land or building shall comply with the requirements of the Water and Soil Conservation Act 1967 and the Acts, Regulations and Bylaws administered by the Christchurch Drainage Board.*

(ix) Access, parking and loading

Industries, warehouses and bulk stores: 1.5 parking spaces per 100m² of nett floor area excluding parts of buildings used as wholesale shops for which 5 spaces per 100m², shall be provided.

Research centres, laboratories, computer centres: 1.5 parking spaces per 100m² of nett floor area.

Banks: 5 parking spaces per 100m² of nett floor area.

Motor vehicle, caravan and boat sales and hire: 1 parking space per 150m² of display area.

Building supply outlet: 3 parking spaces per 100m² of nett floor area and uncovered site area excluding parking and landscaped areas.

See also Part XI Transportation.

B. Service stations

Accessory buildings

(i) Floorspace

The display and sale of goods other than those associated with motor vehicles shall not exceed 20m².

(ii) Visual amenities

Outdoor storage areas visible from any residential zone or from a road shall be screened from these places by landscaping.

(iii) Sunlight, outlook and amenities of residential neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential zone boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 5m from residential zone boundaries.

(iv) Outdoor space for storage, access, parking and landscaping
A minimum of 40% of the site shall be unoccupied by buildings.

(v) Access, parking and loading
Five parking spaces per 100m² of nett floor area.

For requirements relating to location of pumps, vehicle crossings, vehicle barriers, formation and other access and loading requirements, see also Part XI Transportation.

C. Places of assembly
Licensed taverns
Parks and recreation grounds
Accessory buildings

(i) Floorspace
Maximum plot ratio: 1.0

(ii) Street scene
Buildings shall be set back a minimum of 6m from road boundaries and the site landscaped for a minimum depth of 2m from road boundaries.

(iii) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential zone boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from residential zone boundaries according to the use of the buildings or parts of buildings, as follows:

- Places of assembly (excluding churches), and licensed taverns: 9m
- Churches, changing sheds, first aid rooms, public toilets and ancillary service uses including offices and kitchens: 5m
- Residential accommodation: 3m
- Implement sheds, garages and other accessory buildings: 2m

The site shall be landscaped for a minimum depth of 2m along these boundaries.

Buildings (except churches) shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 2) are not exceeded on the boundaries of any site.

(iv) Access, parking and loading
Taverns with public area of 150m² and less: A minimum of 5 and a maximum of 20 parking spaces per 100m² of public area.

Taverns with public area over 150m²: 30 parking spaces per 100m² of public area.

Places of assembly having a liquor licence: 20 parking spaces per 100m² of public area.

Other uses: 10 parking spaces per 100m² of public area.

See also Part XI Transportation.

D. * RESTAURANTS
Industrial health clinics
Accessory buildings

(i) Floorspace
Maximum plot ratio: 1.0

(ii) Amenities of residential neighbours across roads
Where a site faces a residential or recreation zone across a road, buildings shall be set back a minimum of 6m from road boundaries and the site landscaped for a minimum depth of 2m from the road boundaries.

(iii) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential zone boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 3m from residential zone boundaries.

(iv) Access, parking and loading
Cafes and takeaway food bars: 5 parking spaces per 100m² of nett floor area.

Health clinics: 5 parking spaces per medical or allied person or registered nurse, plus 1 space 2 staff.

See also Part XI Transportation.

E. Public utility substations
Pumping stations
Exchanges

See Part IX Public Utilities.

F. Car parks

(i) Street scene
The site shall be landscaped for a minimum depth of 2m from road boundaries.

The site shall be landscaped for a minimum depth of 1.5m from internal boundaries.

(ii) Access and layout
See Part XI Transportation.

G. Special provision, 406-410 Barbadoes Street

Notwithstanding the generality of the provisions of clauses 48.1 (A)-(F) above the following special conditions shall apply to no's 406-410 Barbadoes Street being part Lot 5 on Deposited Plan 1222, part Lot 4 on Deposited Plan 5948 and Lot 3 on Deposited Plan 5948 to a depth of 40m from the Barbadoes Street frontage;

(i) Amenities of residential neighbours
No building shall be erected on land described above.

The site shall be landscaped for a minimum depth of 7m from the road boundary.

(ii) Access
Access from Barbadoes Street shall be by way of a vehicle crossing 7.5m wide. The southern edge of the vehicle crossing shall be located 2m north of the southern boundary of Lot 3 on Deposited Plan 5948.

49. Industrial 2

Zone statement

The purpose of these zones is to promote a number of major suburban industrial areas situated at Papanui, Vagues Road, Aranui and Cranford Street. They fulfill an important employment function for the surrounding residential areas, each zone containing some large and established industries.

A wide range of industrial uses is included but as these areas are surrounded by well established residential districts, a high standard of design with wide setbacks and landscaping is provided for.

49.1 Permitted buildings and uses and their performance elements and standards

A. Any industry, warehouse, or bulk store except those in Appendix A

Motor vehicle, caravan and boat sales and hire

Building supply outlets

Banks, laboratories, research and computer centres

Accessory buildings

(i) Floorspace

Maximum plot ratio: 1.5

(ii) Site suitability

A building supply outlet shall not be permitted on any site where the area of site occupied as a building supply outlet is less than 3000m².

(iii) Visual amenities and street scene

Except on rear sites offices or showrooms shall be sited at the front of buildings, generally parallel to the road.

Outdoor storage areas adjoining or visible from any road shall be screened from the road by landscaping, or a solid fence not less than 1.8m high.

Buildings shall be set back a minimum of 6m from boundaries of roads other than culs de sac, and the site landscaped for a minimum depth of 2m from these road boundaries.

(iv) Amenities of residential neighbours across roads

Where a site faces a residential or recreation zone across a road, buildings shall be set back a minimum of 6m from road boundaries and the site landscaped for a minimum depth of 2m from the road boundaries.

(v) Sunlight, outlook and amenities of residential neighbours on adjoining sites

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential zone boundaries as shown in Appendix C.

Where a site adjoins a residential zone, buildings shall be set back a minimum of 9m from zone boundaries and the site landscaped for a minimum depth of 5m from the zone boundaries.

(vi) Air pollution

Any use of land or buildings involving:

- A scheduled process under the Clean Air Act 1972, shall meet the standards applicable to the licensing of that process under that Act.
- Processes other than scheduled processes (under the Clean Air Act 1972), shall adopt the best practicable means to collect, contain and minimise air pollution, particularly smoke, dust and odours, including if necessary the provision of adequate control equipment, and shall render pollutants harmless, inoffensive and not likely to create annoyance or nuisance to nearby properties.

(vii) Noise

Any use of the land shall be so conducted and buildings shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 3) are not exceeded on the boundaries of any site.

(viii) Glare

Any use of the land shall be so conducted and buildings shall be so designed, that direct or indirect illumination arising from the industrial activity does not cause annoyance or nuisance to nearby properties.

Footnote: *The use of any land or building shall comply with the requirements of the Water and Soil Conservation Act 1967 and the Acts, Regulations and Bylaws administered by the Christchurch Drainage Board.*

(ix) Access, parking and loading

Industries, warehouses and bulk stores: 1.5 parking spaces per 100m² of nett floor area excluding parts of buildings used as wholesale shops for which 5 spaces per 100m², shall be provided.

Research centres, laboratories, computer centres: 1.5 parking spaces per 100m² of nett floor area.

Banks: 5 parking spaces per 100m² of gross floor area.

Motor vehicle, caravan and boat sales and hire: 1 parking space per 150m² of display area.

Building supply outlets: 3 parking spaces per 100m² of nett floor area and uncovered site area excluding parking and landscaped areas.

See also Part XI Transportation.

B. Service stations

Accessory buildings

(i) Floorspace

The display and sale of goods other than those associated with motor vehicles shall not exceed 20m².

(ii) Visual amenities

Outdoor storage areas visible from any residential zone or from a road shall be screened from these places by landscaping.

(iii) Sunlight, outlook and amenities of residential neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential zone boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 5m from residential zone boundaries.

(iv) Outdoor space for storage, access, parking and landscaping

A minimum of 40% of the site shall be unoccupied by buildings.

(v) Access, parking and loading

Five parking spaces per 100m² of nett floor area.

For requirements relating to location of pumps, vehicle crossings, vehicle barriers, formation and other access and loading requirements, see also Part XI Transportation.

C. Places of assembly, places of entertainment and local taverns
Parks and recreation grounds
Accessory buildings

(i) Floorspace

Maximum plot ratio: 1.5

Local taverns: maximum public area: 150m².

(ii) Street scene

Buildings shall be set back a minimum of 6m from road boundaries and the site landscaped for a minimum depth of 2m from road boundaries.

(iii) Sunlight, outlook and amenities of residential neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential zone boundaries as shown in Appendix C.

Buildings or parts of buildings shall be set back a minimum distance from residential zone boundaries according to the use of the buildings or parts of buildings, as follows:

- Places of assembly (excluding churches), places of entertainment and local taverns: 9m
- Churches, changing sheds, first aid rooms, public toilets and ancillary service uses including offices and kitchens: 5m
- Residential accommodation: 3m
- Implement sheds, garages and other accessory buildings: 2m

The site shall be landscaped for a minimum depth of 2m along these boundaries.

Buildings (except churches) shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 3) are not exceeded on the boundaries of any site.

(iv) Access, parking and loading

Local taverns with public area of 150m² and less: A minimum of 5 and a maximum of 20 parking spaces per 100m² of public area.

Places of assembly having a liquor licence: 20 parking spaces per 100m² of public area.

Other uses: 10 parking spaces per 100m² of public area.

See also Part XI Transportation.

D. * RESTAURANTS
Industrial health clinics
Accessory buildings

(i) Floorspace

Maximum plot ratio: 1.5

(ii) Amenities of residential neighbours across roads

Where a site faces a residential or recreation zone across a road, buildings shall be set back a minimum of 6m from road boundaries and the site landscaped for a minimum depth of 2m from the road boundaries.

(iii) Sunlight, outlook and amenities of residential neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential zone boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 3m from residential zone boundaries.

(iv) Access, parking and loading

* RESTAURANTS : 5 parking spaces per 100m² of nett floor area.

Health clinics: 5 parking spaces per medical or allied person or registered nurse, plus 1 per 2 staff.

See also Part XI Transportation.

E. Public utility substations
Pumping stations
Exchanges

See Part IX Public Utilities.

50. Industrial 3

Zone statement

These zones are located to the south of the City centre and within the large suburban industrial districts of Woolston and Bromley. A small pocket of land adjacent to the Southern Arterial at Hillmorton is also zoned.

A full range of industrial activities is provided for subject to compliance with the performance standards. Noxious and dangerous uses are only permitted when their noxious and dangerous elements are controlled to ensure safety and reduce nuisance in the locality.

While in most districts Industrial 3 zones are separated from residential areas by Industrial 1 zones, this is not practical in all situations. Therefore certain standards have been included in the Industrial 3 zone to reduce nuisance where industrial sites adjoin residential areas.

50.1 Permitted buildings and uses and their performance elements and standards

A. Any industry, warehouse, or bulk store except those in Appendix A

Any industry, warehouse or bulk store included in Appendix A, if by the nature and scale of the process or building containing the process, the noxious and dangerous elements are controlled to ensure safety and reduce nuisance in the locality

Motor vehicle, caravan and boat sales and hire

Building supply outlets

Banks, laboratories, research and computer centres

Accessory buildings

(i) Floorspace
Maximum plot ratio: 1.5

(ii) Site suitability
A building supply outlet shall not be permitted on any site where the area of site occupied as a building supply outlet is less than 3000m².

(iii) Visual amenities and street scene
Except on rear sites offices or showrooms shall be sited at the front of buildings, generally parallel to the road.

Outdoor storage areas adjoining or visible from any road shall be screened from the road by landscaping, or a solid fence not less than 1.8m high.

Where located within the Bromley, Hillmorton and Woolston industrial districts a minimum of 5% of the site shall be landscaped and at least one third of this landscaping shall be located along road boundaries.

(iv) Amenities of residential neighbours across roads
Where a site faces a residential or recreation zone across a road, buildings shall be set back a minimum of 6m from road boundaries and the site landscaped for a minimum depth of 2m from the road boundaries.

(v) Sunlight, outlook and amenities of residential neighbours on adjoining sites
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential zone boundaries as shown in Appendix C.

Where a site adjoins a residential zone, buildings shall be set back a minimum of 5m from zone boundaries and the site landscaped for a minimum depth of 2m from the zone boundaries.

(vi) Air pollution
Any use of land or buildings involving:

- A scheduled process under the Clean Air Act 1972, shall meet the standards applicable to the licensing of that process under that Act.
- Processes other than scheduled processes (under the Clean Air Act 1972), shall adopt the best practicable means to collect, contain and minimise air pollution, particularly smoke, dust and odours, including if necessary the provision of adequate control equipment, and shall render pollutants harmless, inoffensive and not likely to create annoyance or nuisance to nearby properties.

(vii) Noise
Any use of the land shall be so conducted and buildings shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 3) are not exceeded on the boundaries of any site.

(viii) Glare
Any use of the land shall be so conducted and buildings shall be so designed, that direct or indirect illumination arising from the industrial activity does not cause annoyance or nuisance to nearby properties.

Footnote: *The use of any land or building shall comply with the requirements of the Water and Soil Conservation Act 1967 and the Acts, Regulations and Bylaws administered by the Christchurch Drainage Board.*

(ix) Access, parking and loading
Industries, warehouses and bulk stores: 1.5 parking spaces per 100m² of nett floor area excluding parts of buildings used as wholesale shops for which 5 spaces per 100m², shall be provided.

Research centres, laboratories, computer centres: 1.5 parking spaces per 100 m² of nett floor area.

Banks: 5 parking spaces per 100 m² of nett floor area.

Motor vehicles, caravan and boat sales and hire: 1 parking space per 150 m² of display area.

Building supply outlets: 3 parking spaces per 100m² of nett floor area and uncovered site area excluding parking and landscaped areas.

See also Part XI Transportation.

* OPERATIVE CHANGE 27

B. Service stations
Accessory buildings

(i) Floorspace
The display and sale of goods other than those associated with motor vehicles shall not exceed 20m².

(ii) Visual amenities
Outdoor storage areas visible from any residential zone or from a road shall be screened from these places by landscaping.

(iii) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential zone boundaries as shown in Appendix C.
Buildings shall be set back a minimum of 5m from residential zone boundaries.

(iv) Outdoor space for storage, access, parking and landscaping
A minimum of 40% of the site shall be unoccupied by buildings.

(v) Access, parking and loading
Five parking spaces per 100m² of nett floor area.
For requirements relating to location of pumps, vehicle crossings, vehicle barriers, formation and other access and loading requirements, see also Part XI Transportation.

C. Places of assembly
Places of entertainment
Licensed taverns
Parks and recreation grounds
Accessory buildings

(i) Floorspace
Maximum plot ratio: 1.5

(ii) Street scene
Buildings shall be set back a minimum of 6m from road boundaries and the site landscaped for a minimum depth of 2m from road boundaries.

(iii) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential zone boundaries as shown in Appendix C.
Buildings or parts of buildings shall be set back a minimum distance from residential zone boundaries according to the use of the buildings or parts of buildings, as follows:
- Places of assembly (excluding churches), places of entertainment and licensed taverns: 9m
- Churches, changing sheds, first aid rooms, public toilets and ancillary service uses including offices and kitchens: 5m
- Residential accommodation: 3m
- Implement sheds, garages and other accessory buildings: 2m

The site shall be landscaped for a minimum depth of 2m along these boundaries.
Buildings (except churches) shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 3) are not exceeded on the boundaries of any site.

(iv) Access, parking and loading
Taverns with public area of 150m² and less: A minimum of 5 and a maximum of 20 parking spaces per 100m² of public area.
Taverns with public area over 150m²: 30 parking spaces per 100m² of public area.
Places of assembly having a liquor licence: 20 parking spaces per 100m² of public area.
Other uses: 10 parking spaces per 100m² of public area.
See also Part XI Transportation.

D. * RESTAURANTS

Industrial health clinics
Accessory buildings

(i) Floorspace
Maximum plot ratio: 1.5

(ii) Amenities of residential neighbours across roads
Where a site faces a residential or recreation zone across a road, buildings shall be set back a minimum of 6m from road boundaries and the site landscaped for a minimum depth of 2m from the road boundaries.

(iii) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential zone boundaries as shown in Appendix C.
Buildings shall be set back a minimum of 3m from residential zone boundaries.

(iv) Access, parking and loading
* RESTAURANTS : 5 parking spaces per 100m² of nett floor area.
Health clinics: 5 parking spaces per medical or allied person or registered nurse, plus 1 per 2 staff.
See also Part XI Transportation.

E. Public utility substations
Pumping stations
Exchanges

See Part IX Public Utilities.

F. Car parks
Parking buildings

(i) Street scene
Buildings shall be set back a minimum of 3m from road boundaries. The site shall be landscaped for a minimum depth of 2m from road boundaries.

(ii) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential zone boundaries as shown in Appendix C.
The site shall be landscaped for a minimum depth of 1.5m from internal boundaries.

(iii) Access and layout
See Part XI Transportation.

51. Industrial 3A

Zone statement

Because of the history of development on both sides of Maces Road a transition type zone is necessary north of Maces Road, but recognition of industries already established has been made by the creation of the Industrial 3A zone. The range of permitted uses is similar to Industrial 3 but some performance standards are equivalent to those of the Industrial 1 zone.

51.1 Permitted buildings and uses and their performance elements and standards

A. All permitted buildings and uses in the Industrial 3 zone

Buildings and uses shall comply with performance elements and standards for each particular building or use as specified in the Industrial 1 zone.

52. Industrial 4

Zone statement

The Industrial 4 zones are intended to provide for heavier types of industry, including those which have noxious or dangerous processes or products. Some other industries are permitted but such industries shall not prejudice the efficient operation of the heavy industries. The zones are located in the Woolston and Bromley industrial areas and are separated from residential and commercial land by other industrial zones or features which form adequate physical boundaries.

Performance standards for noise, air pollution, odour, glare, water pollution and landscaping are adopted to provide protection for each industry and its workers, the community, and the environment of the city.

52.1 Permitted buildings and uses and their performance elements and standards

A. Any industry, warehouse, or bulk store except those in Appendix B

Accessory buildings

(i) Floorspace
Maximum plot ratio: 1.5

(ii) Visual amenities and street scene
Except on rear sites offices or showrooms shall be sited at the front of buildings, generally parallel to the road.

Outdoor storage areas adjoining or visible from any road shall be screened from the road by landscaping, or a solid fence not less than 1.8m high.

Where located within the Bromley and Woolston industrial districts a minimum of 5% of the site shall be landscaped and at least one third of this landscaping shall be located along road boundaries.

(iii) Amenities of residential neighbours across roads
Where a site faces a residential or recreation zone across a road, buildings shall be set back a minimum of 9m from road boundaries and the site landscaped for a minimum depth of 5m from the road boundaries.

(iv) Air pollution
Any use of land or buildings involving:

- A scheduled process under the Clean Air Act 1972, shall meet the standards applicable to the licensing of that process under that Act.
- Processes other than scheduled processes (under the Clean Air Act 1972), shall adopt the best practicable means to collect, contain and minimise air pollution, particularly smoke, dust and odours, including if necessary the provision of adequate control equipment, and shall render pollutants harmless, inoffensive and not likely to create annoyance or nuisance to nearby properties.

(v) Noise
Any use of the land shall be so conducted and buildings shall be so designed and laid out as to ensure that as a result of any activity, the noise levels specified in Appendix W (Table 3) are not exceeded on the boundaries of any site.

(vi) Glare
Any use of the land shall be so conducted and buildings shall be so designed, that direct or indirect illumination arising from the industrial activity does not cause annoyance or nuisance to nearby properties.

Footnote: *The use of any land or building shall comply with the requirements of the Water and Soil Conservation Act 1967 and the Acts, Regulations and Bylaws administered by the Christchurch Drainage Board.*

(vii) Access, parking and loading
1.5 parking spaces per 100m² of nett floor area excluding parts of buildings used as wholesale shops for which 5 spaces per 100m², shall be provided.

See also Part XI Transportation.

B. Service stations

Accessory buildings

(i) Floorspace
The display and sale of goods other than those associated with motor vehicles shall not exceed 20m².

(ii) Visual amenities
Outdoor storage areas visible from any residential zone or from a road shall be screened from these places by landscaping.

(iii) Outdoor space for storage, access, parking and landscaping
A minimum of 40% of the site shall be unoccupied by buildings.

(iv) Access, parking and loading
5 parking spaces per 100m² of nett floor area.

For requirements relating to location of pumps, vehicle crossings, vehicle barriers, formation and other access and loading requirements, see also Part XI Transportation.

C. Parks and recreation grounds

(i) Street scene
The site shall be landscaped for a minimum depth of 2m from road boundaries.

D. * RESTAURANTS

Industrial health clinics

Accessory buildings

(i) Floorspace
Maximum plot ratio: 1.5

(ii) Amenities of residential neighbours across roads
Where a site faces a residential or recreation zone across a road, buildings shall be set back a minimum of 6m from road boundaries and the site landscaped for a minimum depth of 2m from the road boundaries.

(iii) Outdoor space
Buildings shall be set back a minimum of 1.8 metres from internal boundaries.

(iv) Access, parking and loading
* RESTAURANTS : 5 parking spaces per 100m² of nett floor area.

Health clinics: 5 parking spaces per medical or allied person or registered nurse, plus 1 per 2 staff.

See also Part XI Transportation.

E. Public utility substations

Pumping stations

Exchanges

See Part IX Public Utilities.

53. Employment 1

Zone statement
This zone is located at Bexley and its general purpose is to provide increased employment opportunities for the residents of the eastern suburbs. A wide range of uses including offices and heavy retailing as well as industrial uses, are provided for. In order to improve the visual qualities of the area a high standard of landscaping is required.

The provisions of the zone are to be read in conjunction with the plan contained in Appendix M which sets out the general subdivision and roading pattern and the grouping of service uses near the proposed reserve adjoining the zone to the north.

53.1 Permitted buildings and uses and their performance elements and standards

A. Any industry, warehouse or bulk store included in Appendix B

Any other industry, warehouse or bulk store except those in Appendix A, if by the nature and scale of the process or building containing the process, the nuisance elements are controlled to ensure safety and reduce nuisance in the locality

Heavy retail showrooms

Administrative, commercial and professional offices

Places of assembly

Places of entertainment

Industrial health clinics

* RESTAURANTS

Nursery gardens
Building supply outlets
Accessory buildings

(i) Floorspace
Maximum plot ratio: 1.0

(ii) Site suitability
A building supply outlet shall not be permitted on any site where the area of site occupied as a building supply outlet is less than 3000m².

(iii) Site and roading layout
Land subdivision shall generally follow the layout shown by the plan contained in Appendix M.

Minimum site area 1000m²; except that where buildings have been erected prior to subdivision or committed to be built, in accordance with a comprehensive plan designed in conformity with the elements and standards for the buildings and uses listed under A. above; areas less than 1000m² may be approved provided the requirements for parking and access are complied with by each new site.

(iv) Visual amenities and street scene
Sites fronting the proposed Woolston Burwood Expressway shall be landscaped for a minimum depth of 15m from the road boundary.

Buildings on sites fronting other roads shall be set back the minimum distances, and sites landscaped for the minimum depths, shown by the plan contained in Appendix M.

Except on rear sites offices or showrooms shall be sited at the front of the building, generally parallel to the road.

Buildings shall be set back a minimum of 4.5m from one side boundary.

(v) Amenities of recreation areas
Sites adjoining a recreation zone, shall be landscaped for a minimum depth of 15m from the zone boundaries.

To control access between sites and the nature reserves, fences shall be erected to the satisfaction of the Council.

(vi) Air pollution
Any use of land or buildings involving:

- A scheduled process under the Clean Air Act 1972 shall meet the standards applicable to the licensing of that process under that Act.
- Processes other than scheduled processes (under the Clean Air Act 1972) shall adopt the best practicable means to collect, contain and minimise air pollution, particularly smoke, dust and odours, including if necessary the provision of adequate control equipment, and shall render pollutants harmless, inoffensive and not likely to create annoyance or nuisance to nearby properties.

(vii) Noise
Any use of the land shall be so conducted and buildings shall be so designed and laid out as to ensure that as a result of any activity, the noise levels, specified in Appendix W (Table 2), are not exceeded on the boundaries of any site.

(viii) Glare
Any use of the land shall be so conducted and buildings shall be so designed, that direct or indirect illumination arising from the industrial activity does not cause annoyance or nuisance to nearby properties.

Footnote: *The use of any land or building shall comply with the requirements of the Water and Soil Conservation Act 1967 and the Acts, Regulations and Bylaws administered by the Christchurch Drainage Board.*

(ix) Access, parking and loading
Industries, warehouses and bulk stores: 1.5 parking spaces per 100m² of nett floor area excluding parts of buildings used as wholesale shops for which 5 spaces per 100m², shall be provided.

Building supply outlets: 3 parking spaces per 100m² of nett floor area and uncovered site area excluding parking and landscaped areas.

Heavy retail showrooms, commercial, administrative and professional offices: 3 parking spaces per 100m² of nett floor area.

Places of assembly, having a liquor licence: 20 parking spaces per 100m² of public area.

Other places of assembly and places of entertainment: 10 parking spaces per 100m² of public area.

* RESTAURANTS : 5 parking spaces per 100m² of nett floor area.

Health clinics: 5 parking spaces per professional person plus 1 space per 2 staff.

Nursery gardens: 10 parking spaces per 1ha of cultivated land where plants are sold from the site.

See also Part XI Transportation.

B. Public utility substations
Pumping stations
Exchanges

See Part IX Public Utilities.

54. Employment 2

Zone statement

The general purpose of the zone is to increase employment opportunities and to provide for servicing activities associated with the hill parts of the City. The area already contains a number of industries and its proximity to the main road access to the Port of Lyttelton adds to its attraction as an employment zone.

A high standard of design and landscaping provision is necessary in this case because of the zone's location. It adjoins two main roads into the City, a proposed regional reserve, the Estuary, residential areas and is open to view from large areas of the Port Hills. The performance elements and standards are designed to provide the opportunity to create an attractively laid out industrial area that will encourage a range of employment uses.

An important feature is the provision of a 10m strip along Ferry Road and Humphreys Drive devoted exclusively to landscaping that will make a major contribution to the visual amenities of the area. Also important is the provision of an adequate landscape buffer between industrial activities and the proposed nature reserve. The area adjoining the Heathcote River south of the bridge would be a suitable location for recreation.

The minimum site area of 2,500m² is intended to avoid a proliferation of small factory units unrelated in design. However, the opportunity is provided to obtain separate titles for smaller sites where they are to be part of a comprehensively designed scheme of development.

54.1 Permitted buildings and uses and their performance elements and standards

A. Any industry, warehouse or bulk store except those in Appendix A
Building supply outlets
Laboratories, research and computer centres
Accessory buildings

(i) Floorspace
Maximum plot ratio: 1.0

(ii) Site suitability
A building supply outlet shall not be permitted on any site where the area of site occupied as a building supply outlet is less than 3000m².

(iii) Site area
Minimum site area 2,500m², except that where buildings have been erected prior to subdivision or committed to be built, in accordance with a comprehensive plan designed in conformity with the elements and standards for the buildings and uses listed under A. above; sites less than 2,500m² may be approved provided the requirements for parking and access are complied with by each new site.

(iv) Visual amenities and street scene
Sites fronting Humphreys Drive, the proposed deviation of Humphreys Drive, and Ferry Road, shall be landscaped for a minimum depth of 10m from the boundaries of these roads.

Sites fronting any other road, shall be landscaped for a minimum depth of 5m from road boundaries.

Except on rear sites offices or showrooms shall be sited at the front of the building, generally parallel to the road.

(v) Amenities of residential neighbours and recreation areas
Sites adjoining a residential or recreation zone, shall be landscaped for a minimum depth of 2m from the zone boundaries.

Sites adjoining a rural zone shall be landscaped for a minimum depth of 15m from the zone boundaries.

(vi) Air pollution
Any use of land or buildings involving:

- A scheduled process under the Clean Air Act 1972 shall meet the standards applicable to the licensing of that process under that Act.
- Processes other than scheduled processes (under the Clean Air Act 1972), shall adopt the best practicable means to collect, contain and minimise air pollution, particularly smoke, dust and odours, including if necessary the provision of adequate control equipment, and shall render pollutants harmless, inoffensive and not likely to cause annoyance or nuisance to nearby properties.

(vii) Noise
Any use of the land shall be so conducted and buildings shall be so designed and laid out as to ensure that as a result of any activity, the following noise levels, specified in Appendix W (Table 3), are not exceeded on the boundaries of any site.

(viii) Glare
Any use of the land shall be so conducted and buildings shall be so designed, that direct or indirect illumination arising from the industrial activity does not cause annoyance or nuisance to nearby properties.

Footnote: *The use of any land or building shall comply with the requirements of the Water and Soil Conservation Act 1967 and the Acts, Regulations and Bylaws administered by the Christchurch Drainage Board.*

(ix) Access, parking and loading
Industries, warehouses and bulk stores: 1.5 parking spaces per 100m² of nett floor area excluding parts of buildings used as wholesale shops for which 5 spaces per 100m², shall be provided.

Research centres, laboratories, computer centres: 1.5 parking spaces per 100m² of nett floor area.

Building supply outlets: 3 parking spaces per 100m² of nett floor area and uncovered site area excluding parking and landscaped areas.

See also Part XI Transportation.

B. Service stations
Accessory buildings

(i) Floorspace
The display and sale of goods other than those associated with motor vehicles shall not exceed 20m².

(ii) Visual amenities
Outdoor storage areas visible from any residential zone or from a road shall be screened from these places by landscaping.

(iii) Amenities of residential neighbours and recreation areas.
Where a site adjoins a residential or recreation zone the site shall be landscaped for a minimum depth of 2m from the zone boundaries.

(iv) Outdoor space for storage, access, parking and landscaping
A minimum of 40% of the site shall be unoccupied by buildings.

(v) Access, parking and loading
Five parking spaces per 100m² of nett floor area.

For requirements relating to location of pumps, vehicle crossings, vehicle barriers, formation and other access and loading requirements, see also Part XI Transportation.

C. Places of assembly

Places of entertainment

Licensed taverns

* RESTAURANTS

Industrial health clinics

Nursery gardens

Parks and recreation grounds

Accessory buildings

(i) Floorspace
Maximum plot ratio: 1.0

(ii) Street scene, open space and landscaping
Buildings shall be set back a minimum of 6m from road boundaries.

15% of the site shall be landscaped and at least one third of this landscaping shall be located along road boundaries.

(iii) Sunlight, outlook and amenities of residential neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above residential zone boundaries as shown in Appendix C.

(iv) Access, parking and loading
Places of assembly having a liquor licence: 20 parking spaces per 100m² of public area.

Other places of assembly and places of entertainment: 10 parking spaces per 100m² of public area.

Taverns with public area of 150m² and less: A minimum of 5 and a maximum of 20 parking spaces per 100m² of public area.

Taverns with public area over 150m²: 30 parking spaces per 100m² of public area.

* RESTAURANTS : 5 parking spaces per 100m² of nett floor area.

Health clinics: 5 parking spaces per medical or allied person or registered nurse plus 1 per 2 staff.

Nursery gardens: 10 parking spaces per 1ha of cultivated land where plants are sold from the site.

See also Part XI Transportation.

D. Public utility substations

Pumping stations

Exchanges

See Part IX Public Utilities.

Part IX : Public Utilities

55. Public Utilities

Interpretation
In this part, electricity and gas kiosks shall be limited to those kiosks less than 2.5m in height and less than 12m² in floor area. Electricity building substations shall be limited to those less than 4m in height and less than 50m² in floor area.

55.1. Permitted buildings and uses and their performance elements and standards in all Residential zones other than Residential H, 5A and 5C

A. Electricity and gas kiosk substations

(i) Maintenance of residential amenities
Buildings shall be painted in colours that harmonise with the surrounding neighbourhood, and parts of the site unused for buildings or access shall be landscaped.

B. Electricity building substations

(i) Street scene
Buildings shall be set back a minimum of 4.5m from road boundaries and designed to harmonise with the surrounding neighbourhood.

The site shall be landscaped for a minimum depth of 2m from road boundaries.

(ii) Outlook of neighbours
Buildings shall be set back a minimum of 1.8m from original internal boundaries.

C. Water, wastewater and stormwater pumping stations and suction tanks

(i) Maintenance of residential amenities
Maximum height: 7.5m.

(ii) Street scene and landscaping
Buildings shall be set back a minimum of 4.5m from road boundaries and designed to harmonise with the surrounding neighbourhood.

Parts of the site unused for buildings or access shall be landscaped.

(iii) Outlook and amenities of neighbours
Buildings 5m and under in height shall be set back a minimum of 3m from internal boundaries. Buildings over 5m and not exceeding 7.5m in height shall be set back a minimum of 6m from internal boundaries.

D. Electricity district substations

(i) Maintenance of residential amenities
Maximum height of substation buildings 4m and of accessory structures, 6m.

No outdoor 66,000 volt switchgear shall be permitted.

(ii) Street scene and landscaping
Buildings shall be set back a minimum of 6m from road boundaries and designed to harmonise with the surrounding neighbourhood.

Parts of the site unused for buildings or access shall be landscaped.

(iii) Outlook and amenities of neighbours
Buildings with coolers shall be set back a minimum of 5m from internal boundaries.

Other buildings shall be set back a minimum of 3m from internal boundaries.

E. Telephone exchanges

(i) Maintenance of residential amenities
Maximum height: 12m.

(ii) Street scene and landscaping
Buildings shall be set back a minimum of 4.5m from road boundaries and designed to harmonise with the surrounding neighbourhood.

Parts of the site unused for buildings, parking or access shall be landscaped.

(iii) Sunlight, outlook and amenities of neighbours
Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5m above internal boundaries as shown in Appendix C.

Buildings shall be set back a minimum of 5m from internal boundaries.

(iv) Access, parking and loading
1 parking space per two staff.

See also Part XI Transportation.

55.2 Residential H zone

A. Electricity and gas kiosk substations

Performance elements and standards as for 55.1A above.

B. Electricity building substations

Performance elements and standards as for 55.1B above.

C. Water, wastewater and stormwater pumping stations and suction tanks

Performance elements and standards as for 55.1C above.

55.3 Residential 5A zone

A. Electricity and gas kiosk substations

Performance elements and standards as for 55.1A above.

B. Electricity building substations

Performance elements and standards as for 55.1B above.

55.4 Residential 5C zone

A. Electricity and gas kiosk substations

Performance elements and standards as for 55.1A above.

B. Electricity building substations

Performance elements and standards as for 55.1B above.

C. Water, wastewater and stormwater pumping stations and suction tanks

Performance elements and standards as for 55.1C above.

55.5 Rural 1, 2 and 3 zones

A. Electricity and gas kiosk substations

Performance elements and standards as for 55.1A above.

B. Electricity building substations

Performance elements and standards as for 55.1B above.

C. Water, wastewater and stormwater pumping stations and suction tanks

Performance elements and standards as for 55.1C above.

55.6 Recreation 1 zone

A. Electricity and gas kiosk substations

Performance elements and standards as for 55.1A above.

55.7 Recreation 2 and 3 and Cultural 1, 2 and 3 zones

A. Electricity and gas kiosk substations

Performance elements and standards as for 55.1A above.

B. Electricity building substations

Performance elements and standards as for 55.1B above.

C. Water, wastewater and stormwater pumping stations and suction tanks

Performance elements and standards as for 55.1C above provided that those buildings and structures above ground level shall be limited to less than 4m in height and less than 50m² in floor area.

55.8 Commercial 1, 2, 3 and Commercial Service zones

A. Electricity and gas kiosk substations
Electricity building substations

Buildings shall comply with the performance elements and standards for warehouses in the commercial or Commercial Service zone in which the buildings are located.

B. Water, wastewater and stormwater pumping stations and suction tanks
Electricity district substations

Buildings shall comply with the performance elements and standards service industries in the commercial or Commercial Service zone in which the buildings are located.

C. Telephone exchanges

Buildings shall comply with the performance elements and standards for commercial offices in the commercial or Commercial Service zone in which the buildings are located, except that the off street parking requirement shall be 1 space per two staff.

55.9 Commercial 4 and 5 zones

A. Electricity and gas kiosk substations
Electricity building substations
Water, wastewater and stormwater pumping stations and suction tanks
Electricity district substations
Telephone exchanges

Buildings shall comply with the performance elements and standards for commercial offices in the commercial zone in which the buildings are located.

55.10 Industrial 1, 2, 3, 3A and 4 zones

A. Electricity and gas kiosk substations
Electricity building substations

(i) Outlook and amenities of residential neighbours

Buildings shall be set back a minimum of 1.8m from residential and recreation zone boundaries.

B. Water, wastewater and stormwater pumping stations and suction tanks
Electricity district substations
Telephone exchanges

Buildings shall comply with the performance elements and standards for warehouses in the industrial zone in which the buildings are located, except that the off-street parking requirement for telephone exchanges shall be 1 space per two staff.

55.11 Employment 1 and 2 zones

A. Electricity and gas kiosk substations
Electricity building substations

Buildings shall comply with the set back and landscaping standards from road boundaries for warehouses in the employment zone in which the buildings are located.

* CHANGE 15

B. Water, wastewater and stormwater pumping stations and suction tanks
Electricity district substations
Telephone exchanges

Buildings shall comply with the performance elements and standards for warehouses in the employment zone in which the buildings are located, except that the off-street parking requirement for telephone exchanges shall be 1 space per two staff.

* *55.12 Business 1 and 2 zones.*

Electricity and gas kiosk substations.

Buildings shall comply with the performance elements and standards for all other uses in the zone except that no setback from the road boundary shall be required for buildings on sites fronting Antigua Street, Durham Street, Montreal Street, Manchester Street, Madras Street, St Asaph Street and Tuam Street and Moorhouse Avenue.

Electricity building substations. Water, wastewater and stormwater pumping stations and suction tanks. Electricity district substations. Telephone exchanges.

*Buildings shall comply with the performance elements and standards for all other uses in the zone.**

56. General

56.1 Permitted uses

Land shall be subdivided to ensure that allotments are capable of meeting the performance elements and standards of the permitted uses for which the subdivision is intended.

56.2 Land to be suitable

Notwithstanding conformity with the zoning and performance elements and standards of this Code, no land shall be subdivided if in the opinion of the Council it is not suitable. For the purpose of determining whether any land is suitable for any particular use, regard shall be had to the best use of the land and its economic servicing and development, to earthquake fault lines, to liability to flooding, erosion, subsidence, slippage or inundation by the sea and to safety, health and amenity.

56.3 Scheme plan before commencement of work

Before any work, other than investigatory work, involving the disturbance of the land surface or excavation of the land surface is undertaken or other work on the land for the purpose of the subdivision is commenced, a scheme plan shall be prepared and submitted to the Council.

56.4 Approval of scheme plan

The Council approval to any proposed subdivision shall be given by resolution pursuant to Section 279 of the Local Government Act 1974. The approval may be subject to conditions relating to reserves or cash in lieu of reserves, levels, filling and compaction, drainage, easements, services, land slip protection or prevention, road or footpath formation and road or road widening vesting, private ways or access lots and their formation, amalgamation, building location restrictions and any other condition or requirement.

56.5 Subdivisional standards

Subdivisional standards for fee simple title purposes will vary according to:

- The zoning of the land.
- The size of the property to be subdivided.
- The degree of commitment to the erection of buildings on allotments prior to the subdivision of that land.

57. Rural Zones

57.1 Rural 1 and 2

No land shall be subdivided unless the subdivision is necessary to maintain or improve the utilisation of the land for the uses specified in the zone.

The Council may approve a subdivision, where any allotment is contiguous with and amalgamated into one certificate of title with an allotment in a Residential zone, provided that the part of the title zoned residential meets all the requirements for that zone and no dwellinghouse is permitted on the part of the title zoned Rural.

57.2 Rural 3

The Council may approve subdivision of land into allotments of not less than 8000m² in area excluding access strips, provided that:

- The layout of the proposed allotments will not prejudice future roading and subdivision of the locality as a whole.
- Allotments shall be capable of producing suitable locations for buildings and such building sites shall be capable of being connected to approved disposal systems for stormwater and sanitary sewage.
- Allotments shall be designed to be capable of including a rectangle of 1000m² in area and a minimum dimension of 20m.
- The minimum frontage shall be 6m.

58. Residential zones

58.1 Subdivision for dwellings and apartments with no building commitment

A. Minimum standards

The minimum and average areas and minimum width of allotments shall vary according to the zone and the proposed uses of the allotments in accordance with the following:

Zone	No. Units	Minimum Area (m²)	Minimum Average Area (m²)	Minimum Width (m)
R/Hills	Single Dw.	500	600	17
	2 units	750	800	20
R/1, R/1P, R/C	Single Dw.	450	500	16
	2 Units	650	700	18
	3 Units	900	1000	20
R/2, R/2P	Single Dw.	400	450	15
R/3, R/3A, R/3P	Single Dw.	400	400	13
R/4 to R/6 inclusive	Single Dw.	400	400	12

Provided that the minimum depth of a front allotment shall be 20m. A reduction in these dimensions may be made if the subdivision complies with 58.2A or 58.2B herein.

B. Interpretation of standards

(i) All areas shown in the table are nett areas **excluding**:

- Access strips, rights of way and access lots, and
- Parts of allotments which have a width of less than 6m.

(ii) Average area requirements shall apply to sub-divisions of more than three allotments.

(iii) When averaging the areas of allotments the following shall apply:

- Any allotment the area of which places it in the next higher permitted number of units category, shall be used for averaging the higher category allotments only.

- Any allotment exceeding 1200m² shall be treated as a 1200m² lot for averaging purposes.
- The Surveyor shall supply an average area calculation schedule where required.

(iv) For the purposes of this clause, the minimum width means the average width of the allotment at that part of it on which the dwelling or apartment units may be erected, and depth means the distance back from the road boundary whether or not it is the length or width of the allotment.

C. Rear allotments

Where the frontage of an allotment to a road is less than 6m, access to the allotment shall be by access strip, right of way or access lot in accordance with 62. below.

D. Land over 5000m² in R1 and RH zones

(i) Where a block of land of over 5000m² is to be subdivided, a range of allotments suitable for dwellings and apartments, shall be created as follows:

within the R1 zone,

- A minimum of 50% of the allotments shall be designed to contain areas between 450m² and 649m² (i.e. designed for dwellings).
- A maximum of 30% of the allotments shall be designed to contain areas between 650m² and 899m² (i.e. designed for dwellings or 2 unit apartments).
- A maximum of 20% of the allotments shall be designed to contain areas of 900m² or larger (i.e. designed for dwellings or 2 unit apartments or 3 unit apartments).

within the RH zone,

- No more than 20% of allotments shall contain two unit apartments.

The subdivision shall be designed to contain a mixture of allotment sizes without an undue concentration of the same sized allotments in one area.

(ii) For the purposes of determining whether a block of land is over 5000m², if further land belonging to the same owner adjoins the proposed subdivision which could be subdivided at a later date, then that additional land shall be included for the purpose of this clause.

E. Residential H zone

(i) When submitting scheme plans of subdivision for land within the Residential H zone, subdividers shall demonstrate that each residential allotment is capable of accommodating a dwelling or apartment having regard to the following:

- Natural landscape features and existing vegetation.
- Stability of the land and suitability for buildings.
- Location of natural and other water courses.
- Relationship of the building location to other parts of the allotment particularly outdoor living and service spaces.
- Relationship of proposed building location to existing buildings and building locations on adjoining allotments particularly in regard to the visual character of the area.
- Satisfactory access to allotments by vehicles and pedestrians. Garages and parking spaces do not necessarily need to be provided within each allotment but may be grouped close to convenient access.
- Potential loss of views and sunshine.

(ii) Where earthworks or other engineering matters are a necessary part of the subdivision, the scheme plan shall be accompanied by a report by a suitably qualified person, dealing with these matters.

(iii) Scheme plans shall take account of the important recreational and access functions of walking tracks and where practicable make provisions for such routes where they will benefit the immediate development and foreseeable future development.

58.2 Subdivision for dwellings and apartments with building commitment

A. Building outlines

(i) Where as part of an application for scheme plan approval, the outline of the buildings proposed to be erected on the allotment is shown on the scheme plan, the minimum standards specified in 58.1 A. above as to areas, widths and depth, may be reduced by 10% provided:

- The building outline is located within the allotment so that a building erected within the outline, can comply with all relevant performance elements and standards.
- The approval of the scheme plan is conditional upon any building erected on the allotment other than accessory buildings, being sited within that building outline. An instrument setting out these conditions shall be registered against the titles.

(ii) For the purposes of this clause, the building outline shall be of sufficient size and of a suitable shape, to contain a single storied, 3 bedroom dwelling or the actual household unit proposed to be erected on the allotment.

(iii) In selecting the building outlines for subdivision in the Residential H zone the subdivider shall have regard to the matters contained in 58.1 E above.

B. Buildings erected

(i) Where it is proposed to create separate fee simple titles for individual household units after the erection of the buildings, the minimum standards specified in 58.1 A above as to areas, widths and depth may be reduced by 20%, provided that each allotment created is of sufficient area and of a suitable shape to allow the buildings contained within the allotment to satisfy the relevant performance elements and standards.

(ii) For subdivisions in the Residential H zone the subdivider shall have regard to the matters contained in 58.1 E above.

(iii) For subdivisions other than those specified in 58.1 A above and where it is proposed to create Unit Titles or Owner-Occupier Flat leases for the individual household units, after the erection of the units, each allotment created shall be of sufficient area and of a suitable shape to allow the buildings contained within the allotment to satisfy the relevant performance elements and standards.

C. Future buildings

Where the minimum standards are reduced pursuant to A, and B above, building, and subsequent rebuilding on these allotments shall be permitted, provided they comply with the relevant building outlines and performance elements and standards.

58.3 Other uses within Residential zones

Each allotment created shall be of sufficient area and of suitable shape to provide for all relevant performance elements and standards required for the use within the zone.

Where no details and siting of the proposed building are available, the minimum area and width of a new allotment shall be as for a dwelling within the zone.

58.4 Additional requirements for Travis Swamp and Ferrymead

See Part V 20.1 Q.

59. Commercial and Industrial Zones

59.1 Subdivision with no building commitment

A. Minimum standards

	Minimum area (m^2)	Minimum frontage (m)	Minimum depth (m)
Commercial zone	250	6	18
Industrial zone	500	15	18

B. Interpretation of standards

(i) All areas shown in the table are nett areas excluding access strips, rights-of-way and access lots.

(ii) See Part VIII for standards in Employment 1 and 2 zones.

(iii) For access to rear allotments see Ordinance 62.

* *(iv) For subdivision purposes the business zones shall be deemed to be an industrial zone.*

59.2 Subdivision with building commitment

The Council may approve sudivisions to standards other than those in 59.1 above subject to the following:

- Suitable buildings being designed and committed to the allotment by agreement through the subdivision approval or the buildings being erected prior to subdivision.
- Compliance with all relevant performance elements and standards for the permitted use or buildings in the zone.
- Compliance with all relevant Bylaws and statutes, with particular reference to fire-walls and party-walls.

59.3 General

Each allotment shall be of sufficient area and of suitable shape to comply with relevant performance elements and standards for the permitted use intended for the site except that individual shops may be a moderate distance from their allocated carparks provided they are held together by conditional amalgamations endorsed on the subdivisional plan.

Where the development of a large block of land for industrial use requires the vesting of a new road, the creation of the new allotments will be delayed as long as is practical until prospective purchasers requirements are known.

New roads shall be laid out leaving sufficient land on either side to allow the creation of allotments with a frontage to depth ratio, of generally between 1 to 2 and 1 to 3.

60. Public utilities

Each allotment created for the purpose of issuing title to a public utility shall be of sufficient area and of suitable shape to comply with all the relevant performance elements and standards for the use within the zone.

61. Subdivision roading

61.1 General

Following the approval of the scheme plan, approval of engineering plans is necessary and these plans shall be submitted in accordance with the procedures of the "Code of Practice" for subdivision.

61.2 Corner rounding

If the subdivision contains corner allotments whether fronting new or existing roads, the corner of such allotments in residential or rural zones shall be rounded off to a radius of not less than 5.5m. In commercial and industrial zones the corner shall be set back 3.5m along each road line or may be rounded to a radius of not less than 5.5m

61.3 Proposed or declared Limited Access Roads

No proposed or declared Limited Access Road shall be used for legal frontage for subdivisional purposes. Any land adjoining such a road shall provide alternative roading internally, with only approved entry points onto the Limited Access Road.

61.4 Standards

A. Minimum widths

New roads in subdivisions shall comply with the following standards:

Residential and rural zones

Type of Road	Potential No. of household units served	Length of road (m)	Width bdy to bdy (m)	Width for R.Hills(m)	Turning circle Diameter(m)
Local cul-de-sac	less than 30	100 or less	12	10	25
Local cul-de-sac	less than 50	100 or less	16.5	13	25
Local cul-de-sac	Over 50	—	18	15	25
Local through	less than 50	-	16.5	13	—
Local through	Over 50	—	18	15	—
Classified	—	—	18-20	15-20	—

Industrial and commercial zones

Cul-de-sac	—	100 or less	16.5	—	25
Cul-de-sac	—	Over 100	18	—	25
Other local and classified	—	—	18-20	—	—

B. Road width reductions

The Council may approve road widths less than 12m but not less than 7.5m wide where such roads are the only means of developing land-locked blocks of land provided:

- The potential number of household units to be served by such roads shall be less than 30, and
- The reduced width shall be used only to gain access to the block after which the road is to be widened to the normal requirements.

No parking on the road or property access shall be permitted over that portion which is of the reduced width. In addition a separate pedestrian accessway linking a frontage road with an internal subdivisional road shall be vested.

C. Road Gradients

No road shall be laid out or constructed with a grade in any part of its length steeper than 1 metre in 6 metres.

62. Access strips, rights of way and access lots

62.1 General

Where it would not be practical or economical to require a new road to be constructed, the Council may approve a subdivision capable of containing not more than 15 household units to have access by way of an access strip, mutual right of way or access lot.

62.2 Standards

The following widths and conditions of formation shall apply to the various access strips, rights of way or access lots dependant upon the number of units capable of being accommodated on sites using the access, or upon the permitted use, or the maximum crossing length required under Part XI:

Residential uses:

Potential number of household units	Minimum width (m)
1 and 2 units on separate allotments	3.5
3 and 4 units	4.5
5 units and over	6.0

Commercial and industrial uses:

All commercial and industrial access strips, rights of way or access lots shall be a minimum of 6m wide if created on subdivisions without any committment to design of or erection of the buildings, but may be reduced to a minimum of 3.5m for commercial uses and 4m for industrial uses, depending upon the potential users of the access.

Notwithstanding the requirements of the standards above, the minimum width of the access shall be increased where it is necessary because of the topography or traffic requirements, or may be reduced where it is not practical to enforce the requirements.

62.3 Conditions of formation for access strips, rights of way or access lots

Each access strip, right of way and access lot, shall be subject to any or all of the conditions contained in Appendix L.

63. General

Part XI sets out the obligations of every owner or occupier with respect to the provision of vehicle access, parking, loading, trade vehicle storage, design of parking, loading and trade vehicle storage areas, landscaping and additional requirements for service stations.

64. Vehicle access

64.1 Obligations of owner or occupier

Where vehicles are being taken or, in the opinion of the Council, are likely to be taken, on to or from any land, from or to any road or service lane, the owner or occupier of such land shall provide for vehicle access to that land in accordance with this Code.

64.2 Vehicle access to be by way of vehicle crossing

Vehicle access to any site from any road or service lane shall be by way of a vehicle crossing constructed from the carriageway to the road or service lane boundary of the site.

64.3 Installation of vehicle crossings

Generally all work within the legal road or service lane concerning the provision of vehicle crossings including the erection of any signs, signals or any other traffic or pedestrian control measures required by the Council, shall be done by the Council at the expense of the owner or occupier.

Where the provision of the vehicle crossings involves any special cut, fill, embankment or other special earthworks or drainage provision the owner may be required to form the vehicle crossing from the edge of seal or back of kerb as appropriate. In such cases the Council will install the culvert and seal the formation from the edge of seal to the road boundary or to a line 6m from the edge of seal whichever is the lesser distance.

64.4 Types of vehicle crossing

Culverts and crossings are constructed to two standards:

- Residential culverts and crossings, to carry normal car traffic only.
- Commercial culverts and crossings, to carry all types of normal road traffic.

Drive in accesses are constructed to carry all types of normal road traffic.

64.5 Type of vehicle crossing to be provided

Residential culverts and crossings shall be provided to sites containing ten or fewer dwellings or apartment units.

Commercial culverts and crossings shall be provided to all other sites except that where the potential for conflict between vehicle and/or pedestrian traffic dictates, the developer may be required to provide for a drive in access.

64.6 Maintenance of vehicle crossings

The ordinary maintenance of vehicle crossings within the legal road is the responsibility of the Council. However any person responsible for any damage to a residential culvert and crossing shall be liable for the cost of restoration.

64.7 Redundant vehicle crossings

Where commercial crossing or drive in access locations are altered at the request of the owner or occupier, such vehicle crossings no longer required may be removed and replaced by berm, footpath or shoulder in accordance with the adjoining formation. This work shall be done by the Council at the expense of the owner or occupier.

64.8 Maximum number of vehicle crossings

The maximum number of vehicle crossings permitted on each road or service lane frontage of any site shall be determined with respect to the length of site frontage and the type of each frontage road (or service lane) in accordance with the following table:

Length of Site Frontage		Type of Frontage Road			
		Service Lane	Local and Secondary	Minor Arterial	Major Arterial
over	up to				
0m	18m	3	1	1	1
18m	60m	3	2	1	1
60m	100m	3	3	2	1
100m	—	3	3	3	2

Where on local or secondary roads only one vehicle crossing is permitted to a site in accordance with this clause and the provision of a second vehicle crossing would allow vehicles to drive on and off the site without reversing, then two vehicle crossings shall be permitted.

Where a site has frontage to more than one road or service lane the maximum number of vehicle crossings to the site shall be the sum of the appropriate maxima from the above table for each frontage but in no case will any site be permitted more than three vehicle crossings.

64.9 Length of culverts and crossings on roads

The following table sets out the minimum and maximum culvert and crossing lengths with respect to the carriageway width and type of the frontage road.

Width of Carriageway		Residential Culvert and Crossing			
		Local Roads		All other Roads	
over	up to	min.	max.	min.	max
	7m	2.5m	4.0m		
7m	8m	2.5m	4.0m		
8m	9m	2.5m	3.5m		
9m	10m	2.5m	3.5m	3.0m	4.0m
10m	11m	2.5m	3.5m	3.0m	4.0m
11m	12m	2.5m	3.5m	3.0m	3.5m
12m	13m	2.5m	3.5m	3.0m	3.5m
13m	14m	2.5m	3.5m	3.0m	3.5m
14m		2.5m	3.5m	3.0m	3.5m

Width of Carriageway		Commercial Culvert and Crossing			
		Local Roads		All other Roads	
over	up to	min.	max.	min.	max
	7m	4.0m	9.5m		
7m	8m	4.0m	7.5m		
8m	9m	4.0m	6.0m		
9m	10m	4.0m	5.5m	5.0m	7.5m
10m	11m	4.0m	5.0m	5.0m	7.0m
11m	12m	4.0m	4.5m	5.0m	6.5m
12m	13m	4.0m	4.5m	5.0m	6.0m
13m	14m	4.0m	4.5m	5.0m	6.0m
14m		4.0m	4.5m	5.0m	5.5m

The maximum length of culverts and crossings on roads may be increased by up to 2m where local traffic or pedestrian considerations or the type of vehicle commonly used to serve the site justify this increase.

The length of culverts and crossings shall be the actual length of channel covers or the length of the fully dropped kerb.

64.10 Width of drive in accesses

The width of a drive in access shall be subject to the specific approval of the Council.

64.11 Vehicle crossings on service lanes

Vehicle crossings on service lanes may be constructed to any length that will accommodate the type of vehicle commonly used to serve the site.

64.12 Distance of vehicle crossings from intersections

No part of any vehicle crossing shall be located closer to the intersection of any roads or service lanes than the distances permitted in the following table.

Frontage Road Type	Intersecting Road Type				
	Service Lane	Local	Secondary	Minor Arterial	Major Arterial
Service Lane	15m	15m	20m	20m	20m
Local	20m	20m	25m	25m	25m
Secondary	20m	20m	40m	40m	40m
Minor Arterial	20m	35m	40m	55m	55m
Major Arterial	20m	35m	40m	55m	70m

Where the boundaries of a site do not allow the provision of any vehicle crossing whatsoever in conformity with the above distances, a single vehicle crossing may be constructed provided it is located adjoining a side boundary of the site in the position which most nearly complies with the provisions of this Code.

Distances shall be measured parallel to the centre line of the carriageway of the frontage road from the centre line of the intersecting road. Where the carriageway is divided the edge of the dividing strip nearest to the vehicle crossing shall, for the purposes of this clause, be deemed the centre line.

64.13 Minimum distance between vehicle crossings on roads

Subject to compliance with all other requirements of this clause the minimum distance between any two vehicle crossings installed along the road frontage of any one site shall be 7.5m measured along the edge of the carriageway.

64.14 Protection of amenity and level of service

Where the site of any commercial or industrial use has frontage to more than one road or service lane, access to the site shall be from the roads or service lanes that will ensure that the number, type and hours of movement of vehicles expected to be associated with the use will not unduly detract from the amenities of the area or the level of service on the roads in the vicinity of the site.

64.15 Vehicle access to commercial and industrial uses, and local taverns

Vehicle access from any road to commercial, employment or industrial zones shall not cross land zoned for other purposes.

Vehicle access from roads to permitted local taverns within residential zones, shall be through land zoned commercial or industrial or where this is not practicable, the vehicle crossing shall be located within 22m of the boundary of the adjoining commercial or industrial zone.

65. Parking

65.1 Obligations of owner or occupier

Where an owner or occupier is required by this Code to make provision for parking in respect of any site, all such parking areas shall be provided on the site or sufficiently close to the site (but not on any road or service lane) to ensure the ready use of such parking areas by vehicles in conjunction with the site.

Unless otherwise stated, the parking requirements identified in this Code are minima. The owner or occupier may at his option provide additional parking spaces provided such parking spaces comply with this Code; provided that in respect of a non-residential use within a residential zone, the number of spaces shall not exceed the requirements of the Code by more than 50%.

Footnote: *The obligation to provide any parking area shall not be diminished, or any relief from such obligation allowed by reason of any special order or Bylaws for the time being in force which in any way controls or limits the use of any road or service lane, nor does such an obligation imply that any owner or occupier will be granted any relief from such controls or limitations.*

65.2 Availability of parking spaces

All parking spaces provided for staff (except in schools or preschool facilities) and parking spaces provided for any dwelling or apartment unit may be used for short or long term parking at the discretion of the owner or occupier.

All other parking spaces shall, during the hours of operation of the use, be readily available to the staff, customers, visitors, patients, pupils, players, spectators and other persons associated with the use.

65.3 Assessment of parking space requirements

The number of parking spaces to be provided shall be assessed in accordance with the standards identified in this Code.

The developer shall indicate the total areas or number expected.

The Council will re-assess any total should it be deemed unreasonably low compared with other similar uses.

The proposed or actual licensed capacity of such facilities as entered on any license issued in respect of the use may be considered by the Council in making such an assessment.

For places of assembly with liquor facilities those portions of the building which are not directly served by liquor facilities shall be assessed at the parking standard for places of assembly without liquor facilities.

65.4 Counting parking spaces

The number of parking spaces shall be determined in accordance with the dimensions and vehicle characteristics set out in Clause 68 below.

65.5 Replacement of car parking spaces by bicycle parking spaces

Where a developer in a Commercial 3, 4 or 5 zone provides covered bicycle parking spaces for staff on the site, a reduction in the car parking requirement for staff shall be allowed.

This reduction shall be at the rate of one car parking space for every ten bicycle parking spaces provided to a maximum reduction of three car parking spaces.

65.6 Safety and efficiency of the roading network

Where the continued provision of additional car parking spaces in any area would be detrimental to the safety or efficiency of any part of the roading network, the Council may, by way of a change to the Scheme, reduce the parking requirement or impose limits on the maximum number of spaces to be provided in respect of any use in the area.

65.7 Joint parking areas

Where several uses are established on any one site, or on several sites in an area, the Council may permit the developers of the uses to provide joint parking areas for their common use.

The number of parking spaces required shall be the sum of the requirements for each use.

65.8 Amalgamation of titles

Where all or any part of a parking area is provided on a separate site from the use or building for which that parking area is required the Council may require the titles concerned to be amalgamated. Where the Council is satisfied that there is no likelihood of a parking area being disposed of to another owner, the Council will permit the creation of a joint parking area.

66. Loading

66.1 Obligations of owner or occupier

Every owner or occupier shall make adequate provision for the loading of all goods associated with the site. All such loading areas shall be provided on the site or sufficiently close to the site (but not on any road or service lane) to ensure the ready use of such loading areas by vehicles in conjunction with the site.

With respect to dwellings and apartment units, this obligation shall be deemed to be fulfilled when the access and parking requirments of this Code are met in full.

66.2 Joint loading areas

The Council will permit several owners or occupiers to establish joint loading areas for their common use.

67. Trade vehicle storage areas

67.1 Obligations of owner or occupier

The owner or occupier of any commercial or industrial use shall provide for the storage of all trade vehicles (including passenger service vehicles) normally involved with the use.

67.2 Assessment of trade vehicle storage requirements

The developer shall indicate the number and the size of trade vehicles which will normally be involved with the use on the site.

The Council will re-assess any numbers or sizes which are deemed unreasonably low compared with other similar uses.

67.3 Size of trade vehicle storage areas

The size of the area shall be determined in accordance with the number and size of trade vehicles involved with the use and the vehicle characteristics set out in Clause 68. below.

67.4 Use of parking and loading areas

Where it can be shown that the demand for the storage of trade vehicles occurs at a different time from the demand for parking or loading, the Council may allow

all or part of any parking or loading area to be used for the storage of trade vehicles provided such parking or loading areas comply with this Code.

67.5 Joint trade vehicle storage areas

The Council will permit several owners or occupiers to establish joint trade vehicle storage areas for their common use.

68. Design of parking and loading areas

68.1 Design vehicles

A. Car parking areas

Parking areas shall be laid out in accordance with Appendix R.

Manoeuvre areas shall accommodate the 90 percentile design motor car as shown in Appendix Q.

Critical manoeuvre areas such as aisles in or between major structures, or ramps in parking buildings shall accommodate the 99 percentile design motor car as shown in Appendix Q.

B. Staff bicycle parking areas

Bicycle parking areas shall be laid out in accordance with Appendix R.

Manoeuvre areas shall be at least 1m wide.

C. Loading areas

Loading areas shall accommodate the 90 percentile design two axled truck as shown in Appendix Q.

D. Trade vehicle storage areas

Trade vehicle storage areas shall be designed to accommodate the types of vehicles normally involved with the use on the site. The minimum standard for manoeuvre areas shall be the 90 percentile design two axle truck as shown in Appendix Q.

68.2 Reverse manoeuvring

All parking, loading and trade vehicle storage areas shall be designed to ensure that vehicles are not required to reverse either on to or off the site except:

- Loading areas with access to local roads or service lanes where loading docks may be provided.
- Loading areas in the C5 zone with access to secondary or local roads, or service lanes where loading docks may be provided.
- Residential parking areas containing less than 3 spaces.

Parking spaces shall be so located as to ensure that no vehicle is required to carry out any reversing manoeuvre when moving from any vehicle access to any parking space required under this Code.

68.3 Queuing space

Adequate queuing space shall be provided for all vehicles entering a parking or loading area where conflict with vehicles leaving the site or otherwise manoeuvring on the site is likely to arise.

No parking or loading space shall have direct access to the side of any portion of aisle required as queuing space.

The queuing space shall be in the form of either a separate "in only" aisle or a portion of two way aisle extending from the vehicle access into the site for the length identified below:

- For loading areas (except loading docks fronting directly onto roads or service lanes) the queuing space shall be at least 7.5m long.
- For car parking areas where the distance from the access to the nearest parking space on the site is up to 80m:

No. of Parking Spaces	Queuing Space Length
0 - 50	Nil
50 - 100	7.5m
over 100	15.0m plus 7.5m for each 50 spaces or part thereof over 150 spaces.

- For car parking areas where the distance from the access to the nearest parking space on the site is greater than 80m:

No. of Parking Spaces	Queuing Space Length
0 - 50	7.5m
50 - 100	15.0m
over 100	2 way aisle throughout or separate "one way in" aisle

68.4 Parking spaces for residential uses

All parking spaces provided for household units and travellers' accommodation shall be located at least 6m from any vehicle crossing giving access to the site.

At least one parking space allocated to each dwelling or apartment unit shall be capable of being covered by a garage usable by a 90 percentile car.

68.5 Garage for 90 percentile motor car

The minimum internal dimensions for a garage for a 90 percentile motor car as defined in Appendix Q shall be:

Internal length: 5.5m
Internal width: 3.1m

The width of the doorway of the garage shall be in accordance with the minimum parking space widths identified in Appendix R.

68.6 Loading docks

The minimum dimensions for a loading dock shall be 3.5m wide by 7.5m deep measured from the road or service lane boundary on the site.

Where necessary the Council will vary these dimensions to ensure that the appropriate design vehicle can be accommodated on the site.

68.7 Level of manoeuvre areas

Manoeuvre areas to all parking or loading spaces (except parking spaces for dwelling or apartment units) shall be substantially at the level of the back of the footpath for a distance of 7.5m measured from the road or service lane boundary of the site.

68.8 Gradient of manoeuvre areas

A. Areas inside buildings

The maximum grade of any internal manoeuvre area or ramp shall be 1 in 7.

B. Outside areas

The maximum grade of any part of any outside manoeuvre area shall be 1 in 4.5 with a maximum average grade of 1 in 6, except that steeper gradients may be approved for dwellings where suitable surfacing is provided.

68.9 Drainage of parking, loading and trade vehicle storage areas

Stormwater originating from parking, loading or trade vehicle storage areas shall be adequately disposed of either within the site or by pipe to the road channels or stormwater drains.

68.10 Surface of parking, loading and trade vehicle storage areas

The surface of all parking, loading and trade vehicle storage areas (except parking areas for dwelling or apartment units containing less than three spaces) shall be formed, sealed or otherwise maintained so as not to create a dust nuisance.

The first 7.5m of such areas (as measured from the vehicle crossing) shall be sealed to ensure that material such as mud, stone chips, or gravel is not carried onto any footpath, road or service lane.

68.11 Provision of barriers or kerbs

Vehicles shall be prevented by means of permanent barriers or kerbs provided on the site from entering or leaving any site except by the vehicle crossing provided, or from encroaching upon or over footpaths, or upon required landscape areas or from damaging boundary fences.

For dwellings or apartment units this requirement shall apply only where there are three or more parking spaces on the site.

68.12 Accessibility of parking and loading spaces

All parking and loading spaces required by this Code shall be accessible by the appropriate design vehicle during the normal hours of operation of the use unless otherwise specified in this Code.

69. Landscaping of parking, loading and trade vehicle storage areas

69.1 Obligations of owner or occupier

All parking, loading and trade vehicle storage areas, except areas provided in respect of any dwelling or apartment unit, shall be screened from the road and adjoining properties by landscaping.

69.2 Screening from roads and adjoining sites

A. Facing across any road

Where any such parking, loading or trade vehicle storage area faces across any road, land zoned:

- Residential, recreation, cultural or rural, the minimum depth of landscaping provided along the road frontage of the parking or loading area shall be 2m.
- Commercial or industrial, the minimum depth of landscaping provided along the road frontage of the parking or loading area shall be 1.5m.

B. Adjoining any zone

Where any such parking, loading or trade vehicle storage area adjoins any land zoned residential, recreation, cultural or rural, the minimum depth of landscaping provided along any boundary adjoining the zone shall be 1.5m, except for access strips serving commercial or industrial uses which pass through land zoned residential or rural where all areas of such access strips which are not used for vehicle manoeuvre or footpaths shall be landscaped.

69.3 Visual separation of areas

Where a parking or trade vehicle storage area will contain 140 car parking spaces or more, or 70 trade vehicles or more, the area shall be divided by landscaped features of minimum average width of 2m into visually separate areas each containing not more than 100 car parking spaces or 50 trade vehicles.

69.4 Application of landscaping requirements to site

Landscaping requirements do not apply to those portions of any site boundary across which authorised vehicle or pedestrian access is gained.

70. Additional requirements for service stations

70.1 Obligations of owner or occupier

The layout of all service stations shall provide for the following additional requirements in respect of vehicle access, loading, and design of loading areas. Typical layouts, representing minimum standards are shown in Appendix S.

70.2 Vehicle access

Vehicle crossings shall be at least 5.5m but not more than 8m in length, and shall cross the footpath at an angle of between 45° and 90°.

70.3 Loading

All vehicle loading motor fuels shall be parked entirely on the site.

All fill points for the bulk delivery of motor fuel to the site shall be at least 10m from any vehicle crossing and shall be at least 3m from any road or service lane.

70.4 Design of loading areas

A. Description

Those areas of service station sites upon which vehicles receiving or delivering motor fuels stand or manoeuvre are deemed to be loading areas.

B. Design vehicles

(i) To bulk delivery fill points: manoeuvre areas shall accommodate the design articulated truck as shown in Appendix Q.

(ii) To fuel pumps or other fuel reselling devices: manoeuvre areas shall accommodate the 99 percentile design motor car as shown in Appendix Q.

C. Queuing space

Fuel pumps and other fuel reselling devices shall be sited a minimum of 11m from the mid point of the road boundary edge of any vehicle crossing to the site (see Appendix S).

D. Manoeuvre areas

Fuel pumps and other fuel reselling devices shall be at least 4.5m from any road or service lane boundary.

71. Existing roads

All existing roads other than roads indicated on the Planning Maps as being subject to road widening shall be maintained at not less than their existing width. Any proposal to reduce the width of any existing road to less than that shown in the Scheme shall be dealt with by way of a change to the Scheme.

72. Additional requirements for L.P.G. facilities

72.1 Access

To minimise conflict between bulk L.P.G. carriers entering or leaving a site, and other vehicles on the road, the access to any site containing a L.P.G. bulk storage facility shall be designed to ensure that the type of bulk L.P.G. carrier commonly using the access is not required to cross the centreline of the carriageway when turning left into or out of the site.

The vehicle used in the design of such accesses, shall be the "Design Articulated Vehicle" identified in Appendix Q.

Footnote: *Generally this condition will be satisfied when the vehicle crossing length is as identified in the "Commercial Culvert & Crossing", "All Other Roads", "Maximum" column of the tables in Ordinance 64.9 of Part XI Transportation.*

72.2 Routes

To protect the amenities of properties fronting local roads or service lanes likely to be used for the transportation of L.P.G. the developer of any L.P.G. storage facility shall, in consultation with the Council and the operators of the bulk L.P.G. carriers associated with the site, determine a permitted route to be used for the transportation of L.P.G. between the site and the principal roads identified in Appendix T, together with an alternative route for use only on days and at times when by reason of road works, traffic accidents or other similar events the permitted route is not available.

Such a route serving one or more L.P.G. storage facilities in any zone shall involve the use of the minimum practicable length of local road or service lane within the zone.

The developer shall ensure that all L.P.G. vehicle operators associated with the facility on the site are notified of the agreed route.

72.3 Hours of Movement

To protect the amenities of properties fronting onto local roads or service lanes in residential zones, the movement of L.P.G. carriers on local roads or service lanes in residential zones shall be restricted to the following hours:

Monday to Friday	from 0700 to 1900 hours
Saturdays	from 0700 to 1200 hours
Sundays & Public Holidays	from 0700 to 1200 hours

72.4 Trade Vehicle Storage Areas and Railway Sidings

To protect the amenities of the properties in residential zones, Trade Vehicle Storage Areas and Railway Sidings which are to store bulk L.P.G. vehicles shall be subject to the conditions with respect to location imposed by this Code upon static storage facilities of equivalent storage capacity.

73. Preservation and Conservation of Buildings, Objects and Areas of Architectural, Historic, Scientific or other interest or visual appeal

73.1 Work prohibited

Until the procedures set out in clause 73.3 have been complied with and except as provided in clause 73.2 of this part no person shall carry out, conduct, execute or permit any excavation, construction, demolition or other work, in, on, or on the site of a building, object or area listed in Appendix J which endangers, damages, removes or alters or is likely to endanger, damage, remove, alter or otherwise detract from the architectural, historical, or scientific features or other interest or visual appeal of the building, object, or area described as protected in Appendix J.

73.2 Work permitted

Notwithstanding clause 73.1 the redecoration and restoration of any original fabric or detailing and minor works of alteration or addition shall be permitted provided that it is carried out in the same manner and design and with similar materials to those originally used and does not detract from any architectural, historical, scientific or other feature of the building or object described as protected in Appendix J.

73.3 Notification and record procedure

Any excavation, construction, demolition or other work to which clause 73.1 applies shall be permitted only after compliance with the following procedure:

- The Council shall be given not less than three months prior notice of the proposal in writing. A full description of what is proposed shall be supplied.
- As soon as practicable after receiving such notice the Council shall:
  - Publicly notify the proposal and
  - Attach a notice to the building or in a prominent place on the land describing the proposal and
  - Serve notice of the proposal on such interested groups or bodies as the Council thinks fit.
- Prior to giving effect to the proposal such plans, photographs and other information as the Council may require shall be supplied to the Council to enable an adequate record to be made.

The failure to commence any excavation, construction, demolition or other work for which notice has been given according this clause within a period of two years from the date the notice was given to the Council shall require a further notice and compliance with the requirements of this clause.

Upon the demolition of any building or object or feature of it according to this clause it shall be removed from Appendix J without further formality.

Footnote: *While the buildings owned by the Crown and included in Appendix J may not be legally subject to these ordinances, the Crown intends to follow the procedures set out above.*

74. Tree protection, conservation and replanting

74.1 Notable trees

A. Work prohibited

No person or body shall destroy, remove, damage or otherwise adversely affect any tree or trees listed in Appendix K.

B. Notification and record procedure

Where further trees are identified as being notable for reasons indicated in the Scheme Statement the Council shall add to the list in Appendix K by initiating a scheme change.

Any tree required by this Code to be preserved and maintained may be marked with a plaque identifying the tree.

Any person or body wishing to remove any listed tree or carry out any major tree surgery, pruning or groundworks within the crown periphery (dripline) of the tree shall prior to commencing any such work on or in the vicinity of the tree apply to the Council for its consent.

Any application shall be made without public notice and the Council may request the comments of any person or body whose interests might in the Council's opinion be prejudicially affected, or who were consulted at the time the tree was listed in Appendix K.

The Council may at its discretion consent to any application under this part of this Code where any one or more of the following conditions is established to its satisfaction:

- The trees are dead, dying, diseased, or have lost their essential qualities for which they were originally protected.
- The tree or trees have become a danger to the public or are an actual or potential danger to the occupant's life or health.
- The tree or trees interfere with essential public utilities or important public construction work.
- The tree or trees are required to be removed from drainage systems, watercourses, streams or rivers under the Christchurch Drainage District Act 1951.
- The tree or trees are causing serious damage to buildings or property, public or privately owned.
- The tree or trees would seriously restrict redevelopment of the site which would have a more advantageous effect on the amenities of the area.

Where trees are removed the Council may require arrangements to be made for suitable replacement plantings.

Where in any case the Council refuses its consent to any application under this Part the applicant may in accordance with Section 69 of the Act appeal to the Planning Tribunal.

74.2 Conservation of trees during subdivision, development or other site works or construction activities

A. Work prohibited

Where any notable tree is listed in Appendix K of this Code the provisions of 74.1 of this part shall apply and an application under that clause shall be required.

No work on any site (including any development or subdivision) which may affect the condition of any significant tree shall be commenced before the Council is notified and the site inspected. If necessary a plan shall be supplied showing the location of the significant trees in relation to the proposed works. Special reference is made to the trees identified by survey in Merivale and the inner city during 1976.

B. Procedure

For the purpose of this clause a significant tree shall include any:

- Tree that contributes substantially to the amenities of the proposed development on the site.
- Tree that makes a notable contribution to the landscape qualities of a wider area of scenic beauty. Poorer specimens may be worthy of retention where vegetation is scarce.
- Tree that screens undesirable views, provide wind protection, assist soil stabilisation, help to break the stark appearance of new development or provide visual harmony.
- Tree that is a significant feature of the site because of height, colouring, canopy spread or character.
- Tree that forms part of a group which is of value to the area because of its association with other plant or animal life.
- Tree that forms a group, the value or character of which is lost if reduced in size.
- Tree that is near public reserves or may benefit potential picnic spots.

The Council may require the retention of a significant tree which in its opinion meets one of the criteria above.

Where the Council requires the retention of any tree under this clause that tree may be taken into account in the landscaping requirements for the site and when considering dispensations from the siting requirements of the proposed buildings.

After the Council has required any tree to be retained pursuant to this clause any person or body wishing to remove the tree or shrubs or carry out any major tree surgery, pruning or groundworks within the crown periphery shall apply to the Council for its consent. Any such application shall be made without notice.

Where significant trees are removed the Council may require arrangements to be made for suitable replacement plantings.

74.3 Planting conservation and management of trees on public land

The Council shall plan, manage and plant trees and shrubs on public land under its control in a manner which will give effect to the objectives and policies outlined in the Scheme Statement.

Footnote: *See Scheme Statement and Planning Information Booklet for general tree care and replanting.*

The Council has additional powers relating to land subdivision or Development pursuant to the Local Government Act 1974.

75. Signs

75.1 Permitted signs in rural and residential zones and their performance elements and standards

A. Amenities of neighbours

No sign shall detrimentally affect the amenities of any land or property, tend to depreciate the value of adjoining property, or be visually obtrusive in the neighbourhood.

B. Traffic safety and traffic control

No sign shall detrimentally affect traffic safety or traffic control by obstructing drivers' vision, or causing confusion or distraction for drivers, or creating a situation hazardous to the safe movement of traffic.

C. Content of signs

Except as otherwise provided all signs shall relate to the name of the property or premises, or the goods or services available, from the property or premises on which the sign is located.

D. Design and appearance

Signs may be illuminated but non-flashing, shall have neat and uncluttered lettering and shall be painted in non-fluorescent colours.

Signs shall be limited to:

(i) Those which identify the name of a residential building, the street number of any premises, or the name, character, purposes, location, timetable, or other details of a public utility or facility. No such sign shall exceed $0.5m^2$ in area.

(ii) Those attached to a building used for a medical practice or medical centre and bearing only the name, occupation and hours of attendance of the persons so using the building. No such sign shall exceed $0.2m^2$ in area for each professional person, and if more than one sign is displayed on one site the total area of signs shall not exceed $1m^2$.

(iii) Those which identify a veterinary clinic and bear the name and/or logo of the establishment, the names of the persons operating the centre and the hours of attendance. Such a sign shall not exceed 0.5m² for a single veterinary surgeon but may be increased to a maximum of 1m² where two or more veterinary surgeons share the practice.

(iv) One sign attached to or on a building used for a home occupation and bearing only the name, occupation and hours of attendance of the persons so using the building. No such sign shall exceed 0.2m² in area.

(v) One sign displayed in connection with the sale of produce or plants from the site on which they are grown. No such sign shall exceed 1m² in area.

(vi) Those displayed in connection with a shop dwelling (dairy) and located below verandah level except that one sign not exceeding 1m² in area and bearing only the word "dairy" may be located above verandah level substantially at right angles to the line of the building frontage. On any one site the total area of signs shall not exceed 1.8m².

(vii) Those displayed in connection with and on the same site as a licensed hotel, tourist house premises or tavern. On any one site the total area of signs shall not exceed 1.8m².

(viii) Those displayed in connection with and on the same site as a service station. On any one site the area of signs shall not exceed 3.1m², and the height of a free standing sign shall not exceed 6m.

(ix) One sign displayed in connection with and on the same site as any travellers' accommodation or boarding house. No such sign shall exceed 0.5m² in area.

A dispensation may be sought for a larger sign up to but generally not exceeding 1.1m² in area provided the Council is satisfied that the proposed sign is:

- Designed to contain all information within one structure
- Neat and uncluttered in its lettering
- Easily legible from passing vehicles
- Located close to the site frontage
- No higher than 4m above ground level

(x) Those displayed in connection with and on the same site as any of the following uses:

- Parks and recreation grounds
- Places of assembly
- Community facilities
- Hospitals, old peoples' homes
- Schools
- Crematoriums, cemeteries
- Any similar use approved by the Council.

On any one site the total area of signs shall not exceed 1.8m². A dispensation may be sought for a greater area of signs where:

- The site is a large one, or
- The site has more than one road frontage, or
- There are several widely spaced entrances to the site.

(xi) Those advertising the intention to sell or dispose of land or premises on which the sign is situated. No such sign shall be displayed for a period exceeding 6 months and no such sign shall exceed 1m² in area.

(xii) Those displayed for electioneering purposes, or advising forthcoming cultural, religious, educational or sporting events. No such sign shall be displayed for a period exceeding 3 months and signs shall be removed within 7 days after the election or event. Signs on any one site shall not exceed 3m² in area and 3m in height.

(xiii) Those erected on a construction site giving details of the project. No such sign shall be displayed for longer than the duration of the construction period. On any one site the total area of signs shall not exceed 1.8m².

75.2 Permitted signs in recreation zones and their performance elements and standards

Signs shall be limited to those displayed in connection with any permitted building or use in the zone.

75.3 Permitted signs in cultural zones and their performance elements and standards

A. Design and appearance

Signs shall be limited to those displayed in connection with any permitted building or use in the zone. Any sign visible from a residential zone, recreation zone, or from a road, shall not exceed 1.1m² in area.

75.4 Permitted signs in commercial and industrial zones * *"and the business zones"*. and their performance elements and standards

A. Amenities of residential neighbours

No sign shall detrimentally affect the amenities of any land or property, tend to depreciate the value of nearby property, or be obtrusively visible from a residential zone.

B. Traffic safety and traffic control

No sign shall detrimentally affect traffic safety or traffic control by obstructing drivers' vision, or causing confusion or distraction for drivers, or creating a situation hazardous to the safe movement of traffic.

C. Content of signs

Except as otherwise provided by this Code all signs shall relate to the property or premises on which they are located. They shall contain only:

- the names of the owners, occupiers or tenants
- details of their business or profession
- advertisements of goods and services available on the site or in the building.

D. Design and appearance

(i) Except in those places for which special provision is made under (ii) below the following signs shall be permitted:

- Signs attached to or on any building or its walls or a verandah, provided that no part of the sign protrudes above the line of the eaves or parapet of the building, except that a sky sign shall be permitted on a building provided that:
  — It shall be placed on a verandah where one exists and must be at right angles to the street, and
  — The height shall not exceed 1.2m above the verandah or roof to which it is attached, and
  — The bottom of the sign shall be attached to the verandah or roof in such a manner that the support structure shall not be visible, and
  — The top of the sign shall not be more than 6m above the level of the kerb, and
  — The maximum length of the sign shall not exceed 2.4m.
- Free standing signs (i.e. signs not attached to or on a building) not exceeding 5m² in area and 6m in height.

A dispensation may be sought for a greater area of signs where:

- The size of the sign and its scale is in relation to the site area and length of road frontage
- Advertising has been grouped neatly on one sign as an alternative to several smaller signs.

(ii) Special amenity provision for Cathedral Square, Victoria Square, New Regent Street, pedestrian malls and the Commercial 3 zone.

Where any building faces Cathedral Square, Victoria Square, New Regent Street, any pedestrian mall or proposed pedestrian mall or is sited in the Commercial 3 zone, signs in those places shall be limited to:

- Those attached to or on the fascia board of a verandah of any building.
- Those attached to or on the front of any building below verandah level.
- Those suspended from the verandah of any building substantially at right angles to the line of the building frontage.
- One sign attached to or on each building face above verandah level provided that all parts of the sign are contained within the profile of the building and bear only the name and/or logo of the building, the owner or principal tenant.
- Free standing signs not exceeding 1.8m² in area and 4m in height.

75.5 Conditional uses

A. Sky signs in Commercial 2, 4 and 5 zones and Industrial 3 and 4 zones other than those permitted in 75.4 D (i) and exempt in those places for which special provision is made under 75.4 D (ii).

In considering such applications for a conditional use the Council shall, in particular, have regard to whether the proposed sky sign will be obtrusively visible from a residential or recreation zone, or from those places for which special provision is made under 75.4 D.(ii) above.

B. Hoardings in Industrial 3 and 4 zones

In considering such applications for a conditional use the Council shall, in particular, have regard to the following:

- Whether the proposed hoarding will be obtrusively visible from a residential or recreation zone.
- Whether the proposed hoarding forms part of an overall landscape plan designed to screen unsightly uses.
- Whether the proposed hoarding will detrimentally affect traffic safety and control.

Footnote: *A permit application to the Council will be required in circumstances where a sign is supported by a structure or fixed to a building.*

76. Design and appearance of buildings and maintenance of buildings and land

76.1 Design and appearance of buildings

A. All buildings other than apartments and travellers' accommodation

Notwithstanding that any building is a permitted building and except where special provision is made under B. below, the designer of any building and its site, shall have regard to principles of good design and appearance as set out in Appendix D. It is anticipated that any questions of design and appearance that may arise will be resolved by discussion between Council officers and the designer particularly where a proposed building is a Development.

In the C3, C4 and C5 zones where the relationship between buildings, streets and public areas is more complex than elsewhere, it is assumed that most buildings will be designed by suitably qualified people, and visual conflicts are therefore not likely to occur.

B. Apartments and travellers' accommodation

No apartments or travellers' accommodation shall be erected in the Residential 2, 3, 3A, 4, 5, 5A, 5B, 5C, 6 or 6A zones unless in the opinion of the Council the design and appearance of the buildings meet the design and appearance criteria set out in Appendix D.

Where after discussion between Council officers and the designer a disagreement occurs a non-notified application for the exercise of the Council's discretion shall be made. The application shall be referred to the Council which may call for a report from a panel of professional people such as architects, landscape architects and industrial designers. The applicant shall have the right to submit evidence to the Council. If any such application is declined or if there are any

conditions or modifications required by the Council unacceptable to the applicant, the applicant may appeal to the Planning Tribunal.

76.2 Maintenance of buildings and land

No building, excavation or road work shall be left unfinished and no land or building shall deterioriate or become unsightly, or remain in such a condition that it detracts from the amenities of the neighbourhood.

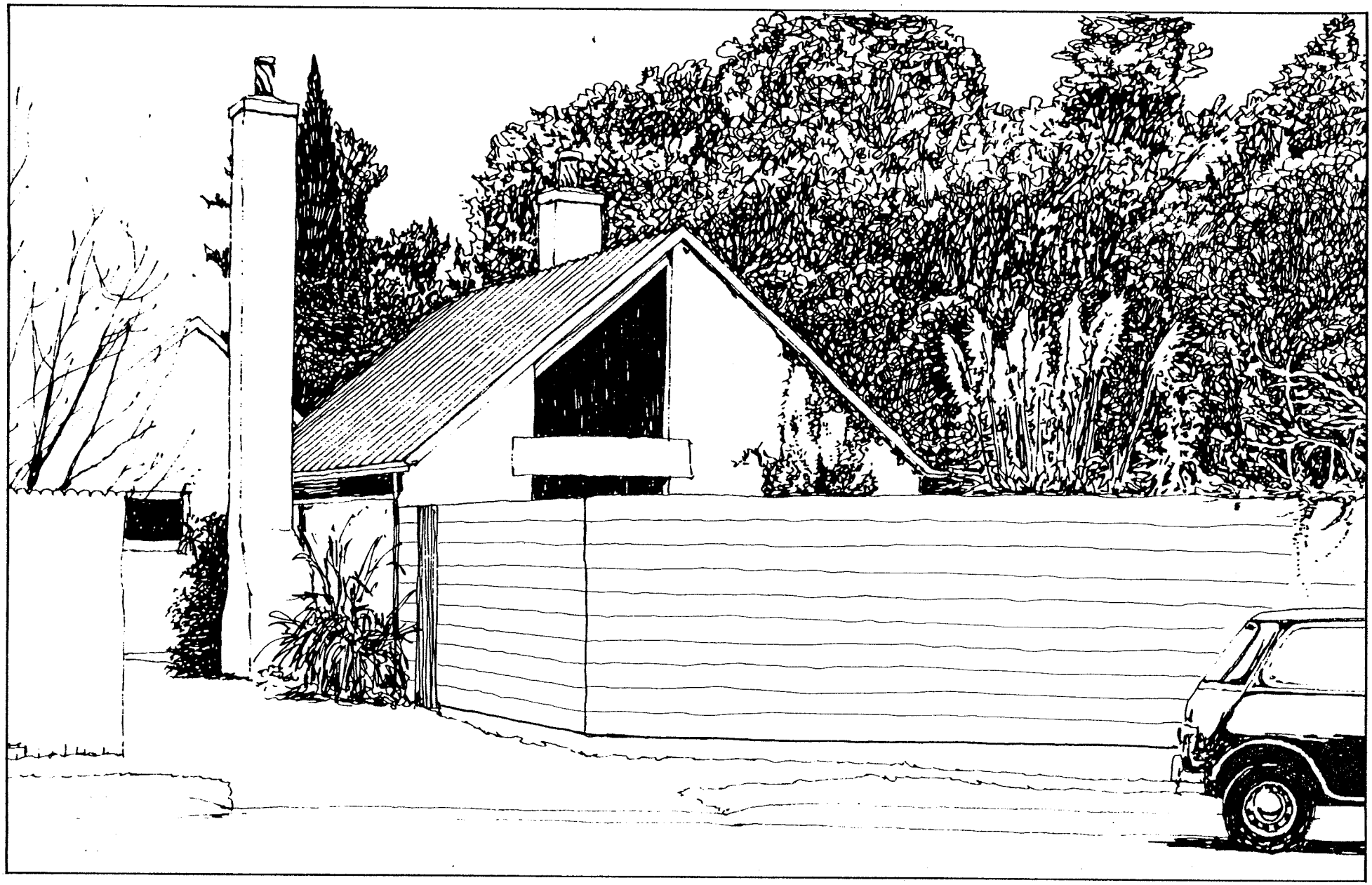
Where any building is demolished on a site the owner and/or occupier of the site shall:

- Keep the site clear and free from rubbish and in a state that does not visually detract from the area.
- Take reasonable precautions to prevent nuisance arising from dust or water lying on the surface of the site.
- Not use the site as a parking area, unless such a use is a permitted use in that zone and the site complies with all relevant performance elements and standards.
- Paint, or resurface, and thereafter maintain any unsightly wall exposed by the demolition of the building.

Appendices — Contents

Appendix	Title	Page
A.	Noxious industries	156
B.	Service, other industries, warehouses and bulk stores	157
C.	Recession planes and containment angles	158
D.	Design and appearance	161
E.	Residential density	163
F.	Service stations in residential zones	164
G.	Hotels and taverns in residential zones	166
H.	Landscaping	167
I.	Layout plan — Cultural 2 zone	169
J.	Buildings of architectural, historic, scientific and other interest	170
K.	Notable trees	180
L.	Rights of way	189
M.	Layout plan — Employment 1 zone (Bexley)	191
N.	B.C.N.Z. transmission corridors	192
O.		193
P.	Shadow limits: Cathedral Square, Cashel St, High St.	194
Q.	Turning circles	196
R.	Parking layouts	200
S.	Service station layouts	201
T.	Classification of principal roads	202
U.	Development of the planning period roading network	205
V.	Permitted buildings and uses in Residential 5C zones	209
W.	Noise standards	210

* DELETED OPERATIVE CHANGE NO.7



Appendix A

Noxious Industries

Industries, bulk storage, warehouses and industrial processes requiring segregation because of noxious or dangerous elements

Abattoirs and slaughterhouses (including freezing and packaging of products).

Alkali — waste works.

Ammunition, explosives and fireworks manufacture and bulk storage.

Animal by-products manufacture (including bone crushing, boiling-down work, fat rendering, tallow melting and refining).

Arsenic works and production.

Asbestos manufacture.

Battery manufacture.

Boiler manufacture.

Brick and tile manufacture.

Briquette manufacture.

Celluloid works.

Cement — manufacture, packaging and bag cleaning.

Carbonising, gasification and liquification of carbonaceous material (including hydrocarbons) and bulk storage and treatment of by-products.

Chlorine, ammonia, bleaching powder manufacture.

Detergent manufacture.

Fell mongering.

Fertilizer and manure manufacture.

Fibreglass manufacture.

Fish curing, cleaning, preserving, treatment of by-products **excluding**

- industries where any such process is ancillary to the principal use.

Fluoride works.

Fuel and lubrication oils — refining, purification, reforming, distillation, blending and bulk storage.

Gas (coal, acetylene, ammonia, oxygen, sulphur dioxide) manufacture, bulk storage and treatment of by-products.

Gelatine manufacture.

Glass manufacture.

Glue (animal based) manufacture.

Industrial chemicals manufacture.

Lampblack manufacture.

Leadworks, including white lead manufacture.

Lime manufacture and packing and bag cleaning.

Linoleum manufacture.

Lucerne dehydration plant and bulk storage.

Paint, varnish, french polish, lacquer and stains manufacture.

Paper and pulp manufacture.

Patent and synthetic fuel manufacture and bulk storage.

Petroleum and petroleum based products manufacture including L.P.G. and associated bulk storage, handling, and distribution facilities **excluding,**

- service stations
- retail outlets and industries where storage is ancillary to the principal use.

P.V.C. manufacture.

Plaster of Paris manufacture.

Pyridine works.

Raw material plastics manufacture.

Raw rubber preparation.

Rubber (latex) carpet underlay and moulded goods manufacture.

Sausage casing manufacture.

Smelting, and secondary smelting of metal ore, metal, metal alloys (including scrap metal) and non-ferrous metals.

Soap manufacture.

Stock and sale yards.

Stone and mineral crushing.

Sugar extraction and refining.

Tanning and curing of hides, skins and furs.

Turpentine manufacture.

Wool scouring.

Wallboards manufacture **excluding,**

- fibrous plaster and plaster wallboards.

Zinc works.

Or any other industry, warehouse, or bulk store that is, or under any conditions may become, noxious or dangerous in relation to adjacent areas.

APPENDIX B1

Retail Shops Appropriate to Business 2 Zone

Auction Rooms
Awnings, Blinds and Curtains
Bottle Stores and Liquor Outlets
Camping equipment, Canvas Goods
Clay Products, such as, tiles, pipes, bricks
Computers and Photocopiers
Concrete Products, such as, troughs, garden ornaments, pipes
Cycle and accessories
Electrical Appliances
Equestrian Supplies
Farm Machinery Equipment
Firewood Supplies, including coal, coke, carbonates, wood
Floor Coverings such as vinyls, tiles, linoleum, carpets
Furniture and Antiques, including office equipment
Garages, Sheds, Carports and Accessory Buildings
Garden Machinery such as lawn mowers, chainsaws
Garden Supplies and Tools
Glasshouses, Conservatories
Heating Appliances
Heavy Machinery
Hire Services
Lighting Equipment
Restaurants, cafes and foodbars
Sewing and Knitting Machines
Spa Pools and Saunas
Sports Equipment such as billiard tables, table tennis tables, trampolines, swings, slides, climbing frames, etc
Whiteware such as deep freezers, ovens, refrigerators, dishwashers, washing machines
Other similar retail uses which involve bulky or heavy items requiring large areas for display or drive in facilities

* CHANGE 15

Appendix B

Services, other industries, warehouses, bulk Stores

Service industries

Bakeries and catering depots.

Cabinet makers and associated woodcrafts, furniture restoration and upholstering.

Commercial artists, signwriting, signmaking and engraving.

Dressmaking, tailoring, and footwear repairs.

Foodstuffs manufacture, processing and packaging **excluding,**
- those included in Appendix A
- animal foods manufacture
- bacon and ham curing
- food canning
- grain milling
- malting and brewing
- margarine manufacture
- meat processing works
- milk treatment, processing and products manufacture
- oil (vegetable), oil essence or extract manufacture
- yeast and vinegar manufacture

Funeral parlours.

Hire and storage of vehicles and general equipment.

Jewellery manufacture and repair.

Laundries, dry cleaning, dying and cleaning services.

Market and nursery gardens

Precision instrument manufacture and repair (including medical, surgical, optical, dental, photographic and electronic equipment).

Printing, publishing, duplicating and associated services.

Repair and servicing of household and garden equipment and appliances, electrical goods, motor vehicles, caravans, boats, cycles and motorcycles **excluding,**
- general engineering
- fibreglassing
- panel beating
- spray painting
- sand, steam and shot blasting.

Studios (including arts and crafts, photographic and recording).

Tradesman's depots (including painters, plumbers, plasterers, glaziers and electricians).

Watch and clock repairs.

Any other use of similar nature, being essentially a small scale or local industry use, and which does not detract from the amenities of the locality.

Other industries

Canvas, leather and fur goods manufacture **excluding,**
- tanning and curing, dressing and dying of hides, skins and furs.

Clothing and clothing accessories manufacture.

Cosmetics manufacture.

Furniture manufacture (including joinery).

Household and garden equipment, appliances and electrical goods manufacture **excluding,**
- concrete products
- rubber products
- nails and wire.

Light metal products fabrication, light machinery manufacture and light engineering.

Plastic products manufacture.

Safety equipment manufacture.

Textile products manufacture **excluding,**
- carpet, felt, flock, shoddy and mungo.

Tobacco, cigars and cigarette manufacture and packing.

Toys and sporting equipment manufacture **excluding,**
- rubber products.

Any other industry of a similar nature which under any conditions does not detract from the amenities of the locality.

Warehouses excluding
- those included in Appendix A
- hides, wool, tallow and skins.

Bulk stores excluding,
- those included in Appendix A
- Asphalt and bitumen
- cool stores for bulk agricultural produce and processed food
- concrete products, bricks, tiles, sand and gravel
- hides, wool, tallow and skins
- grain silos
- industrial chemicals
- motor vehicles, bodies and parts and heavy machinery
- recycled bottles, cloth, paper and plastics
- scrap metal.

Appendix C

Recession planes and horizontal containment angles

Definition of recession plane

A recession plane is a plane constructed from points on or above a boundary surface or a road surface, the angle of inclination of which is measured from the horizontal, at right angles to a site boundary and in towards the site. In Residential Hill zones mid point recession planes shall apply to each section of wall or roof respectively. No building features shall protrude through or above the recession plane except the following:

Where recession planes are imposed to protect sunlight and/or outlook of residential neighbours, the following features may penetrate recession planes:

- Chimneys, ventilation shafts, roof water tanks, lift and stair shafts and spires, poles and masts less than 9m above ground level, provided the maximum dimension thereof measured parallel to the boundary under consideration shall not exceed 3m, and provided for buildings over three (3) storeys, such features are contained within or are sited directly against the outside structural walls.
- In residential zones where a single gable end with a base (excluding eaves) of 7.5m or less faces a boundary and a recession plane strikes no lower than half way between the eaves and ridge line, a gable end may penetrate the recession plane.
- The gable end of one accessory building, provided the base of the gable, excluding eaves, does not exceed 7.5m and the roof pitch does not exceed 15°.

Where recession planes are required in the Commercial 4 and Commercial 5 zones, the following features may penetrate recession planes:

- Lift and stair shafts, chimneys and vents, spires, poles and masts, roof water tanks and cooling towers together with their enclosures provided the maximum dimension parallel to the road boundary shall not exceed 5m.

Angles of recession planes

Angles for recession planes required by the Commercial 4 and 5 zones are specified in the provisions of those zones.

Angles for other recession planes shall vary with the direction or bearing of each site boundary according to the diagram following. They shall commence at points 2.5m above site boundaries, except for residential accessory building recessions which shall commence 2.3m or 2.7m in Residential Hill zone above site boundaries. The recession plane angle shall be calculated by orienting both site plan and relevant diagram to the true north, placing the recession diagram over the site plan with the circle tangential to the inside of the site boundary under consideration. The recession plane angle shall be that indicated by the diagram at the point where it touches the site boundary. Where recession lines fall between those indicated on the diagram, interpolations shall be made. On irregular boundaries the same principles shall apply with the recession operating at right angles to all boundaries.

Horizontal containment angle for apartments over three storeys

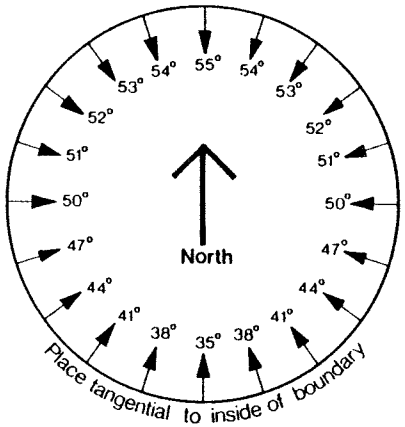
A horizontal containment angle, shall be an angle set out in a horizontal plane from a point anywhere on each site boundary within which those parts of buildings shall be contained. The containment angle shall be calculated by orienting both site plan and diagram to north; placing the diagram over the site plan with the circle tangential to the inside of the site boundary under consideration. The exterior angle of the containment angle shall be that indicated by the diagram at the point where it fences the site boundary. The containment angle shall vary with the direction of each site boundary according to the diagram following. Angles shall be interpolated for boundary directions other than those shown in the diagram.

The two exterior angles measured between the horizontal containment angle and the site boundaries shall be equal. Where sites have irregular boundaries such as streams or stepped boundaries, a mean line which generally evens out the irregular features shall be constructed before the horizontal containment angle is applied.

Recession plane and containment angle diagrams

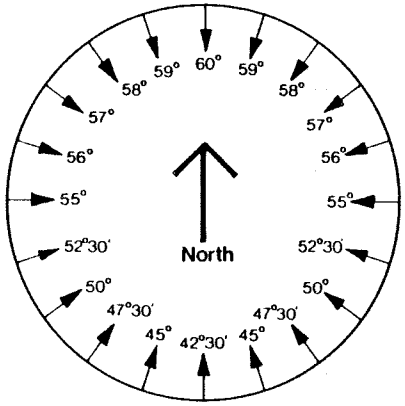
Recession plane indicators:

Applicable to all uses in all residential zones (except R5, R5A, R5B, R5C, R6, R6A, R6B zones) and all adjoining uses in other zones.

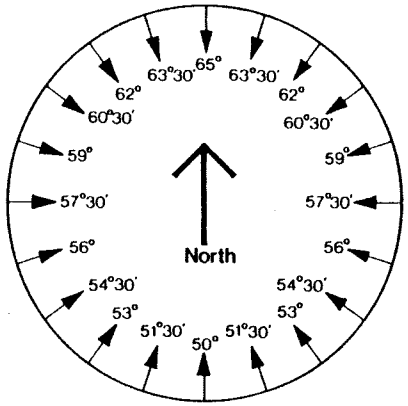


Note: North is true north

Applicable to all uses (except apartments over 3 stories) in R5, R5A, R5B, R5C, R6, R6A, R6B zones and all adjoining uses in non-residential zones.

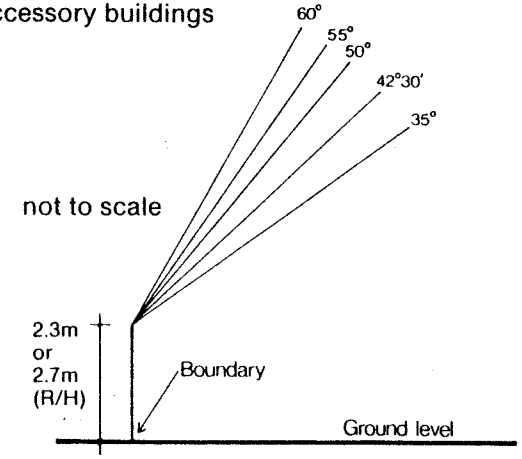


Applicable to apartments over 3 stories in R5, R5A, R5B, R6, R6A, R6B zones. See also horizontal containment angles, over page. Adjoining uses in non-residential zones shall comply with centre diagram.

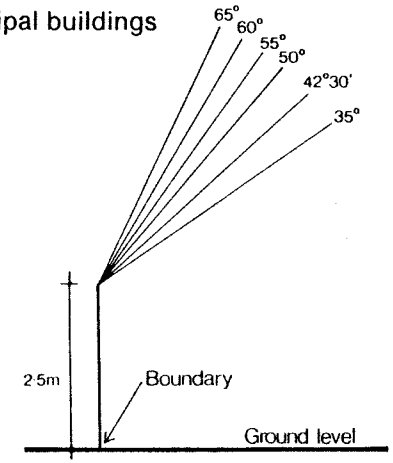


Recession plane cross sections:

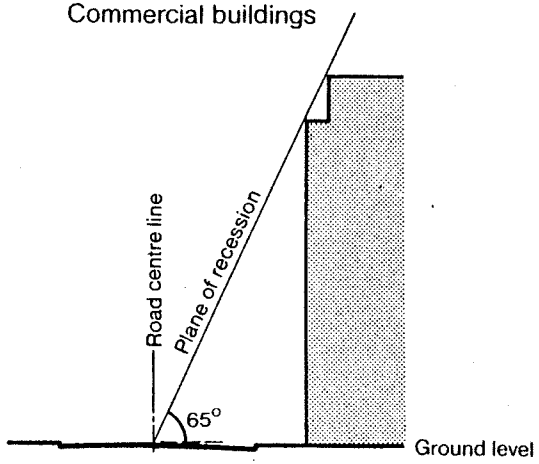
Accessory buildings



Principal buildings



Commercial buildings

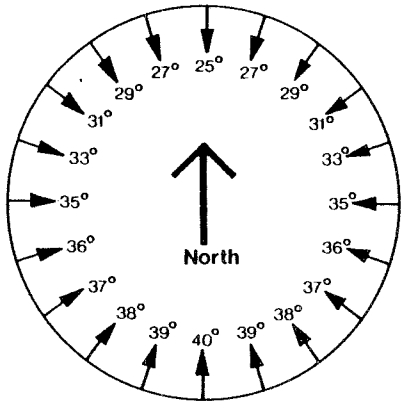


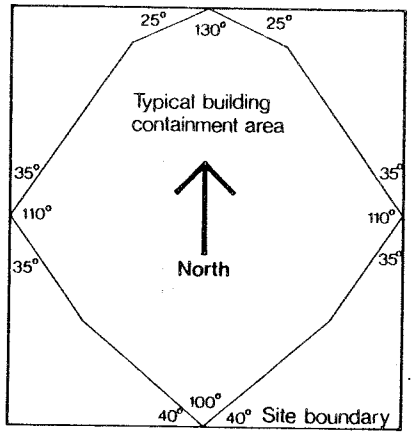
Appendix C

Recession plane and containment angle diagrams

Horizontal containment angles:

Applicable to apartments over 3 stories
Angles shown are external angles





Note: North is true north

Appendix D

Design and appearance of buildings

Introduction

While it is said that what conditions good design is often a matter of taste, nevertheless with all aspects of design there are well proven principles to be observed. These principles become more important as buildings are brought closer together with increasing density of development. They are of less importance with dwellings on separate sites where the landscape is of greater consequence.

While a statement of criteria will help to produce good buildings, it is acknowledged that the principles of design can be extremely detailed and complex and often it is only a designer proficient in urban design, who can provide the degree of refinement necessary to turn principles into a satisfactory design solution on a particular site.

Criteria

(a) Buildings shall be designed and located so that they complement the best visual features of the areas in which they are situated.

(b) Areas which are devoid of good visual features (e.g. which contain decayed buildings or lack vegetation) shall receive special consideration with the object of making up these deficiencies.

(c) Where an area has an historical character an endeavour should be made to reflect that character.

(d) The scale and form of buildings should be appropriate to the site and adjoining buildings taking into account the objectives of the zone.

(e) Existing and new trees and vegetation shall be used where practicable to create visual harmony.

(f) Repetitive design leading to monotony, shall be avoided particularly where piecemeal residential development takes place on nearby sites.

(g) Within individual developments (with special reference to multi-unit residential development) harmony of form, colour, texture and materials shall be an objective.

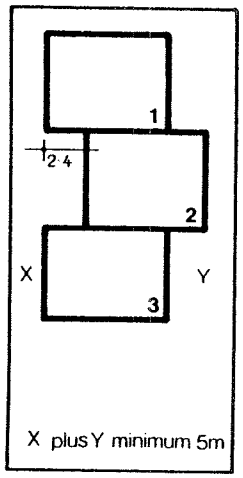
(h) Where small residential sites are developed separately, the visual relationship between existing and new buildings, shall be an important consideration.

(i) Developments near important public buildings and open spaces should complement the character of such amenities.

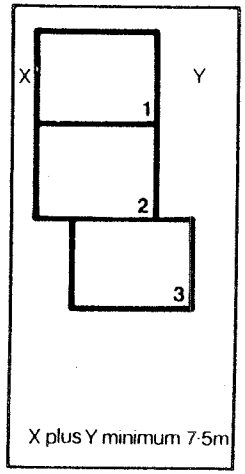
(j) While visual harmony is important, it is recognised that new techniques and materials used properly can create exciting contrast. A high standard of professional judgement is important where contrast is introduced.

(k) In rural and recreation areas, and on historic buildings, colour harmony should be an important part of any development.

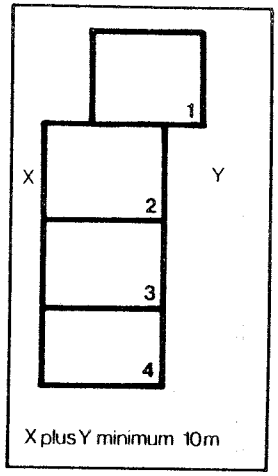
Appendix D



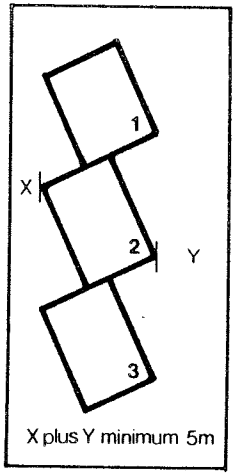
X plus Y minimum 5m



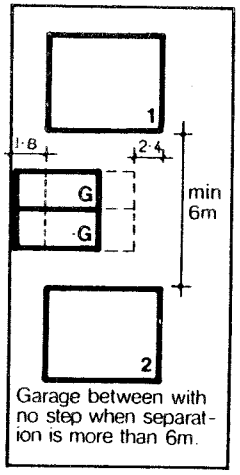
X plus Y minimum 7·5m



X plus Y minimum 10m

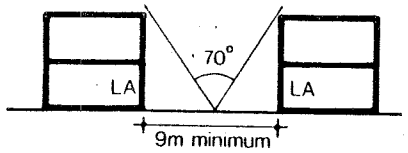


X plus Y minimum 5m

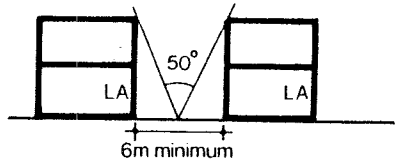


Garage between with no step when separation is more than 6m.

Sites less than 35m by 40m: minimum setbacks and steps in plan

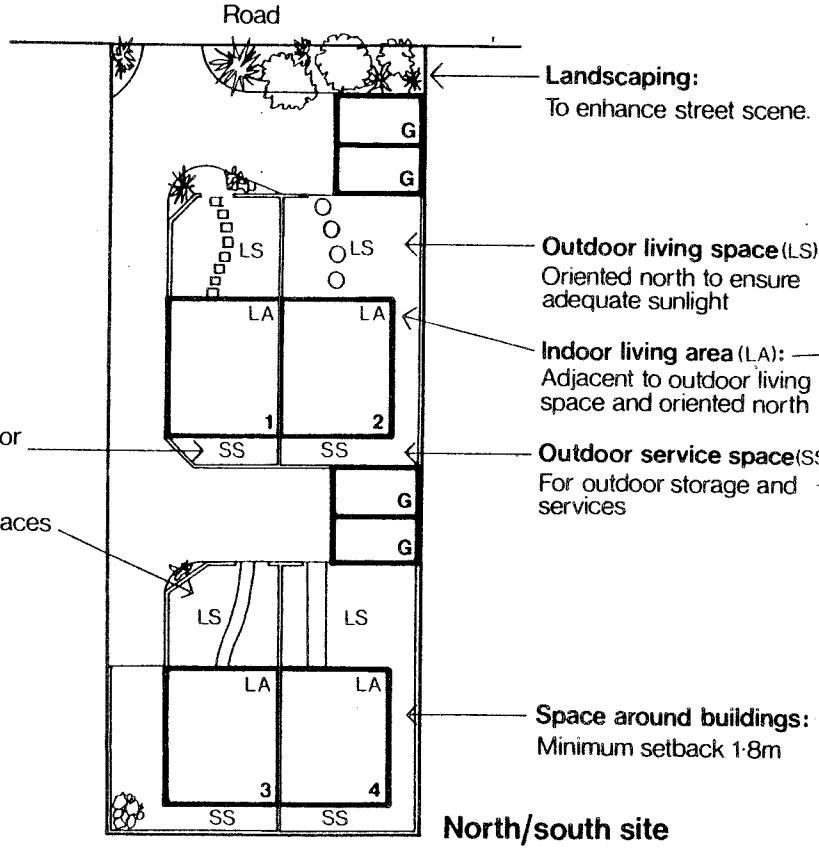


Living areas facing each other

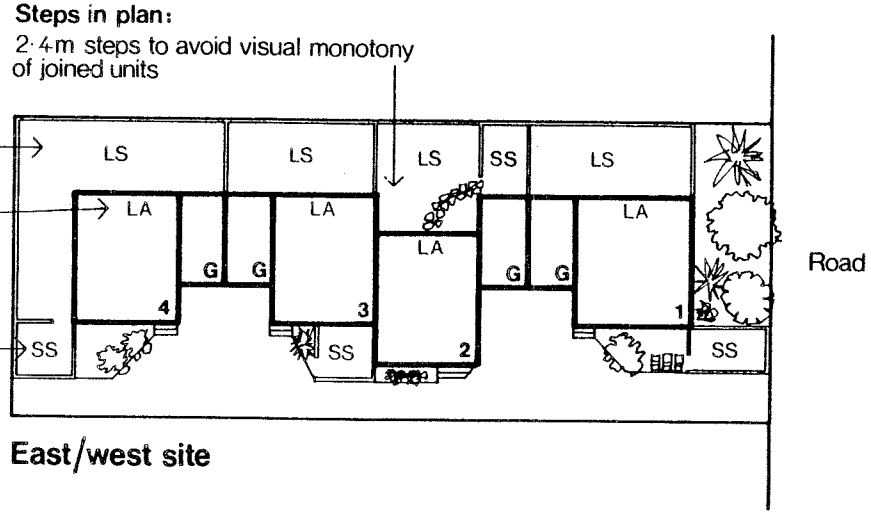


Living areas not opposite

On site privacy and outlook: elevation



North/south site



East/west site

Scale approx 1:500

Diagrams illustrating performance for apartment elements and standards

Appendix E

Residential Density

For the purpose of assessing residential site density, the following occupancy per unit shall be used:

One bedroom units	
Bedroom less than 12m²:	1 person
Bedroom over 12m²:	1.5 persons
Two bedroom units	
Bedroom average less than 12m²:	2 persons
Bedroom average over 12m²:	2.5 persons
Three bedroom units	
Bedroom average less than 12m²:	2.5 persons
Bedroom average over 12m²:	3 persons
Larger	

+ 0.5 persons per additional bedroom.

Examples of typical residential site densities (rounded off):

Site area (m²)	R2 (90 ppha)	R3 (140 ppha)	R4 (200 ppha)	R5 & 6 (225 ppha)
400	4	6	8	9
600	5	8	12	14
800	7	11	16	18
1000	9	14	20	23
2000	18	28	40	45
2000 (with bonus)	26	38	50	55

Appendix F

Service stations in residential zones

Name & Address	Legal Description
371 Barbadoes Street (corner Armagh Street) E.M. Motors Limited	C.T. 243/6
251 Barrington Street (corner Stourbridge Street) Barrington Mall Services	Lot 1, DP 21944 C.T. 5C/1123
75 Bassett Street (corner Parnwell Street) Kevin Lamb Auto Services	Lot 2, DP 14378 C.T. 542/156
91 Beach Road North Beach Services	Lots 1 & 2, DP 25521 C.T.'s 7A/1252 & 7A/1253
268–270 Bealey Avenue Bealey Avenue Servicentre Limited	Lot 2, DP 6752 Part T.R. 159 CT 18F/1491
64 Blighs Road (corner Idris Road) Blighs Road Service Station	Lot 1, DP 28218 C.T. 10A/51
427 Breezes Road Bromley Automotive Co. Limited	Lot 1, DP 16645 C.T. 527/63
60 Bridge Street Norm Bradford Motors Ltd	Lot 1, DP 19586 C.T. 751/25
238 Centaurus Road (corner Albert Terrace) St Martins Garage Limited	Lot 1, DP 675 C.T. 114/127
961 Colombo Street (corner Purchas Street) Beatson Motors Limited	Lot 129, DP 2952 C.T. 458/197
153 Cranford Street English Park Auto	Part Lot 1, DP 17025 Part Lot 86, DP 1527 C.T. 16B/1156
90 Cresswell Avenue Cresswell Motors Limited	Lot 1, DP 18070 C.T. 655/40
71 Edgeware Road (corner Cranford Street) Edgeware Service Station Limited	Part Lot 3, DP 1272 Lot 7, DP 10289 C.T.'s 332/177, 455/95
417–419 Ferry Road Ferry Road Services Limited	Lot 1, DP 9049, Lot 4, DP 198 C.T. 13A/1265
464 Ferry Road (corner Hopkins Street) Bradley Autoservices	Lots 1, 2 & 3, DP 10004 C.T. 420/181

Name & Address	Legal Description
619 Ferry Road (corner Hargood Street) Radley Motors Limited	Lot 1 & Part Lot 2, DP 39 C.T. 447/251
332 Gloucester Street (corner Fitzgerald Avenue) Gloucester Motors Limited	Part T.R. 88 C.T. 492/39
712 Gloucester Street (corner Woodham Road) Dallington Service Station Limited	Part Lot 1, DP 37923 C.T. 14F/678
40 Hawke Street (corner Howe Street) New Brighton Service Station Limited	Lot 1, DP 25884 Part Lot 79, DP 140 C.T. 18B/901
2 Hills Road (corner Avalon Street) Stan Wheatley Limited	Lot 2 & Part Lot 1, DP 2740 Lot 1, DP 37494 C.T.'s 14B/1159 & 303/222
287 Hoon Hay Road Palmside Service Station Limited	Lot 1, DP 25941 C.T. 19A/793
435 Innes Road (corner Mahars Road) Mairehau Service Station Limited	Lots 4 & 5, DP 18127 C.T.'s 6A/80 & 6A/81
250 Lincoln Road (corner Jerrold Street) Raceway Motors Limited	Lot 1, DP 42678 C.T. 21B/43
214 Linwood Avenue (corner Cashel Street) Linwood Avenue Service Station Limited	Lot 3, DP 13102 C.T. 498/278
170 Main Road Redcliffs Service Station	Lot 1, DP 10599 C.T. 507/263
7 Marshland Road Shirley Service Station	Lot 1, DP 6251
111–115 Milton Street (corner Selwyn Street) Spreydon Service Centre	Lots 3, 4 & 5, DP 6505 C.T. 12K/270
71 North Avon Road (corner Stapletons Road) Sonyac Services Limited	Lot 1, DP 5913 C.T. 398/45
125–129 North Avon Road (corner North Parade) Parade Garage	Lots 1 & 2, DP 2702 C.T. 10K/124
165–169 Pages Road Stadium Motors Limited	Lots 2 & 3, DP 20998 C.T.'s 2A/300 & 2A/339
113 Sherborne Street (corner Canon Street) Cambridge Service Station	Lots 1 & 2, DP 17475 C.T. 696/70

Name & Address	Legal Description
248 Stanmore Road Dick Carden Motors Limited	Lot 2, DP 30635 C.T. 12B/1489
261-263 Stanmore Road Tony Butler Motors	Lot 1, DP 41156 C.T. 18K/972
78 Wainoni Road (corner Bickerton Street) Cooks Service Station	Lots 1 & 2, DP 20076 C.T. 1D/146
175 Wainoni Road Wainoni Motors Limited	Lot 2, DP 12297 Part Lot 3, DP 14198 C.T.'s 478/46 & 1C/1310
248 Wairakei Road (corner Manor Place) Wairakei Service Station Limited	Part Lot 38, DP 18023 C.T. 7C/1357
24 Wakefield Avenue (corner Nayland Street) Marine Service Station Limited	Lot 6, DP 10531 C.T. 481/185
49 Warrington Street Warrington Service Station Limited	Lot 2, DP 25764 Lot 1, DP 8257 C.T.'s 7C/888 & 484/61
237 Westminster Street Westminster Motors Limited	Lot 7, DP 8506 Lot 7, DP 6060 C.T.'s 707/32 & 363/106

Appendix G

Hotels and taverns in residential zones

Name	Address	Zoning	Legal Description	Certificate of Title
Aranui Motor Hotel	51 Pages Road	R/1	Lot 1 DP 27545 Lot 2 DP 30467 Lot 1 DP 6735 Lot 1 DP 14853	9B/927 15F/728 353/22 533/199
Bower Tavern	Cnr New Brighton Road & Bower Avenue	R/1	Lot 1 DP 9286 Lot 18 DP 16283	419/158 2B/253
Esplanade Tavern	Cnr Marine Parade & Beresford Street	R/3A	Pt Lot 4 DP 94 Lot 1 DP 6943 Lot 2 DP 6943 Lot 3 DP 6943 Lot 4 DP 6943 Lot 5 DP 6943 Lot 6 DP 6943 Pt Lot 4 DP 94 Pt Lot 5 DP 94 Pt Lot 4 DP 94 Pt Lot 4 DP 94 Pt Lot 5 DP 95	16F/1059 547/207 182/133 182/135 252/229
Marine Tavern	Nayland Street	R/3	Lot 1 DP 5823	4A/498
Shirley Lodge Motor Hotel	112 Marshlands Road	R/1	Pt Lot 51 DP 20524 Lot 5 DP 20091	5D/420 389/8
Star & Garter Tavern	332 Oxford Terrace	R/5C	Lot 1 DP 41383 Lot 1 DP 25312 Lot 2 DP 25312	19F/726 7A/235 7A/236

Appendix H

Landscape design

Definition

Landscaping is the treatment of a site or part of a site, for the purpose of protecting the character and enhancing the amenities of the site and adjacent areas. It includes the planting of trees, shrubs and grass; earthworks, ground formation and related drainage and the establishment of elements such as walls, fences, screens and amenity features.

Purpose of landscape requirements

Landscaping may be undertaken to achieve the following objectives:

- to improve the overall appearance of a development and enhance the relationship between buildings and the environment
- to complement buildings with natural colour, form and materials
- to provide a visual link between development on adjoining sites
- to ensure the site is functional
- to create a sense of visual harmony
- to minimise conflicts of scale
- to visually soften hard or bleak areas
- to screen unsightly parts of a development
- to act as a physical barrier between sites or parts of sites
- to provide shelter and shade
- to reduce the effect of noise.

General purpose of landscape design

Landscape design (and especially the preservation of existing site features) shall be considered from the outset of any design exercise, as an integral part of a development, not merely a feature to be added at the end of the sequence. Techniques will vary according to the natural features existing on the site, the soil type, the micro-climate, the proposed function and character of the development, its relationship to adjoining sites, and the existence of special problems such as noise. All work is to be designed and carried out in accordance with sound landscape practice.

(a) Existing features on a site such as change of grade or significant trees shall be retained and incorporated into landscaping proposals wherever practicable.

Existing trees must be allowed adequate space for further growth, and given adequate protection during construction. On some sites the retention of existing trees may be all that is necessary to meet the landscape requirements.

(b) Mounding and earthworks have a special relevance because of the flat topography of most of the City. Relatively small variations in site level can create a pleasant visual relief. Mounding on a larger scale can be an effective screen for service areas and car parks, and may also be useful as a noise barrier. The design of such features shall achieve as natural an effect as possible.

(c) New planting of trees and shrubs will nearly always be required. Careful choice shall be exercised to find trees that will enhance the site both with form and dimension, grow to the required size and withstand the climatic conditions of the site without creating future maintenance problems or interfering with underground services. The choice between evergreen and deciduous species is determined by considerations of winter sunlight and possible engineering and maintenance problems of leaf drop during autumn. New planting should blend with existing species established in the locality. The choice of trees which are in scale with the proposed development is also important. One or two large trees will often be more effective than many small shrubs. Special consideration of tree types shall be exercised in areas with poor soils or subject to strong winds or sea spray.

All areas for planting must be free from perennial weeds such as convolvulus, docks and twitch. An adequate water supply is to be provided either by an integrated irrigation system, or by the provision of ample watering points throughout the site.

Planting will normally be carried out during winter (between May and October) and completed within the first such period following completion of the development. Where tree planting is undertaken from containers at other times of the year, close attention is to be given to watering and staking of these plants in their early stages in order that they may survive.

The design of soft landscape features (i.e. plants) must include protection by kerbs, barriers or walls, for all areas likely to be vulnerable to damage from or do damage to pedestrians or vehicles. Space must be left to allow trees to develop to maturity both below and above the ground. They should not be located in positions where they will later cause prolonged shading of living or working areas.

New trees will normally have a minimum height of 1.8m, and must be firmly staked and tied.

Where new planting is proposed a detailed plan shall be required showing the number, location, species, age and dimensions to all existing and proposed trees and shrubs.

(d) Services: Special note shall be taken of all services both underground and overhead. In some restricted areas where underground services are vulnerable certain types of trees may be grown in pipes or enclosures set into the ground.

(e) Paths and paving: Continuous concrete or bitumen can be relieved with such paving materials as brick, tile, stone, concrete slabs, concrete paving blocks or hardwood block. Various types of open concrete paving materials such as Gobi block or B.G. slabs, allow parking and heavy foot traffic areas to have a grassed appearance. Suitable paving materials when correctly used, can readily distinguish between pedestrian and vehicular areas.

(f) Walls and fences can be used to screen service, storage and parking areas and to provide privacy, security and shelter, or to minimise noise. To be effective for screening, they must be at least 1.8m high, and constructed of permanent materials in harmony with building materials used elsewhere on the site.

A pleasant effect can be achieved when fences are set back two or more metres from the road frontage, with planting in front.

(g) Ground cover: After planted areas have been properly cleared of weeds, a suitable ground cover will dramatically minimise further maintenance. The term ground cover normally refers to plant material which will maintain a height of 150 to 300mm, and includes such plants as ivy, periwinkle, and prostrate conifers, as well as natural materials such as bark chips, well matured saw dust and pebbles.

(h) Water can be used to give sparkle, coolness, a restful sound and reflection. Water features are most attractive in courtyards where the reflections and sounds have a particularly soothing effect. Care must be taken to ensure the safety of young children and expert advice should be obtained to avoid problems of maintenance and alga growth.

(i) Other elements to be considered in landscape plans are exterior lighting, litter bins, letter boxes, tables and seating, signs, poster display units, bridges, gates, drinking fountains, sculpture and garden ornaments, bollards, tree grills, bike stands, ramps and steps.

(j) Maintenance: The design shall allow for easy and regular maintenance. Planted areas must be maintained by the developer for one full growing season beyond the initial planting. This maintenance shall include appropriate cultivation and watering as well as the replacement of any plants which do not survive. Where appropriate, bonds may be required.

(k) Further details, relating to landscaping and tree care are to be found in Planning Information Booklet Number 4, "Tree Care and Preservation" and Number 5 "Landscaping Requirements", including a list of trees suitable for Christchurch conditions.

Completion

All landscaping shall be completed before the buildings on the site are occupied or within the first planting season (May to October) following completion of the buildings on the site or a bond entered into by the owner with the Council to the estimated value of the work prior to the commencement of the building.

Amplification of landscape requirements of the Code

(a) Where landscaping is required along road boundaries, unless a specific width is specified by the scheme, a depth of 2m will be required and shall include at least one tree for each 10m of road frontage of the site. Where existing trees on the site are retained these may be credited towards these requirements.

The 2m depth can be varied in width provided the equivalent area of landscape design visible from the road is provided. A suitable wall along the road boundary constructed in permanent materials that harmonise with the materials of the buildings on the site with one tree planted for each 10m of road frontage, would normally satisfy the landscape design requirements. As an alternative, the setting back of the wall 1m to 2m with planting in front of the wall is acceptable.

Vehicles and pedestrian access to the site are excluded from the landscape design requirements, but those parts of access strips to rear sites, not used for vehicle access, shall be landscaped.

(b) Where outdoor storage areas of commercial or industrial uses are required to be screened from the road by landscaping then either a wall or fence of minimum height of 1.8m and constructed of permanent materials which harmonise with the buildings on the site will be required or planting of a type that will achieve the same screening.

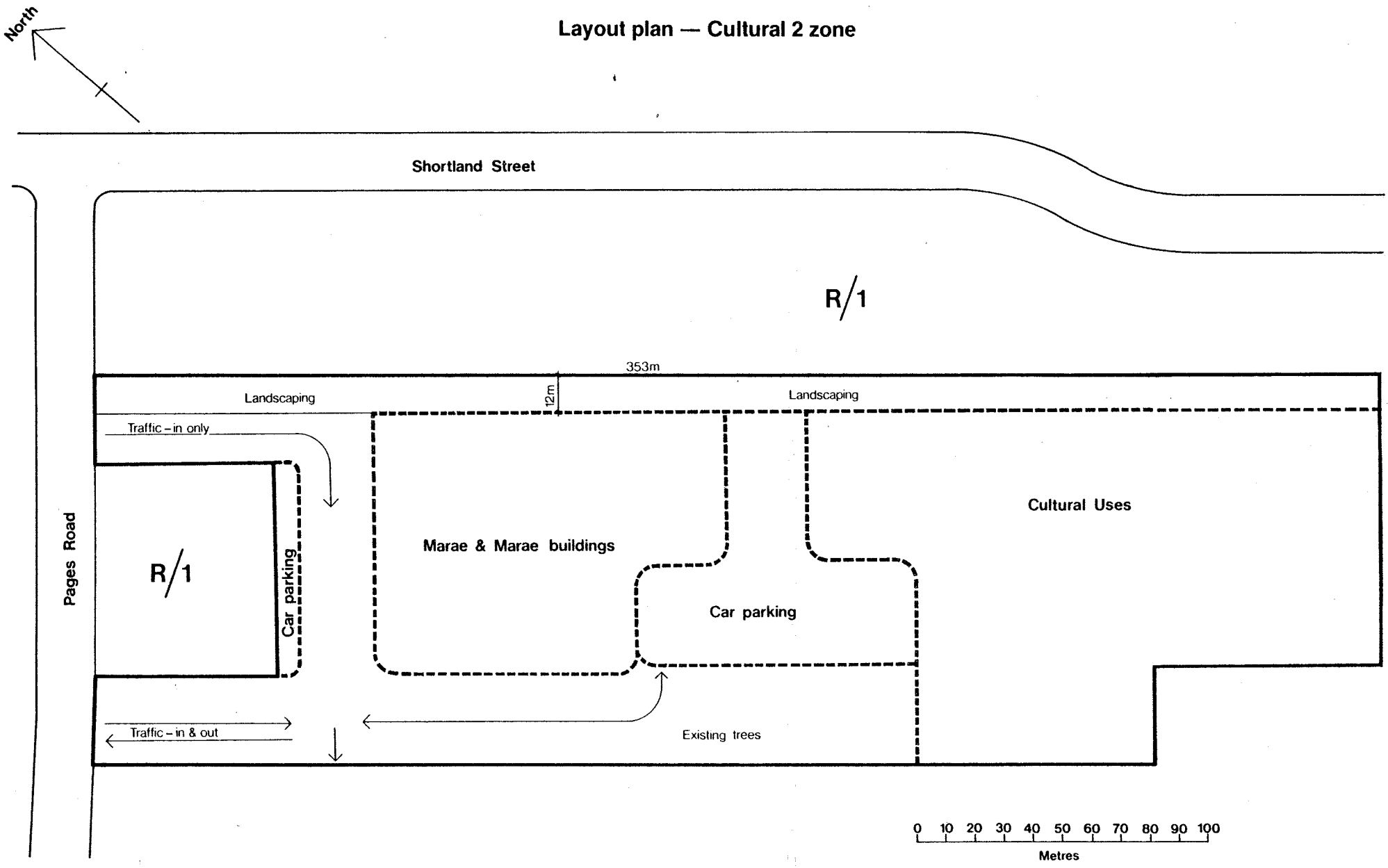
Clothes lines placed in front of residential buildings shall be screened from pedestrians using the road.

(c) For some uses such as boarding houses, travellers' accommodation and hospitals, where a certain portion of the site is required to be landscaped, parts of the site set aside as grounds and lawn for the use of occupants can be included as part of the required landscaping.

(d) The landscape design required between adjoining uses, for example between residential and industrial uses or between dwellings and taverns, is to be designed to provide both a visual screen and a psychological barrier between these uses. It will therefore include a wall or fence and substantial planting sufficient to screen for example car headlights at night, the view of unsightly storage spaces from residential properties and provide some reduction in noise and general nuisance to neighbours.

Appendix I

Layout plan — Cultural 2 zone



Appendix J

Buildings of architectural, historic, scientific and other interest

Reasons for Selection:
1. Historical Significance
2. Architectural Significance
3. Group Significance
4. Landmark Significance
5. Archaeological Significance

Street Address	Historical Name	Feature(s) Protected	Reasons for Selection
63 Aldwins Road (House)		Exterior	2
17A Armagh Street (House "Inveresk")		Exterior	2
25 Armagh Street (Cranmer Bridge Club)		Whole Building	2, 1
40 Armagh Street	Christchurch Girls High School	Street facades, Main stairway	2, 1, 3
52 Armagh Street (Windsor Private Hotel)	Warwick House	Street facade	2
56 Armagh Street (House)		Exterior, Stairway and Gallery	2
93–107 Armagh Street (Union Centre Building)	Armstrongs Building	Street facades	2
221 Armagh Street (Girl Guide Headquarters)	Cyrus Davie House	Whole building	1, 2
122 Avonside Drive (Holy Trinity)		Whole church and graveyard	
136 Barbadoes Street (Roman Catholic Cathedral)		Whole building	2, 1, 4, 3
14 Bass Street (House)		Exterior	1, 2
80 Bealey Avenue (House "The Deanery")		Exterior	3
82 Bealey Avenue ("Eliza's Manor House")		Exterior	3
100 Bealey Avenue (House)		Exterior	2
107 Bealey Avenue (House)		Street facades and front yards	2, 3
118 Bealey Avenue (House "Marli")		Street facade, front entrance	3, 2

Street Address		Historical Name	Feature(s) Protected	Reasons for Selection
131–133 Bealey Avenue (Southern Cross Hospital)	Demolished 1984/1985	Calvary Hospital	Street facade	1
Botanic Gardens (Cuningham House)			Whole Building	2, 1, 4
Botanic Gardens (McDougall Art Gallery)			Whole of original building	2
Botanic Gardens (Tea Kiosk)			Octagonal portion facade	4, 2
90 Bristol Street (House)			Exterior	2
216 Brougham Street (House "Nazareth House")			E & N Facades and front yard	4, 2, 1
216 Brougham Street (Nazareth House Chapel)			Whole Building	2
51 Browns Road (House "Chippenham Lodge")			Exterior	2, 1
Cambridge Terrace (Antigua Boat Sheds)			Exterior	1, 2
109 Cambridge Terrace (Library Chambers)		Canterbury Public Library and Librarian's home	Whole buildings and front yard	1, 2, 3, 4
129 Cambridge Terrace (Canterbury Club)			E & N facades, original rooms	2, 3
137 Cambridge Terrace (Harley Buildings)			Street facades	2, 1
267 Cambridge Terrace (Theosophical Society Building)			Exterior of front portion	2
90 Cashel Street (Zetland Lodge)			Street facade	2, 1
122–126 Cashel Street (Bell's Arcade)			Street facade	2
154–158 Cashel Street (Cashfields)		D.I.C.	Street facades	2
160 Cashel Street (ANZ Bank)	Demolished 1986		Street facade, interior to archway	2
236 Cashel Street (St Pauls Trinity Pacific Church)		St Pauls	Whole building	2
11 Cathedral Square (Centrepoint Building)		The Plaza	Street facades	2

Street Address	Historical Name	Feature(s) Protected	Reasons for Selection
15 Cathedral Square (Chief Post Office)		N & E facades	2, 1, 3, 4
28–30 Cathedral Square (Ministry of Works Building)	Government Buildings	Street facades	2, 3, 4
32 Cathedral Square (The Press)		Street facades	2, 4, 3
39 Cathedral Square (Regent Theatre Building)	Royal Exchange Building	Street facades	2, 4, 1
100 Cathedral Square (Christchurch Cathedral)		Whole Building	1, 2, 4, 3
86–96 Chester Street East (Terrace Houses)		Exteriors	2, 3
8 Chester Street West (Cathedral Grammar School)		Brick building exterior (Trengrove)	2, 3
22 Cholmondely Avenue (House "Risingholme")			1
30 Church Square (St Marys Church)		Whole building, belfry and grounds	2, 4
6 Circuit Street ("Elizabeth House")		Exterior and grounds	2
71 Colombo Street (Canterbury Children's Theatre)	The Malthouse	Exterior	1, 2
146 Colombo Street (Baptist Church)		Street facade	2
340 Colombo Street (Sydenham Post Office)		Street facades	4
343 Colombo Street (Samoan Congregational Christian Church)	Sydenham Methodist Church	Whole building	2
527–533 Colombo Street (New City Hotel)		Street facades	2
682–690 Colombo Street (D.I.C.)	Beaths Department Store	Street facade, interior first-floor plasterwork	2, 1
779 Colombo Street (National Bank)		Street facades	2, 4
876 Colombo Street (St Marys Primary School	St Marys College	Exterior of stone buildings and front yard	2, 3
25 Cranmer Square (Dept of Education Building)	St Margarets College	Exterior	2, 1

Street Address	Historical Name	Feature(s) Protected	Reasons for Selection
38 Cranmer Square (House)		Street facade	2, 3
40 Cranmer Square (House)		Street facades	2, 3
63–81 Durham Street (Blackheath Terrace Houses)		Exterior	1, 2, 3
153 Durham Street (Church of Christ)		Street facade	2, 1
280–284 Durham Street (Provincial Buildings)		Whole building	1, 2, 3, 4
286 Durham Street	Canterbury Society of Arts Gallery	Street facade	2, 1, 3
309 Durham Street (Durham Street Methodist Church)		Whole of church building	1, 2, 4
435 Durham Street ("The Turret House")		North and east facades	2, 3
62 Ferry Road (Sacred Heart Convent)		Exterior	2, 3
62 Ferry Road (Sacred Heart Convent Chapel)		Whole building	2, 3
303 Ferry Road (House)		Exterior	2
471 Ferry Road ("Portstone")		Facade	2
580 Ferry Road	Nugget Boot Polish Factory	Street facade	1, 2
704 Ferry Road (Whalebone Cottage)		Exterior	2
230 Fitzgerald Avenue (House "Englefield")		Exterior, living room	1, 2
77 Gloucester Street (Masonic Lodge)		Street facade	1, 2
92 Gloucester Street (Maling & Co Building)	Demolished 1987	Street facades	2, 4
144 Gloucester Street (Coachman Inn)	Dominion Hotel	Street facade	2, 1
145 Gloucester Street (Theatre Royal)		Street facade, internal public spaces	1, 2

Appendix J

Street Address		Historical Name	Feature(s) Protected	Reasons for Selection
148–154 Gloucester Street		Old Theatre Royal	Wooden street facade	2
194 Gloucester Street (Wave House)		Trade Union Building		1
510 Hagley Avenue (Hagley High School)		Christchurch West District High School		1
3 Harewood Road (St Paul's Anglican Church)			Whole building and graveyard	2, 4
68 Hawke Street (St Faith's)			Whole building	2
2–8 Hazeldean Road (P.D.L. Industries)		Zealandia Flour Mill	Street facade	2
50 Heberden Avenue (Parkerson House)			Exterior	2
84–86 Hereford Street		N.Z. Loan & Trust Co Building	Street facade	2, 1
88 Hereford Street (Shand's Emporium)			Street facade	1, 2
188 Hereford Street (MacGibbon Building)	Demolished 1986		Street facade	2
190–192 Hereford Street (Kenton Chambers)		T & G Building	Street facades	2
208 Hereford Street (Occidental Hotel)		Perry's Occidental Hotel	Street facade	1, 2, 3
234 Hereford Street (St Johns Church)			Whole building	2, 3
79 Hewitts Road (Rangi Ruru School) ("The House")		Te Koraha	Exterior	2
79 Hewitts Road (The Church of St. Andrew)	Relocated 1987	St. Andrews Presbyterian Church	Whole building	1, 2
135–165 High Street (Duncan's buildings)			Street facade	3, 1, 2
144 High Street (Wiltshire Building)	Demolished 1986		Street facades	2, 4, 1, 3
188 High Street		ANZ Bank Building	Street facades	2
282 High Street (Fisher's Building)			Street facades	2, 4

Street Address	Historical Name	Feature(s) Protected	Reasons for Selection
100 Kilmore Street (Christchurch Town Hall)		Whole building	2, 4
135 Kilmore Street (Caledonian Hall)			1
185 Kilmore Street (St Luke's Church)		Whole building and front yards	2
185 Kilmore Street (St Luke's Vicarage)		Whole building	2, 1
283 Kilmore Street (House)		Exterior	2
287 Kilmore Street (House "Willow Tree Lodge")		Street facades	2
35 Knowles Street (House "Cobham")		Exterior	2
82 Lichfield Street (Harald's Building)	Commercial Travellers Club	West and North facades	2
96–98 Lichfield Street	Wellington Woollen Mills Building	Street facade	2
32 Linwood Avenue (Linwood House)		Exterior	1, 2
24 McDougall Avenue (Nurse Maude Medical Hospital)	McDougall residence	Exterior and grounds	2
Main Road (Cob Cottage)		Whole building	4
30 Manchester Street	Kaiapoi Manufacturing Co Ltd Building	Street facade	2, 1
160 Manchester Street (M.L.C. Building)	NZ Express Co	Street facades	4, 1, 2
192–196 Manchester Street	City Council Offices	Street facades, interior	2, 1
218 Manchester Street (M.E.D. Building)		Street facades	2, 4
387 Manchester Street ("McLeans Mansion")	"Holly Lea"	Whole building and grounds	2, 1, 4
279 Montreal Street (West Avon Flats)		Street facades	4, 2
288 Montreal Street (St Elmo Courts)		N, W, S Street facades	2, 1

Appendix J

Street Address	Historical Name	Feature(s) Protected	Reasons for Selection
402 Montreal Street (House)		Street facade	2, 3
404 Montreal Street (House)		Street facade	2, 3
166 Moorhouse Avenue (Pyne, Gould, Guinness Wool & Grain Store)		Street facade	2, 1
369 Moorhouse Avenue (Polytechnic Assembly Hall)		Exterior	2
392 Moorhouse Avenue (Christchurch Railway Station)		Exterior, public interior	2, 4
New Regent Street (all shops)		Street facades	2, 3
232 Opawa Road (House)		Exterior and grounds	2
14 Oxford Terrace	Pegasus Press	Street facade	1, 2
32 Oxford Terrace (Grenadier Tavern) Demolished 1986		Street facade	2
44 Oxford Terrace (Victoria Coffee Gallery)		Street facades	2
90 Oxford Terrace (St Michael & All Angels)		Whole building	2, 1
90 Oxford Terrace (St Michael & All Angels Belfry)		Whole Structure	1, 2, 4
90 Oxford Terrace (St Michael's School)		Facade (stone portion)	2
152 Oxford Terrace (Public Trust Office Building)		Street facade	2, 3
159 Oxford Terrace	(Old Municipal Chambers)	Whole building	2, 1, 4, 3
288 Oxford Terrace (Baptist Church)		Whole building	2, 4
61 Papanui Road ("Warren House", St Margaret's College)		Street facade	2
146 Papanui Road (House "Orana")		Exterior	2
157 Papanui Road ("The Long Cottage")		N and E facades	2

Street Address	Historical Name	Feature(s) Protected	Reasons for Selection
163 Papanui Road (St Alban's Church)		Whole building	4, 2
166 Papanui Road (House "Amwell")		Exterior	2
236 Papanui Road (House)		Exterior	2
251 Papanui Road (St George's Private Hospital)		N., E., W. Facades	1, 2
274 Papanui Road (House "Knowlescourt")		Exterior and grounds	2
277 Papanui Road (House "Larel")		Exterior	2
283 Papanui Road (House)		Exterior	2
347 Papanui Road (St Andrew's College)	Strowan House	Street facades, Hall, Dining Room	2, 1
22 Park Terrace (Cathedral Grammar Chapel)	Former St Saviour's Church, Lyttelton	Whole building	1, 2
38 Park Terrace (House)		Street facades	3
62 Park Terrace (Weston House)		Exterior, entrance hall, stairs	2, 3, 4
100 Park Terrace (Bishopspark)	Bishopscourt & Chapel	Whole of former Bishop's residence and chapel	1, 2, 3
122 Park Terrace (House)	Whitcombe House	Exterior	2, 3
128 Park Terrace ("Rosary House")		Exterior	2, 3
138–148 Park Terrace (Wesley Lodge Eventide Home)	McKellar House	Exterior and grounds	2, 3
146 Park Terrace ("Fleming House")		Exterior	2, 3, 4
21 Peterborough Street (Peterborough Centre)	Teacher's College	Whole building	2, 3
44 Peterborough Street (Cranmer Court)	Normal School	Street facades	1, 2, 3, 4
42 Phillips Street (Church of the Good Shepherd		Whole Building	2, 3

Appendix J

Street Address	Historical Name	Feature(s) Protected	Reasons for Selection
41 Ranfurly Street (House)		Exterior	2, 3
45 Ranfurly Street (House)		Exterior	2, 3
2 Riccarton Avenue (Christchurch Public Hospital Nurses Chapel)		Whole building and stained glass windows	2, 1
73 River Road (House)		Exterior	2
7 Rolleston Avenue (Curator's House, Botanic Gardens)		Exterior	2
15 Rolleston Avenue (Canterbury Museum)		Whole building	1, 2, 3, 4
33 Rolleston Avenue (Christ's College Jacob's House)		Exterior	2, 3
33 Rolleston Avenue (Christ's College Big School)		Exterior	2, 3
33 Rolleston Avenue (Christ's College, School House)		Exterior	2, 3
33 Rolleston Avenue (Christ's College Dining Hall)		Exterior	2, 3
33 Rolleston Avenue (Christ's College Hare Library)		Exterior	2, 3
33 Rolleston Avenue (Christ's College Classrooms 1915–21)		Exterior	2, 3
33 Rolleston Avenue (Christ's College Open Air Classrooms)		Exterior	2, 3
204 St Asaph Street	P & D Duncan Ltd	Street facade	1, 3, 2
210 St Asaph Street	R. Buchanan & Sons Building	Street facade	2, 1
79 Springfield Road (Rehua Maori Meeting House)		Whole building	1, 2
5 The Spur (House)		Whole building	2, 1, 3
163–173 Tuam Street (Civic Offices)	Miller's Department Store	Exterior	2, 4
182–186 Tuam Street (Hutchinson Motors)	Ford Motors	St Asaph Street facades	2

Street Address		Historical Name	Feature(s) Protected	Reasons for Selection
210 Tuam Street		Lawrie & Wilson Auctioneers	Street facade	2
214 Tuam Street (Assembly of God)		The Odeon Theatre	Street facade, interior plasterwork	1, 2
236 Tuam Street		Plastics House	Street facade	2, 3
238 Tuam Street (McKenzie & Willis)		A. J. Whites	Street facade	2, 3
91 Victoria Street (Victoria Mansions)			Street facade	2, 4
169 Victoria Street (House "Santa Barbara")			Whole building	2
67 Vincent Place (House "The Hollies")			Exterior	2
2 Worcester Street (Arts Centre)		University of Canterbury	Original stone buildings, Student Assn building, internal quadrangles, Worcester Street frontages	1, 2, 3, 4
15 Worcester Street (House)			Street facade	2, 3
17 Worcester Street (House)			Street facade	2, 3
21 Worcester Street (House)			Street facade	2, 3
63 Worcester Street (Chung Wah II Restaurant)	Facade altered 1983	First Church of Christ Scientist	Street facade	2
69 Worcester Street (Worcester Chambers)			Street facade	2, 3
78 Worcester Street (Clarendon Hotel)			Street facades	1, 2, 3
86–88 Worcester Street (Avon Theatre)			Street facade	2
116 Worcester Street (State Insurance Building)			Street facade, main entrance and stairwell, ground floor interior	2, 3, 4
124 Worcester Street (State Trinity Centre)		Trinity Congregational Church	Whole building	2, 1, 4, 3
154 Worcester Street (Christchurch Club)			E & N facades, original rooms	1, 2, 3

Appendix K

Notable trees

Reasons for Selection:

1. Scenic value
2. Recreational value
3. Scientific value
4. Historic value
5. Landmark value
6. Functional value
7. Special public interest

Site Location	Tree Numbers	Legal Description D.P. Lot No.	Botanical Name	Common Name	Reason for Protection
120 Aikmans Road	119	Pt R.S. 105 C.T. 168/60	Fagus sylvatica purpurea	Copper Beech	1, 5
10 Aranoni Track	112	Lot 9, D.P. 4037 Lots 2, 4, 6, D.P. 5894	Metrosideros excelsa	Pohutakawa	3
20 Armagh Street Removed 1985	63	T.S. 355 C.T. 180/243	Acacia melanoxylon	Tasmanian Blackwood	1
40 Armagh Street (former ChCh Girls High School)	64	Pt T.S. 349 C.T. 148/190	Acer pseudoplatanus	Sycamore	1
40 Armagh Street (former ChCh Girls High School)	65	Pt T.S. 349 C.T. 148/190	Tilia×europaea	Common Lime	1
40 Armagh Street (former ChCh Girls High School)	66	Pt T.S.'s 342, 344 & 346. C.T. 216/100	Acacia melanoxylon	Tasmanian Blackwood	1, 3, 4, 5
221 Armagh Street (Girl Guides Association)	10	Lot 5 & Pt Lot 6, D.P. 1785. C.T. 202/268	Fagus sylvatica purpurea	Copper Beech	1
221 Armagh Street (Girl Guides Association) (Group of 4 trees)	11	Lot 5 & Pt Lot 6, D.P. 1785. C.T. 202/268	Ulmus×hollandica (4)	Dutch Elm	1
122 Avonside Drive	121	Pt Lots 1 & 2, D.P. 26713	Tilia×europaea	Common Lime	1
75 Aynsley Terrace	39	Lot 2, D.P. 17488 C.T. 622/40	Sequoiadendron giganteum	Wellingtonia	1, 3
24 Banks Avenue	53	Lot 1, D.P. 42619 C.T. 20B/752	Sciadopitys verticillata	Umbrella Pine	3
26 Banks Avenue	54	Lot 2, D.P. 42619 C.T. 20B/753	Quercus dentala	Daimyo Oak	3
26 Banks Avenue	55	Lot 2, D.P. 42619 C.T. 20B/753	Tilia×europaea	Common Lime	1, 3
82 Bealey Avenue	101	Pt T.R. 62 C.T. 8K/910	Fagus sylvatica purpurea	Copper Beech	1
82 Bealey Avenue	102	Pt T.R. 62 C.T. 8K/910	Fagus sylvatica	European Beech	1

AMENDMENTS TO THE CODE OF ORDINANCES

Add the following list of trees in alphabetical order to Appendix K (pages 180 - 188):

Reasons for Selection:

1 Scenic Value
2 Recreational Value
3 Scientific Value
4 Historic Value
5 Landmark Value
6 Functional Value
7 Special Public Interest

SITE LOCATION	LEGAL DESCRIPTION	BOTANICAL NAME	COMMON NAME	REASON FOR PROTECTION
1 Church Lane	Lot 1 DP 11681	Podocarpus totara (4)	Totara	3
18 Church Square	Lot 1 DP 11992	Pseudopanax crassifolium	Lancewood	3
220 Fitzgerald Avenue	Lot 9 DP 6117	Plagianthus betulinus	Ribbonwood	1, 3
Christchurch East School 311 Gloucester Street	Pt TR 89 CT 373/186	Agathis australis	Kauri	3, 7
300 Stanmore Road	Pt 1 DP 4845 CT 308/290	Ulmus glabra 'Horizontalis'	Weeping Elm	1, 3
Corner Oxford Terrace, Antigua Street, Tuam Street	Pt 1 DP 11323 CT 456/72	Quercus robur (2) Cedrus deodara Fagus sylvatica purpurea Tilia x europaea Ilex aquifolium Betula pendula	English Oak Deodar Cedar Purple/Copper Beech Common Lime Holly Silver Birch	1

Site Location	Tree Numbers	Legal Description D.P. Lot No.	Botanical Name	Common Name	Reason for Protection
302 Bealey Avenue	27	Lot 13, D.P. 1222 C.T. 319/255	Ulmus procera "Variegata"	Variegated Elm	1, 3
302 Bealey Avenue	28	Lot 13, D.P. 1222 C.T. 319/255	Fagus sylvatica purpurea	Copper Beech	1
16 Bishop Street (Elm Lodge)	21	Pt Lot 5, D.P. 2914 GN 903786	Ulmus glabra "Pendula" ("Horizontalis")	Weeping Elm	1, 3
136 Blighs Road Removed 1987	103	Lot 1 & Lot 2, D.P. 38839 C's.T. 20B/590 & 20B/591	Fagus sylvatica purpurea	Copper Beech	1
136 Blighs Road	104	Lot 1 & Lot 2, D.P. 38839. C.T. 20B/590 & 20B/591	Ulmus glabra "Lutescens"	Golden Wych Elm	1, 3
56 Bristol Street	20	Pt Lots 57/58 D.P. 815 C.T. 363/245	Quercus palustris	Pin Oak	1
61 Cambridge Terrace	67	Lot 2, D.P. 1197 C.T. 364/277	Plagianthus betulinus	Ribbonwood	1
263 Cambridge Terrace (Canterbury Manufacturers' Association)	2	T.S. 228 C.T. 148/67	Fagus sylvatica purpurea	Copper Beech	1
22 Cashel Street	68	Pt T.S's. 499, 500 & 501 C.T. 391/189	Tilia×europaea	Common Lime	1
153 Cashmere Road	60	Lot 1, D.P. 44525	Quercus robur	English Oak	1, 2
155 Cashmere Road	127	Lot 2, D.P. 44525	Quercus robur	English Oak	1, 2
159 Cashmere Road	128	Lot 5, D.P. 44525	Cupressus torulosa	Bhutan Cypress	1, 2
100 Cathedral Square (All Saints Cathedral)	107	Lot 1, D.P. 39475 C.T. 18K/1392	Platanus×hispanica (×acerifolia)	London Plane	1, 2, 3, 5, 7
100 Cathedral Square (All Saints Cathedral)	108	Lot 1, D.P. 39475 C.T. 18K/1392	Platanus×hispanica (×acerifolia)	London Plane	1, 2, 3, 5, 7
100 Cathedral Square (All Saints Cathedral)	109	Lot 1, D.P. 39475 C.T. 18K/1392	Platanus×hispanica (×acerifolia)	London Plane	1, 2, 3, 5, 7
100 Cathedral Square (All Saints Cathedral)	110	Lot 1, D.P. 39475 C.T. 18K/1392	Platanus×hispanica (×acerifolia)	London Plane	1, 2, 3, 5, 7
8 Chester Street (Cathedral Grammer School)	69	Pt Lot 1, D.P. 10642 C.T. 12B/739	Quercus robur	English Oak	1

Appendix K

Site Location	Tree Numbers	Legal Description D.P. Lot No.	Botanical Name	Common Name	Reason for Protection
30 Church Square (Group of 12 trees) (St Marys Church)	57	Pt R.S. 72 C.T. 380/110	Quercus robur (4) Acer pseudoplatanus (3) Tilia x europaea (3) Ulmus x hollandica (1) Cupressus torulosa (1)	English Oak Sycamore Common Lime Dutch Elm Bhutan Cypress	1, 4 1, 4 1, 4 1, 4 1, 4
30 Church Square (St Marys Church)	59	Pt R.S. 72 C.T. 380/110	Quercus robur	English Oak	1, 3, 4
36 Colenso Street	124	Pt R.S. 144	Eucalyptus bridgesiana	Applebox Gum	1
119 Colombo Street	86	Pt R.S. 154 C.T. 379/223	Quercus robur	English Oak	1, 5
221 Colombo Street	118	Pt Lot 8 & 9, D.P. 163 C.T. 62/59	Phoenix canariensis	Canary Island Palm	1, 3
888 Colombo Street (Dental Nurses College)	6	T.R. 112 C.T. 184/134	Fraxinus excelsior	Common Ash	1, 3
891 Colombo Street (Group of 7 trees) (Christchurch Women's Hospital)	12	Lot 4, D.P. 910 C.T. 7A/435	Acer pseudoplatanus Quercus ilex Aesculus hippocastanum Tilia x europaea Ulmus glabra 'Horizontalis' 'Camperdownii' Fagus sylvatica purpurea Chamaecyparis lawsoniana	Sycamore Holm Oak Horsechestnut Common Lime Weeping Elm (Camperdown Elm) Copper Beech Lawsons Cypress	1 1 1 1 1 1 1 1
27 Cumnor Terrace	43	Lot 1, D.P. 7528 C.T. 487/60	Quercus rubra	Red Oak	1, 3
27 Cumnor Terrace	44	Lot 1, D.P. 7528 C.T. 487/60	Quercus robur	English Oak	1, 3
27 Cumnor Terrace	45	Lot 1, D.P. 7528 C.T. 487/60	Quercus robur	English Oak	1, 3
27 Cumnor Terrace (Group of 30 trees)	46	Lot 1, D.P. 7528 C.T. 487/60	Quercus robur (6) Eucalyptus globulus (1) Araucaria araucana (1) Ulmus x hollandica (3) Thuja plicata (3) Robinia pseudoacacia (1) Plagianthus betulinus (2) Chamaecyparis lawsoniana (1) Acer pseudoplatanus (3) Cedrus deodara (3)	English Oak Tasmanian Bluegum Monkey Puzzle Dutch Elm Western Red Cedar False Acacia Ribbonwood Lawsons Cypress Sycamore Deodar Cedar	1 1 1 1 1 1 1 1 1 1

Site Location	Tree Numbers	Legal Description D.P. Lot No.	Botanical Name	Common Name	Reason for Protection
			Aesculus hippocastanum (2)	Horsechestnut	1
			Juglans regia (1)	Walnut	1
			Betula pendula (1)	Silver Birch	1
			Picea sitchensis (1)	Sitka Spruce	1
			Taxus baccata (1)	Yew	1
435 Durham Street	29 C.T. 2C/924	Lot 2, D.P. 21306	Agathis australis	Kauri	1, 3
101 Edgeware Road	22 C.T. 18B/158	Lot 2, D.P. 37216	Plagianthus betulinus	Ribbonwood	1, 3
5 Ensors Road (Area of scenic value containing 9 trees)	47	Pt Res 4657 GN 1963 pg.1425	Quercus robur (4)	English Oak	1
			Fraxinus excelsior (1)	Common Ash	1
			Eucalyptus globulus (1)	Tasmanian Bluegum	1
			Chamaecyparis lawsoniana (1)	Lawsons Cypress	1
			Pinus radiata (1)	Monterey Pine	1
			Eucalyptus globulus (1)	Tasmanian Bluegum	1
38 Ensors Road	100	Pt Lot 12, D.P. 16 C.T. 7B/783	Fagus sylvatica purpurea	Copper Beech	1
88 Ensors Road	116	Res 5278	Quercus robur	English Oak	4
96 Esplanade	93	Lot 3, D.P. 3527 C.T. 20A/331	Araucaria excelsa	Norfolk Pine	1, 5
75 Fifield Terrace (Group of 7 trees)	48	Res 5275 GN 1969 pg. 653	Quercus robur (1)	English Oak	1
			Fraxinus excelsior (2)	Common Ash	1
			Juglans regia (2)	Common Walnut	1
			Taxus baccata (1)	Yew	1
			Quercus rubra (1)	Red Oak	1
142 Ferry Road	113	Pt Lots 4A, 3A, D.P. 618, R.S. 13 C's.T. 337/195, 529/249, 7A/1041	Ulmus glabra 'Horizontalis'	Weeping Elm	1
2 Gloucester Street	70	Pt T.S's. 365, 367 C.T. 15F/1131	Fagus sylvatica purpurea	Copper Beech	1
18 Gloucester Street	71	Pt Lots 22 & 23 D.P. 1003, C.T. 193/57 Pt Lots 23 & 24 D.P. 1003 C.T. 20B/67	Fraxinus excelsior	Common Ash	1
344 Gloucester Street	126	Lots 1 & 2, D.P. 45787	Hoheria populnea	Lacebark	3

Appendix K

Site Location		Tree Numbers	Legal Description D.P. Lot No.	Botanical Name	Common Name	Reason for Protection
560 Hagley Avenue	Removed 1985	42	Pt T.R. 175, C.T. 17F/138	Quercus cerris	Turkey Oak	1
54–64 Harewood Road		23	Lot 12, D.P. 9715 C.T. 20A/1202	Liriodendron tulipfera	Tulip tree	1, 3
234 Hereford Street (St Johns Church) (Group of 10 trees)		14	Lot 1, D.P. 27831 C.T. 12K/1360	Quercus palustris	Pin Oak	1
				Fagus sylvatica purpurea	Copper Beech	1
				Tilia×europaea	Common Lime	1
				Fraxinus escelsior 'Jaspidea'	Golden Ash	1
				Pittosporum eugenioides	Lemonwood	1
				Fagus sylvatica	European Beech	1
				Fraxinus excelsior 'Pendula'	Weeping Ash	1
				Arbutus unedo	Strawberry Tree	1
				Olea europaea	European Olive	1, 3
				Magnolia grandiflora	Bull Bay	1
50 Horseshoe Lake Road (Group of 3 trees) (Kingslea Centre)		32	Pt 9, D.P. 764 C.T. 245/287	Sequoiadendron giganteum (3)	Wellingtonia	1
43 Innes Road (Group of 3 trees)		30	Lot 2, D.P. 12764 C.T. 490/147	Tilia×europaea (2)	Common Lime	1
				Quercus palustris (1)	Pin Oak	1
52 Innes Road		56	Lot 2, D.P. 19431 C.T. 4A/224 Lot 1, D.P. 26984 C.T. 8F/1492	Ulmus glabra 'Pendula' ('Horizontalis')	Weeping Elm	1, 3
66 Innes Road		92	Lot 2, D.P. 19559 C.T. 737/28	Quercus palustris	Pin Oak	1
185 Kilmore Street (Group of 6 trees) (St Lukes Anglican Church)		3	Res 19 C.T. 371/298 Quercus robur (1)	Tilia×europaea (2)	Common Lime	1
				Acer pseudoplatanus (1)	Sycamore	1
				English Oak	1	
				Ulmus×hollandica (2)	Dutch Elm	1
108 Kingsford Street		34	Lot 10, D.P. 27737 C.T. 9F/338	Juglans regia	Common Walnut	1
20 Linwood Avenue		115	Lot 1, 2 D.P. 40114 C.T. 6A/75, 10F/250	Quercus cerris	Turkey Oak	1
29 McDougall Avenue		36	Lot 1, D.P. 17089 C.T. 601/5	Eucalyptus globulus (2)	Tasmanian Bluegum	1, 5
116 McFaddens Road		31	Lot 1, D.P. 17181 C.T. 5B/496	Quercus robur	English Oak	1

Site Location	Tree Numbers	Legal Description D.P. Lot No.	Botanical Name	Common Name	Reason for Protection
171 Main North Road (Group of 3 trees)	114	Pt Lot 1, D.P. 21207 C.T. 14B/462	Eucalyptus vimnalis	Manna Gum	1, 5, 6
373 Manchester Street (Group of 5 trees)	7	T.R. 19 C.T. 41/227	Tilia×europaea (5)	Common Lime	1
387 Manchester Street (McLeans Mansion)	8	T.R. 131 C.T. 184/134	Liriodendron tulipifera	Tulip Tree	1, 3
387 Manchester Street (McLeans Mansion)	9	T.R. 131 C.T. 184/134	Fagus sylvatica purpurea	Copper Beech	1, 4
399–409 Manchester Street	13	Pt T.R. 131 C.T. 729/64	Quercus palustris	Pin Oak	1
14 Mansfield Street	72	Flats 1–4 on D.P.F. 40932 being Lot 1, D.P. 38783	Quercus robur	English Oak	1
21 Mansfield Street	73	Lot 1, D.P. 41078 C.T. 18F/1290 Lot 2, D.P. 41078 C.T. 18F/1291	Acacia melanoxylon	Tasmanian Blackwood	1
39 Naseby Street	105	Lot 2, D.P. 24684 C.T. 18A/1188	Ulmus×hollandica	Dutch Elm	1
307 New Brighton Road (All Saints Church)	33	Pt Lot 4, D.P. 18218 C.T. 9B/716	Eucalyptus vimnalis	Manna Gum	1
126 North Parade	123	Lot 1, D.P. 41144	Cunninghamia lanceolata	Chinese Fir	3
93 Opawa Road Removed 1988	38	Pt Lot 14, D.P. 16 Lot 2, D.P. 5158 C.T. 547/246	Quercus rubra	Red Oak	1
90 Oxford Terrace (St Michael's Church)	40	Res 6, C.T. 373/218 Res 7, C.T. 373/217	Platanus×hispanica (×acerifolia)	London Plane	1, 4
90 Oxford Terrace (St Michael's Church)	41	Res 6, C.T. 373/218 Res 7, C.T. 373/217	Acer pseudoplatanus	Sycamore	1
72 Papanui Road	78	Lot 2, D.P. 26701 C.T. 19A/1087	Cedrus deodara	Deodar Cedar	1
85 Papanui Road (Acland House)	87	Lot 1, D.P. 21881 C.T. 4C/347	Acer pseudoplatanus	Sycamore	1
85 Papanui Road (Acland House)	88	Lot 1, D.P. 21881 C.T. 4C/347	Tilia×europaea	Common Lime	1
85 Papanui Road (Acland House)	89	Lot 1, D.P. 21881 C.T. 4C/347	Tilia×europaea	Common Lime	1

Appendix K

Site Location		Tree Numbers	Legal Description D.P. Lot No.	Botanical Name	Common Name	Reason for Protection
85 Papanui Road (Acland House)		90	Lot 1, D.P. 21881 C.T. 4C/347	Fagus sylvatica purpurea	Copper Beech	1
85 Papanui Road (Acland House)		91	Lot 1, D.P. 21881 C.T. 4C/347	Fagus sylvatica purpurea	Copper Beech	1
162 Papanui Road		19	Lots 1 & 2, D.P. 39802 C's.T. 18B/756 & 18B/757	Tilia×europaea	Common Lime	1, 3
347 Papanui Road (Group of 18 trees) (St Andrews College)		15	Pt R.S. 299 C.T. 694/66	Quercus robur (8) Acer pseudoplatanus (3) Ulmus×hollandica (7)	English Oak Sycamore Dutch Elm	1 1 1
347 Papanui Road (St Andrews College)		16	Pt R.S. 299 C.T. 694/66	Quercus robur	English Oak	1, 3
347 Papanui Road (St Andrews College)		17	Pt R.S. 299 C.T. 694/66	Quercus robur	English Oak	1, 3
429 Papanui Road		79	Lots 1 & 2, D.P. 30755 C's.T. 13A/474 & 13A/475	Sequoiadendron giganteum	Wellingtonia	1
34 Paparoa Street (Bethany Hospital)		84	Lot 1, D.P. 40219 C.T. 18F/852	Quercus robur	English Oak	1
34 Paparoa Street (Bethany Hospital)		85	Lot 1, D.P. 40219 C.T. 18F/852	Quercus robur	English Oak	1
26 Park Terrace		75	T.S's. 284, 285 C.T. 152/29	Quercus palustris	Pin Oak	1, 6
48 Park Terrace		97	Lot 2, D.P. 12364 C.T. 480/261	Quercus robur	English Oak	1
48 Park Terrace		98	Lot 2, D.P. 12364 C.T. 480/261	Tilia×europaea	Common Lime	1
90 Park Terrace		96	Lot 1, D.P. 13495 C.T. 11K/849	Quercus robur	English Oak	1
100 Park Terrace (Bishop's Court)		94	Lots 1 & 2, D.P. 13073 C's.T. 11K/491 & 11K/848 Pt T.R. 24 C.T. 11K/850	Quercus robur	English Oak	1
100 Park Terrace (Bishop's Court)	Removed 1985	95	Lots 1 & 2, D.P. 13073 C's.T. 11K/491 & 11K/848 Pt T.R. 24 C.T. 11K/850	Acer pseudoplatanus	Sycamore	1
138 Park Terrace		99	Pt T.R. 26 C's.T. 141/239, 141/240, 146/241, 371/271	Fagus sylvatica	European Beech	1
11 Peterborough Street		4	Proc. 646881	Tilia×europaea	Common Lime	1

Site Location		Tree Numbers	Legal Description D.P. Lot No.	Botanical Name	Common Name	Reason for Protection
44 Peterborough Street (Cranmer Court)		5	T.S's. 137, 139, 141 Gaz. 1972, pg. 1860	Quercus robur	English Oak	1
198a Riverlaw Terrace		77	Lot 2, D.P. 34104 C.T. 13F/487	Cedrus deodara	Deodar Cedar	1
5 Rolleston Avenue (Christchurch Hospital)		24	Res 24 C.T. 464/209 C.T. 464/207 C.T. 3D/422	Populus tremula "Purpurea"	Aspen	1, 3, 6
5 Rolleston Avenue (Christchurch Hospital)		25	Res 24 C.T. 464/209 C.T. 464/207 C.T. 3D/422	Tilia×europaea	Common Lime	1, 3, 6
5 Rolleston Avenue (Group of 14 trees) (Christchurch Hospital)		26	Res 24 C.T. 464/209 C.T. 464/207 C.T. 3D/422	Acer platanoides (8) Araucaria araucana (1) Betula pendula (2) Salix babylonica (1) Quercus robur (1) Acer pseudoplatanus (1)	Norway Maple Monkey Puzzle Silver Birch Weeping Willow English Oak Sycamore	1, 6 1, 6 1, 6 1, 6 1, 6 1, 6
190 Rossall Street		106	Lot 1, D.P. 16049 C.T. 15A/1047	Betula pendula "Dalecarlica"	Swedish Birch	3
28 Seamount Terrace		122	Lot 1, D.P. 9387	Eucalyptus vimnalis	Manna Gum	1, 5
87 Shortland Street (Aranui High School)		61	G.N. 266574/1	Eucalyptus vimnalis	Manna Gum	1, 2, 5
106–108 Shortland Street (Group of 5 trees)	One Removed 1985	52	Lot 1, D.P. 37278 C.T. 16K/1429 Lot 2, D.P. 37278 C.T. 16K/1493	Eucalyptus globulus (5)	Tasmanian Blue Gum	1
125 Studholme Street		125	Lot 1, D.P. 12679	Tilia×europaea	Common Lime	1
3 Timbertop Lane		120	Lot 1, D.P. 34930	Castanea sativa	Spanish Chestnut	1, 3
37 Tomes Road		76	Lot 1, D.P. 34205 C.T. 16K/244 & 16K/245	Fagus sylvatica purpurea	Copper Beech	1
46 Trent Street		117	Lot 2, D.P. 10605 C.T. 3D/296	Fagus sylvatica purpurea	Copper Beech	1
167 Wairakei Road		35	Lot 1, D.P. 30748 C.T. 12F/666	Ginkgo biloba	Maidenhair Tree	1, 3
130 Waltham Road (Waltham School)		37	R.S. 176 G.N. 1972. pg. 1588	Tilia×europaea	Common Lime	1, 5

Appendix K

Site Location	Tree Numbers	Legal Description D.P. Lot No.	Botanical Name	Common Name	Reason for Protection
11 Weston Road	18	Lot 1, D.P. 23524 C.T. 48/447	Fagus sylvatica purpurea	Copper Beech	1
2 Worcester Street (Arts Centre)	80	T.S's. 419-440 C's.T. 10/114, 364/258 126/203, 276/64, 364/262, 202/199	Tilia platyphyllos "Rubra"	Red Twigged Lime	1
2 Worcester Street (Arts Centre)	81	T.S. 419-440 C's.T. 10/114, 364/258 126/203, 276/64, 364/262, 202/199	Fagus sylvatica	European Beech	1
2 Worcester Street (Arts Centre)	82	T.S's. 419-440 C's.T. 10/114, 364/258 126/203, 276/64, 364/262, 202/199	Ginkgo biloba	Maidenhair Tree	1
2 Worcester Street (Arts Centre)	83	T.S's. 419-440 C's.T. 10/114, 364/258 126/203, 276/64, 364/262, 202/199	Podocarpus totara	Totara	1, 3
124 Worcester Street (State Trinity Centre)	111	Lot 1, D.P. 7778 C.T. 375/173	Chamaecyparis lawsoniana	Lawsons Cypress	1, 2, 7
154 Worcester Street (Group of 5 trees) (Christchurch Club)	1	T.S. 764 C.T. 386/036	Acer pseudoplatanus (4) Quercus palustris (1)	Sycamore Pin Oak	1 1
1 Worsleys Road	129	Lot 6, D.P. 44525	Quercus robur	English Oak	1, 2
5 Worsleys Road	130	Lot 8, D.P. 44525	Quercus robur Ulmus x hollandica	English Oak Dutch Elm	1, 2 1, 2
7 Worsleys Road (Group of 3 trees)	131	Lot 9, D.P. 44525	Tilia x europaea (2) Quercus robur	Common Lime English Oak	1, 2 1, 2

Appendix L

Conditions relating to access strips, rights of way and access lots.

Pursuant to Part X of the Code any or all of the following conditions may be imposed by the Council upon giving permission to any person to lay out or make any access strip, access lot, private street or private way or grant or reserve a right of way over any private way situated within the district.

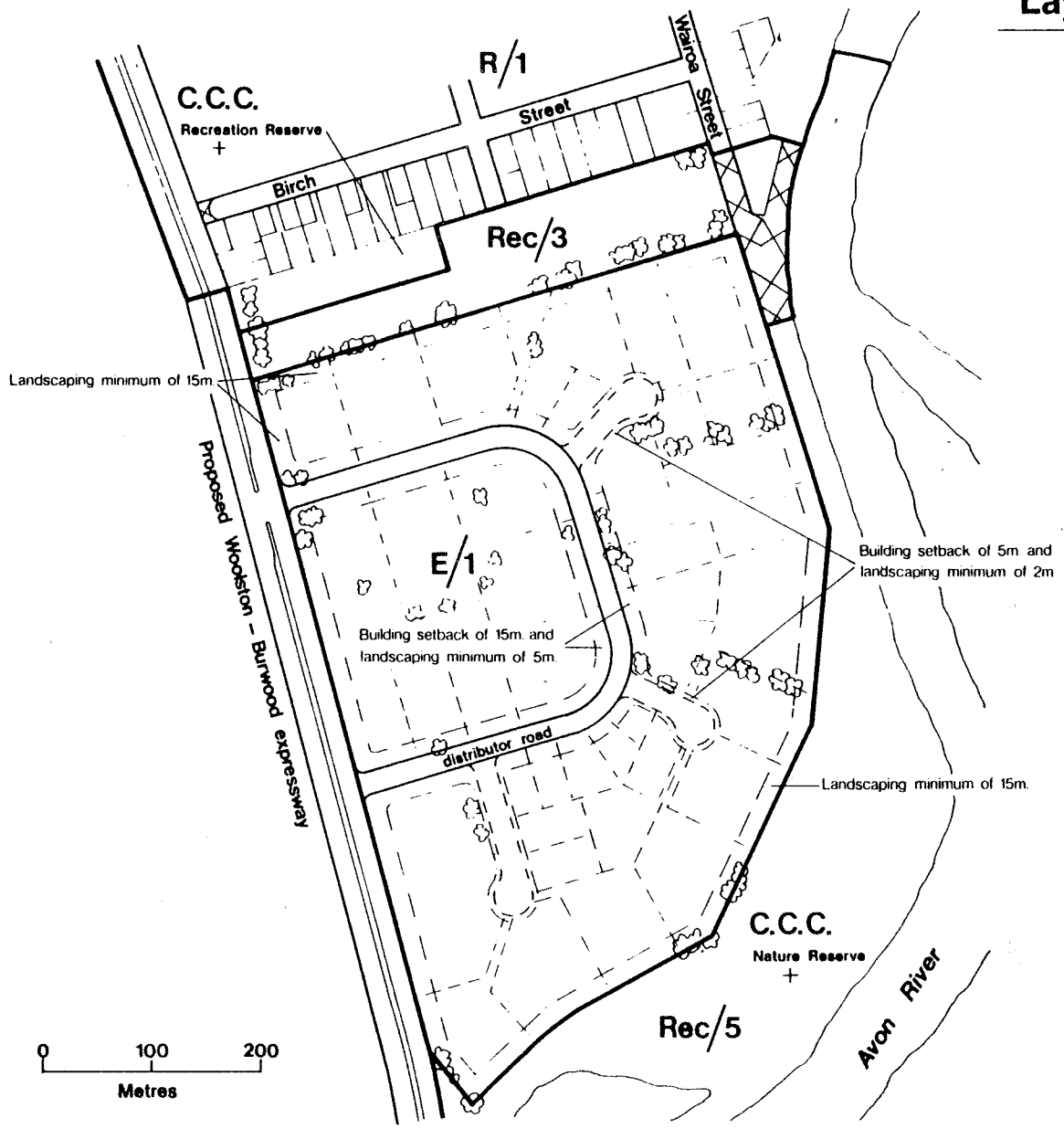
Condition	Guide as to when condition is imposed
1. The right of way shall be formed to the satisfaction of the Deputy General Manager.	In soft ground, e.g. sand.
2. The right of way shall be paved and sealed to dedicated roading standards to a width of at least 3m with passing places at entrances or turnoffs to rear lots at angles and at no greater interval than 80m apart.	Any subdivision of more than 3 lots, hilly sites with access steeper than 1:10, and commercial and industrial uses.
3. The right of way having a blind end shall have a turning place or turning places for vehicles.	Generally where there are more than 3 lots, and for commercial and industrial uses.
4. The right of way shall be properly drained and graded to the satisfaction of the Deputy General Manager.	Whenever condition 2 is imposed.
5a. The right of way shall have sewage and stormwater sewers installed with junctions and laterals laid to the boundary of the right of way at each turnoff, unless other drainage arrangements are provided to the satisfaction of the Deputy General Manager and the Christchurch Drainage Board.	Generally when pipe size is over 100mm.
5b. The cost of the installation of any sanitary or stormwater sewers in mutual rights of way or easements, not laid at the date of the deposit of the title plan of subdivision, but subsequently installed by one owner of an allotment having rights to the easements, shall be apportioned between the owners of all the allotments having such rights, at the time the respective owner makes connection for each and every unit erected on his land. In the event of a dispute over the apportionment of the said cost, the Christchurch Drainage Board's Chief Engineer shall apportion the said costs and whose decision shall be final.	2 or more allotments on right of way.
6. The right of way shall have a high pressure water main installed to the satisfaction of the Deputy General Manager.	When the distance from the nearest hydrant to the furthest site exceeds 90m.

Appendix L

Condition	Guide as to when condition is imposed
7. The right of way shall have a sealed footpath separated from the paved and sealed carriageway by kerbing and channelling to be formed to the satisfaction of the Deputy General Manager.	When the number of potential units exceeds 10.
8. The right of way shall be provided with electric lighting at the developer's cost by the M.E.D. up to street lighting standards.	Whenever a footpath is installed.
9. The right of way shall have a lamp or lamps installed to the satisfaction of the Deputy General Manager and such lamp or lamps shall be maintained and lit in a manner similar to lamps in the public roads of the city.	Commercial or industrial uses.
10. The right of way shall have a gate or gates erected and maintained at the road entrance or entrances to the right of way or in such a position as the Deputy General Manager decides, of the full width thereof and that when erected, such gate or gates be closed against the public from sundown of each day until sunrise of the next day.	Commercial or industrial uses.
11. The registered users of the right of way shall maintain the right of way to the satisfaction of the Deputy General Manager and the liability and apportionment of costs of maintenance shall be written into the transfer granting or reserving the right of way:	All rights of way and access lots.
a. Excluding lighting;	Whenever clause 8 is imposed.
b. Excluding high pressure water mains;	Whenever a main is installed.
c. Excluding stormwater and sewage sewers.	Whenever the Drainage Board takes over these pipe lines.
12. The unformed part of the right of way shall be landscaped and planted with suitable shrubs.	When there is surplus land to the access requirements, particularly where industrial access adjoins residential sites.

Appendix M

Layout plan — Employment 1 zone (Bexley)



The dotted subdivision is a layout in principle which indicates the minimum area of allotments and their general distribution.

Initial subdivision may create larger allotments according to the needs of initial purchasers, but re-subdivision will not be permitted unless in accordance with Part VIII, 53.1 A(iii).

Appendix N

B.C.N.Z. Transmission corridors Clearance zone requirements

Gloucester Street to Mt. Grey Path

Distance out from Gloucester Street (km)	Maximum height of obstruction A.M.S.L. (m)	Horizontal width of clearance zone centred on beam axis (m)
0.0	27.5	6.1
0.1	29	6.1
0.2	29.5	6.6
0.3	30	8.2
0.4	30.5	9.3
0.5	31.5	10.4
0.6	32.5	11.6
0.7	33	12.5
0.8	34	13.4
0.9	35	14.1
1.0	36	14.8
1.5	41	18.3
2.0	46	20.7
2.5	51	23.0
3.0	57	25.2
3.5	63	27.1
4.0	69	28.6
4.5	75	30.2
5.0	81.5	31.8
5.5	88	33.3
6.0	94.5	34.5
6.5	101.5	35.5
7.0	108	36.6
7.5	115	37.8
8.0	122.5	39

Gloucester Street to Sugar Loaf Path

Distance out from Gloucester Street (km)	Maximum height of obstruction A.M.S.L. (m)	Horizontal width of clearance zone centred on beam axis (m)
0.0	29.5	3.0
0.1	37	3.0
0.2	42	3.4
0.3	48	4.1
0.4	52	4.5
0.5	58	5.0
0.6	63	5.3
0.7	68	5.6
0.8	73.5	6.0
0.9	78.5	6.4
1.0	83.5	6.8
1.5	110	8.4
2.0	137	9.2
2.5	164.5	9.8
3.0	191.5	10.1
3.5	219	10.3
4.0	246.5	10.3
4.5	274	10.3
5.0	301	10.2
5.5	329.5	10
6.0	357	9.2
6.5	386	8.4
7.0	414.5	7.3
7.5	443.5	5.5
8.0	476	3.1

Vertical angles from centre of antenna, Gloucester Street:

- to Mt. Grey antenna: + 0° 59′ 30″
- to Sugar Loaf antenna: + 3° 10′ 00″

Bearings from centre of tower, Gloucester Street:

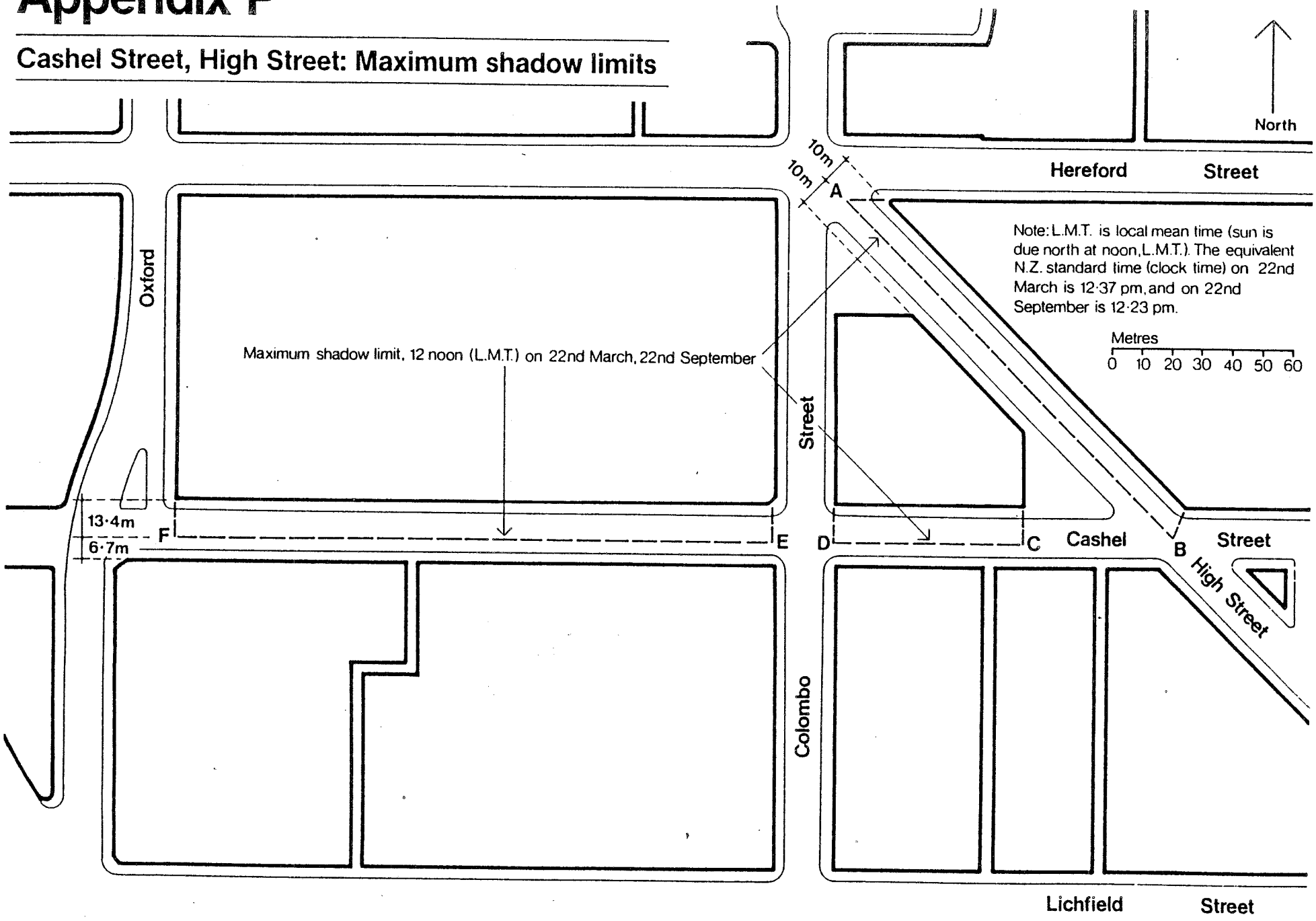
- to Mt. Grey antenna: 350° 31′ 48″ (true)
- to Sugar Loaf antenna: 175° 21′ 26″ (true)

Appendix O

* DELETED OPERATIVE CHANGE NO.7
26/7/88

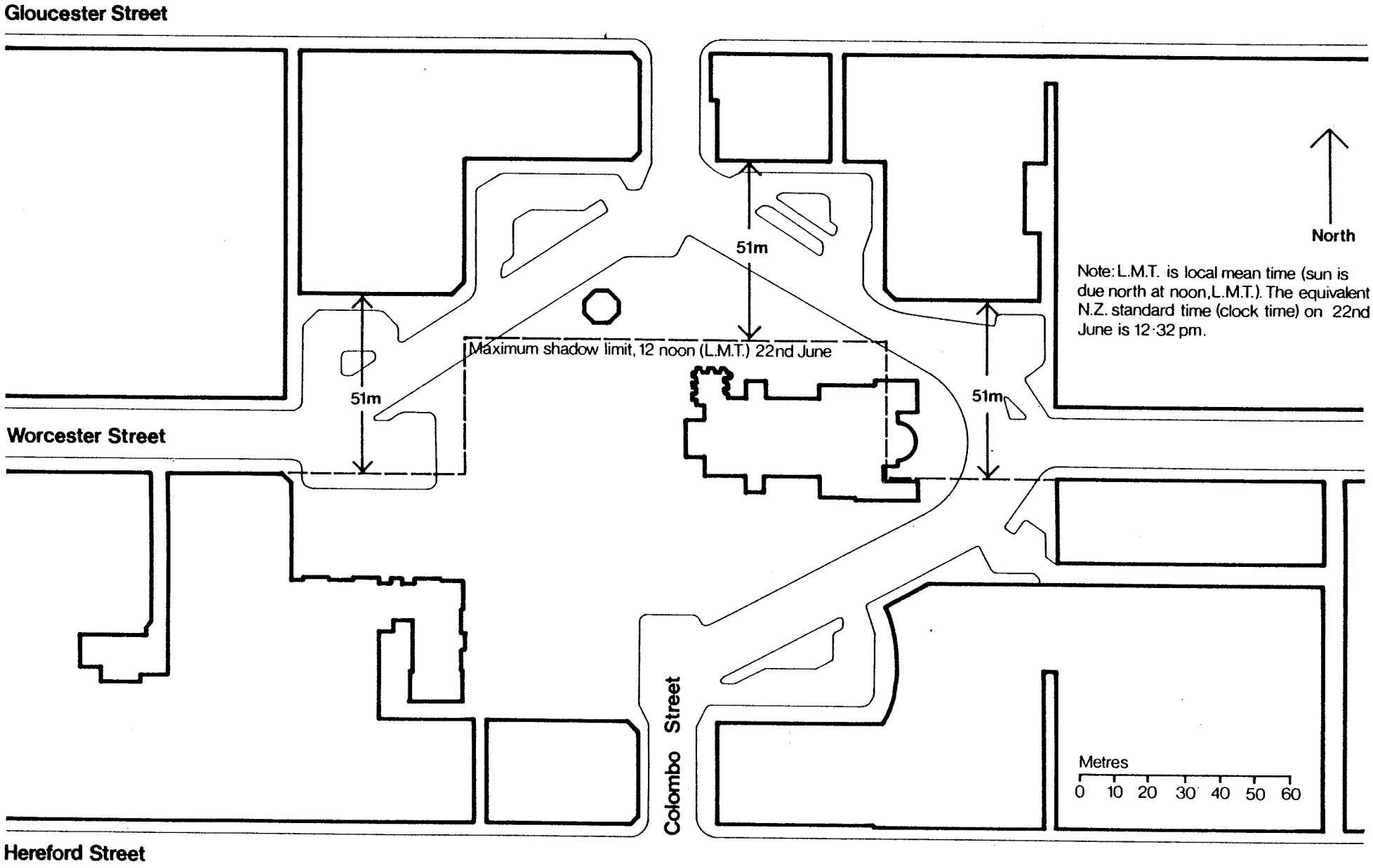
Appendix P

Cashel Street, High Street: Maximum shadow limits



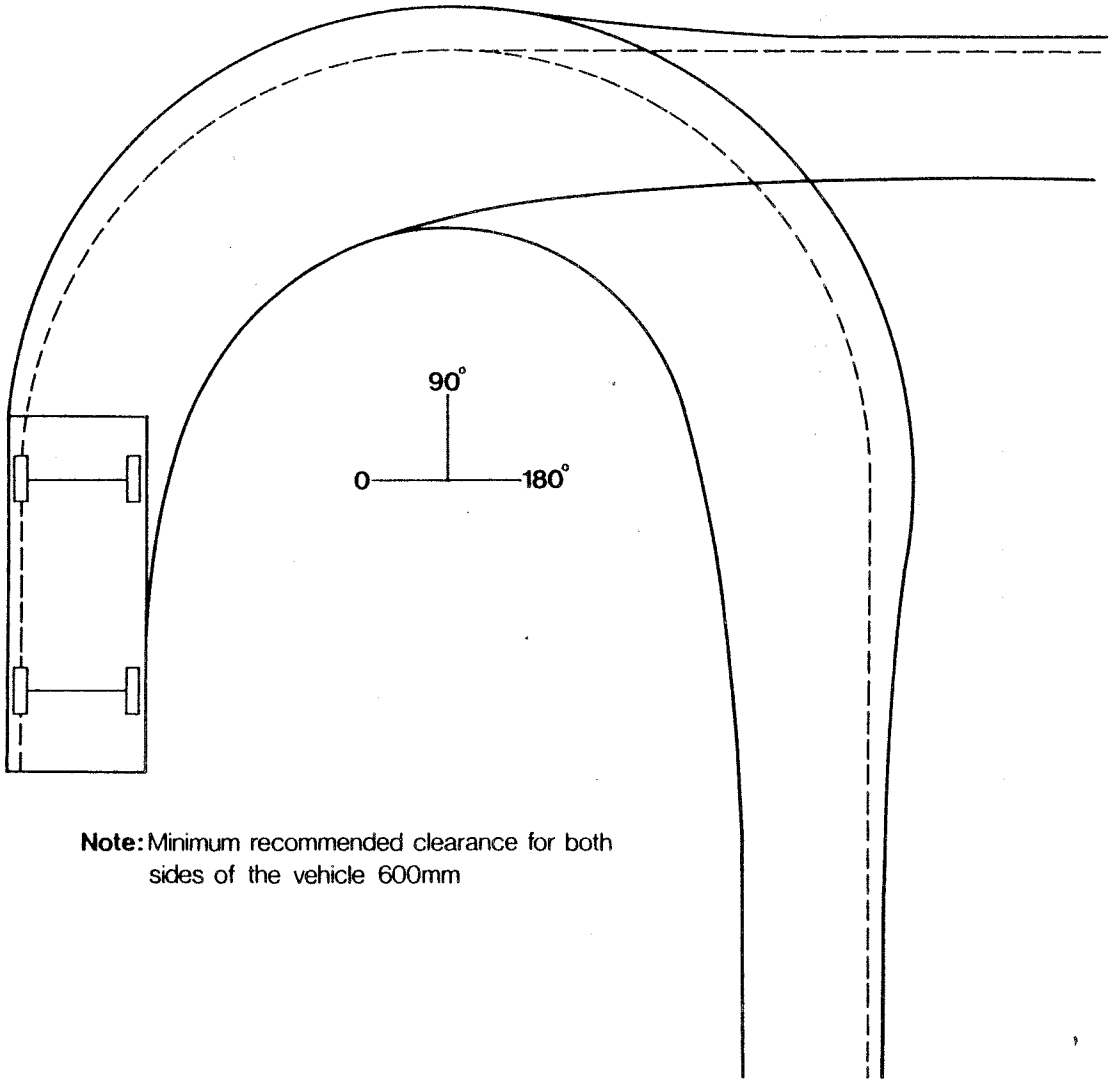
Appendix P

Cathedral Square: Maximum shadow limits

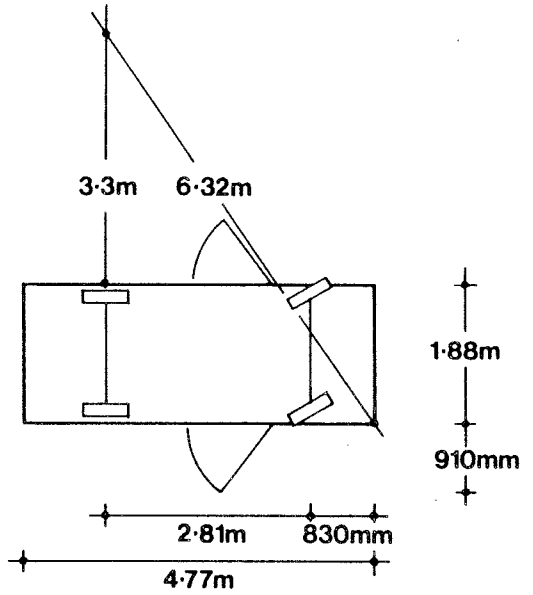


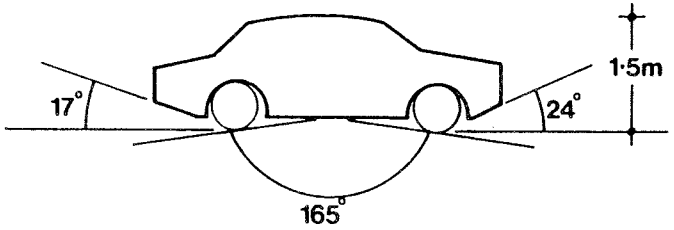
Appendix Q

Vehicle swept path design



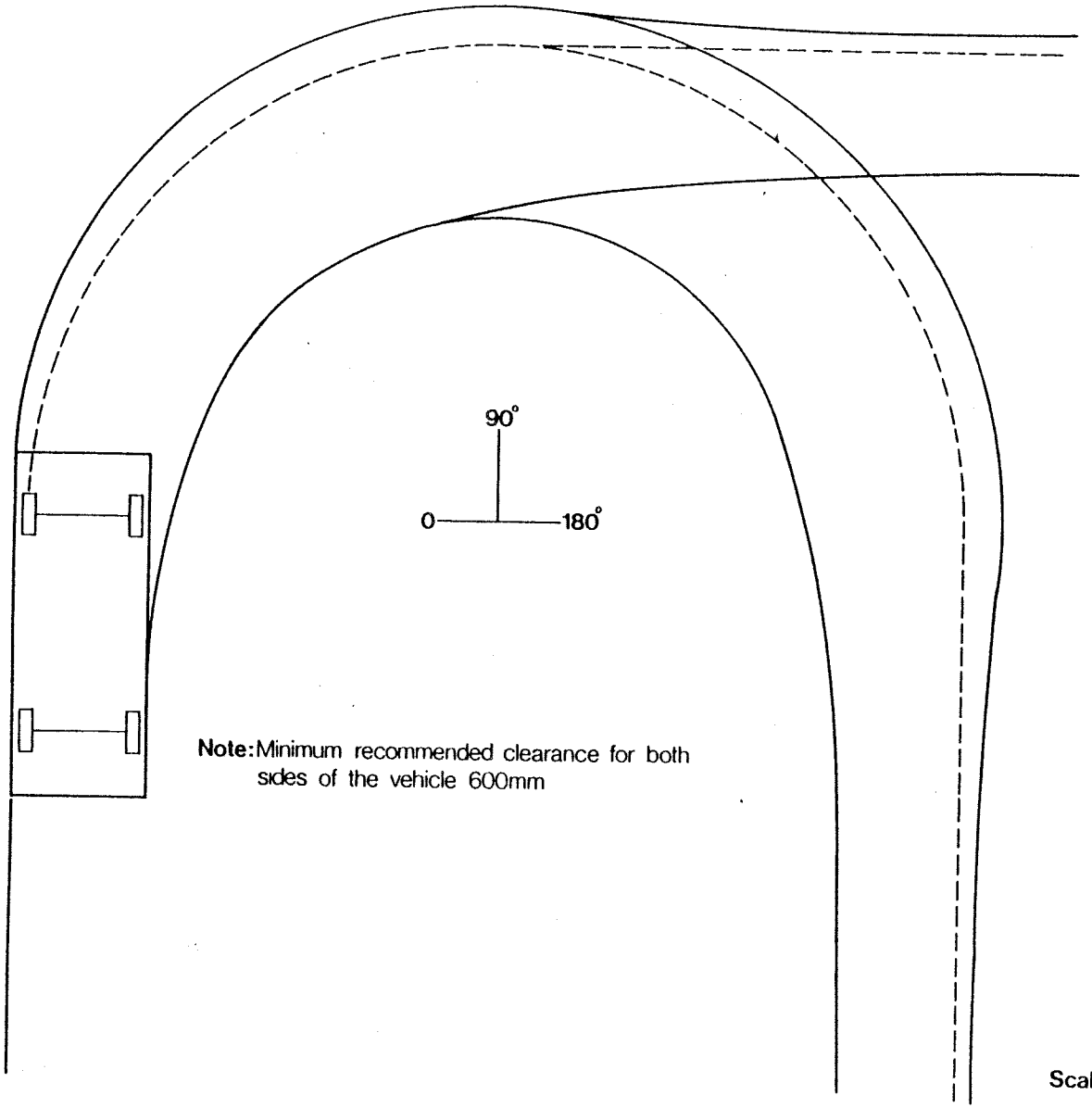
Note: Minimum recommended clearance for both sides of the vehicle 600mm



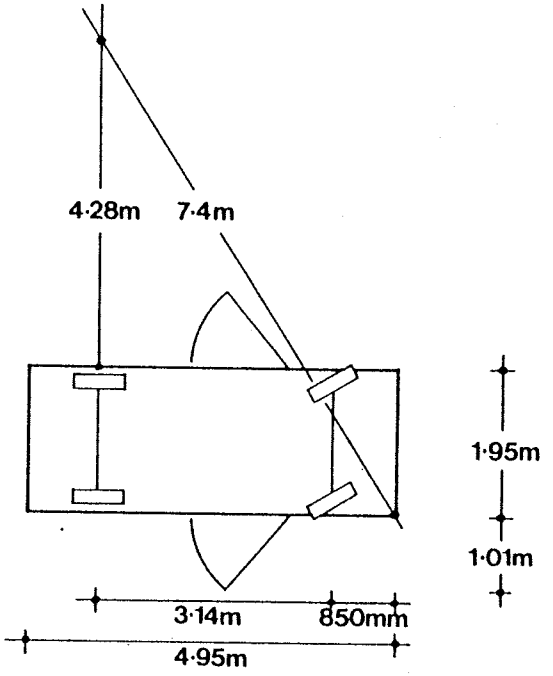


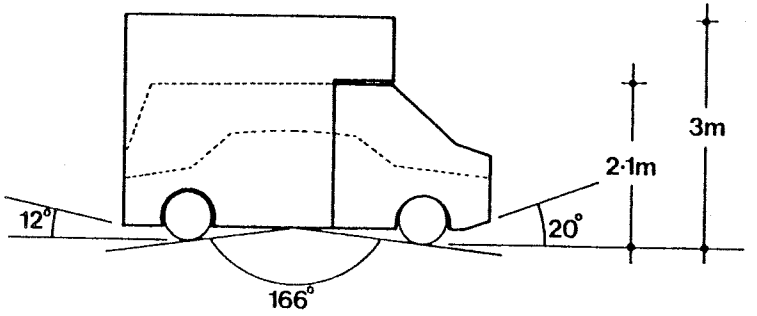
Scale 1:100

90 percentile design motor car



Note: Minimum recommended clearance for both sides of the vehicle 600mm

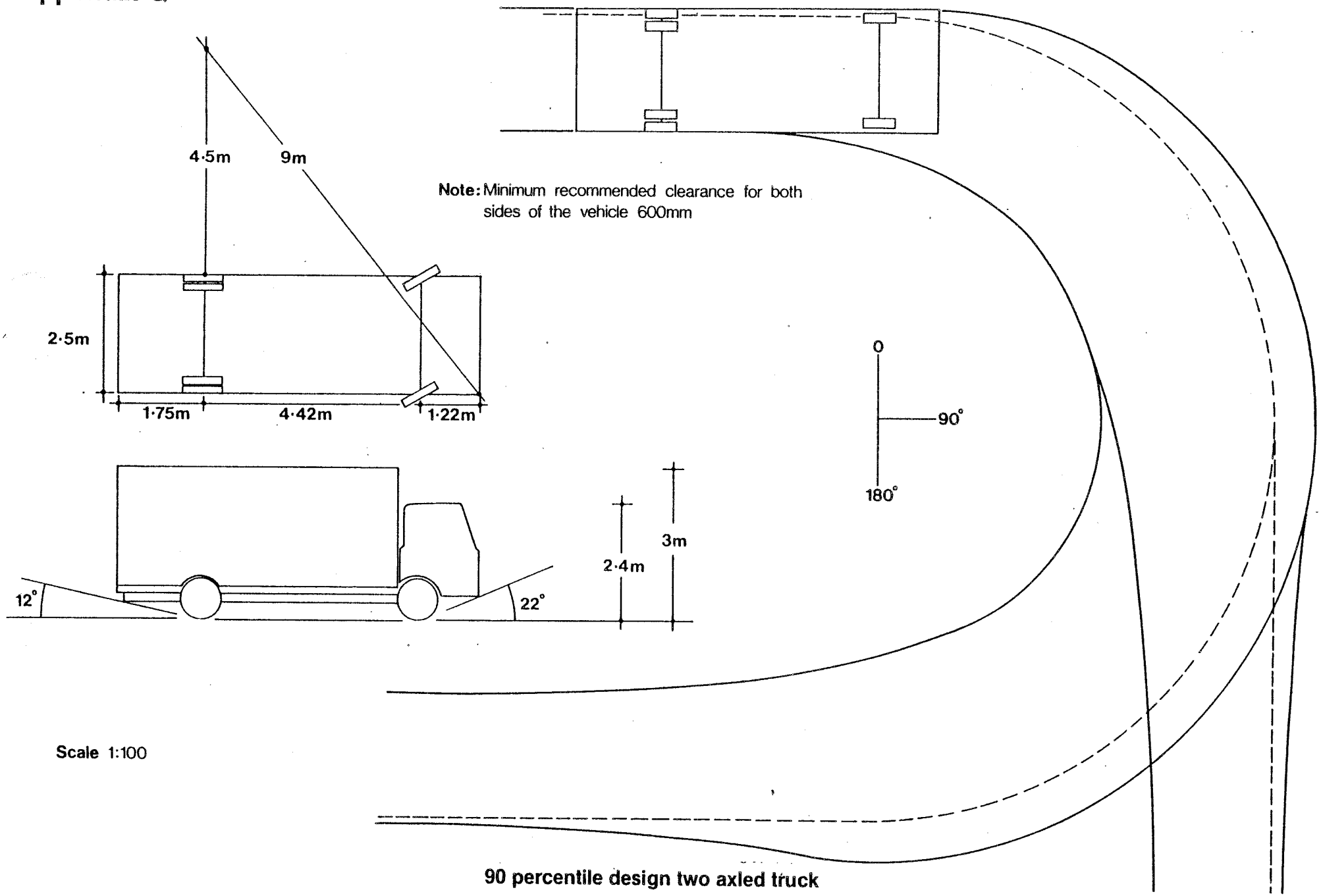




Scale 1:100

99 percentile design motor car

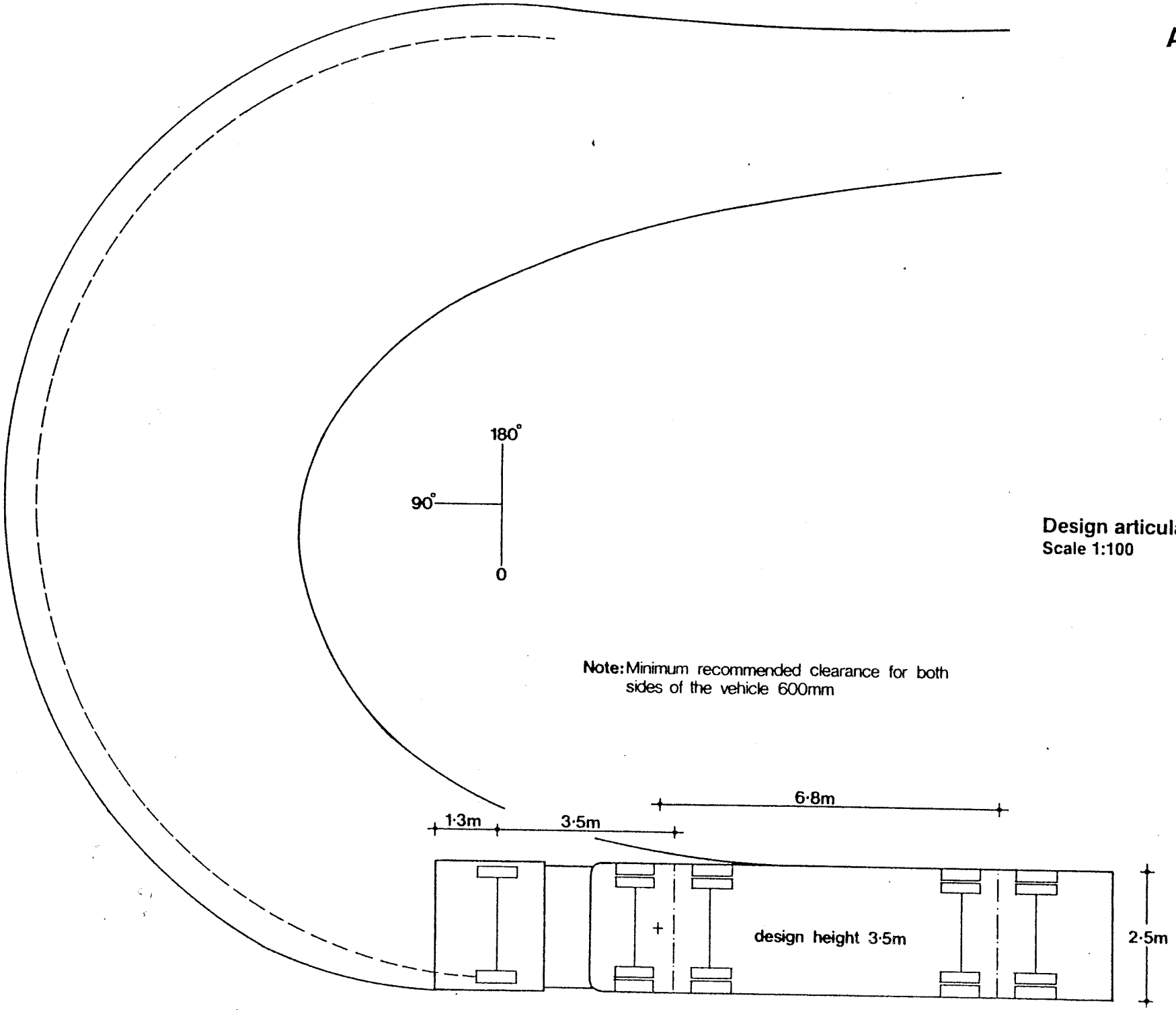
Appendix Q



Note: Minimum recommended clearance for both sides of the vehicle 600mm

Scale 1:100

90 percentile design two axled truck

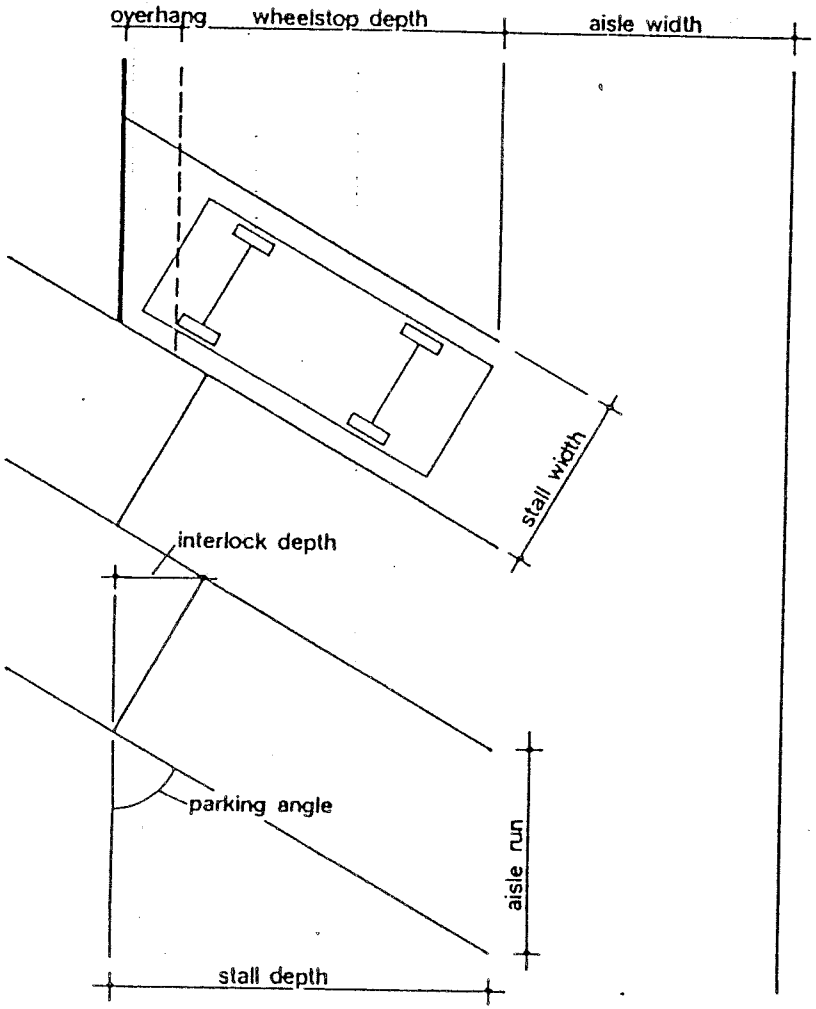


Design articulated truck
Scale 1:100

Note: Minimum recommended clearance for both sides of the vehicle 600mm

Appendix R

Car and bicycle parking space layouts



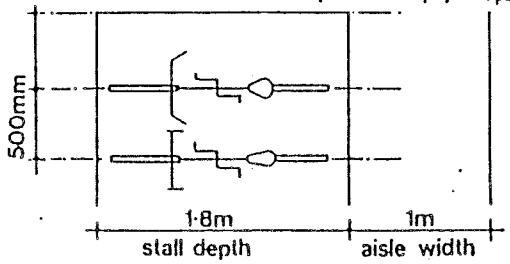
Scale 1:100

Parking Angle	Stall Width m	Aisle Width m	Aisle Run m	Barrier/Wheelstop Parking: Stall Depth m	Overhang m	Wheelstop Depth m	Interlock Parking: Interlock Depth m	Stall Depth m
90°								
Class 1 of User 1	2.500	7.000	-	5.000	0.800	4.200		
	2.600	6.600	-	5.000	0.800	4.200		
Class 2 of User 2	2.500	8.000	-	5.000	0.800	4.200		
	2.600	7.000	-	5.000	0.800	4.200		
	2.700	6.600	-	5.000	0.800	4.200		
60°	2.500	4.500	2.900	5.400	0.800	4.600	1.250	5.550
	2.700	4.000	3.100				1.350	5.650
	2.900	3.500	3.400				1.450	5.750
	3.000	3.500	3.500				1.500	5.800
45°	2.500	3.800	3.500	5.000	0.700	4.300	1.800	5.300
	2.700	3.500	3.800				1.900	5.400
	2.900	3.500	4.200				2.050	5.550
	3.000	3.500	4.200				2.100	5.600
30°	2.500	3.500	5.000	4.400	0.600	3.800	2.150	4.650
	2.700	3.500	5.400				2.300	4.800
	2.900	3.500	5.800				2.500	5.000
	3.000	3.500	6.000				2.600	5.100
Parallel Parking	Stall length=6.100		Stall width=2.500		Aisle width=3.700			

Notes: 1. Two way flow is permitted with 90° parking.
2. Aisle run distances are approximate only.
3. Stall widths shall be increased 300 where they abut obstructions such as columns or walls.
4. Minimum Oneway Aisle width 3.700m
Minimum Twoway Aisle width 5.500m
5. Class of User 1 - medium to long term parking, for example ac offices, places of assembly and entertainment, hotels.

Class of User 2 - short term parking and where children and goods can be expected to be loaded into vehicles, for example ac. shops, hospitals and medical centres.

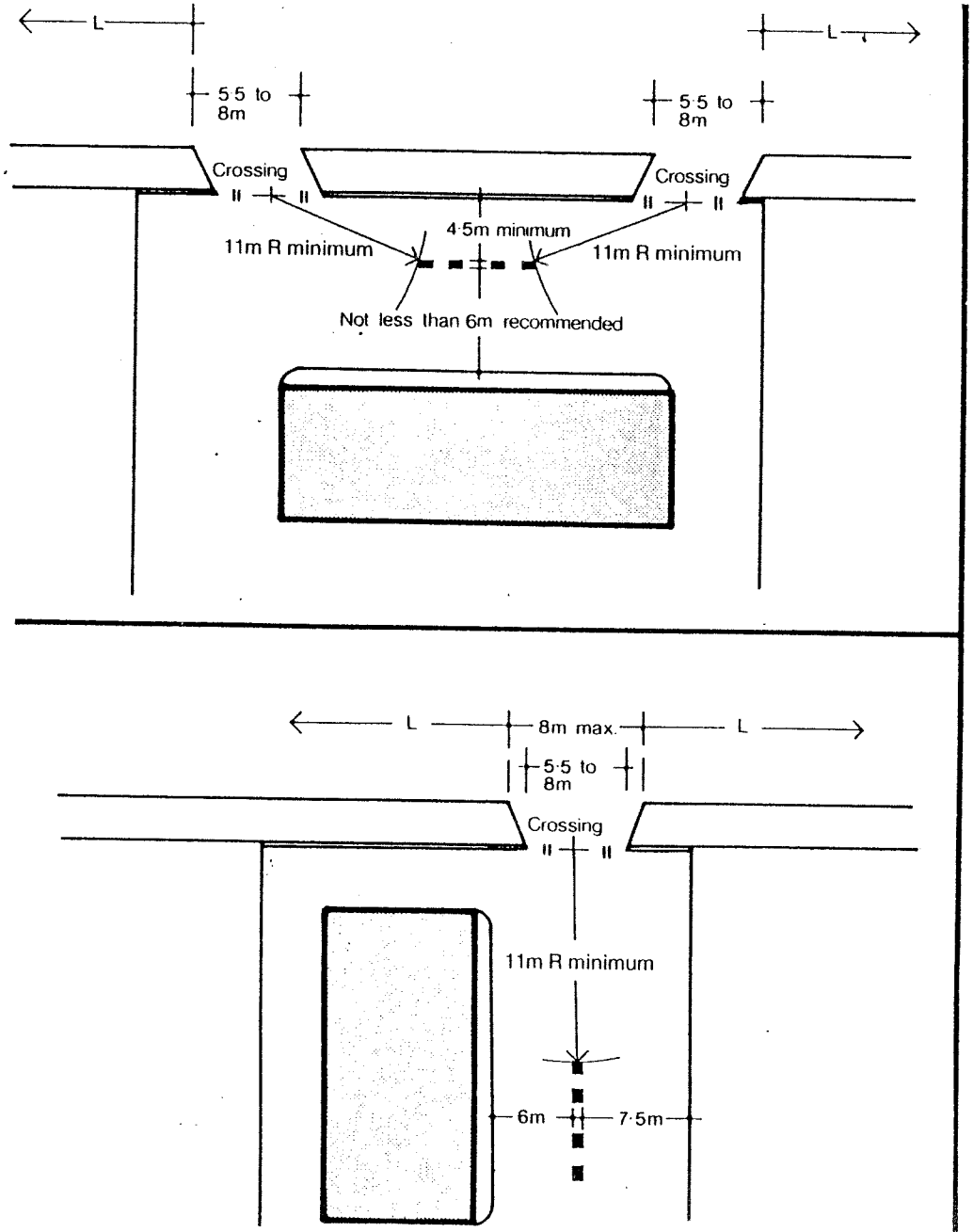
Bicycle parking

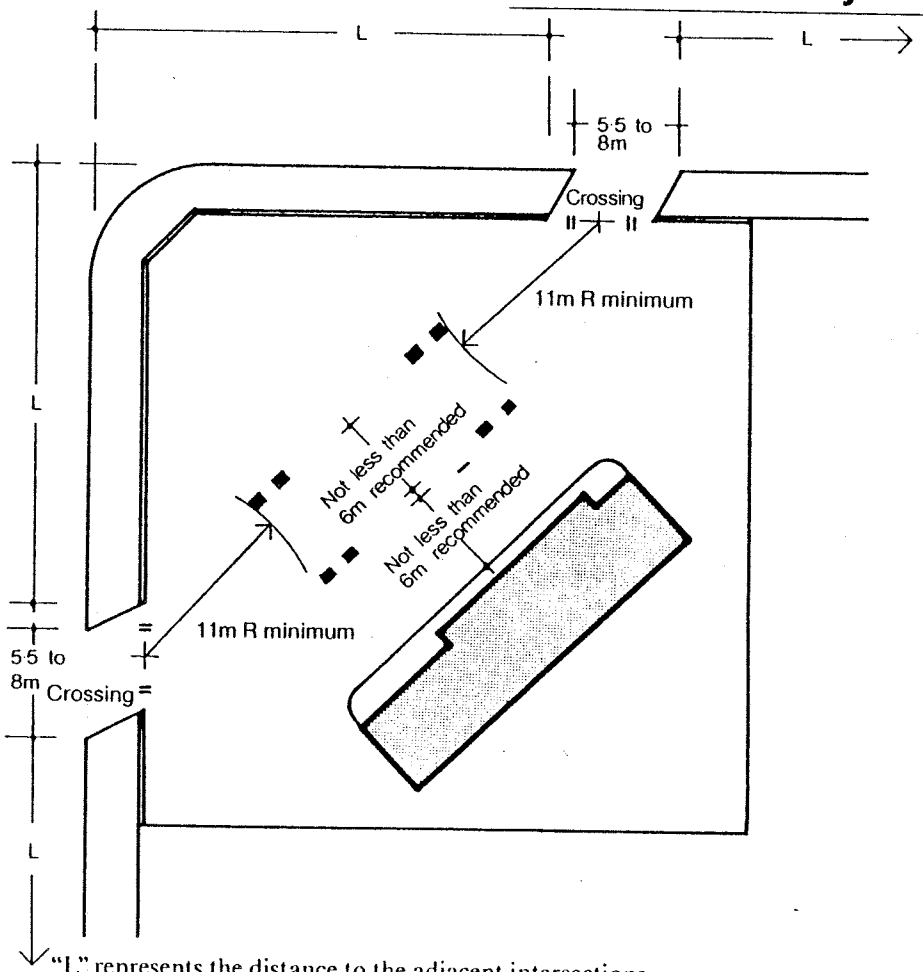


Scale 1:50

Appendix S

Service Station layouts





"L" represents the distance to the adjacent intersections which shall not be less than the values stated in Part XI, 64.12.

The dimensions given limit the range acceptable to the Council, and do not represent those desirable for station efficiency.

Scale 1:500

Appendix T

Classification of Principal Roads

List of Abbreviations

CAA	Controlled Access Arterial Road
LAR	Limited Access Road
Major	Major Arterial Road
Minor	Minor Arterial Road
Sec	Secondary Road
*	Denotes a possible change of classification resulting from the construction of a new road.

Akaroa Street	Sec	
Aldwins Road	Major	
Antigua Street	Sec	St Asaph to Brougham Street
Antigua Street	Minor	St Asaph to Tuam Street
Armagh Street	Minor	Montreal Street to east side of Cranmer Square
Avondale Road	Sec	
Avonside Drive	Major (LAR)	Fitzgerald Avenue to Linwood Avenue
Avonside Drive	Sec	Swanns Road bridge to Retreat Road
Avonside Drive	Sec	Retreat Road to Gloucester Street
Aynsley Terrace	Sec	
Barbadoes Street	Major	Moorhouse Avenue to Purchas Street
Barbadoes Street	Sec	Purchas Street to Warrington Street
Barrington Street	Minor	Jerrold Street South to Cashmere Road
Barrington Street	Major	Jerrold Street South to Lincoln Road
Bassett Street	Sec	Parnwell Street to New Brighton Road
Beach Road	Minor	
Bealey Avenue	Major	
Belleview Terrace	Minor	
Beresford Street	Minor	
Berwick Street	Minor	
Bexley Road	Major*	
Birdwood Avenue	Sec	
Blighs Road	Sec	Wairakei Road to Idris Road
Blighs Road	Minor	Idris Road to Papanui Road
Bower Avenue	Sec	Beach Road to New Brighton Road
Bowhill Road	Sec	
Breezes Road	Sec	Avondale Road to Pages Road
Breezes Road	Minor	Pages Road to Bexley Road
Bridge Street	Minor	Bexley Road to Marine Parade
Bridle Path Road	Minor	
Briggs Road	Sec	
Brougham Street	Major	Collins Street to Waltham Road
Brougham Street	Major	Waltham Road to Opawa Road
Buckleys Road	Major	
Burlington Street	Minor	
Burnbrae Street	Sec	
Burwood Road	Minor	
Byron Street	Sec	
Cambridge Terrace	Minor	Lichfield Street to Gloucester Street
Carlton Mill Road	Minor	
Cashmere Road	Minor	
Caspian Street	Sec	Ebbtide Street to Rocking Horse Road
Cathedral Square	Sec	East of Colombo Street
Causeway, The	Minor (LAR)	
Cave Terrace	Sec	
Centaurus Road	Minor	Colombo Street to Sloan Terrace
Centaurus Road	Minor	St Martins Road to Glenelg Spur
Clifton Terrace	Sec	Panorama Road to Main Road
Colombo Street	Minor	City boundary to Moorhouse Avenue
Colombo Street	Sec	Moorhouse Avenue to Edgeware Road
Condell Avenue	Sec	
Coronation Street	Sec	
Courtenay Street	Sec	
Cranford Street	Minor	
Cranmer Square	Minor	East side
• Cresswell Avenue	Sec	Gayhurst Road westwards to New Brighton Road
Curletts Road	Minor	Halswell Road to Southern Arterial
Extension	Minor	City boundary to Maunsell Street
Curries Road		
Cuthberts Road	Sec	
Deans Avenue	Major	
Disraeli Street	Sec	
Durham Street	Minor	Brougham Street to Lichfield Street
Durham Street	Minor	Gloucester Street to Bealey Avenue
Durham Street	Sec	Bealey Avenue to Springfield Road
Dyers Road	Major	Ferry Road to Breezes Road
Eastern Terrace	Sec	Birdwood Avenue to Bowenvale Bridge
Ebbtide Street	Sec	Estuary Road to Caspan Street
Edgeware Road	Sec	Springfield Road to Manchester Street
Ensors Road	Minor	St Martins Road to Opawa Expressway
Ensors Road	Major	Opawa Expressway to Ferry Road
Estuary Road	Sec	Ebbtide Street to Bridge Street
Estuary Road	Minor	Bridge Street to Union Street
Evans Pass Road	Minor	

Ferry Road	Major	Moorhouse Avenue to Aldwins Road
Ferry Road	Minor	Aldwins Road to Tunnel Road
Ferry Road	Minor (LAR)	Tunnel Road to Bridle Path Road
Fitzgerald Avenue	Major	
Frankleigh Street	Minor*	
Frosts Road	Minor (LAR)	
Garlands Road	Minor	Opawa Road to Rutherford Street
Gasson Street	Major	
Gasson Street/ Madras Street	Major	Overbridge link one-way north
Gayhurst Road	Sec	
Glandovey Road	Minor	
Gloucester Street	Sec	Rolleston Avenue to Madras Street
Gloucester Street	Minor	Madras Street to Woodham Road
Gloucester Street	Sec	Woodham Road to Gayhurst Road
Greers Road	Minor	Grahams Road to Harewood Road
Greers Road	Sec	City boundary
Hagley Avenue	Minor	
Halswell Road	Minor	
Hardy Street	Sec	Beresford Street to Seaview Road
Harewood Road	Minor	
Hargood Street	Sec	
Harman Street	Sec	
Harper Avenue	Major	
Harrow Street	Minor	
Hawke Street	Minor	
Hay Street	Sec	Linwood Avenue to McGregors Road
Heaton Street	Minor	
Heberden Avenue	Sec	Nayland Street to Scarborough Road
Hendersons Road	Sec	
Hereford Street	Sec	Rolleston Avenue to Madras Street
Hereford Street	Minor	Madras Street to Linwood Avenue
Hills Road	Minor	Avalon Street to Warrington Street
Hills Road	Sec	Warrington Street to Innes Road
Hoon Hay Road	Minor*	
Humphreys Drive	Major* (LAR)	
Huxley Street	Minor	Colombo Street to Burlington Street
Idris Road	Minor	
Ilam Road	Sec	
Innes Road	Minor	
Jerrold Street (north and south)	Major Sec	Collins Street to Barrington Street
Jubilee Street		
Kerrs Road	Minor	Pages Road to Wainoni Road
Keyes Road	Sec	
Kilmore Street	Minor	Park Terrace to Madras Street
Kilmore Street	Major	Madras Street to Barbadoes Street
Kilmore Street	Major (LAR)	Barbadoes Street to Fitzgerald Avenue
Lake Terrace Road	Sec	Marshland Road to Burwood Road
Lake Terrace Road	Minor	Burwood Road to New Brighton Road
Latimer Square	Major	East side
Lichfield Street	Minor	Durham Street to Madras Street
Lichfield Street	Major	Madras Street to Barbadoes Street
Lichfield Street	Minor	Barbadoes Street to Fitzgerald Avenue
Lincoln Road	Minor	
Linwood Avenue	Major	Avonside Drive to St Johns Street
Linwood Avenue	Major (LAR)	St Johns Street to Humphreys Drive
Locksley Avenue	Sec	McBratneys Road to New Brighton Road
Lyttelton Street	Sec	
McBratneys Road	Sec	
McCormacks Bay Road	Sec	Mt Pleasant Road to Soleares Avenue
McGregors Road and deviation to Pages Road	Sec	Hay Street to Pages Road
Maces Road	Sec*	St Johns Street to Ruru Road
Madras Street	Major	Moorhouse Avenue to Purchas Street
Main Road	Minor (LAR)	Bridle Path Road to Mt Pleasant Road
Main Road	Minor	Beachville Road to the Esplanade
Main North Road	Minor	Cranford Street to Harewood Road
Main North Road	Major	Cranford Street to City boundary
Major Hornbrook Road	Minor	Belleview Terrace to St Andrews Hill Road
Manchester Street	Sec	
Marine Parade	Minor	Bridge Street to Beach Road
Marriner Street	Minor	Wakefield Avenue north-west of the Esplanade
Marshland Road	Minor	
Milton Street	Minor	
Moncks Spur Road	Sec	Mt Pleasant Road to Cave Terrace
Montreal Street	Minor	
Moorhouse Avenue	Major	
Mt Pleasant Road	Minor	City boundary to Belleview Terrace
Mt Pleasant Road	Sec	Belleview Terrace to Soleares Avenue
Nayland Street	Sec	Wakefield Avenue to Heberden Avenue
New Brighton Road	Minor	
North Avon Road	Sec	
Northcote Road	Major	
Northern Arterial	CAA	

Appendix T

North Parade	Sec	
Norwood Street	Sec	
Opawa Road	Minor*	Wilsons Road to City boundary
Owles Terrace	Minor	
Oxford Terrace	Minor	Riccarton Avenue to Durham Street
Pages Road	Major	
Papanui Road	Minor	
Park Terrace	Minor	
Parnwell Street	Sec	
Purchas Street	Major	Madras Street to Barbadoes Street
Radley Street	Sec	
Ramahana Road	Sec	
Retreat Road	Sec	
Rhodes Street	Minor*	
Riccarton Avenue	Minor	
River Road	Sec	North Avon Road to McBratneys Road
Rocking Horse Road	Sec	
Rolleston Avenue	Minor	Hereford Street to Armagh Street
Rookwood Avenue	Sec	
Rose Street	Sec	
Rossall Street	Minor	
Ruru Road	Sec	
Rutherford Street	Minor	
Rutland Street	Sec	
St Albans Street	Sec	
St Andrews Hill Road	Minor	
St Asaph Street	Minor	Hagley Avenue to Madras Street
St Asaph Street	Major	Madras Street to Barbadoes Street
St Asaph Street	Minor	Barbadoes Street to Fitzgerald Avenue
St Johns Street	Sec*	Linwood Avenue to Maces Road
St Martins Road	Minor	
Salisbury Street	Minor	Park Terrace to Madras Street
Salisbury Street	Major	Madras Street to Barbadoes Street
Sandwich Road	Sec	Birdwood Avenue to Norwood Street
Sandyford Street	Sec	
Sawyers Arms Road	Sec	
Scarborough Road	Sec	
Seaview Road	Sec	Owles Terrace to Union Street
Selwyn Street	Sec	Somerfield Street to Hagley Avenue
Shakespeare Road	Minor	
Shackleton Street	Minor	Marine Parade to Marine Parade
Shaw Avenue	Sec	Seaview Road to Hawke Street
Sherborne Street	Minor*	
Shirley Road	Minor	
Soleares Avenue	Sec	
Somerfield Street	Sec	
Southern Arterial	CAA	
Sparks Road	Minor	
Springfield Road	Sec	Clare Road to St Albans Street
Stanmore Road	Sec	
Strickland Street	Minor	Brougham Street to Colombo Street
Strowan Road	Minor	
Summit Road	Minor	
Swanns Road	Sec	
Tanner Street	Minor	
Taylors Mistake Road	Sec	
Tennyson Street	Sec	
Travis Road	Major (LAR)	Burwood Road to Frosts Road
Travis Road	Sec	Frosts Road to Bower Avenue
Tuam Street	Minor	Hagley Avenue to Antigua Street
Tuam Street	Sec	Antigua Street to Durham Street
Tuam Street	Minor	Fitzgerald Avenue to Olliviers Road
Union Street	Minor	Jervois Street to Owles Terrace
Victoria Street	Sec	Salisbury Street to Bealey Avenue
Wainoni Road	Minor	
Wairakei Road	Minor	
Wakefield Avenue	Minor	
Waltham Road	Minor	Eastern Terrace to Brougham Street
Waltham Road	Major	Brougham Street to Moorhouse Avenue
Warrington Street	Minor	
Westminster Street	Sec	Courteney Street to Cranford Street
Whitmore Street	Minor	
Wilsons Road	Minor	Centaurus Road to Eastern Terrace
Wilsons Road	Sec	Shakespeare Road to Ferry Road
Woodham Road	Major	
Wordsworth Street	Minor	
Worsley Road	Sec	

Appendix U

Development of the planning period roading network

The following list indicates designated roading improvements to the road network. It does not include improvements to local roads. The list is not intended to indicate any order of priority within each period or within each road classification.

Definitions and Abbreviations

Immediate Period (Imm)	Improvements in this period are required to meet present day demands.
Planning periods	Improvements in these periods are requried to accommodate future growth:
Early (E)	• to a main urban area population of 360,000.
Late (L)	• beyond a main urban area population of 360,000.
Unresolved (U)	To be resolved by the Planning Tribunal.
Complete (C)	Work completed at January 1988.

(1) Controlled access arterials

	Imm	Planning E	Planning L
Northern Arterial (MWD)			
2 lanes Purchas Street–Innes Road	U		
Warrington Street overbridge	U		
Pedestrian/cycle crossings at Edgeware Road, Westminster Street	U		
Connections to Barbadoes & Madras Streets at Purchas Street	U		
2 lanes Innes Road–Northcote Road	U		
Pedestrian/cycle crossing at McFaddens Road	U		
Intersection improvements at Main North Road–Northcote Expressway	U		
4 lanes Purchas Street–Innes Road		U	
Intersection improvements at Innes Road		U	
4 lanes Innes Road–Northcote Road			U
Southern Arterial (MWD)			
2 lanes Jerrold Street–Curletts Road	C		
Lincoln Road overbridge	C		
Pedestrian/cycle crossing at Annex Road	C		
2 lane connection to Halswell Road (Curletts Road)	C		
4 lanes Jerrold Street–Curletts Road		X	

(2) Major arterials

	Imm	Planning E	Planning L
Deans Avenue (with RBC)			
4 lanes Fendalton–Riccarton Road	C		
4 lanes Riccarton Road–Blenheim Road			X
Ferry Road–Moorhouse Avenue			
Moorhouse Avenue: 4 lanes Fitzgerald Avenue to Wilsons Road		X	
Ferry Road: 4 lanes Wilsons Road to Ensors Road		X	
Ferry Road: Intersection taper Ensors Road to Randolph Street (See Opawa–New Brighton Expressway)		X	
Inner City Routes			
Gasson Street: widen to 25m			X
Gasson–Madras: Bridge over railway and Moorhouse Avenue			X
Montreal Street overbridge at railway	X		
Linwood–Humphreys			
Intersection improvements at Aldwins Road–Buckleys Road (See Opawa–New Brighton Expressway)	C		
Intersection improvements at Dyers Road (See Woolston–Bexley Expressway)	C		
Intersection improvements at Worcester Street–Olliviers Road	C		
4 lanes Worcester Street–Gloucester Street	C		
2 lanes Charlesworth Street–Ferry Road (includes deviation of Humphreys Drive to Ferry Road)		X	
Interesection improvements at Ferry Road		X	
4 lanes Aldwins Road–Hargood Street		X	
4 lanes Hargood Road to Charlesworth Street		X	

Appendix U

	Imm	Planning E	L
Northcote–Burwood Expressway (with WCC)			
Travis Road: 2 lanes Bassett Street to Barkers Road		X	
(Innes Road: Extension to Expressway)		C	
Northcote Road: 4 lanes Main North Road to City boundary at railway		X	
Northcote Road: Railway overbridge (subject to introduction of the Sockburn–Styx railway loop)			X
Opawa Expressway			
4 lanes York Street–Ensors Road	C		
Intersection improvements at Ensors Road	C		
2 lanes Ensors Road–Garlands Road	X		
Bridge over Heathcote River	X		
Link road to Opawa Road	X		
4 lanes Ensors Road–Garlands Road		X	
Duplicate bridge across Heathcote River		X	
Deviation of Garlands Road		X	
Intersection improvements at Garlands Road		X	
2 lane extension Garlands Road–City boundary		X	
4 lanes Garlands Road–City boundary			X
Opawa–New Brighton Expressway			
Ensors Road: Fifield Terrace to Opawa Road — widen to 20m	C		
Ensors Road: Intersection improvements at Opawa Road	C		
Ensors Road: 4 lanes Opawa Expressway to Mackenzie Avenue	C		
Aldwins Road: 4 lanes Matlock Street to Newcastle Street	C		
Aldwins Road and Buckleys Road: 4 lanes Newcastle Street to Cuba Street	C		
Aldwins Road and Buckleys Road: Intersection improvements at Linwood Avenue (See Linwood–Humphreys route)	C		
Pages Road: Intersection improvements at Seaview Road–New Brighton Roads	C		
Ensors Road and Aldwins Road: Intersection improvements at Ferry Road (See Ferry Road–Moorhouse Avenue route)		C	

	Imm	Planning E	L
Pages Road: Intersection improvements at Woodham Road–Kerrs Road		X	
Pages Road: Intersection improvements at Breezes Road		X	
Pages Road: Intersection improvements at Woolston–Burwood Expressway		X	
Buckleys Road and Pages Road: 4 lanes Cuba Street to Woodham Road			X
Pages Road: 4 lanes Woodham Road to Breezes Road			X
Pages Road: 4 lanes Breezes Road to New Brighton Road			X
Woolston–Burwood Expressway			
Dyers Road: Intersection improvements at Linwood Avenue (See Linwood–Hunphreys route)	C		
Woolston–Burwood Expressway: 2 lanes Linwood Avenue to Maces Road	C		
Woolston–Burwood Expressway: 2 lanes Dyers Road to Brook Street	C		
Breezes Road: Deviation to South Brighton Bridge	C		
Bridge Street: South Brighton Bridge	C		
Bridge Street: Deviation to South Brighton Bridge	C		
Bexley Road: Intersection improvements at Pages Road	X		
Woolston–Burwood Expressway: Bridge over Avon River		X	
Woolston–Burwood Expressway: 2 lanes Wainoni Road to Travis Road		X	
Woolston–Burwood Expressway: Intersection improvements at Wainoni Road		X	
Woolston–Burwood Expressway: 2 lanes Brook Street to Wainoni Road		X	
Woolston–Burwood Expressway: Intersection improvements at Pages Road		X	
Woolston–Burwood Expressway: 4 lanes Ferry Road to Travis Road			X

(3) Minor arterials

	Imm	Planning E	L
Carlton Mill Road			
Realignment by Millbrook Reserve		X	
Centaurus Road			
View Terrace to City boundary: widen to 20m		X	
Ferry Road			
Richardson Terrace to Maronan Street: widen through shopping centre and on interesection approaches		X	
Frankleigh-Milton-Huxley			
Frankleigh Street: Realignment at Barrington Street	C		
Milton Street: Realignment at Johnson Street	C		
Milton Street: Realignment at Colombo Street	C		
Garlands Road			
From Railway to Rutherford Street: widen to 20m	C		
Extension to Bamford Street	X		
Glandovey Road			
Strowan Road to City Boundary: widen to 20m		X	
Halswell Road-Lincoln Road (with WCC and RBC)			
Halswell Road: widening-Curletts Extension to Hoon Hay Road	C		
Lincoln Road: Intersection improvements at Wrights Road-Lyttelton Street	X		
Lincoln Road: Intersection improvements at Whiteleigh Avenue	X		
Hoon Hay Road: Deviation of Hoon Hay Road to Halswell Road (See Hoon Hay Road)		X	
Halswell Road: Intersection improvements at Hoon Hay Road		X	
Lincoln Road: 4 lanes Hoon Hay Road-Lyttelton Street		X	
Lincoln Road: 4 lanes Lyttelton Street-Whiteleigh Avenue			X
Halswell Road: 4 lanes Curletts Road Extension-Hendersons Road			X
Hoon Hay Road			
Deviation to Halswell Road (See Halswell Road-Lincoln Road)		X	
Marine Parade			
Deviation at Shackleton Street (within existing road reserve)	C		
Riccarton Avenue			
Widening adjacent to Public Hospital		X	
Rutherford Street			
Garlands Road to Ferry Road: widen to 20m	C		
Extensions to Dyers Road	X		
St Martins Road			
Realignment at Burnbrae Street and Gamblins Road		X	
Strickland Street			
Intersection improvements at Somerfield Road-Colombo Street	C		
Somerfield Road to Brougham Street: widen to 20m		X	
Strowan Road			
Realignment at Normans Road	C		
Tuam-Harrow			
Harrow Street: Olliviers Road-Glasgow Street: widen to 20m	X		
Tuam Street: Realignment at Olliviers Road	X		
Whitmore Street-Hills Road			
Whitmore Street: 4 lanes Bealey Avenue to North Avon Road		X	
Hills Road: Intersection taper North Avon Road to Gresford Street		X	
Wordsworth Street			
Durham Street-Orbell Street: widen to 20m		X	
Extension to Montreal Street		X	

Appendix U

(4) Secondary roads

	Imm	Planning E	Planning L
Courtenay Street			
Deviation at Trafalgar Street and Westminster Street		X	
Widen to 20m			X
Disraeli Street			
Deviation to Harman Street	X		
Edgeware Road			
Springfield Road to Manchester Street: widen to 20m		X	
Maces Road			
Extension to Bromley Road		X	
Corner rounding at Bromley Road		X	
McGregors Road			
Deviation at Rudds Road		X	
Ruru Road			
Realignment Cypress Street–Dyers Road		X	
Radley Street			
Widen to 20m		X	
Rutland Street			
Widen to 20m		X	
St Albans Street			
Widen to 20m		X	
Sandwich Road			
Birdwood Avenue to Norwood Street: widen to 20m		X	
Springfield Road			
Clare Road to St Albans Street: widen to 20m		X	
Stanmore Road			
Tuam Street to Worcester Street: widen to 20m		X	
Swanns Road			
Widen to 20m		X	

Omissions

Parts of the following classified roads have existing widths less than 20 metres but have been omitted from the classified roading network development list. In most cases existing widths are considered adequate to meet traffic demands in the foreseeable future. In others, especially those roads on the hills, selective widening may sometime be required.

Avonside Drive
Aynsley Terrace
Coronation Street
Eastern Terrace
Heberdeen Avenue
Locksley Avenue
Moncks Spur Road
Retreat Road
River Road
St Andrews Hill Road
Soleares Avenue
Wairarapa Terrace
Worsleys Road

Appendix V

Sites in Residential 5C zone listed as Licensed Tourist House Premises and Places of Assembly

Permitted Uses & Buildings	Name	Address	Legal Description	Certificates of Title
Licensed Tourist House Premises	Avon Motor Lodge Limited	356 Oxford Terrace	Lot 1, D.P. 28239	32/95 57/48 9B/378 355/160 369/267 372/192
		29 Hurley Street	Pt Lots 7 & 8, Pt Lot 29, D.P. 281	115/65
			Pt Lots 7 & 8, Pt Lot 29, D.P. 281	100/278
		31 Bangor Street	Pt Lot 7, D.P. 281	101/289
			Pt Lot 8, Pt Lot 29, D.P. 281	115/64
		41 Bangor Street	Lot 9, Pt Lot 29, D.P. 281	64/16
		Approx. 43 Bangor Street	Lot 9, Pt Lot 29, D.P. 281	74/219
		47 Bangor Street	Pt Lot 1, D.P. 432	225/131
		13 Hurley Street	Part T.R. 28 being 20.11m deep from north boundary	pt 15K/1015
		17 Hurley Street	Pt T.R. 28 being 13.11m deep from north boundary	pt 21K/67
Places of Assembly	Canterbury Commercial Travellers & Warehousemen's Association Incorporated	277 Kilmore Street	Pt Lot 1, D.P. 8878, Pt T.R. 45	16K/436
	Christchurch Football Club Inc.	7 Bangor Street	Lot 1, D.P. 22274, Pt T.R's. 27, 45 & 63	2D/101
	Christchurch Smallbore Rifle Association	21 Bangor Street	Pt Lot 2, D.P. 281, Pt T.R's. 27, 45	540/297
	Christchurch Contract Bridge Club Incorporated	20, 21 Nova Place	Lot 1, D.P. 26812 Pt T.R. 63	9A/798

Appendix W

Noise Standards

Table 1

Any use of the land shall be so conducted and buildings shall be so designed and laid out as to ensure that as a result of any activity, the following noise levels, measured and assessed in accordance with the standards prescribed in NZS.6801 and 6802:1977, or their successors, are not exceeded on the boundaries of any site:

Weekdays:	2400hrs to 0700hrs	0700hrs to 1200hrs	1200hrs to 1900hrs	1900hrs to 2300hrs	2300hrs to 2400hrs
Monday to Friday	38dBA	45dBA	45dBA	40dBA	38dBA
Saturdays	38dBA	38dBA	38dBA	38dB	38dBA
Sundays and Public Holidays	38dBA	38dBA	38dBA	38dBA	38dBA

(Measurement: L.95)

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

Table 2

Any use of the land shall be so conducted and buildings shall be so designed and laid out as to ensure that as a result of any activity, the following noise levels, measured and assessed in accordance with the standards prescribed in NZS.6801 and 6802:1977, or their successors, are not exceeded on the boundaries of any site:

Weekdays:	2400hrs to 0700hrs	0700hrs to 1200hrs	1200hrs to 1900hrs	1900hrs to 2300hrs	2300hrs to 2400hrs
Monday to Friday	38dBA	45dBA	45dBA	40dBA	38dBA
Saturdays	38dBA	45dBA	38dBA	38dB	38dBA
Sundays and Public Holidays	38dBA	38dBA	38dBA	38dBA	38dBA

(Measurement: L.95)

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

Table 3

Any use of the land shall be so conducted and buildings shall be so designed and laid out as to ensure that as a result of any activity, the following noise levels, measured and assessed in accordance with the standards prescribed in NZS.6801 and 6802:1977, or their successors, are not exceeded on the boundaries of any site:

Weekdays:	2400hrs to 0700hrs	0700hrs to 1200hrs	1200hrs to 1900hrs	1900hrs to 2300hrs	2300hrs to 2400hrs
Monday to Friday	40dBA	55dBA	55dBA	45dBA	40dBA
Saturdays	40dBA	55dBA	40dBA	40dB	40dBA
Sundays and Public Holidays	40dBA	40dBA	40dBA	40dBA	40dBA

(Measurement: L.95)

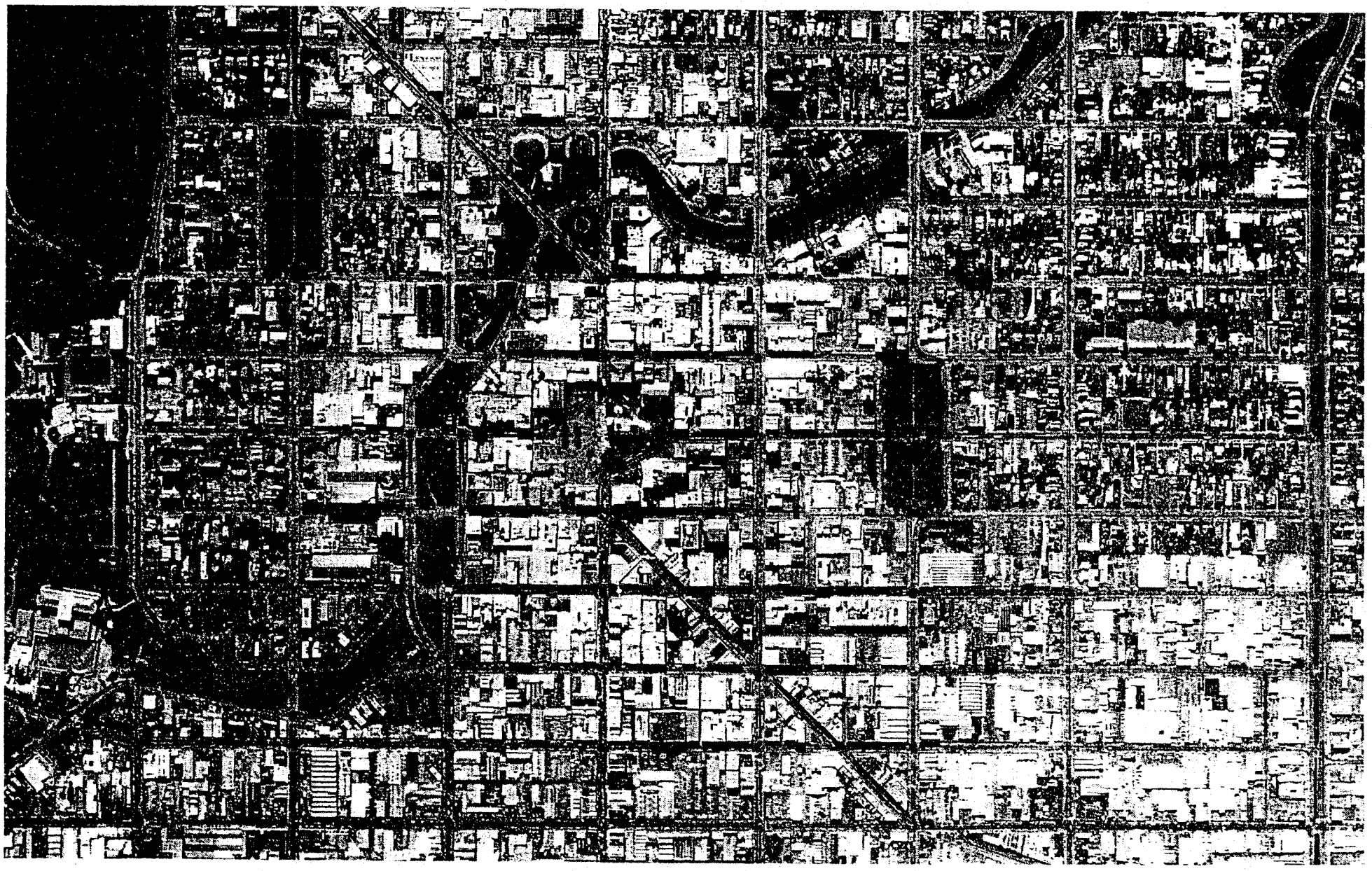
Provided that the following noise levels are not exceeded on the boundaries of any site adjoining a residential zone or a recreation zone.

Weekdays:	2400hrs to 0700hrs	0700hrs to 1200hrs	1200hrs to 1900hrs	1900hrs to 2300hrs	2300hrs to 2400hrs
Monday to Friday	38dBA	45dBA	45dBA	40dBA	38dBA
Saturdays	38dBA	45dBA	38dBA	38dB	38dBA
Sundays and Public Holidays	38dBA	38dBA	38dBA	38dBA	38dBA

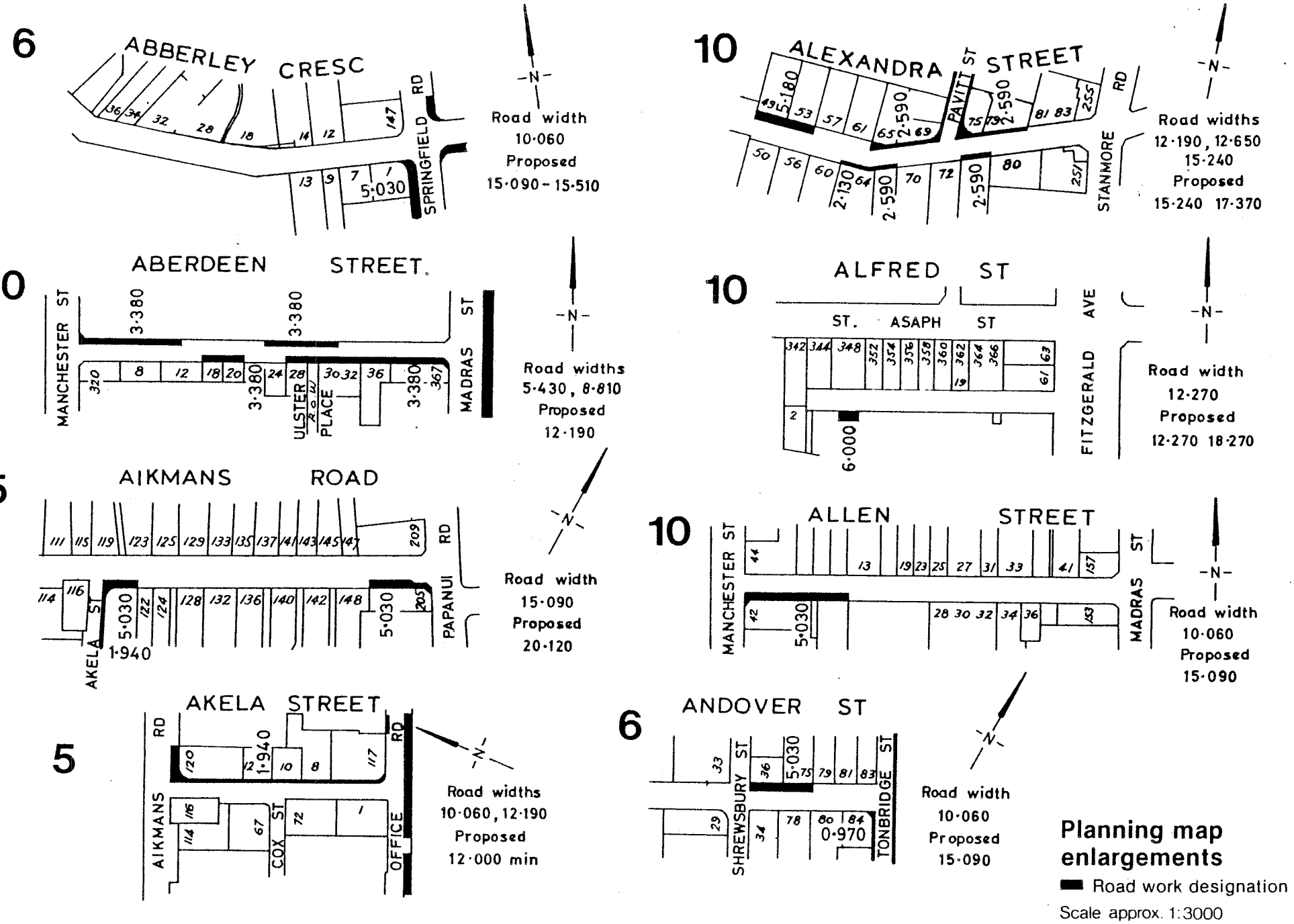
(Measurement: L.95)

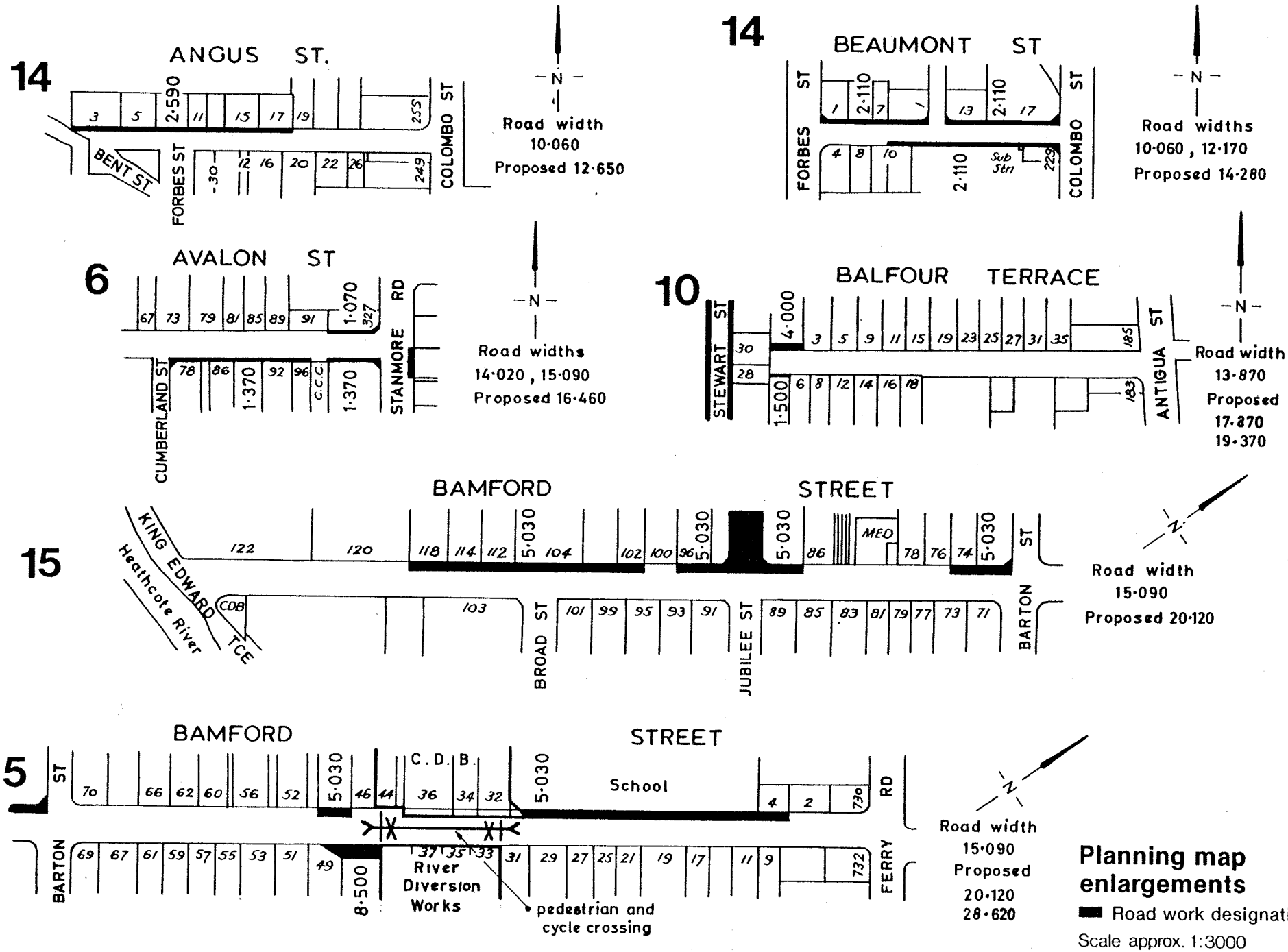
No single event noise shall exceed 75dBA or exceed the background noise level by 30dBA, whichever is the lower, except between 0700 to 1900 hours Monday to Friday and 0700 to 1200 hours Saturday on days other than public holidays.

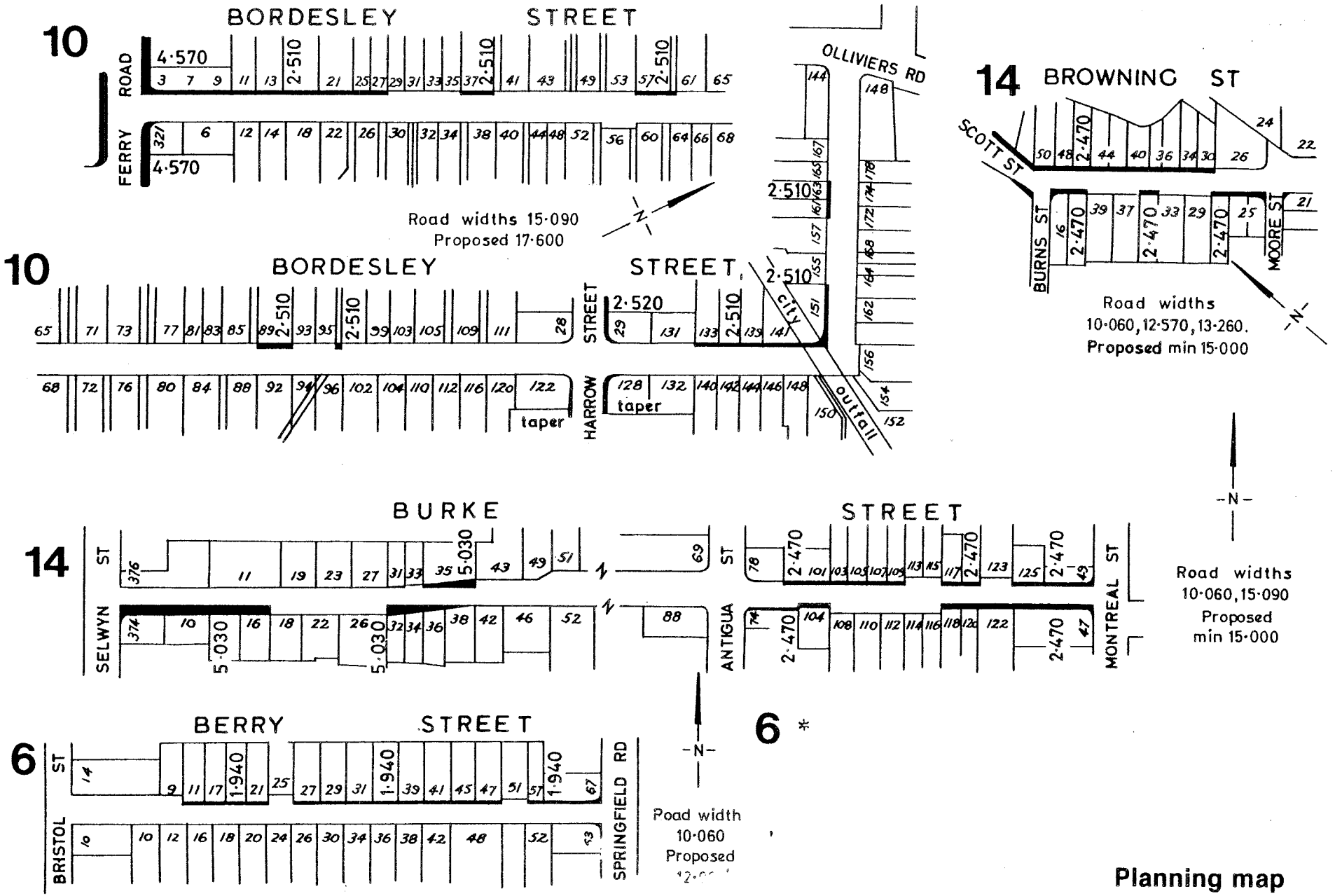
Planning Maps



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6
ABBERLEY CRESC
SPRINGFIELD RD
Road width
10·060
Proposed
15·090 - 15·510
10
ABERDEEN STREET
MANCHESTER ST
MADRAS ST
ULSTER PLACE
Road widths
5·430, 8·810
Proposed
12·190
5
AIKMANS ROAD
PAPANUI RD
AKELA ST
Road width
15·090
Proposed
20·120
5
AKELA STREET
AIKMANS RD
COX ST
OFFICE RD
Road widths
10·060, 12·190
Proposed
12·000 min
10
ALEXANDRA STREET
PAVITT ST
STANMORE RD
Road widths
12·190, 12·650
15·240
Proposed
15·240 17·370
10
ALFRED ST
ST. ASAPH ST
FITZGERALD AVE
Road width
12·270
Proposed
12·270 18·270
10
ALLEN STREET
MANCHESTER ST
MADRAS ST
Road width
10·060
Proposed
15·090
6
ANDOVER ST
SHREWSBURY ST
TONBRIDGE ST
Road width
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Proposed
15·090
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Planning map enlargements
Road work designation
Scale approx. 1:3000

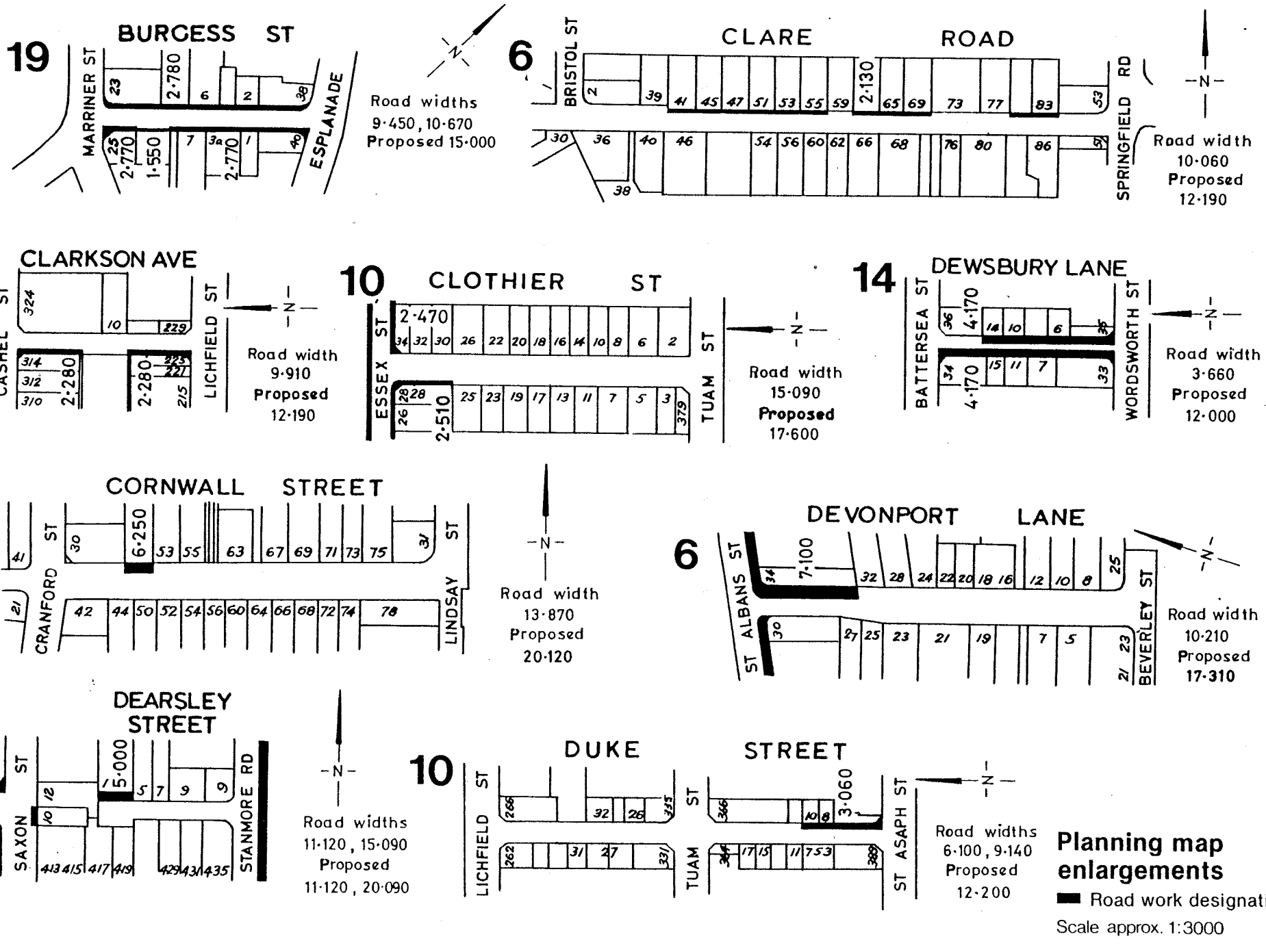

14
ANGUS ST.
3
5
2·590
11
15
17
19
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BENT ST.
FORBES ST
30
12
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20
22
26
249
COLOMBO ST
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Road width
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Proposed 12·650
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BEAUMONT ST
FORBES ST
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2·110
7
1
13
2·110
17
COLOMBO ST
4
8
10
2·110
Sub Stn
229
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Road widths
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Proposed 14·280
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67
73
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1·070
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STANMORE RD
CUMBERLAND ST
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1·370
92
96
C.C.C.
1·370
N
Road widths
14·020 , 15·090
Proposed 16·460
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BALFOUR TERRACE
STEWART ST
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4·000
3
5
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11
15
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23
25
27
31
35
185
ANTIGUA ST
1·500
6
8
12
14
16
18
183
N
Road width
13·870
Proposed
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19·370
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BAMFORD STREET
KING EDWARD
Heathcote River
TCE
CDB
122
120
118
114
112
5·030
104
102
100
96
5·030
5·030
86
MED
78
76
74
5·030
ST
103
BROAD ST
101
99
95
93
91
JUBILEE ST
89
85
83
81
79
77
73
71
BARTON
N
Road width
15·090
Proposed 20·120
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BAMFORD STREET
ST
70
66
62
60
56
52
5·030
46
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C.D.B.
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34
32
5·030
School
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RD
BARTON
69
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51
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8·500
37
35
33
River Diversion Works
31
29
27
25
21
19
17
11
9
732
FERRY
pedestrian and cycle crossing
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Road width
15·090
Proposed
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28·620
Planning map enlargements
Road work designation
Scale approx. 1:3000

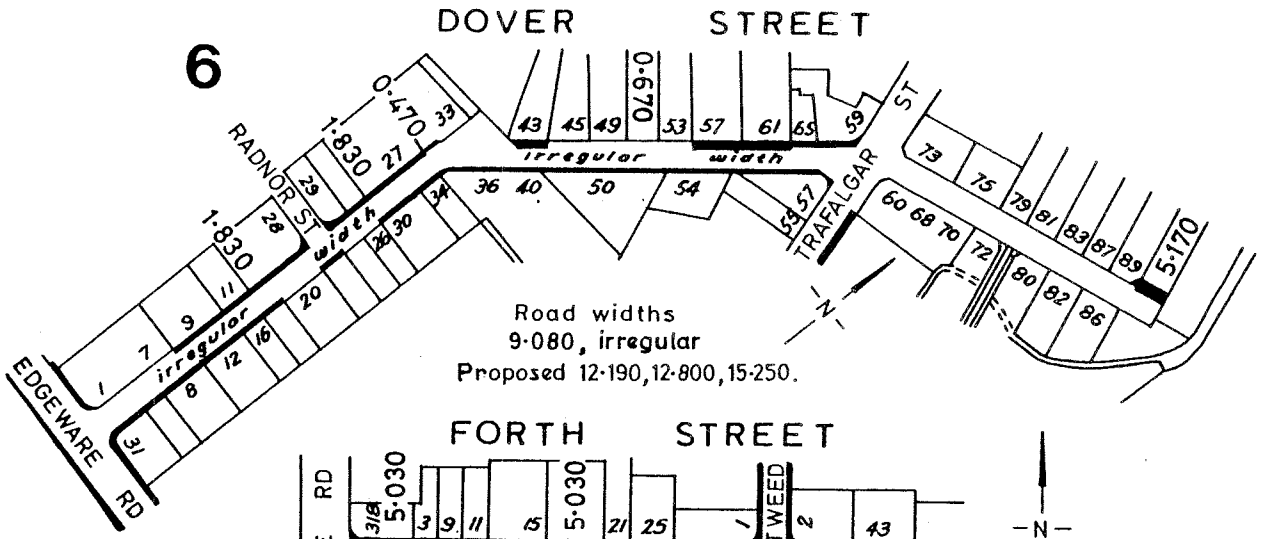


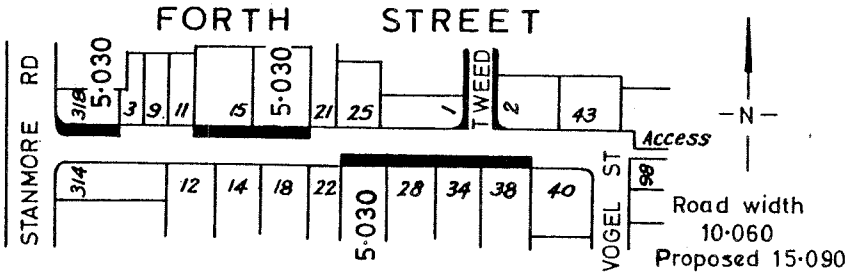
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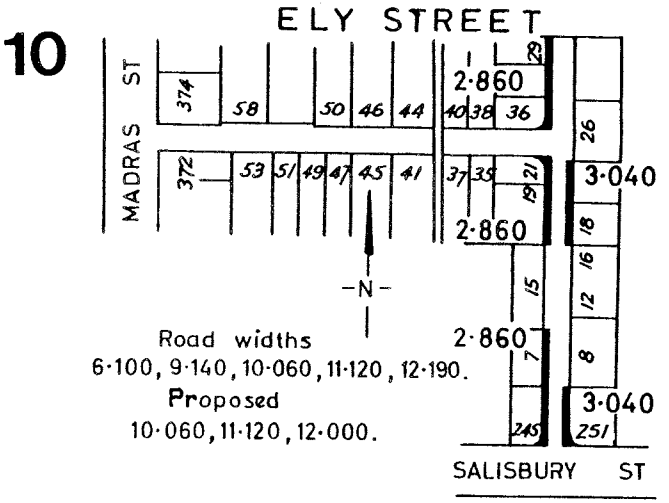
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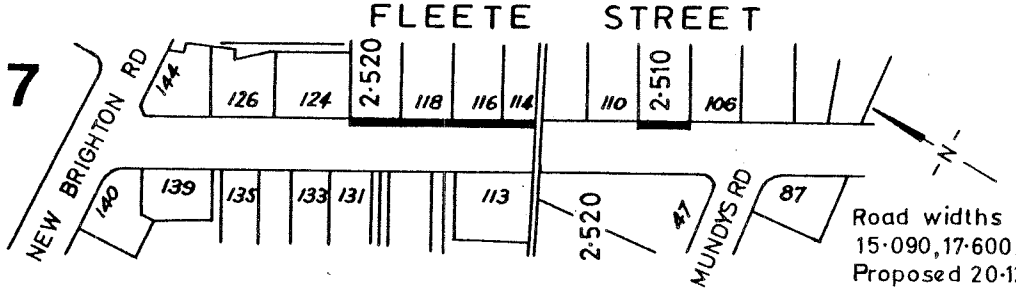
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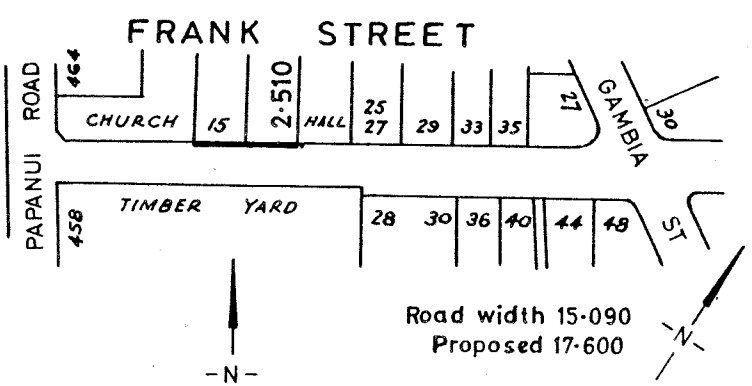

19
BURGESS ST
MARRINER ST
ESPLANADE
23
2·780
6
2
38
25
2·770
1·550
7
3a
2·770
1
40
Road widths
9·450, 10·670
Proposed 15·000
6
CLARE ROAD
BRISTOL ST
SPRINGFIELD RD
2
39
41
45
47
51
53
55
59
2·130
65
69
73
77
83
53
30
36
38
40
46
54
56
60
62
66
68
76
80
86
92
Road width
10·060
Proposed
12·190
10
CLARKSON AVE
CASHEL ST
LICHFIELD ST
324
10
229
314
312
310
2·280
223
227
215
Road width
9·910
Proposed
12·190
10
CLOTHIER ST
ESSEX ST
TUAM ST
2·470
34
32
30
26
22
20
18
16
14
10
8
6
2
28
28
26
2·510
25
23
19
17
13
11
7
5
3
379
Road width
15·090
Proposed
17·600
14
DEWSBURY LANE
BATTERSEA ST
WORDSWORTH ST
36
4·170
14
10
6
35
34
4·170
15
11
7
33
Road width
3·660
Proposed
12·000
CORNWALL STREET
6
CRANFORD ST
LINDSAY ST
41
30
6·250
53
55
63
67
69
71
73
75
31
21
42
44
50
52
54
56
60
64
66
68
72
74
78
Road width
13·870
Proposed
20·120
6
DEVONPORT LANE
ST ALBANS ST
BEVERLEY ST
34
7·100
32
28
24
22
20
18
16
12
10
8
25
30
27
25
23
21
19
7
5
21
23
Road width
10·210
Proposed
17·310
10
DEARSLEY STREET
SAXON ST
STANMORE RD
12
10
1
5·000
5
7
9
9
413
415
417
419
429
431
435
Road widths
11·120, 15·090
Proposed
11·120, 20·090
10
DUKE STREET
LICHFIELD ST
TUAM ST
ST ASAPH ST
266
32
26
335
262
31
27
331
366
10
8
3·060
344
17
15
11
7
5
3
389
Road widths
6·100, 9·140
Proposed
12·200
Planning map enlargements
Road work designation
Scale approx. 1:3000

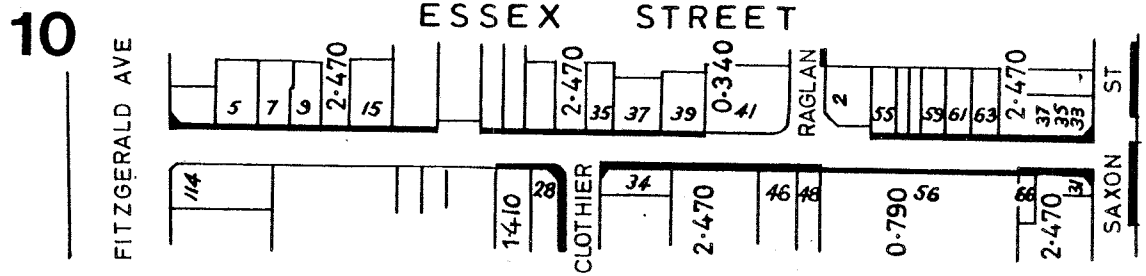








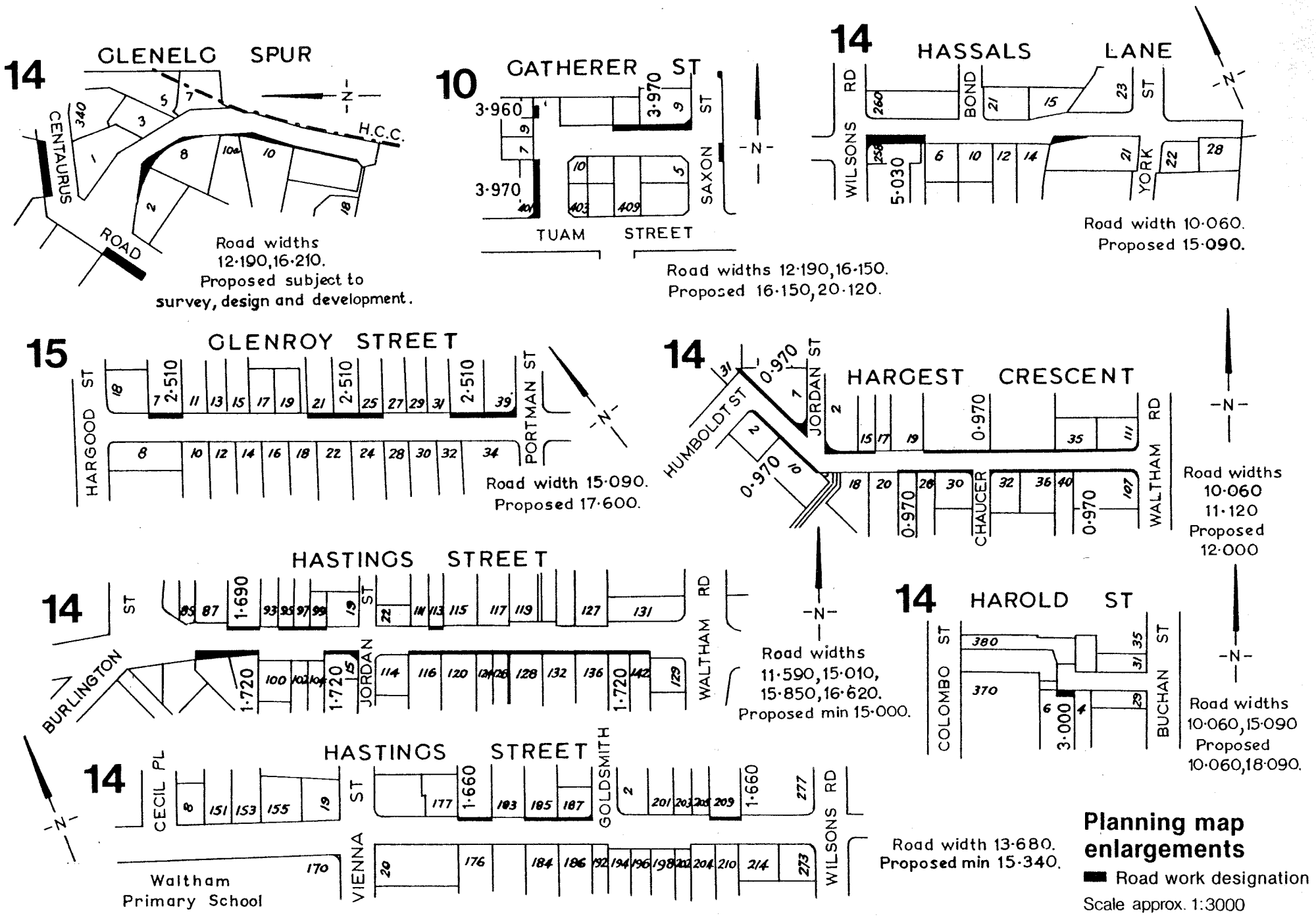


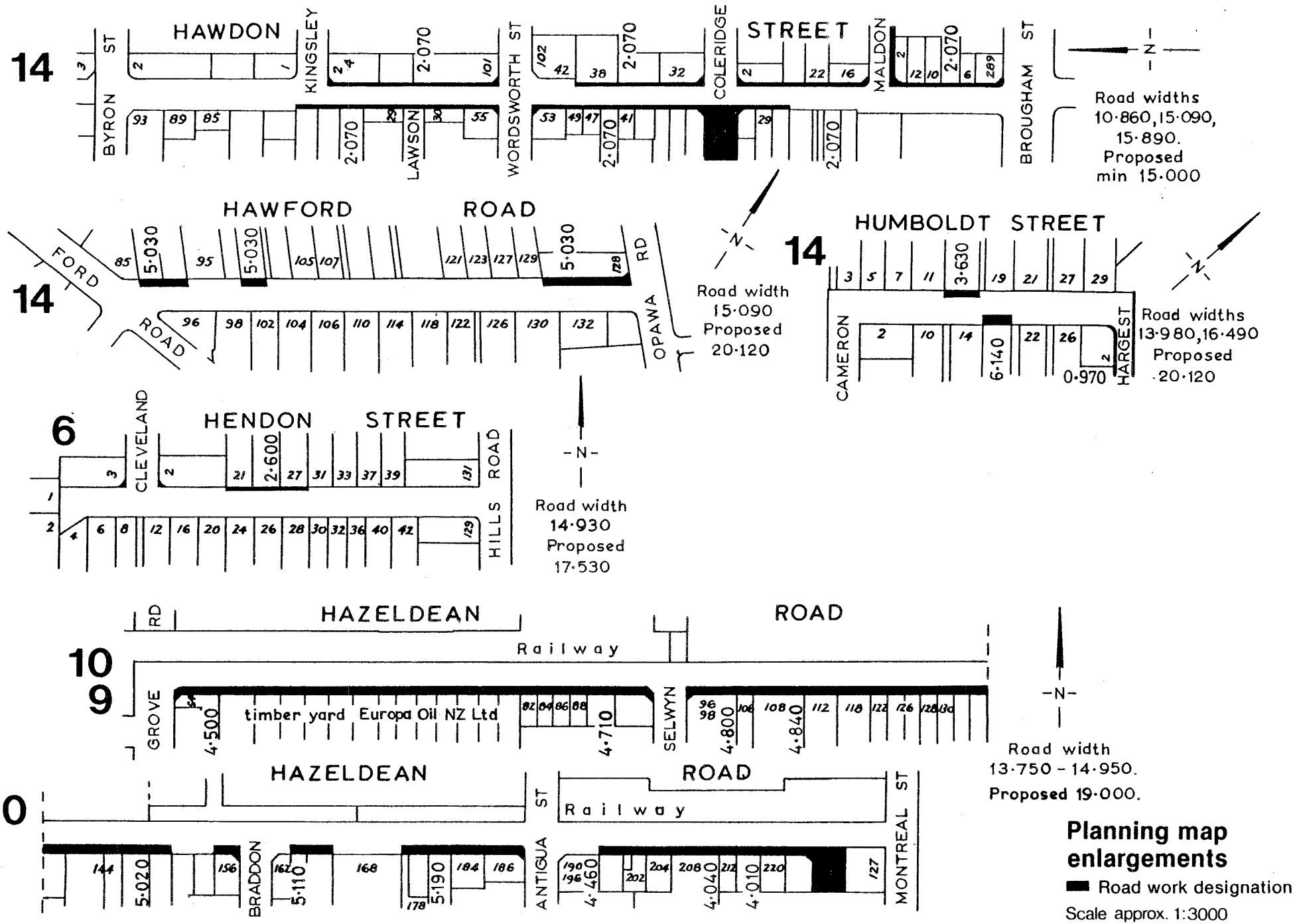


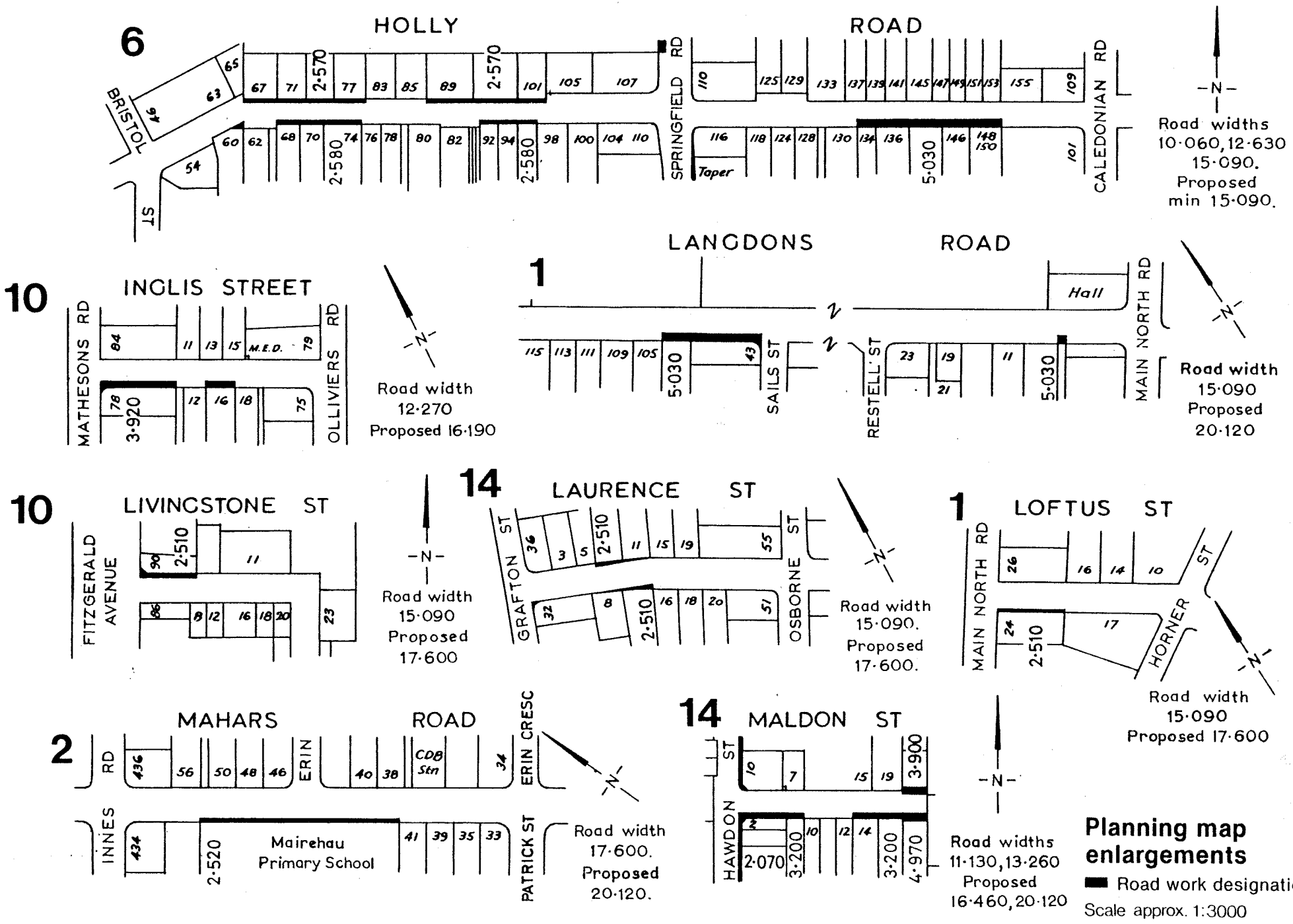
Planning map enlargements

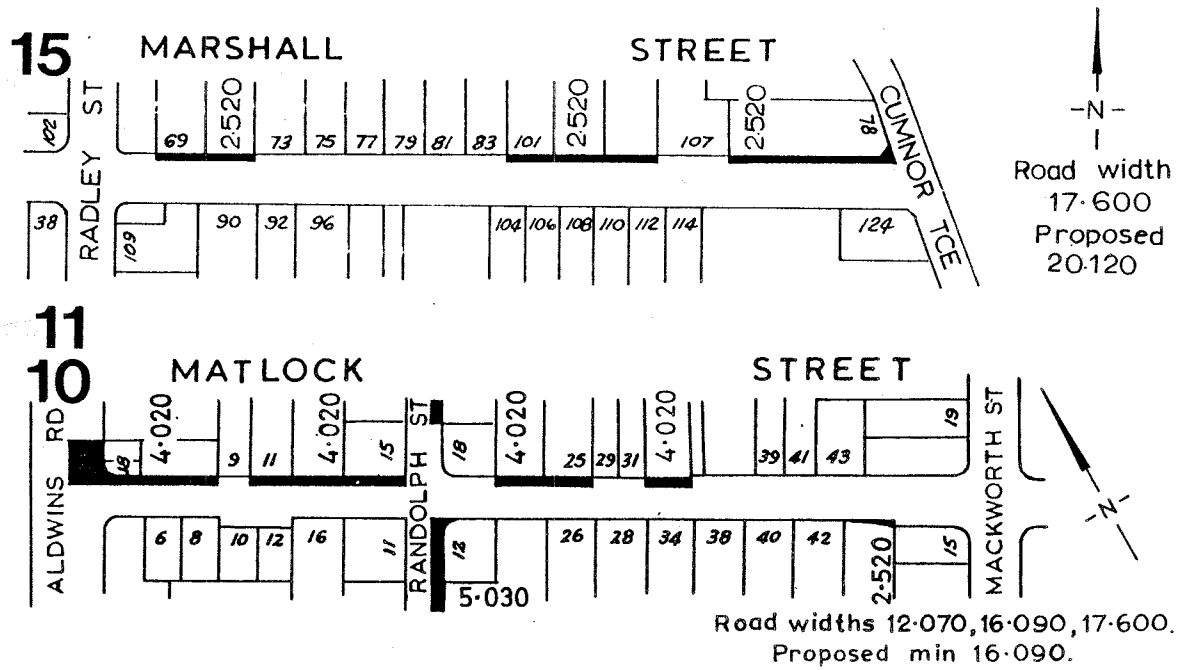
Road work designation

Scale approx. 1:3000


14
GLENELG SPUR
CENTAURUS ROAD
H.C.C.
Road widths 12·190,16·210. Proposed subject to survey, design and development.
10
GATHERER ST
3·960
3·970
3·970
SAXON ST
TUAM STREET
Road widths 12·190,16·150. Proposed 16·150,20·120.
14
HASSALS LANE
WILSONS RD
BOND ST
YORK ST
5·030
Road width 10·060. Proposed 15·090.
15
GLENROY STREET
HARGOOD ST
PORTMAN ST
2·510
Road width 15·090. Proposed 17·600.
14
HARGEST CRESCENT
HUMBOLDT ST
JORDAN ST
WALTHAM RD
CHAUCER
0·970
Road widths 10·060 11·120 Proposed 12·000
14
HASTINGS STREET
BURLINGTON ST
JORDAN
WALTHAM RD
1·690
1·720
Road widths 11·590,15·010, 15·850,16·620. Proposed min 15·000.
14
HAROLD ST
COLOMBO ST
BUCHAN ST
3·000
Road widths 10·060,15·090 Proposed 10·060,18·090.
14
HASTINGS STREET
CECIL PL
VIENNA
GOLDSMITH
WILSONS RD
1·660
Waltham Primary School
Road width 13·680. Proposed min 15·340.
Planning map enlargements
Road work designation
Scale approx. 1:3000


14
HAWDON
STREET
BYRON ST
KINGSLEY
WORDSWORTH ST
COLERIDGE
MALDON
BROUGHAM ST
LAWSON
2·070
5·030
Road widths
10·860, 15·090,
15·890.
Proposed
min 15·000
HAWFORD ROAD
FORD ROAD
OPAWA RD
Road width
15·090
Proposed
20·120
14
HUMBOLDT STREET
3·630
6·140
0·970
CAMERON
HARGEST
Road widths
13·980, 16·490
Proposed
20·120
6
HENDON STREET
CLEVELAND
HILLS ROAD
2·600
Road width
14·930
Proposed
17·530
10
9
HAZELDEAN ROAD
RD
Railway
GROVE
timber yard
Europa Oil NZ Ltd
4·500
4·710
SELWYN
4·800
4·840
Road width
13·750 - 14·950.
Proposed 19·000.
10
HAZELDEAN ROAD
Railway
ST
BRADDON
ANTIGUA
MONTREAL ST
5·020
5·110
5·190
4·460
4·040
4·010
Planning map
enlargements
Road work designation
Scale approx. 1:3000

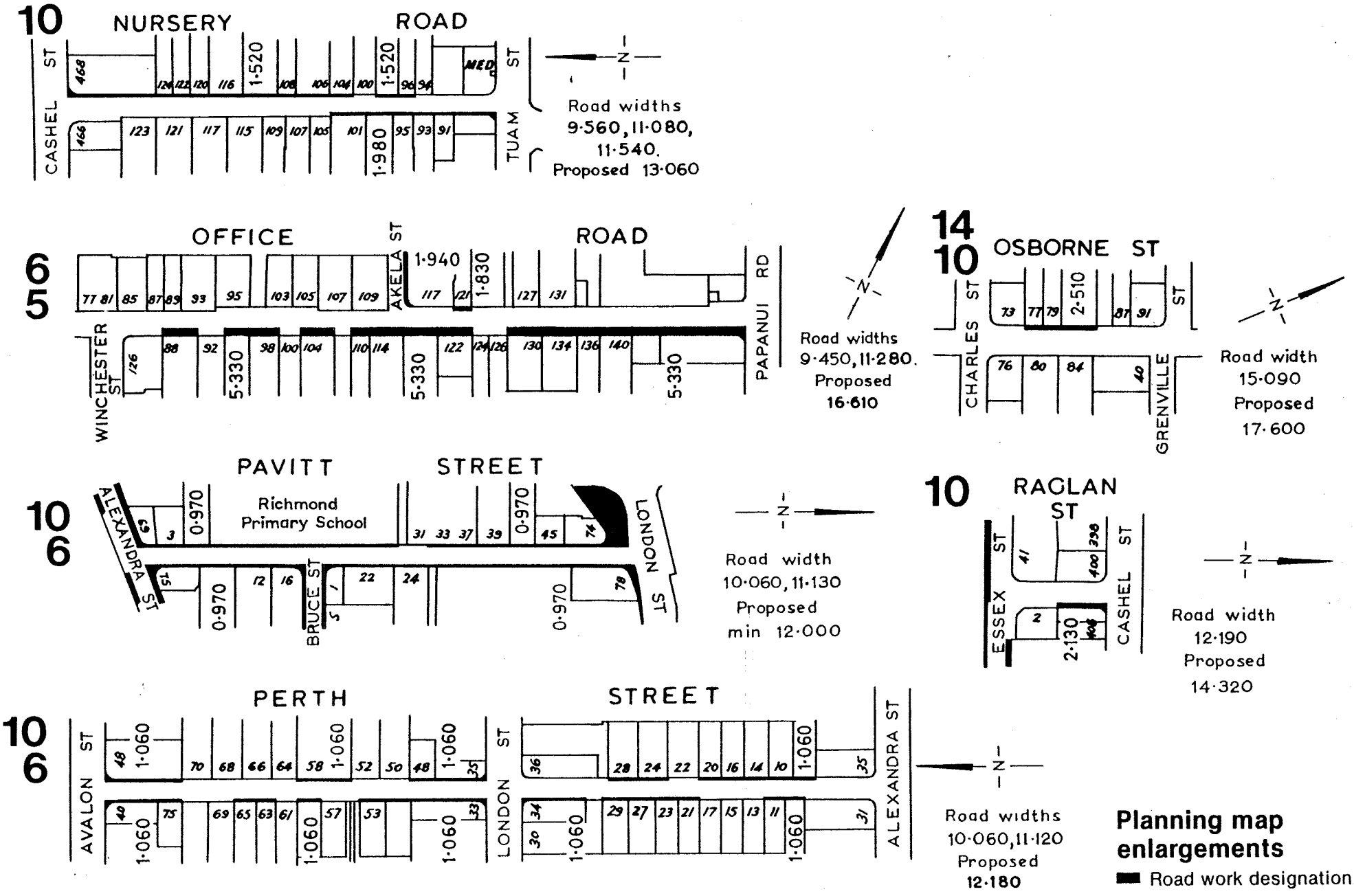

6
HOLLY ROAD
BRISTOL ST
SPRINGFIELD RD
CALEDONIAN RD
Taper
Road widths
10·060, 12·630
15·090.
Proposed
min 15·090.
10
INGLIS STREET
MATHESONS RD
OLLIVIERS RD
M.E.D.
3·920
Road width
12·270
Proposed 16·190
1
LANGDONS ROAD
Hall
SAILS ST
RESTELL ST
MAIN NORTH RD
5·030
Road width
15·090
Proposed
20·120
10
LIVINGSTONE ST
FITZGERALD AVENUE
2·510
Road width
15·090
Proposed
17·600
14
LAURENCE ST
GRAFTON ST
OSBORNE ST
2·510
Road width
15·090.
Proposed
17·600.
1
LOFTUS ST
MAIN NORTH RD
HORNER ST
2·510
Road width
15·090
Proposed 17·600
2
MAHARS ROAD
ERIN CRESC
INNES RD
PATRICK ST
CDB Stn
Mairehau
Primary School
2·520
Road width
17·600.
Proposed
20·120.
14
MALDON ST
HAWDON ST
2·070
3·200
3·900
4·970
Road widths
11·130, 13·260
Proposed
16·460, 20·120
Planning map
enlargements
Road work designation
Scale approx. 1:3000



Planning map enlargements

Road work designation

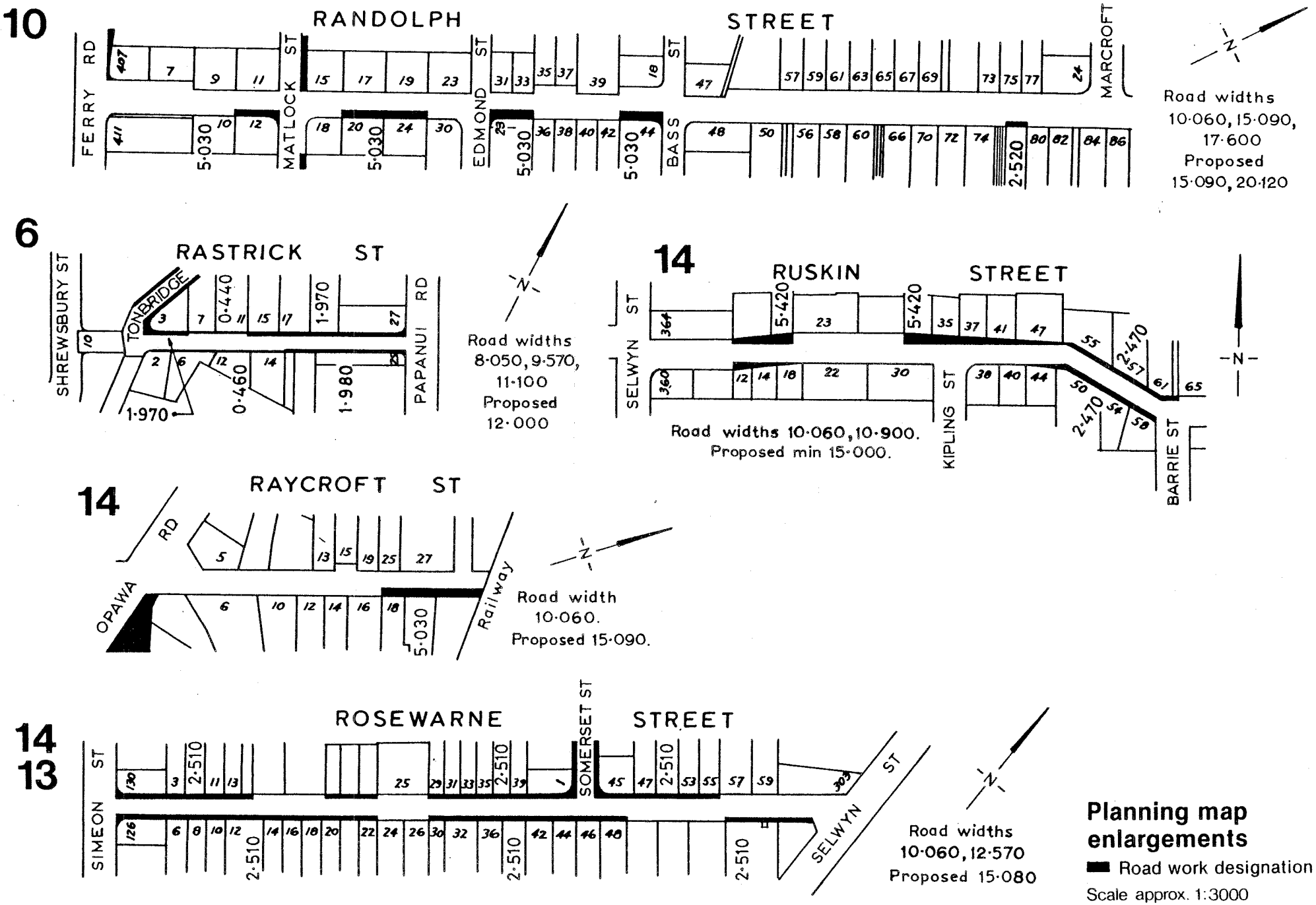
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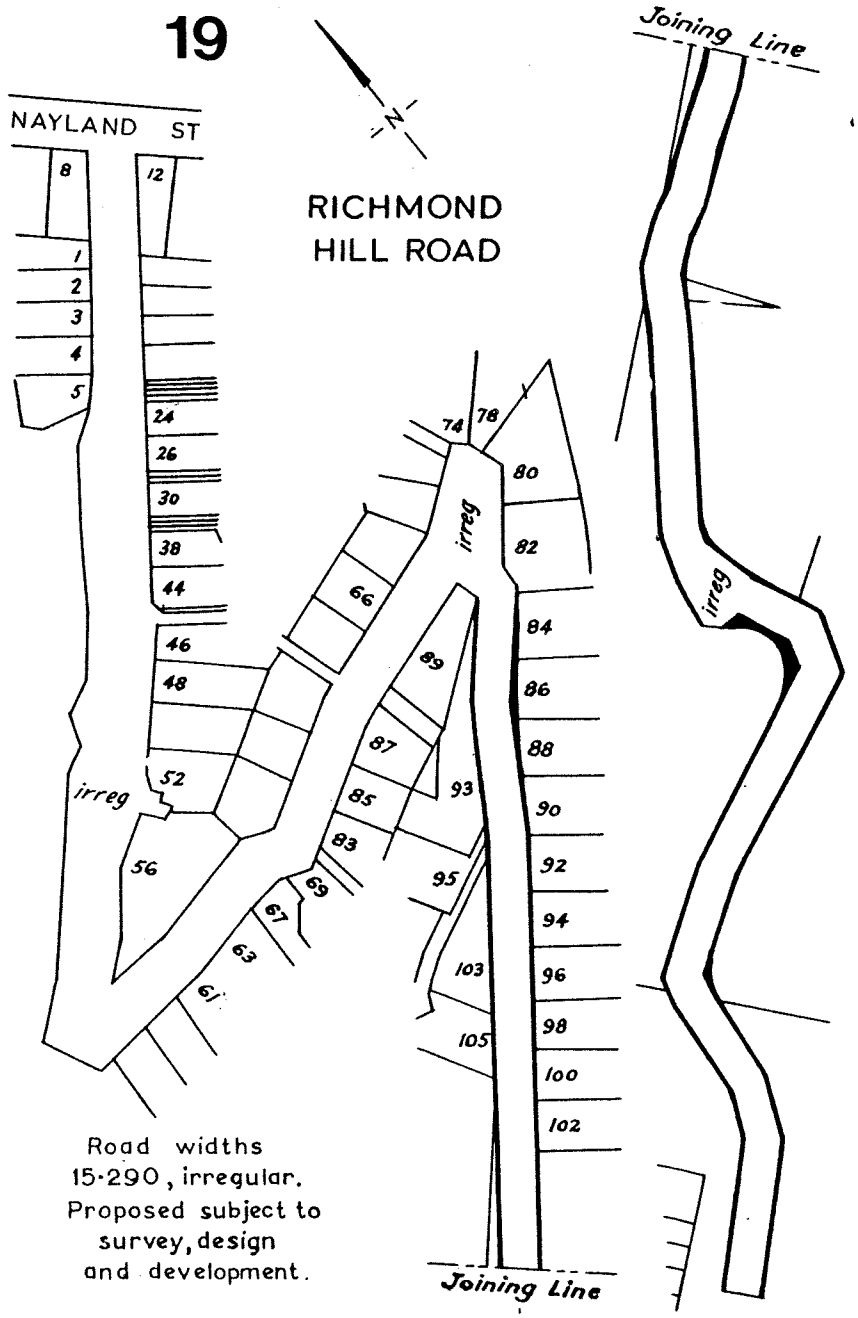


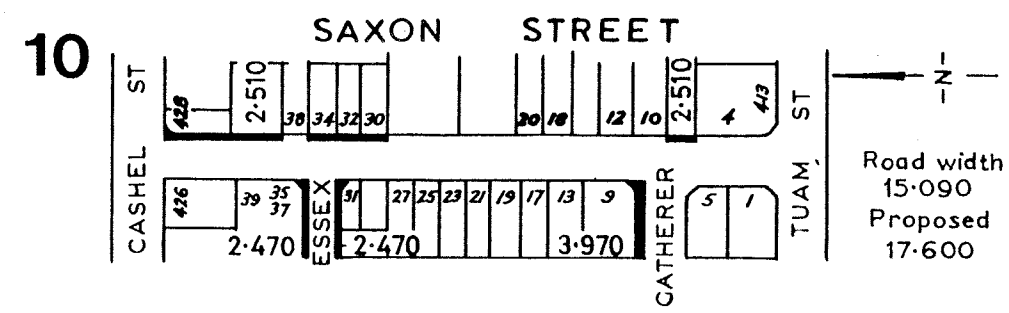
Planning map enlargements

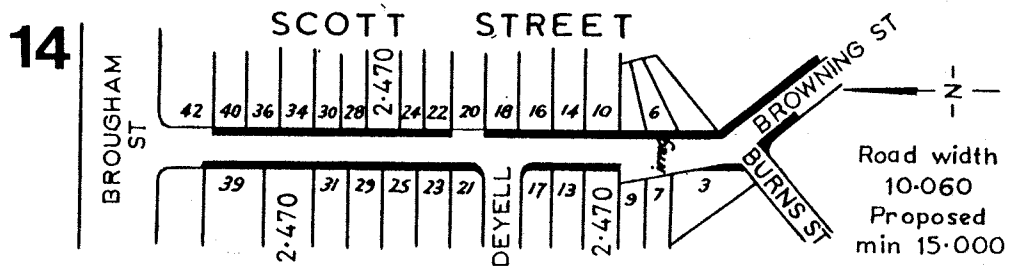
■ Road work designation

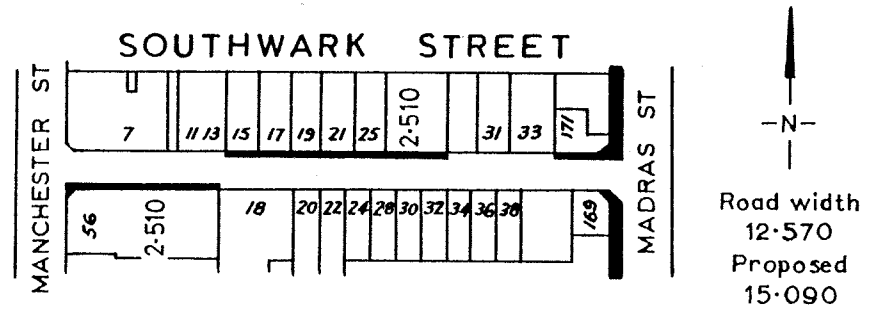
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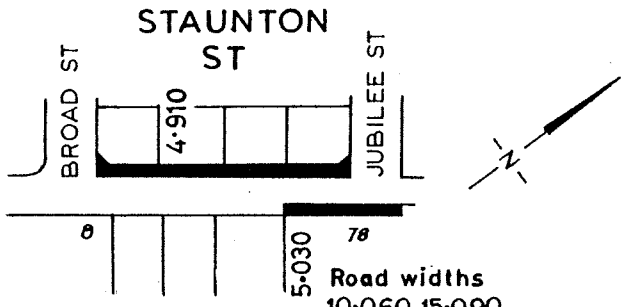

10
RANDOLPH STREET
FERRY RD
MATLOCK ST
EDMOND ST
BASS ST
MARCROFT
5·030
2·520
Road widths
10·060, 15·090,
17·600
Proposed
15·090, 20·120
6
RASTRICK ST
SHREWSBURY ST
TONBRIDGE
PAPANUI RD
0·440
1·970
0·460
1·980
Road widths
8·050, 9·570,
11·100
Proposed
12·000
14
RUSKIN STREET
SELWYN ST
KIPLING ST
BARRIE ST
5·420
2·470
Road widths 10·060, 10·900.
Proposed min 15·000.
14
RAYCROFT ST
OPAWA RD
Railway
5·030
Road width
10·060.
Proposed 15·090.
14
13
ROSEWARNE STREET
SOMERSET ST
SIMEON ST
SELWYN ST
2·510
Road widths
10·060, 12·570
Proposed 15·080
Planning map
enlargements
Road work designation
Scale approx. 1:3000







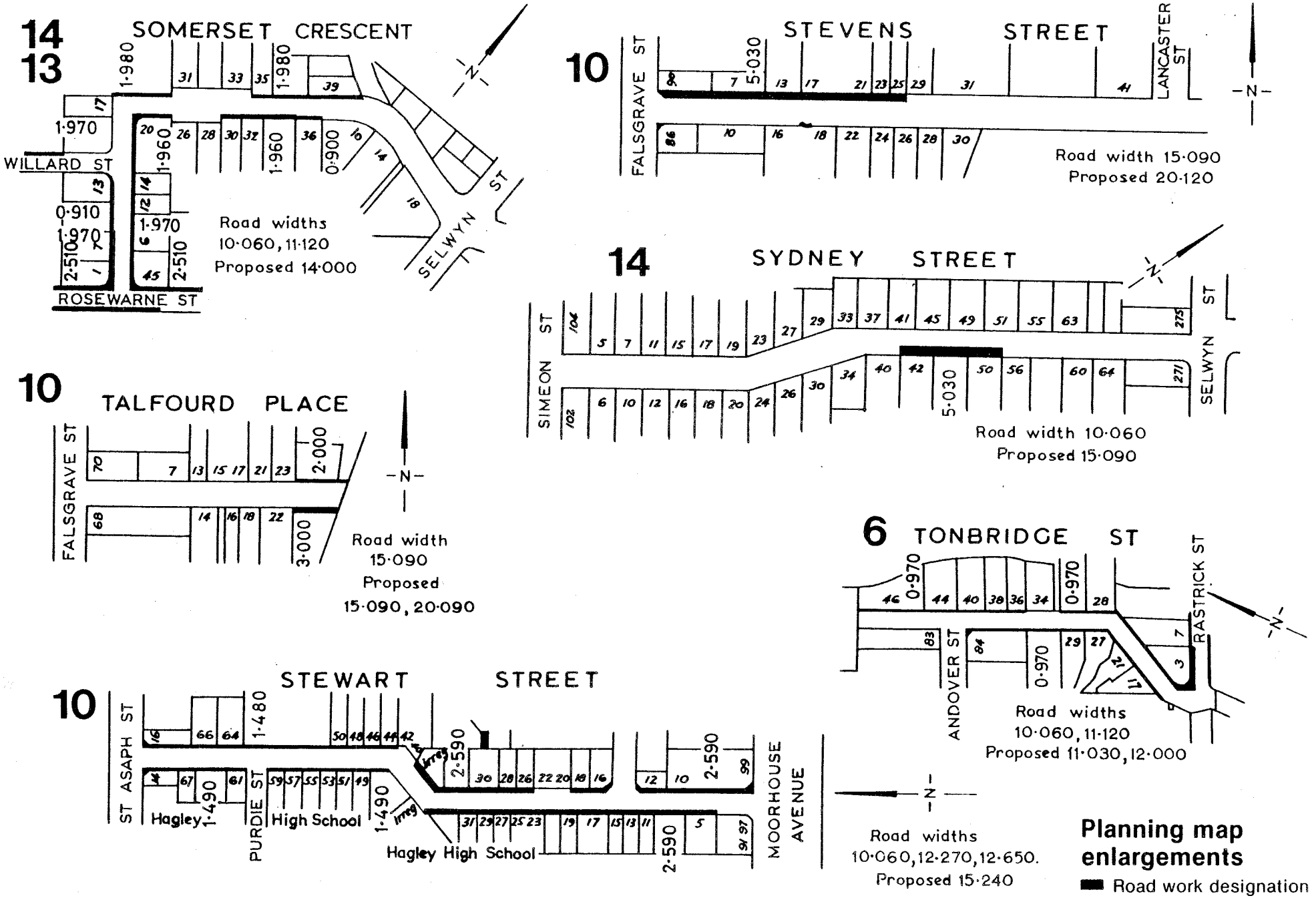


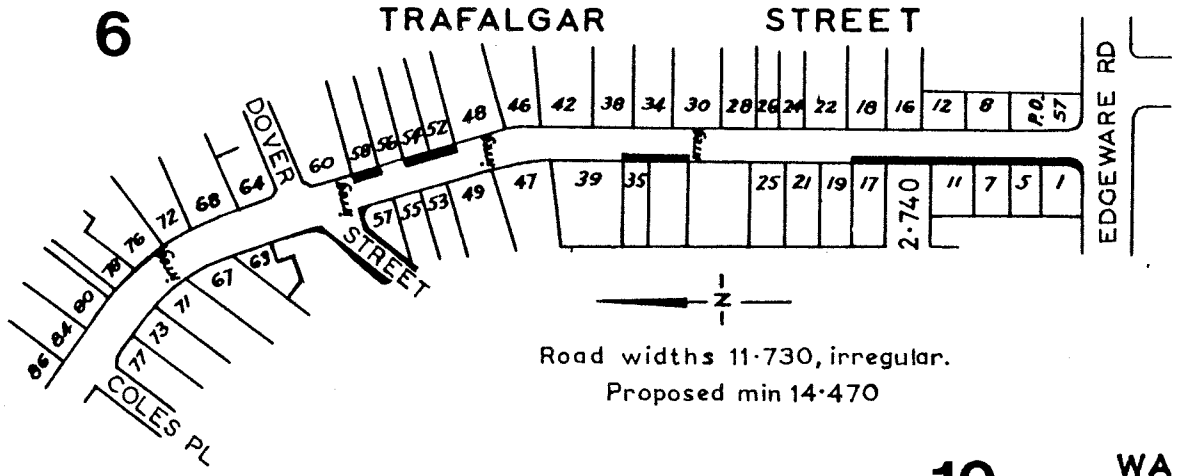


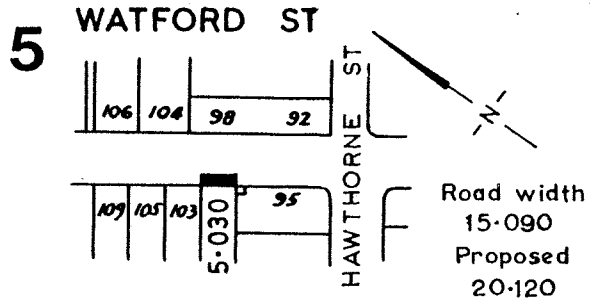
Planning map enlargements

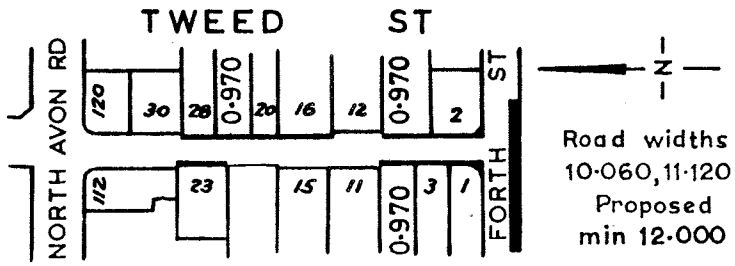
Road work designation

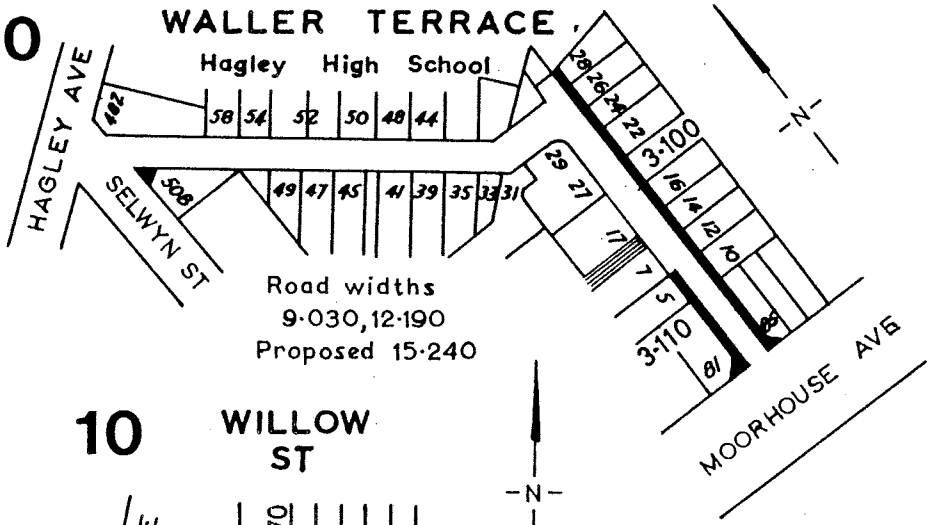
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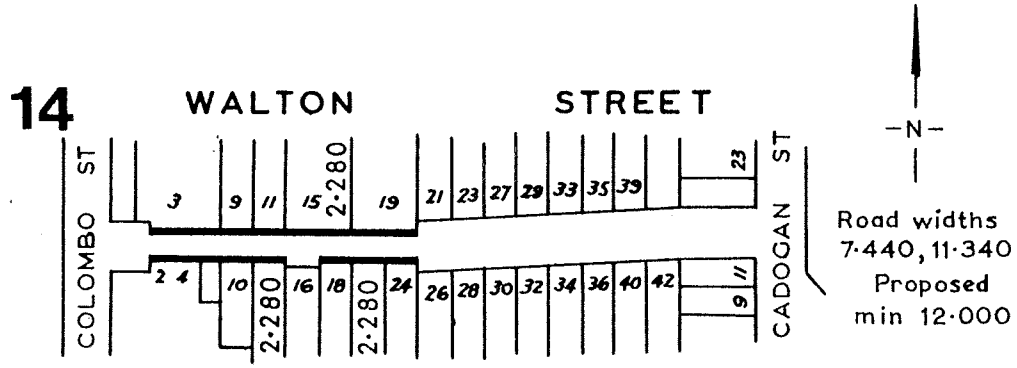

14
13
SOMERSET CRESCENT
WILLARD ST
ROSEWARNE ST
SELWYN ST
Road widths
10·060, 11·120
Proposed 14·000
10
STEVENS STREET
FALSGRAVE ST
LANCASTER ST
Road width 15·090
Proposed 20·120
14
SYDNEY STREET
SIMEON ST
SELWYN ST
Road width 10·060
Proposed 15·090
10
TALFOURD PLACE
FALSGRAVE ST
Road width
15·090
Proposed
15·090, 20·090
6
TONBRIDGE ST
RASTRICK ST
ANDOVER ST
Road widths
10·060, 11·120
Proposed 11·030, 12·000
10
STEWART STREET
ST ASAPH ST
PURDIE ST
Hagley High School
MOORHOUSE AVENUE
Road widths
10·060, 12·270, 12·650.
Proposed 15·240
Planning map enlargements
Road work designation
Scale approx. 1:3000

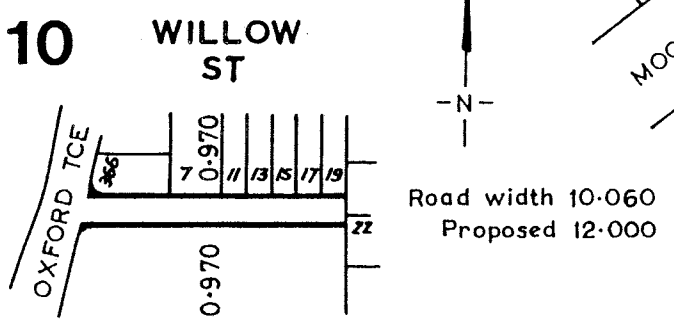








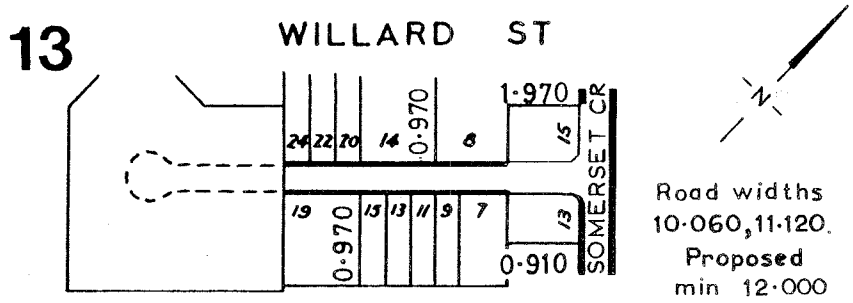




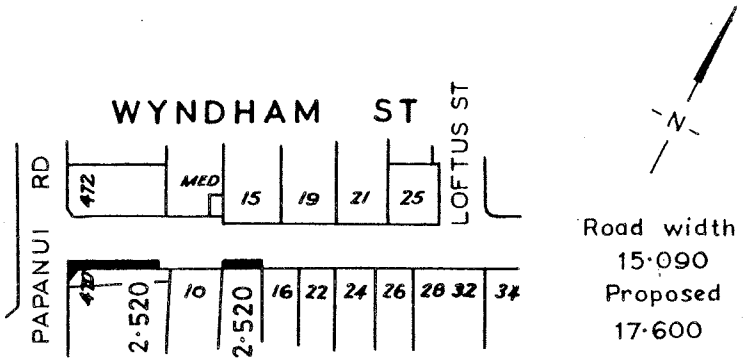
Planning map enlargements

■ Road work designation

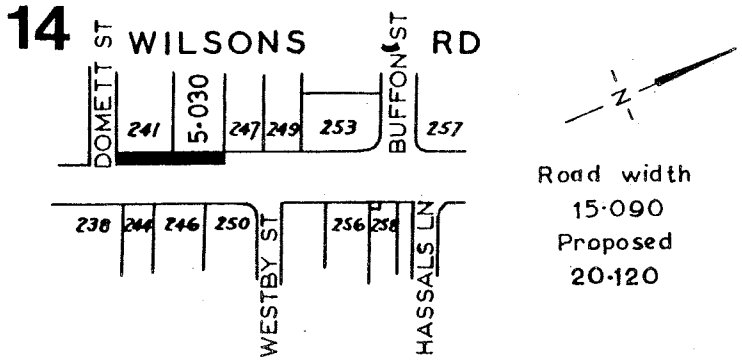
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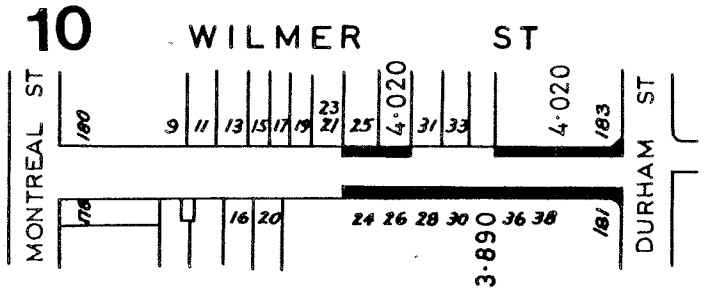
Road widths
10·060, 11·120.
Proposed
min 12·000



Road width
15·090
Proposed
17·600



Road width
15·090
Proposed
20·120

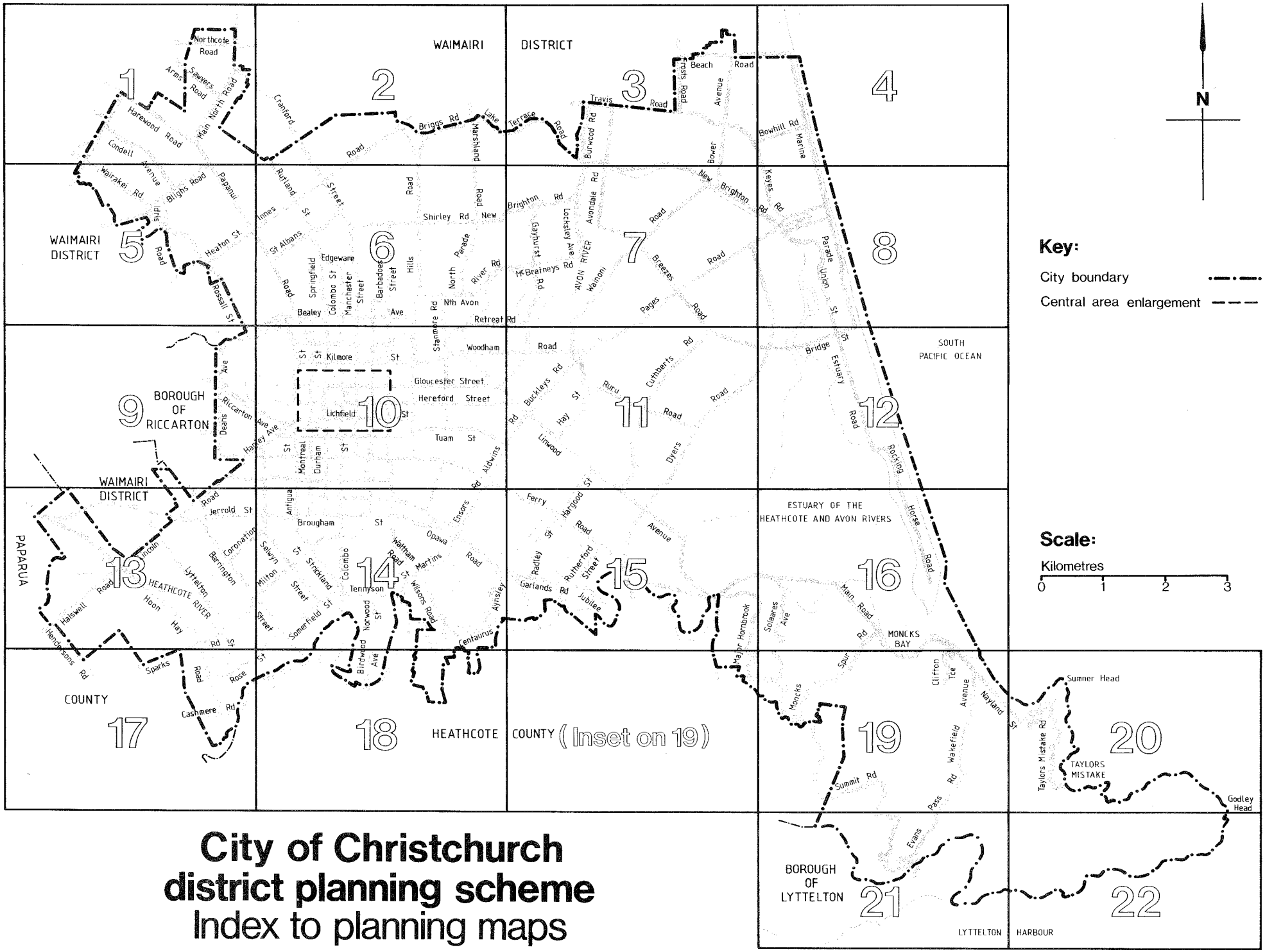


Road widths
12·210, 16·230.
Proposed
20·120

Planning map enlargements

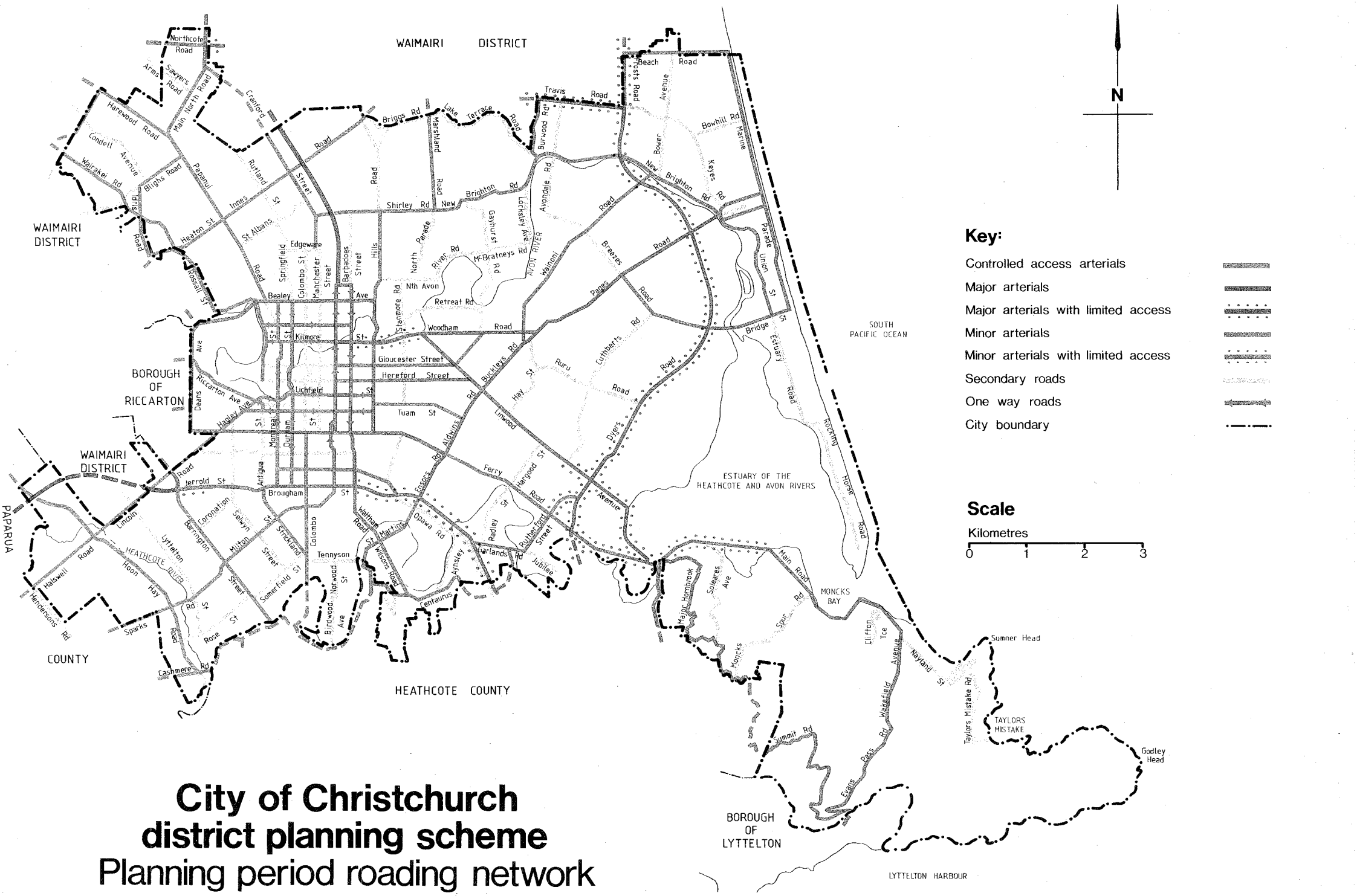
Road work designation

Scale approx. 1:3000



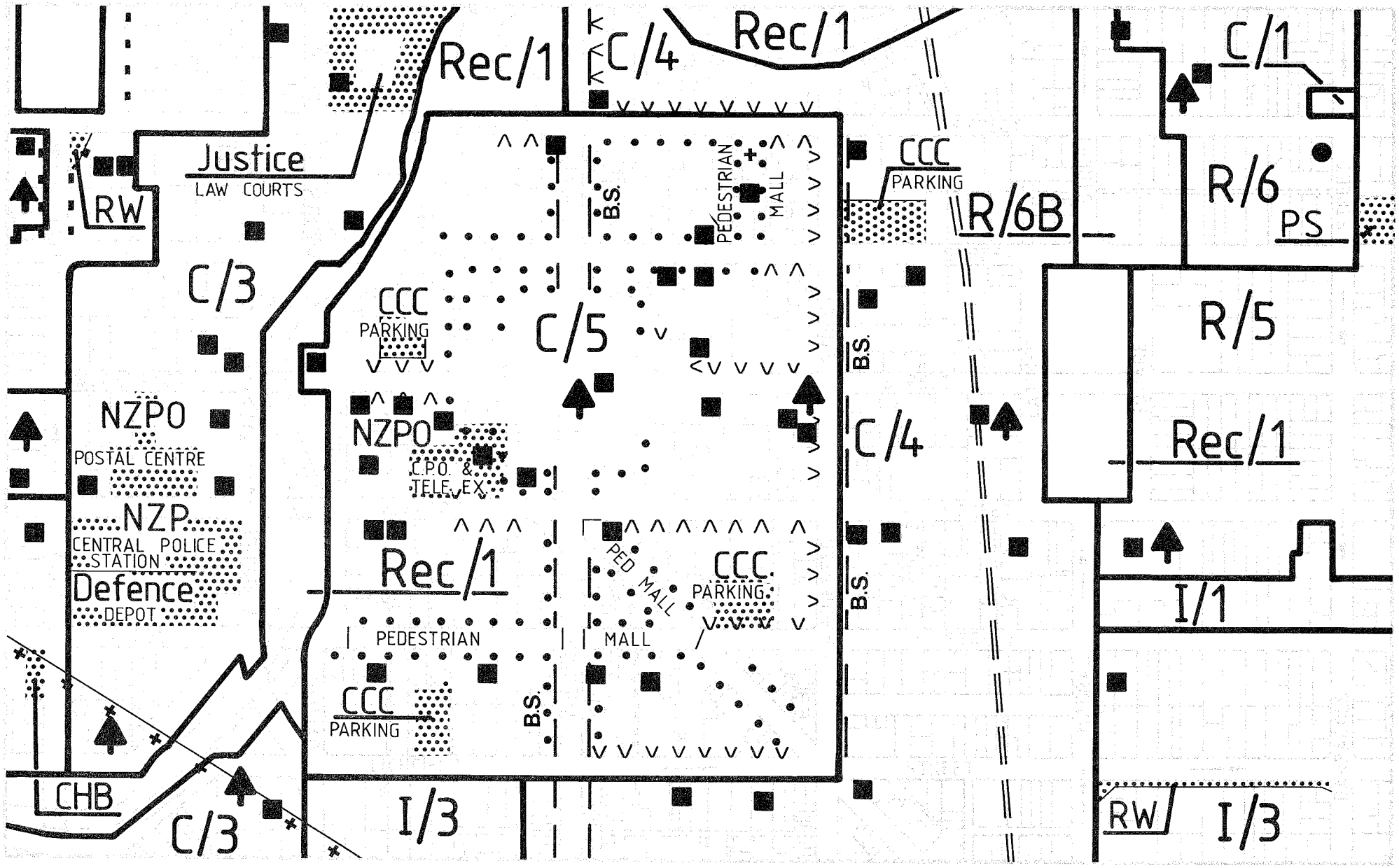
City of Christchurch district planning scheme

Index to planning maps



City of Christchurch district planning scheme

Planning period roading network



Zones

C/	Commercial
Cu/	Cultural
E/	Employment
I/	Industrial
Rec/	Recreation
R/	Residential
Ru/	Rural

Designations

CCC	Christchurch City Council
CDB	Christchurch Drainage Board
DSW	Department of Social Welfare
IS	Intermediate school
MOE	Ministry of Energy
MWD	Ministry of Works and Development
NZFS	New Zealand Fire Service
NZP	New Zealand Police Department
NZPO	New Zealand Post Office
NZR	New Zealand Railways
CHB	Canterbury Hospital Board
PS	Primary school
RW	Road work (includes expressway)
SS	Secondary school

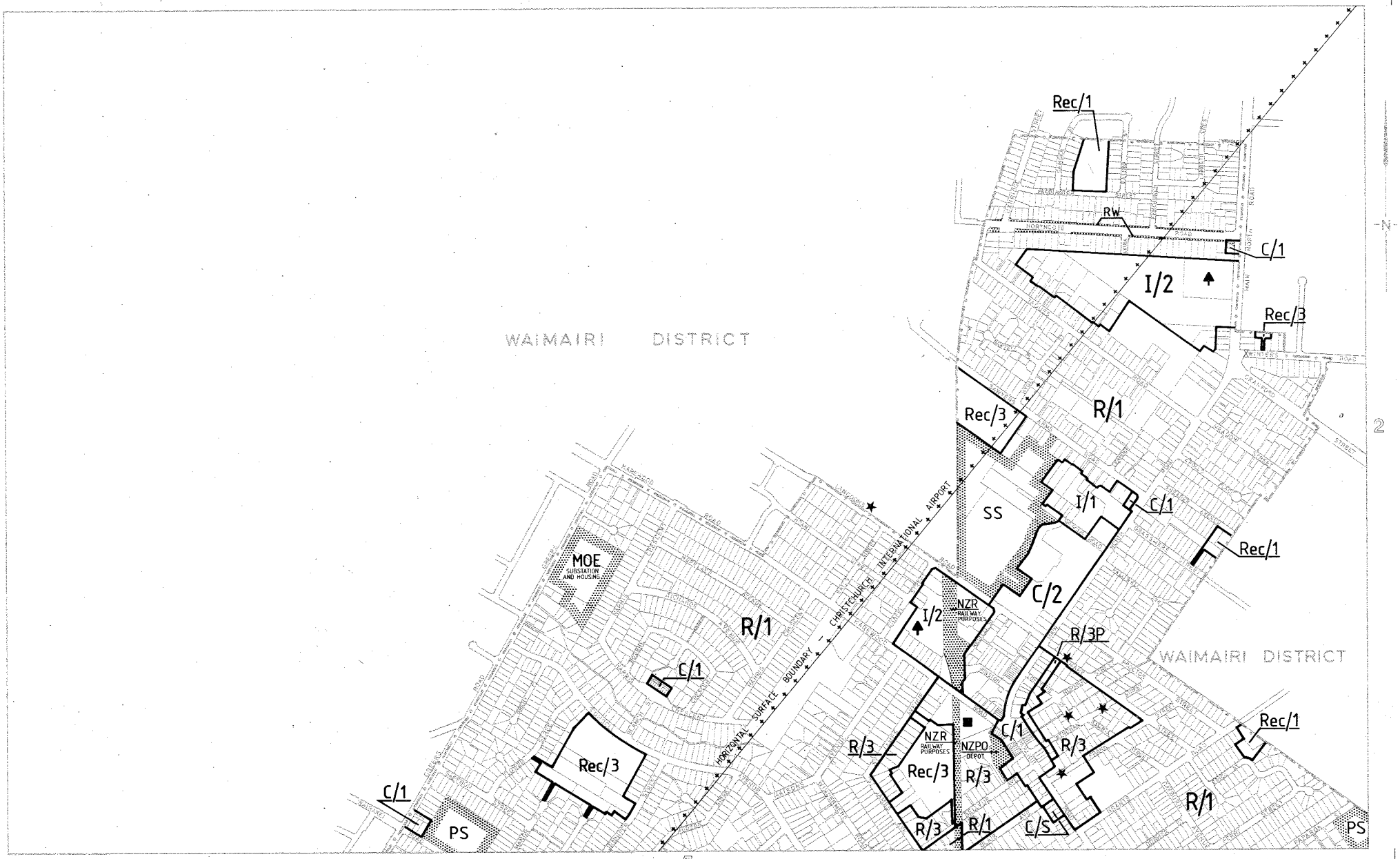
Symbols

- City boundary
- Zone boundary
- Designated area
- Specific identification
- Subject to Appeal
- Special area (See scheme statement)
- Notable object or building (See appendix J)
- Notable tree (See appendix K)
- Service station (See appendix F)
- H Hotel or tavern (See appendix C)
- B.S. Building setback line
- Shopping frontage
- Verandah frontage
- Road to be stopped or closed to vehicles
- Restricted access frontage
- Limited access road
- Local road to be widened (See map enlargements)
- Waterside road
- Outline subdivision
- Future road centreline
- Future reserve or work
- Proposed work

City of Christchurch district planning scheme, 2nd review central area enlargement

Operative 1 July 1986

Scale 1:5,000 0m 100m



1 City of Christchurch district planning scheme, 2nd review

Operative 1 July 1986

Scale 1:15,000 0m 100m 200m 300m

Zones

C/	Commercial
Cu/	Cultural
E/	Employment
I/	Industrial
Rec/	Recreation
R/	Residential
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Designations

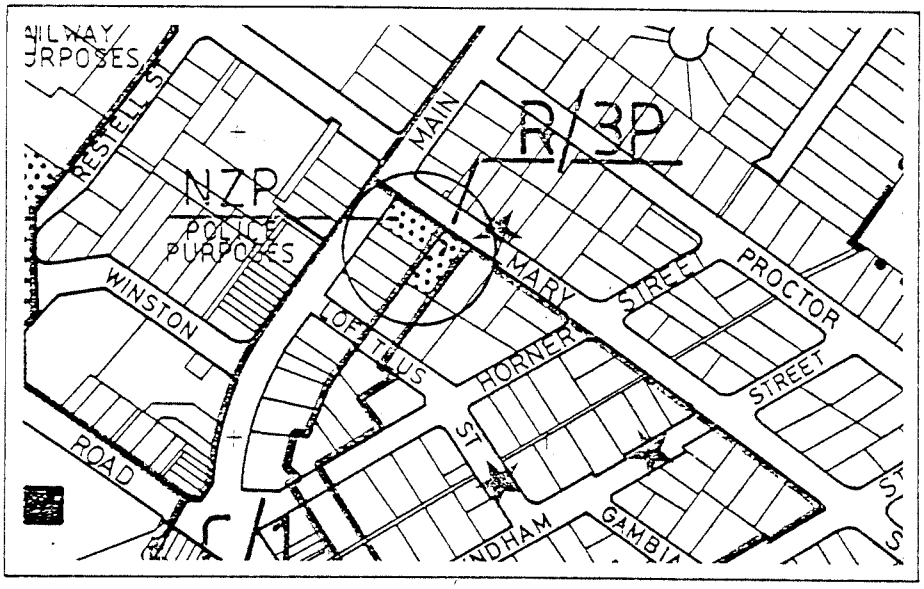
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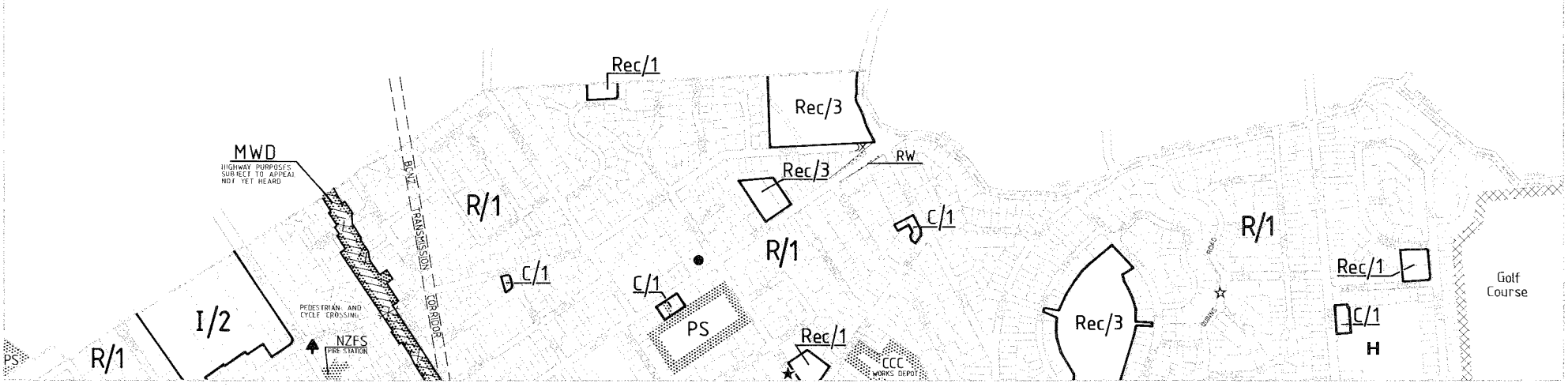
Symbols

- City boundary
- Zone boundary
- Designated area
- Specific identification
- Subject to Appeal
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- Proposed work

"POLICE PURPOSES' DESIGNATION
CNR MAIN NORTH ROAD AND MARY STREET
CHRISTCHURCH DISTRICT SCHEME

Please amend Planning Map No 1 in accordance with the plan below which shows this new designation.





Zones

C/	Commercial
Cu/	Cultural
E/	Employment
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IS	Intermediate school
MOE	Ministry of Energy
MWD	Ministry of Works and Development
NZFS	New Zealand Fire Service
NZP	New Zealand Police Department
NZPO	New Zealand Post Office
NZR	New Zealand Railways
CHB	Canterbury Hospital Board
PS	Primary school
RW	Road work (includes expressway)
SS	Secondary school

Symbols

- City boundary
- Zone boundary
- Designated area
- Specific identification
- Subject to Appeal
- Special area (See scheme statement)
- Notable object or building (See appendix J)
- Notable tree (See appendix K)
- Service station (See appendix F)
- H Hotel or tavern (See appendix G)
- B.S. Building setback line
- Shopping frontage
- Verandah frontage
- Road to be stopped or closed to vehicles
- Restricted access frontage
- Limited access road
- Local road to be widened (See map enlargements)
- Waterside road
- Outline subdivision
- Future road centreline
- Future reserve or work
- Proposed work

City of Christchurch district planning scheme, 2nd review

Operative 1 July 1986

Scale 1:15,000 0m 100m 200m 300m

2



3 City of Christchurch district planning scheme, 2nd review

Operative 1 July 1986

Scale 1:15,000 0m 100m 200m 300m

Zones

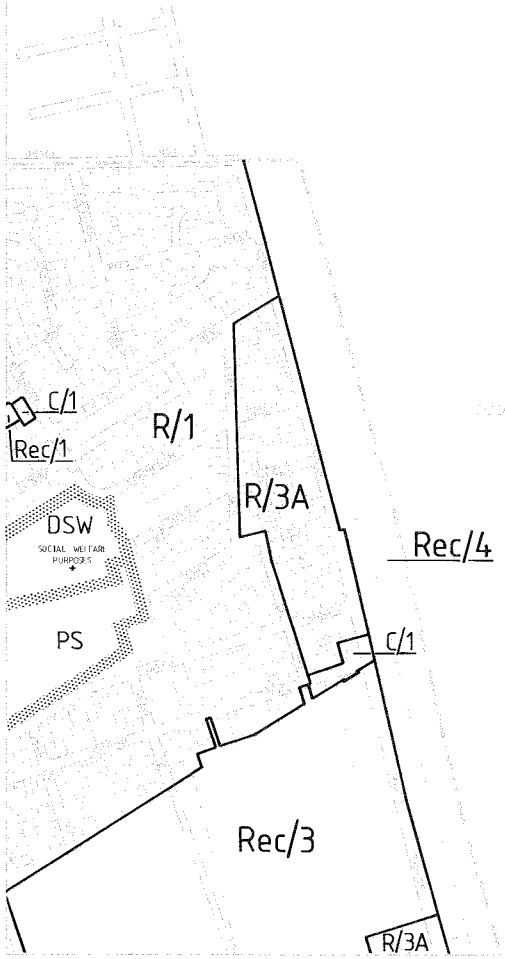
C/	Commercial
Cu/	Cultural
E/	Employment
I/	Industrial
Rec/	Recreation
R/	Residential
Ru/	Rural

Designations

CCC	Christchurch City Council
CDB	Christchurch Drainage Board
DSW	Department of Social Welfare
IS	Intermediate school
MOE	Ministry of Energy
MWD	Ministry of Works and Development
NZFS	New Zealand Fire Service
NZP	New Zealand Police Department
NZPO	New Zealand Post Office
NZR	New Zealand Railways
CHB	Canterbury Hospital Board
PS	Primary school
RW	Road work (includes expressway)
SS	Secondary school

Symbols

City boundary
Zone boundary
Designated area
Specific identification
Subject to Appeal.
Special area (See scheme statement)
Notable object or building (See appendix J)
Notable tree (See appendix K)
Service station (See appendix F)
Hotel or tavern (See appendix G)
BS. Building setback line
Shopping frontage
Verandah frontage
Road to be stopped or closed to vehicles
Restricted access frontage
Limited access road
Local road to be widened (See map enlargements)
Waterside road
Outline subdivision
Future road centreline
Future reserve or work
Proposed work



Zones

C/	Commercial
Cu/	Cultural
E/	Employment
I/	Industrial
Rec/	Recreation
R/	Residential
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Designations

CCC	Christchurch City Council	NZP	New Zealand Police Department
CDB	Christchurch Drainage Board	NZPO	New Zealand Post Office
DSW	Department of Social Welfare	NZR	New Zealand Railways
IS	Intermediate school	CHB	Canterbury Hospital Board
MOE	Ministry of Energy	PS	Primary school
MWD	Ministry of Works and Development	RW	Road work (includes expressway)
NZFS	New Zealand Fire Service	SS	Secondary school

Symbols

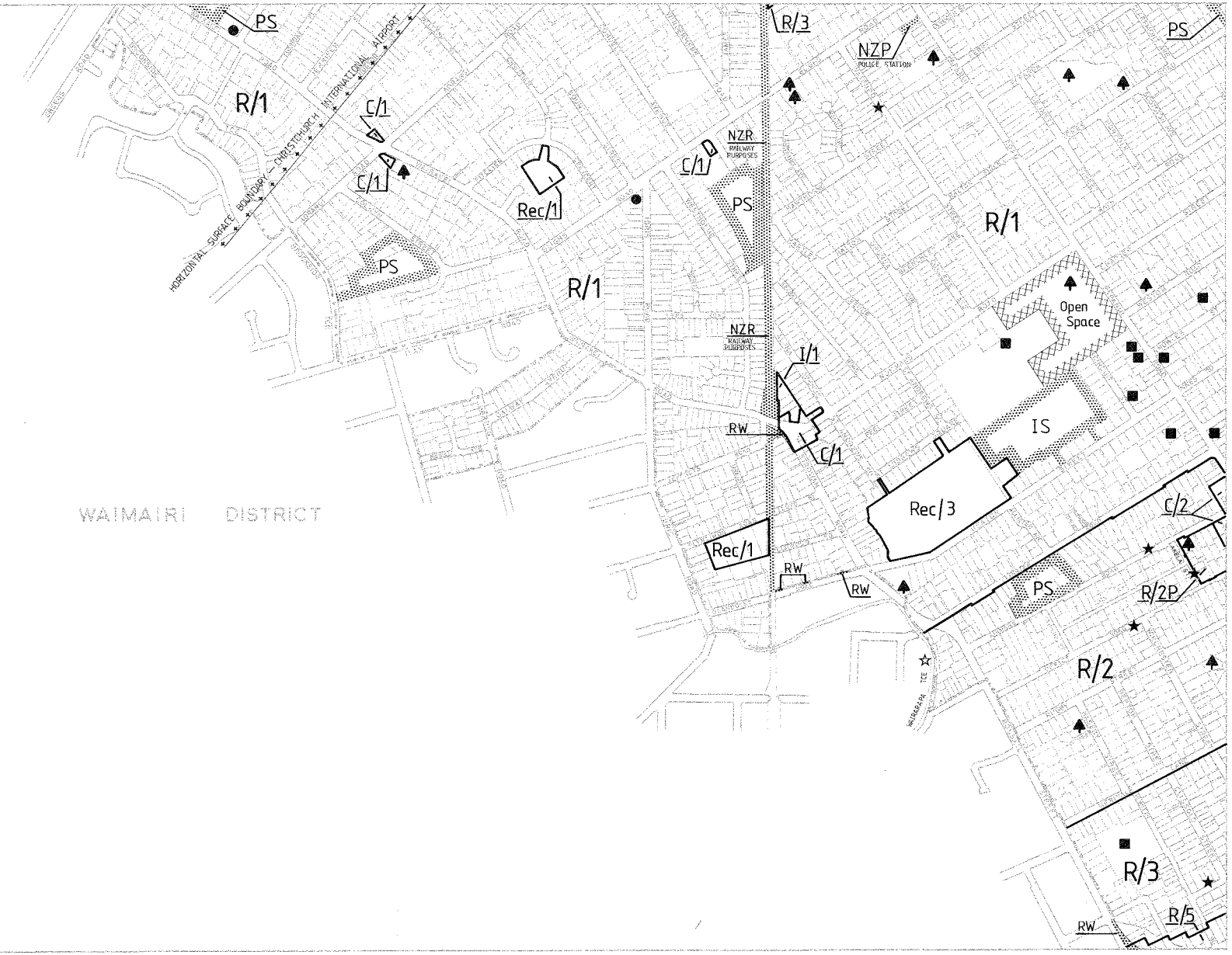
- City boundary
- Zone boundary
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City of Christchurch district planning scheme, 2nd review

Operative 1 July 1986

Scale 1:15,000 0m 100m 200m 300m

4



5 City of Christchurch district planning scheme, 2nd review

Operative 1 July 1986

Scale 1:15,000 0m 100m 200m 300m

Zones

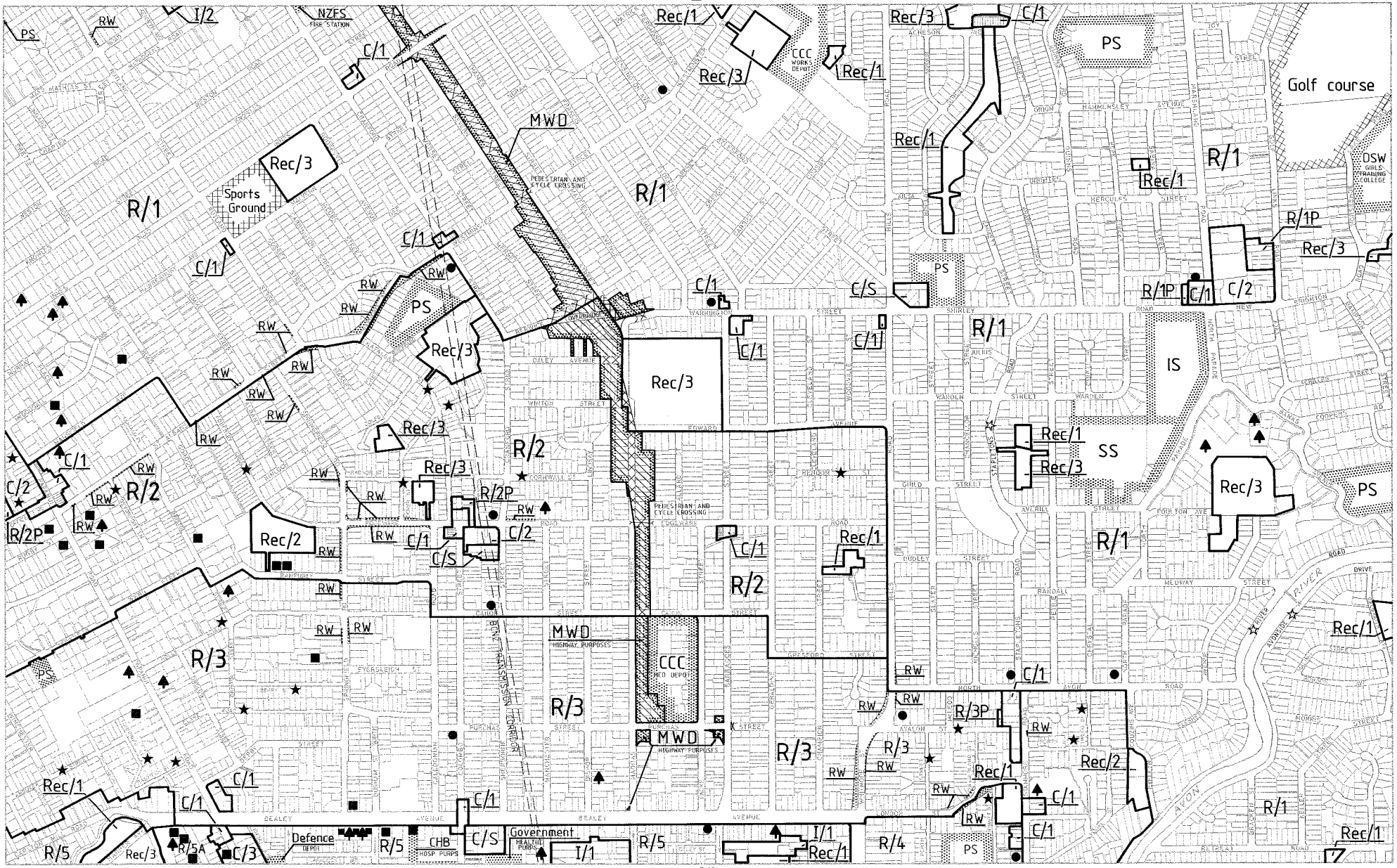
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Cu/	Cultural
E/	Employment
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R/	Residential
Ru/	Rural

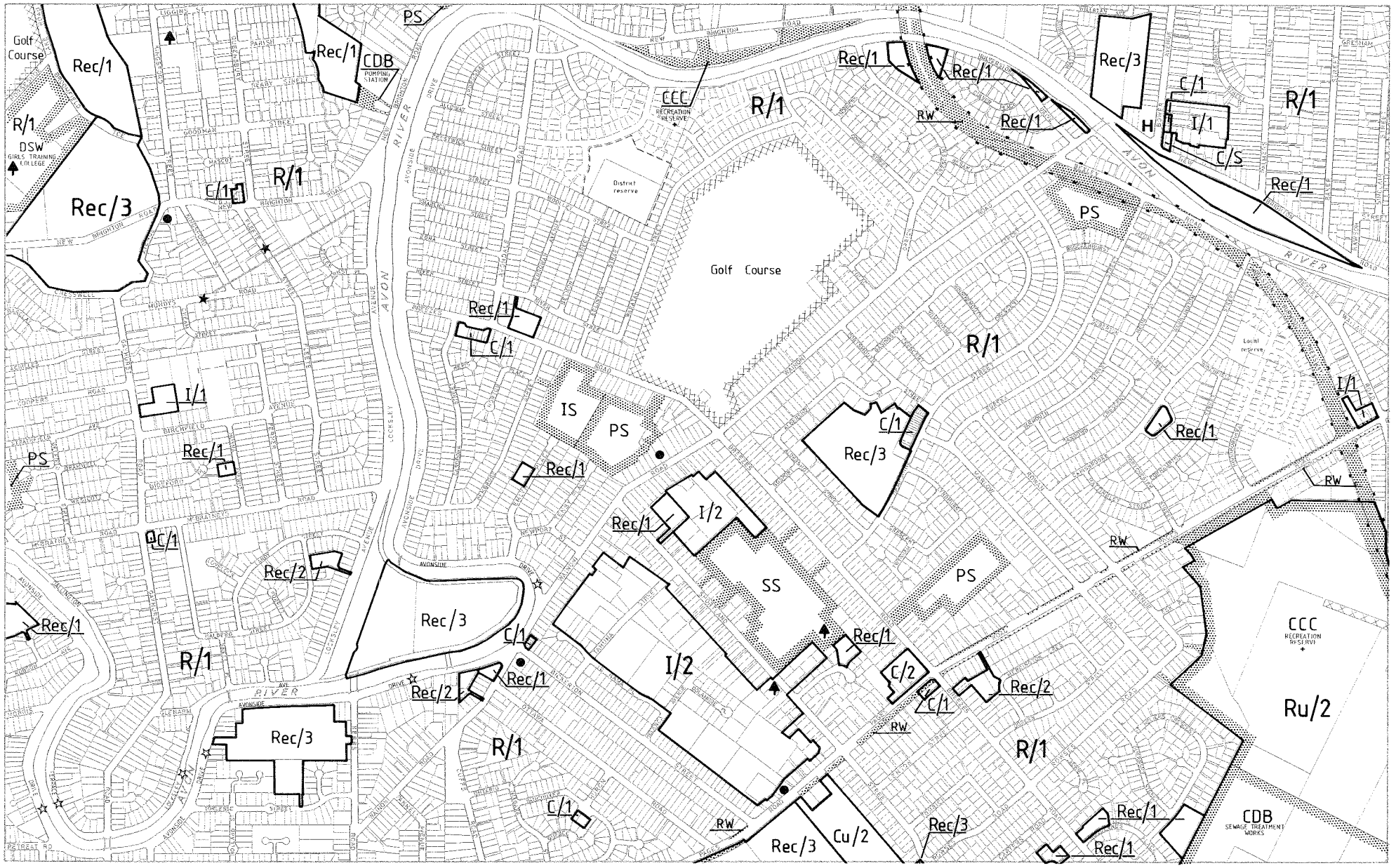
Designations

CCC	Christchurch City Council
CDB	Christchurch Drainage Board
DSW	Department of Social Welfare
IS	Intermediate school
MOE	Ministry of Energy
MWD	Ministry of Works and Development
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CHB	Canterbury Hospital Board
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Symbols

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- Proposed work


Golf course
Sports Ground
Rec/3
R/1
R/2
R/3
R/4
R/5
R/1P
R/2P
R/3P
Rec/1
Rec/2
Rec/3
C/1
C/2
C/3
C/S
I/1
I/2
IS
SS
PS
MWD
HIGHWAY PURPOSES
CCC
WORKS DEPOT
NZFS
FIRE STATION
Defence
DEPOT
Government
HEALTH PURPS
CHB
HOSP PURPS
DSW
GIRLS TRAINING COLLEGE
PEDESTRIAN AND CYCLE CROSSING
RW
Avon River
Bealey Avenue
Fitzgerald Avenue
Deans Avenue
Papanui Road
Edgeware Road
Colombo Street
Fendalton Road
Clyde Road
Harewood Road
Shirley Road
Innes Road
Wairakei Road
Memorial Avenue
Queen Elizabeth II Drive
Avonside Drive
Rutland Street
Hereford Street
Gloucester Street
Worcester Street
Cashel Street
Kilmore Street
Armagh Street
Chester Street East
Dudley Street
Medway Street
Randall Street
Avonhead Road
Yaldhurst Road
Russley Road
Wigram Road
Riccarton Road
Matipo Street
Rata Street
Puriri Street
Totara Street
Kauri Street
Rimu Street
Kowhai Street
Kahu Road
Kotare Street
Kea Street
Kaka Street
Kiwi Street
Tui Street
Moa Street
Emu Street
Weka Street
Takahe Street
Ruru Street
Piwakawaka Street
Pukeko Street
Tawa Street
Matai Street
Rewa Street
Kaitaia Street
Kaiapoi Street
Kaikoura Street
Kaiwara Street
Kaiwarra Street
Kaiwharawhara Street
Kaiwhata Street
Kaiwhenua Street
Kaiwhetu Street
Kaiwhiria Street
Kaiwhitiki Street
Kaiwhitiki Street
Kaiwhitiki



7 City of Christchurch district planning scheme, 2nd review

Operative 1 July 1986

Scale 1:15,000 0m 100m 200m 300m

Zones

C/	Commercial
Cu/	Cultural
E/	Employment
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Rec/	Recreation
R/	Residential
Ru/	Rural

Designations

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IS	Intermediate school
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NZPO	New Zealand Post Office
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CHB	Canterbury Hospital Board
PS	Primary school
RW	Road work (includes expressway)
SS	Secondary school

Symbols

- City boundary
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Zones

C/	Commercial
Cu/	Cultural
E/	Employment
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R/	Residential
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Designations

CCC	Christchurch City Council	NZP	New Zealand Police Department
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IS	Intermediate school	CHB	Canterbury Hospital Board
MOE	Ministry of Energy	PS	Primary school
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Symbols

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- Proposed work

City of Christchurch district planning scheme, 2nd review

Operative 1 July 1986

Scale 1:15,000 0m 100m 200m 300m

8



City of Christchurch district planning scheme, 2nd review

Operative 1 July 1986

Scale 1:15,000 0m 100m 200m 300m

Zones

C/	Commercial
Cu/	Cultural
E/	Employment
I/	Industrial
Rec/	Recreation
R/	Residential
Ru/	Rural

Designations

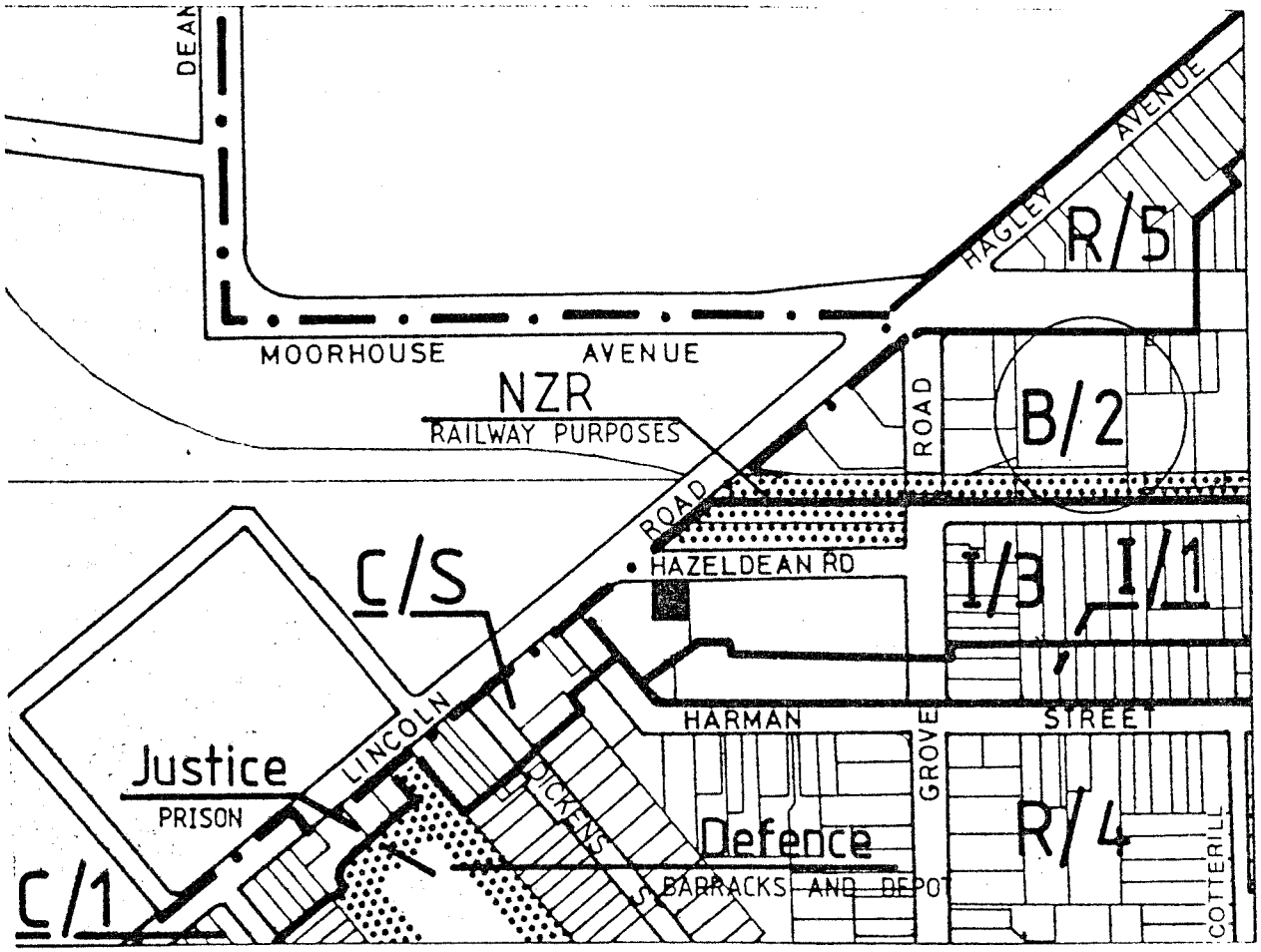
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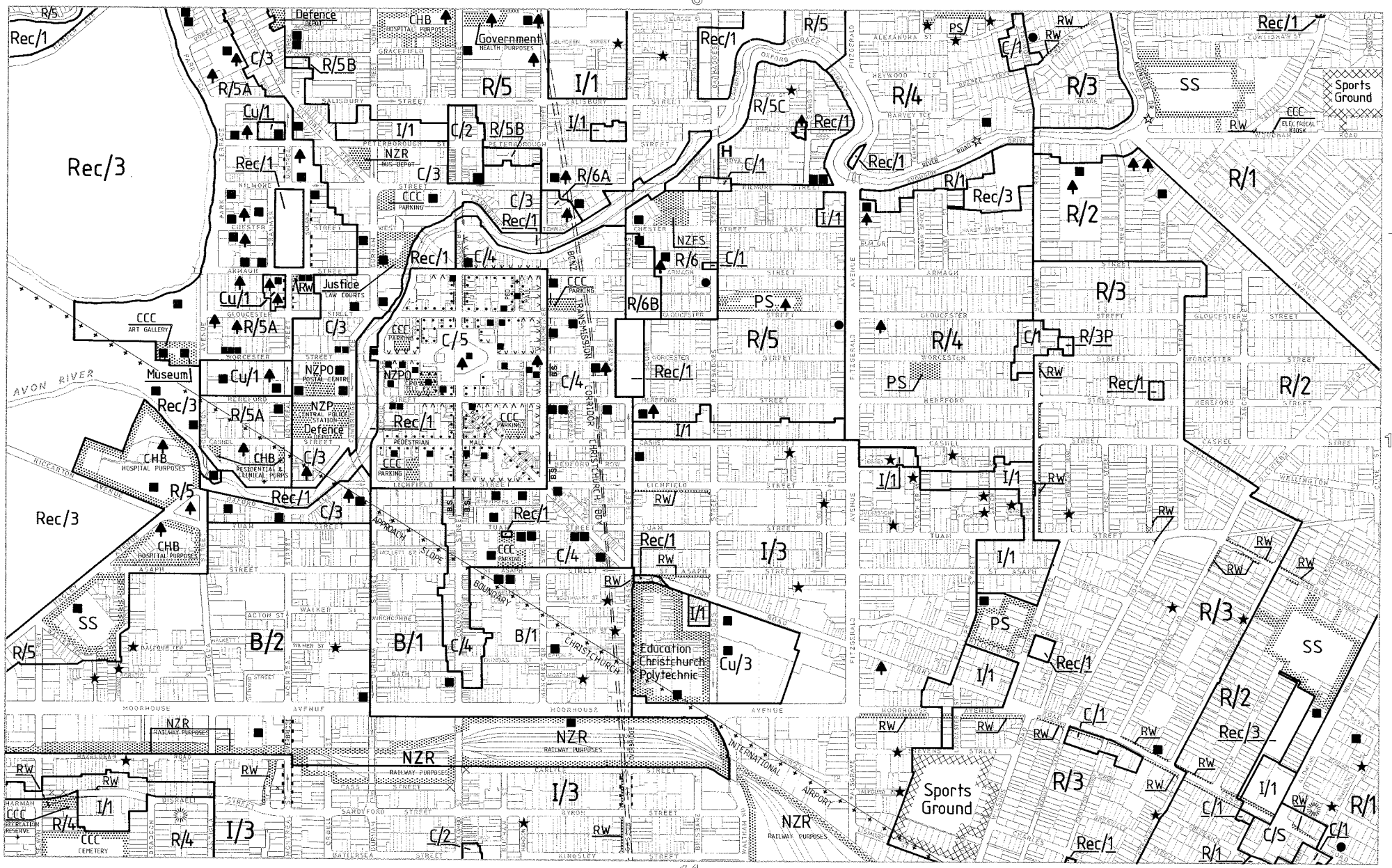
Symbols

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- Waterside road
- Outline subdivision
- Future road centreline
- Future reserve or work
- Proposed work

Omission

An error has been discovered in the reprinting of the planning maps, involving the omission of the Business 2 zone from Planning Map No.9. The following amendment should be noted in your scheme to bring it up to date.





Zones

C/	Commercial
Cu/	Cultural
E/	Employment
I/	Industrial
Rec/	Recreation
R/	Residential
Ru/	Rural

Designations

CCC	Christchurch City Council
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Symbols

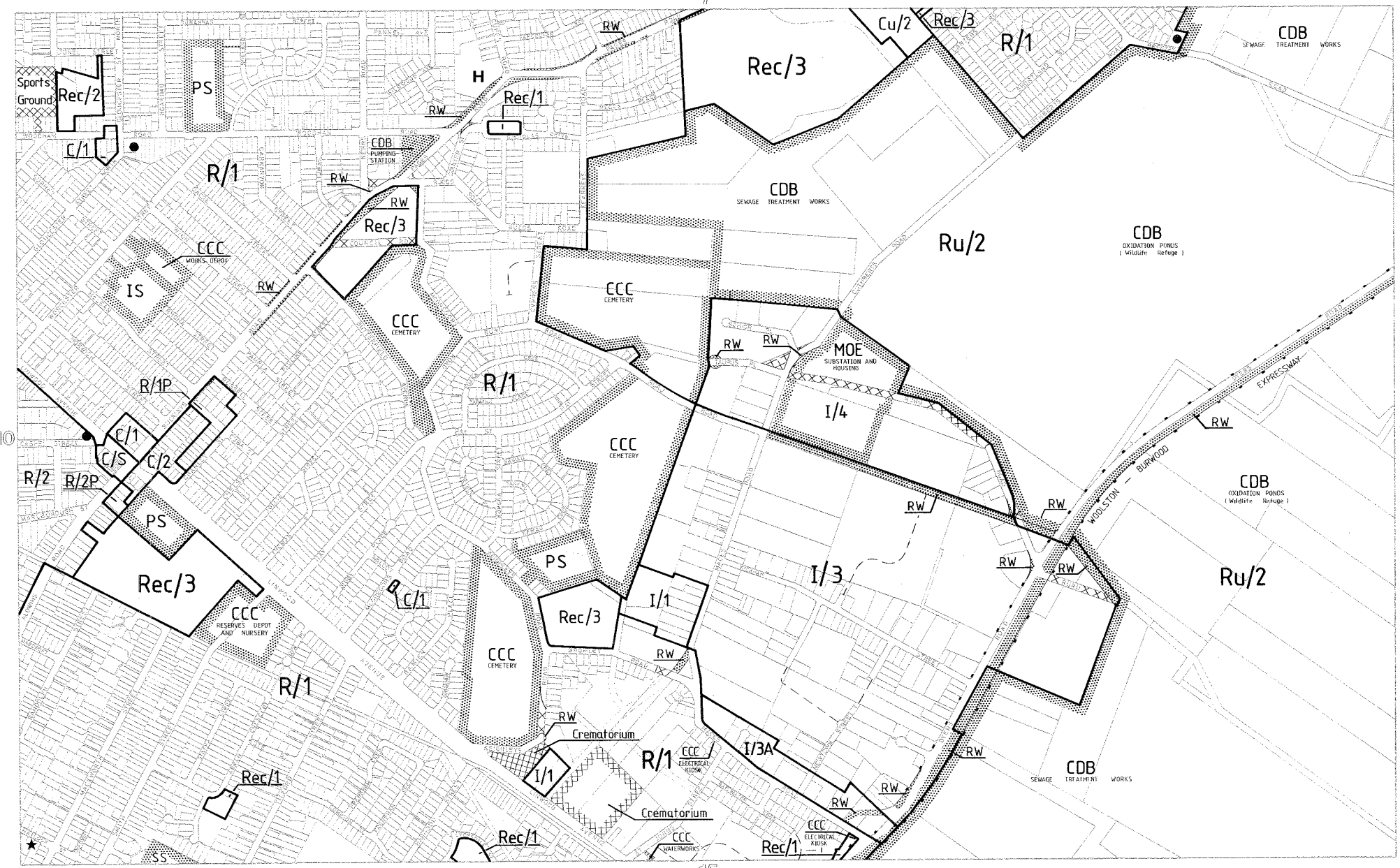
- City boundary
- Zone boundary
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- Special area (See scheme statement)
- Notable object or building (See appendix J)
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- Future reserve or work
- Proposed work

City of Christchurch district planning scheme, 2nd review

Operative 1 July 1986

Scale 1:15,000 0m 100m 200m 300m

10



11

City of Christchurch district planning scheme, 2nd review

Operative 1 July 1986

Scale 1:15,000 0m 100m 200m 300m

Zones

C/	Commercial
Cu/	Cultural
E/	Employment
I/	Industrial
Rec/	Recreation
R/	Residential
Ru/	Rural

Designations

CCC	Christchurch City Council
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Symbols

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- Waterside road
- Outline subdivision
- Future road centreline
- Future reserve or work
- Proposed work



Zones

C/	Commercial
Cu/	Cultural
E/	Employment
I/	Industrial
Rec/	Recreation
R/	Residential
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Designations

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NZPO	New Zealand Post Office
NZR	New Zealand Railways
CHB	Canterbury Hospital Board
PS	Primary school
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Symbols

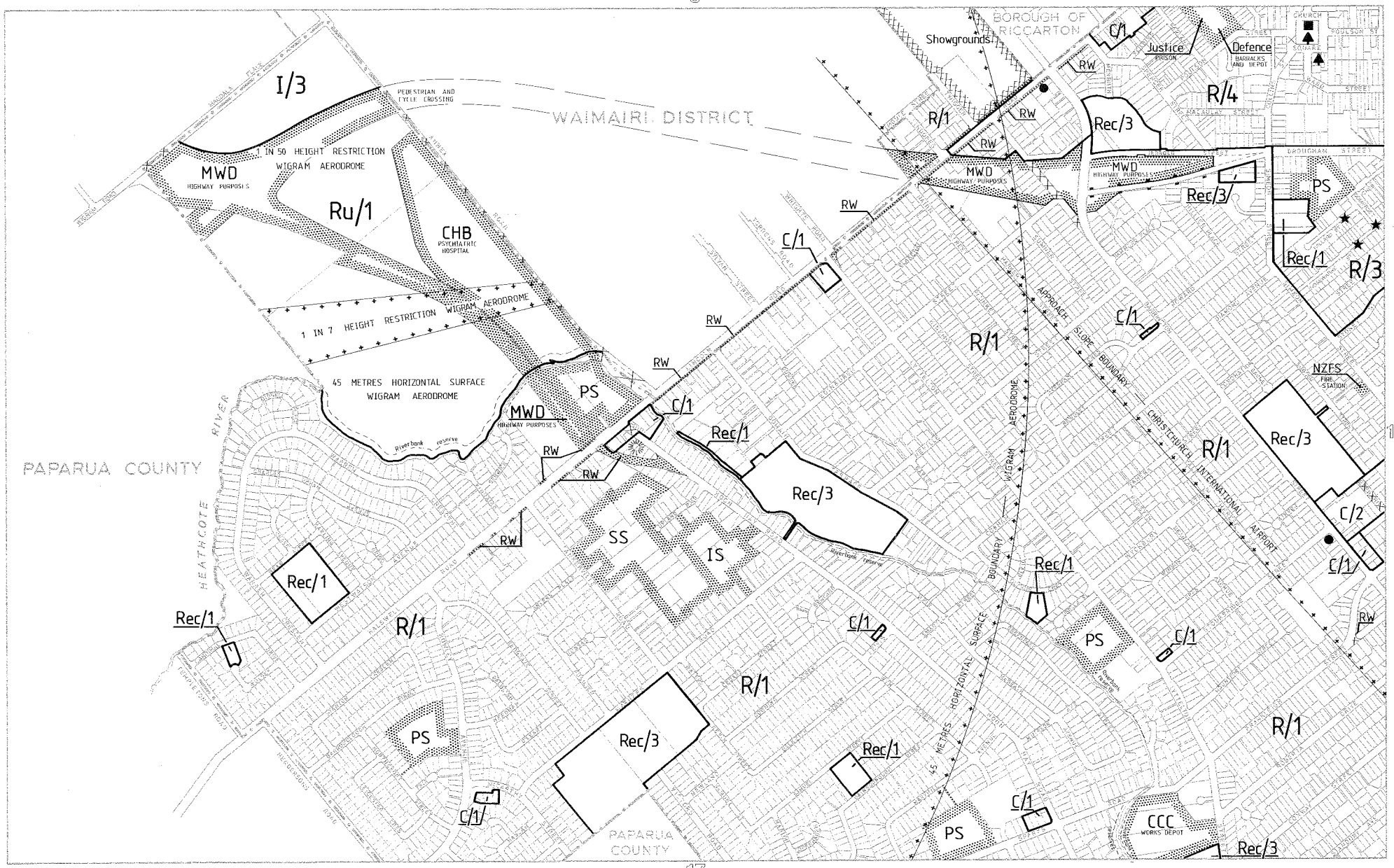
- City boundary
- Zone boundary
- Designated area
- Specific identification
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- Future road centreline
- Future reserve or work
- Proposed work

City of Christchurch district planning scheme, 2nd review

Operative 1 July 1986

Scale 1:15,000 0m 100m 200m 300m

12



13

City of Christchurch district planning scheme, 2nd review

Operative 1 July 1986

Scale 1:15,000 0m 100m 200m 300m

Zones

C/	Commercial
Cu/	Cultural
E/	Employment
I/	Industrial
Rec/	Recreation
R/	Residential
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Designations

CCC	Christchurch City Council
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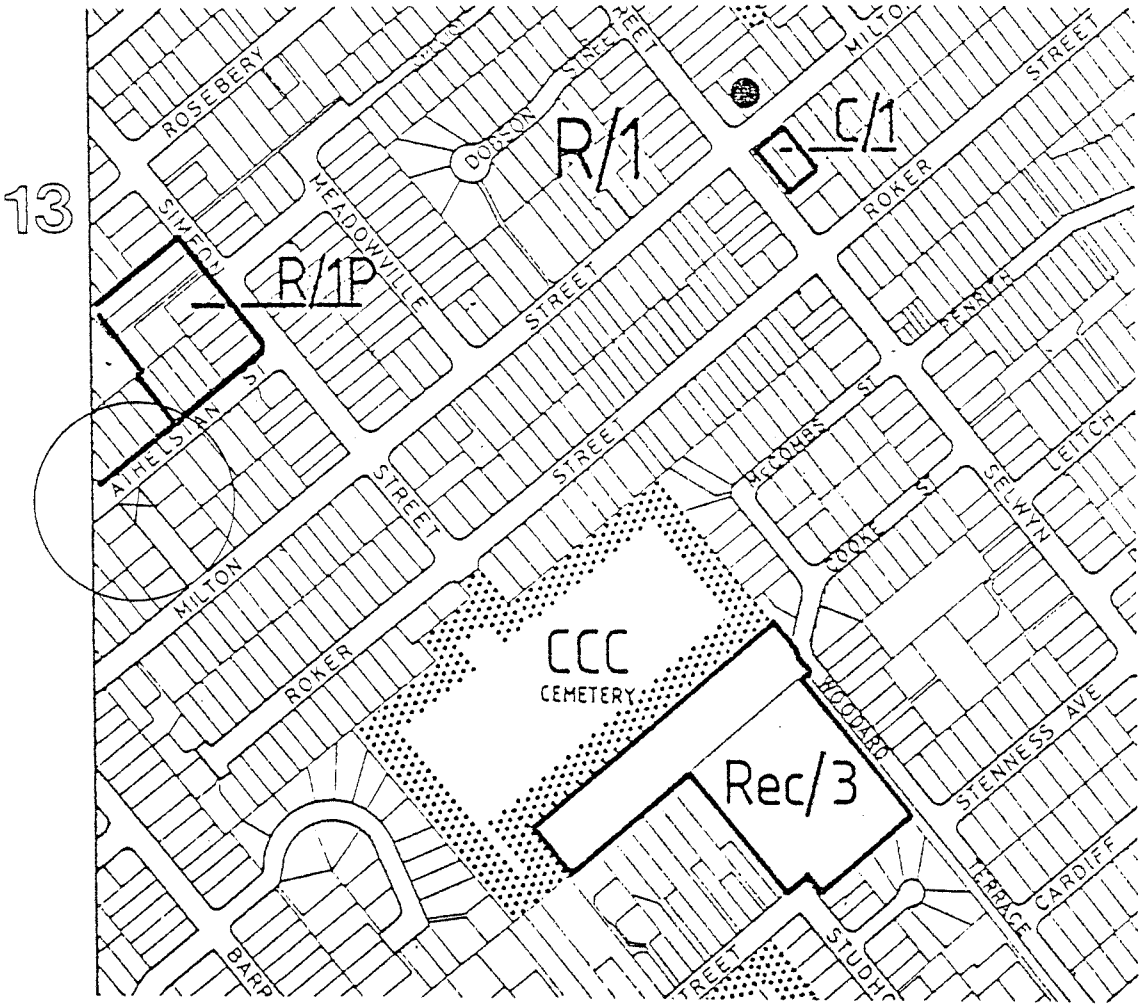
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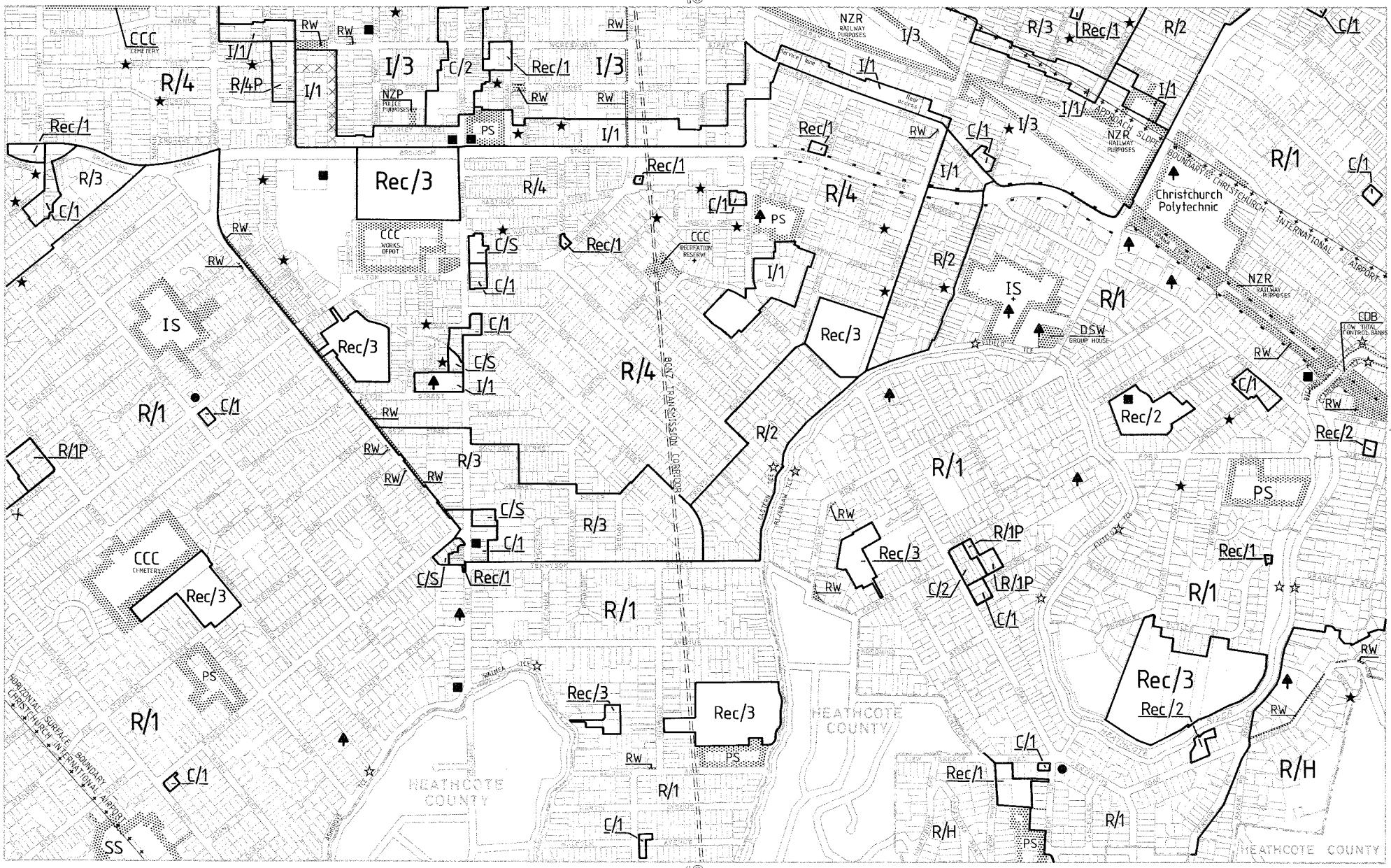
- City boundary
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- Waterside road
- Outline subdivision
- Future road centreline
- Future reserve or work
- Proposed work

OMISSION

An error has been discovered in the reprinting of the planning maps, involving the omission of the street stopping between Milton and Athelstan Street on Planning Map No. 14.

The following amendment should be noted in your Scheme to bring it up to date.





Zones

C/	Commercial
Cu/	Cultural
E/	Employment
I/	Industrial
Rec/	Recreation
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Designations

CCC	Christchurch City Council
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Symbols

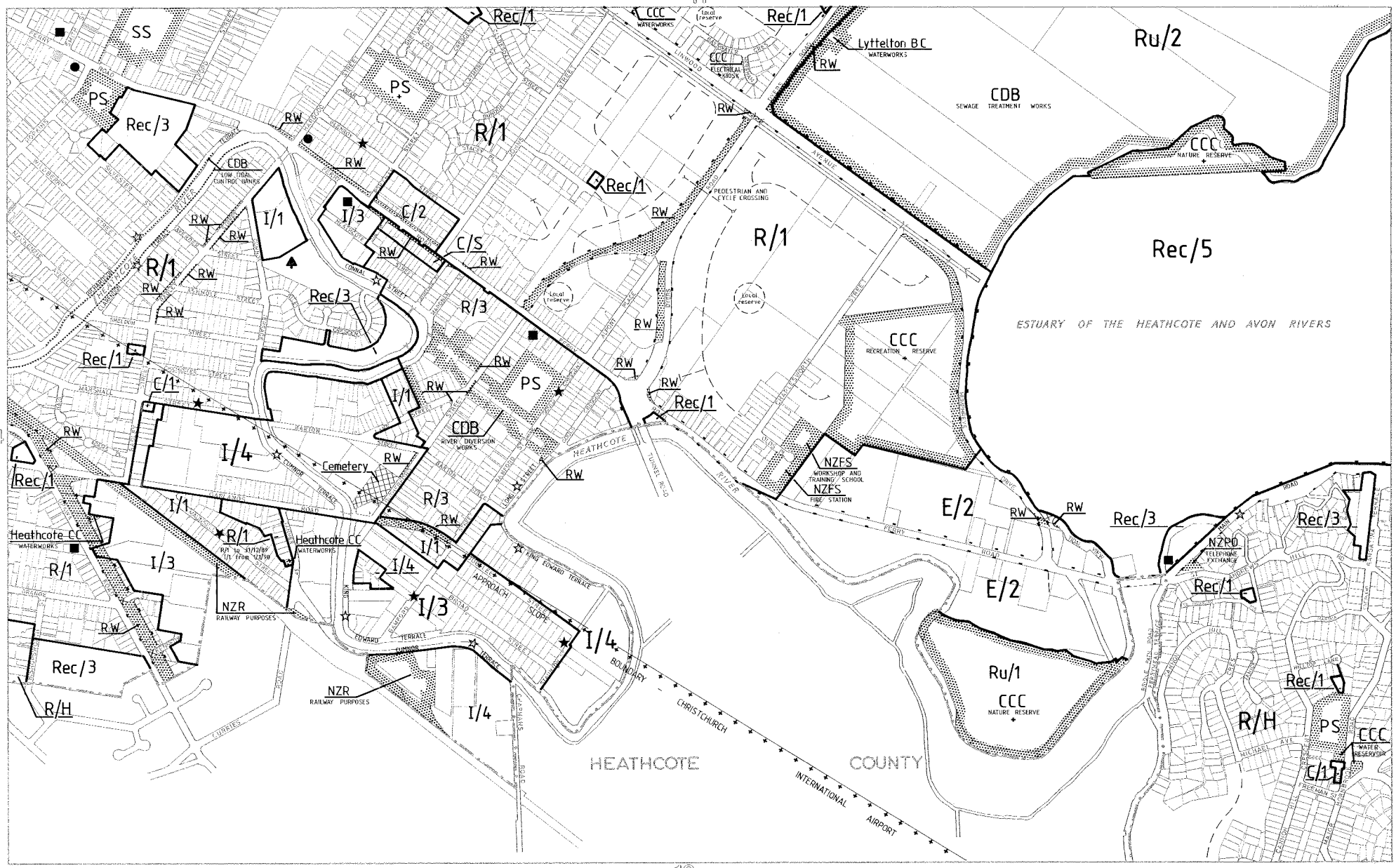
- City boundary
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City of Christchurch district planning scheme, 2nd review

Operative 1 July 1986

Scale 1:15,000 0m 100m 200m 300m

14



15 City of Christchurch district planning scheme, 2nd review

Operative 1 July 1986

Scale 1:15,000 0m 100m 200m 300m

Zones

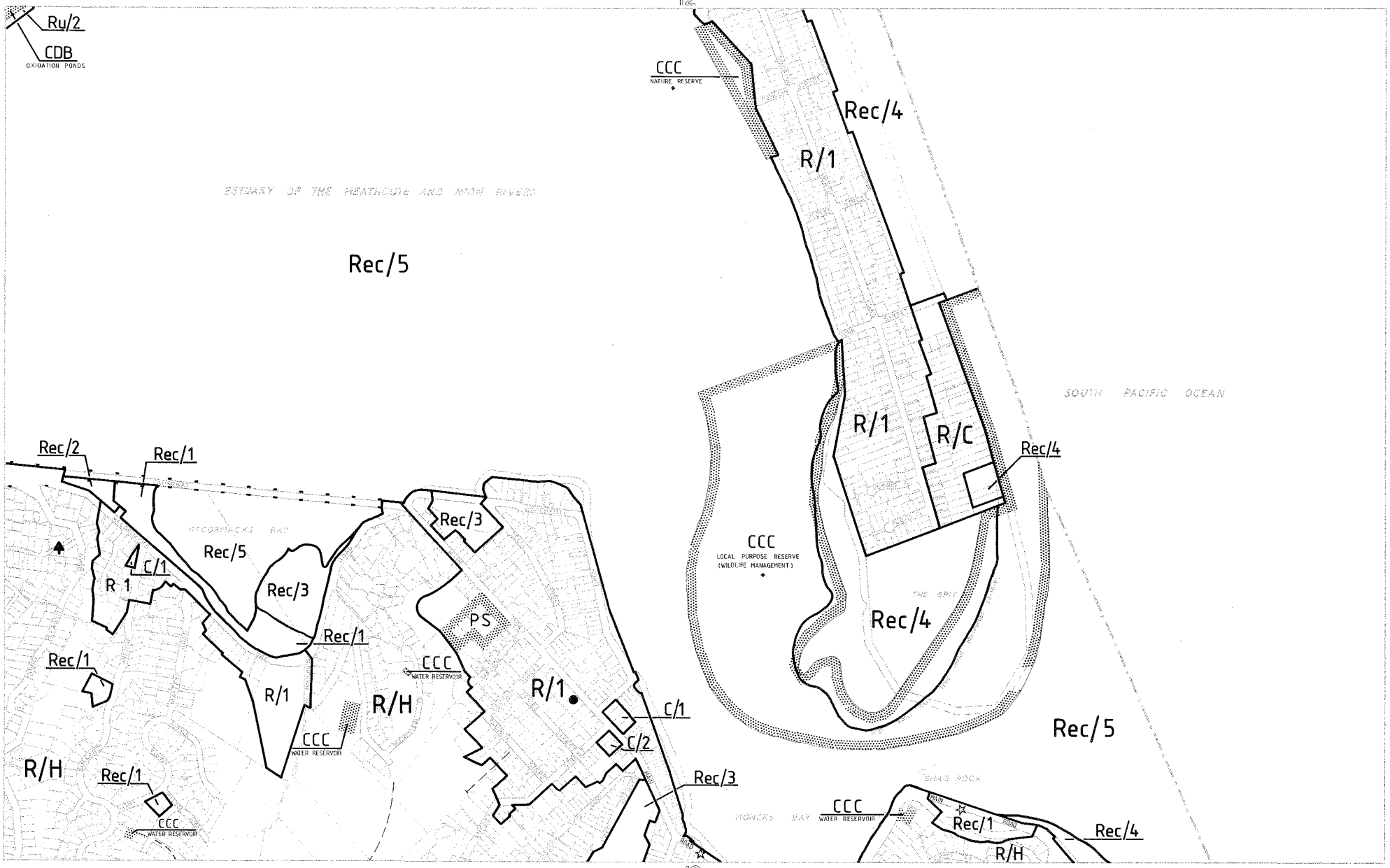
C/	Commercial
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Designations

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City of Christchurch district planning scheme, 2nd review

Operative 1 July 1986

Scale 1:15,000 0m 100m 200m 300m

16



City of Christchurch district planning scheme, 2nd review

17

Operative 1 July 1986

Scale 1:15,000 0m 100m 200m 300m

Zones

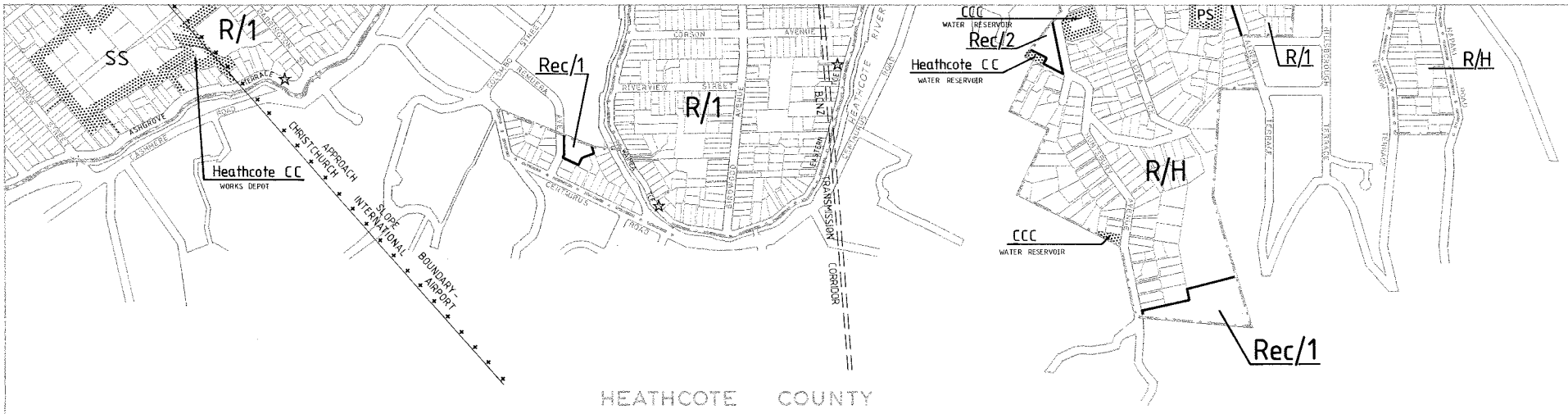
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17

19

Inset

Zones

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Cu/	Cultural
E/	Employment
I/	Industrial
Rec/	Recreation
R/	Residential
Ru/	Rural

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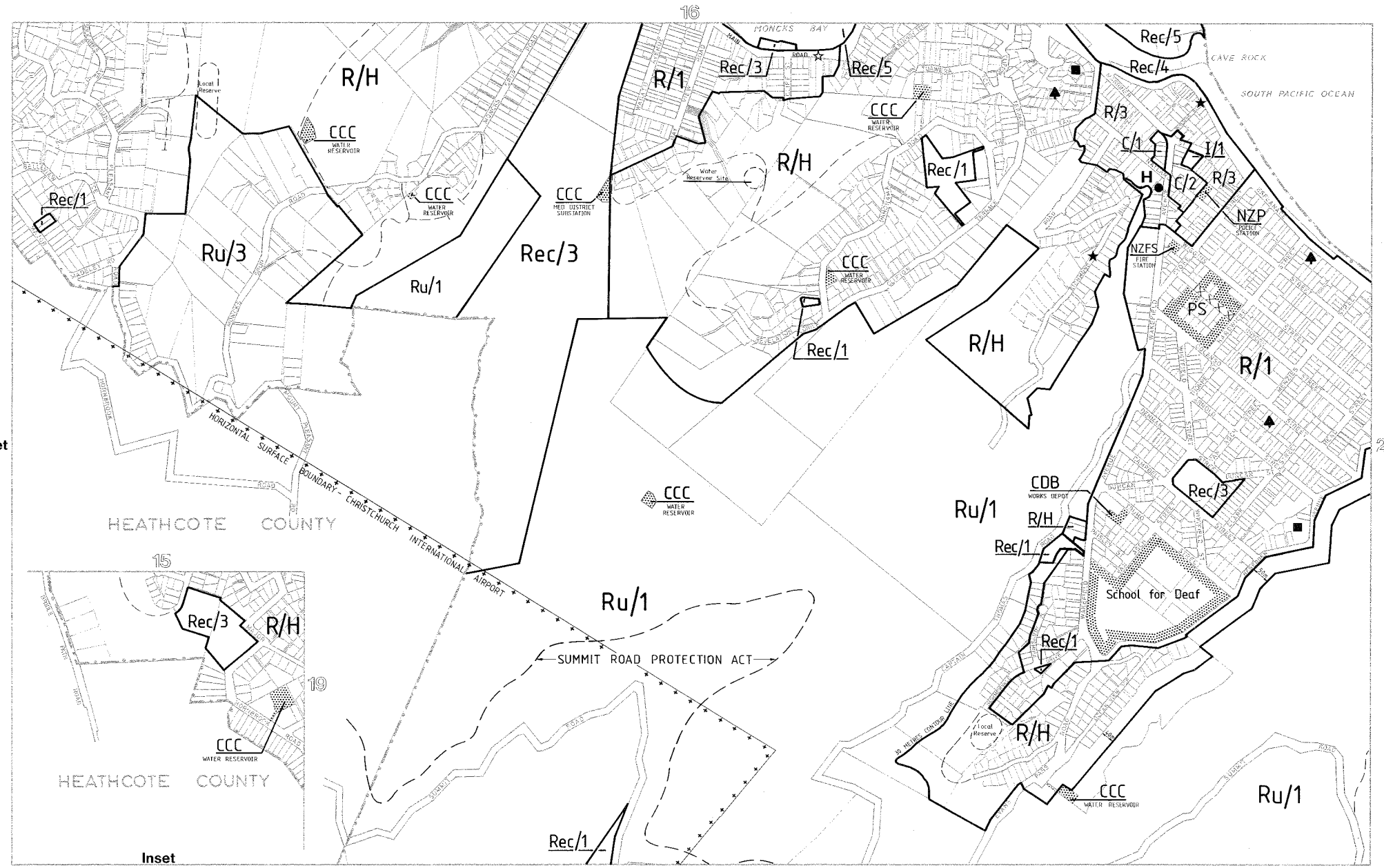
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City of Christchurch district planning scheme, 2nd review

Operative 1 July 1986

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19 City of Christchurch district planning scheme, 2nd review

Operative 1 July 1986

Scale 1:15,000 0m 100m 200m 300m

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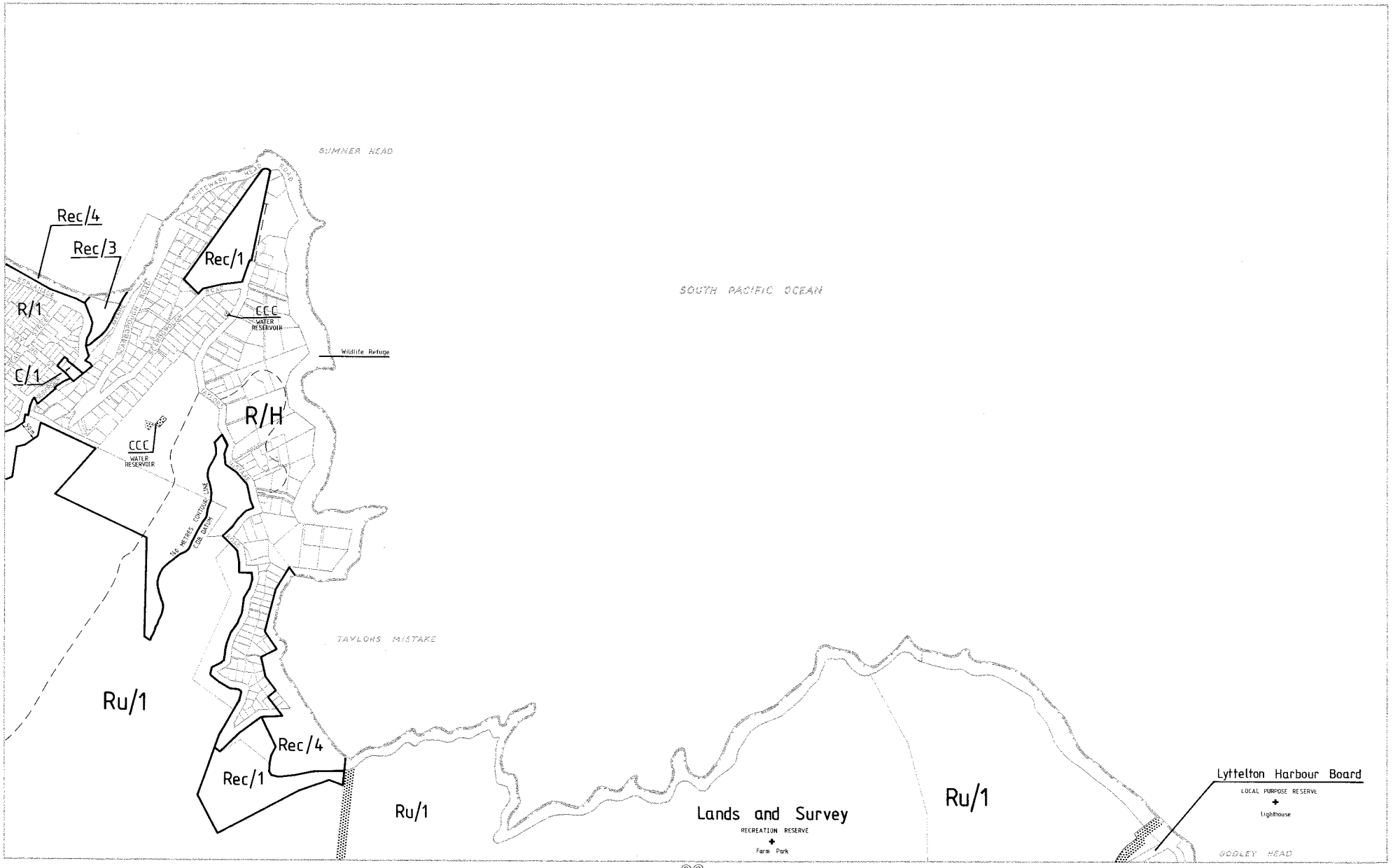
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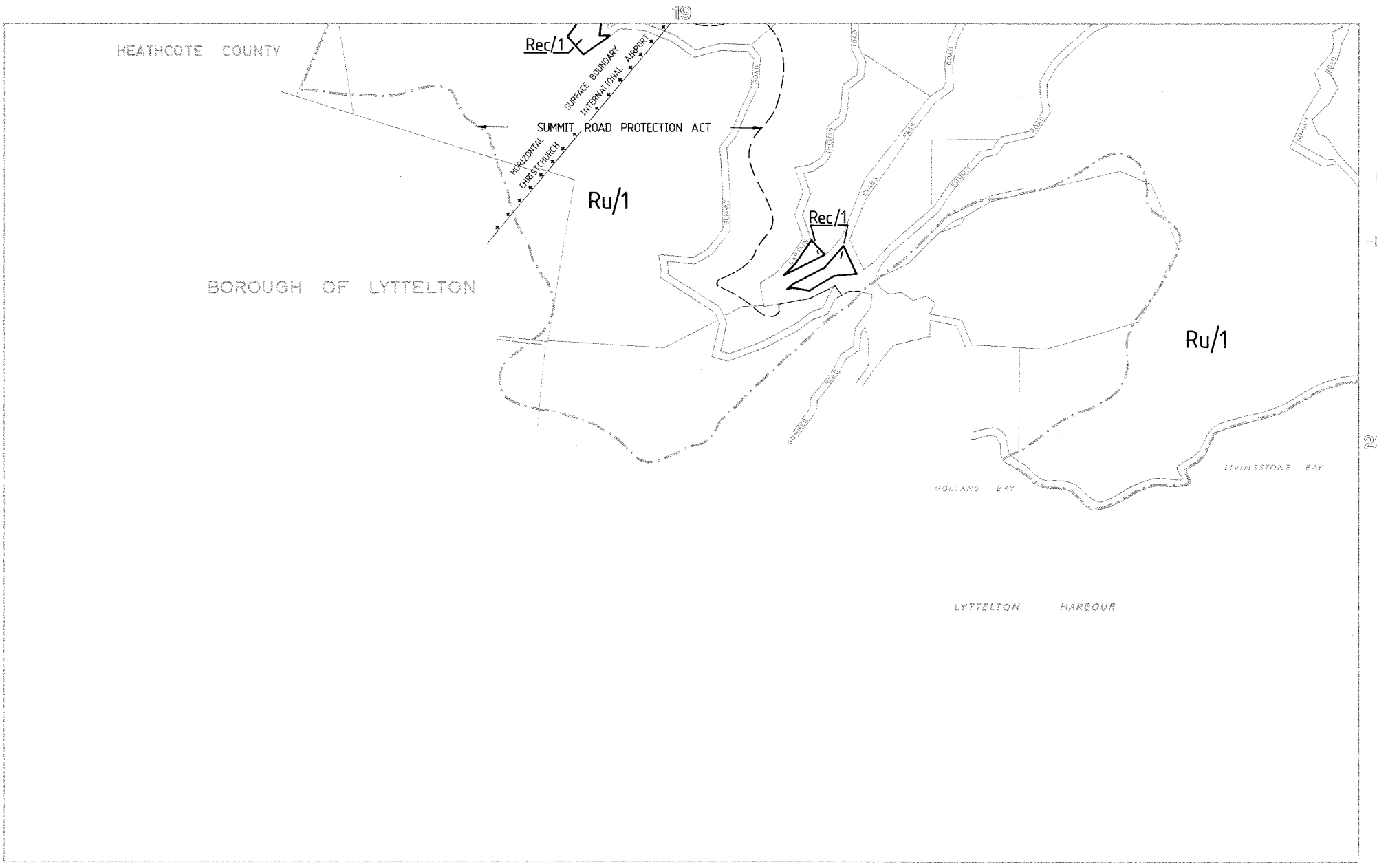
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Scale 1:15,000 0m 100m 200m 300m

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21 City of Christchurch district planning scheme, 2nd review

Operative 1 July 1986

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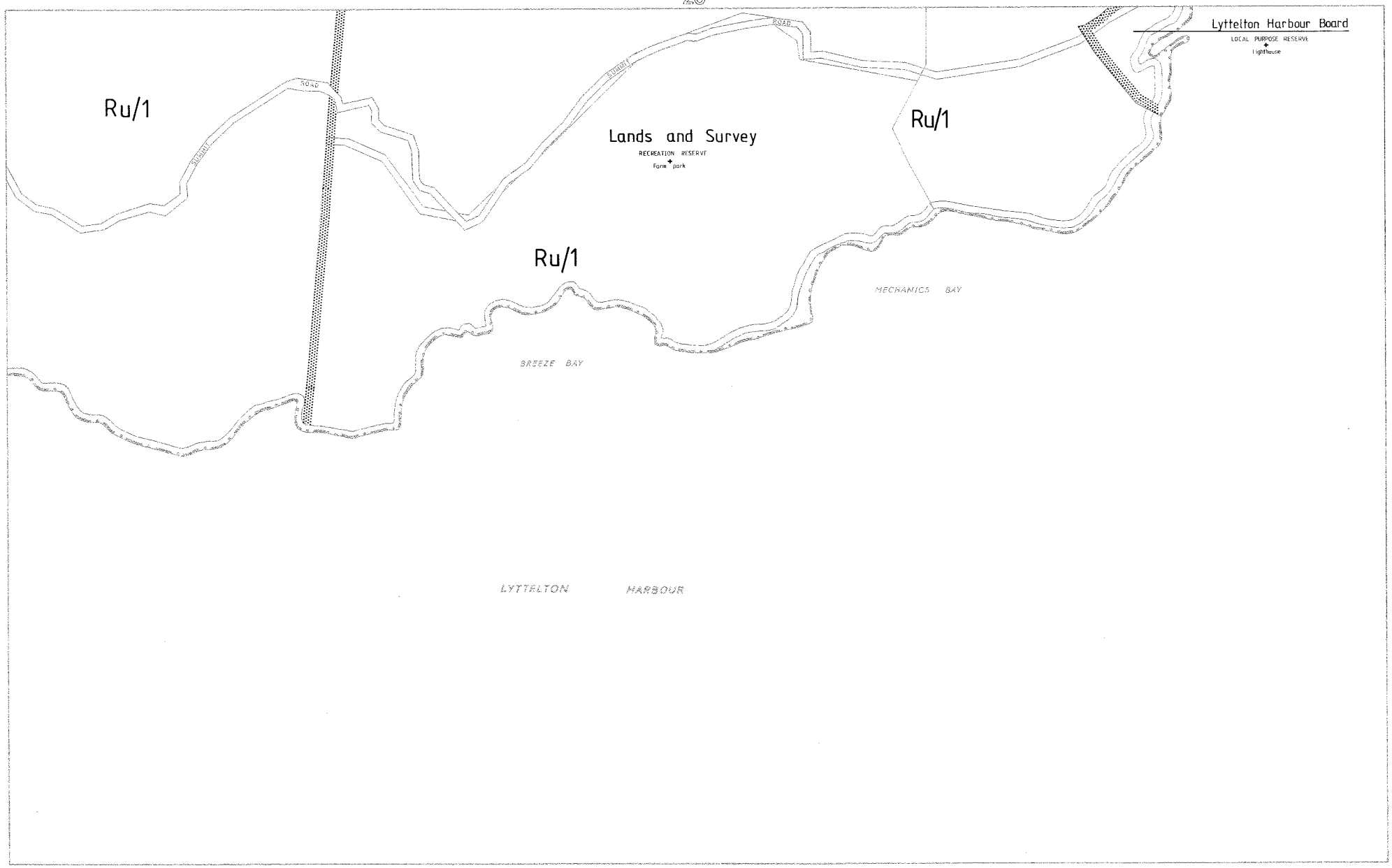
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22

Town and Country Planning Act 1977

Christchurch City Council District Planning Scheme Change - Proposed

29

CHANGE NUMBER 29

CENTRAL COMMERCIAL DISTRICT - URBAN DESIGN

1. EXPLANATION

Change 29 has been prepared in order to introduce an urban design perspective and strategy to the Central Commercial District. It originates from a report entitled "Christchurch City Centre - an Urban Design Perspective for Future Central City Planning" which was released as a discussion document in December 1988. The Change has been prepared following consideration of submissions received to that document.

The main matters covered by Change 29 are as follows:

1.1 The important role of the Central Commercial District as the principal business, retail, administrative and cultural focus of the city is confirmed.

1.2 A Shape and Form Framework has been developed for the management of the future urban form of the city centre. This framework provides for a Core (where building height and scale is limited to recognise the historic and pedestrian heart of the City), a Frame (where taller buildings are appropriate in an area surrounding and framing the Core), two Fringe areas (where the height and scale of buildings will be less) and a Heritage area (where retention of older buildings is encouraged).

1.3 The recognition of a number of important elements which provide the underlying pattern of the city centre (grid street pattern, diagonal streets, city squares, flowing Avon River) has led to the development of key urban design policies (building up to the street, retaining a sense of openness and pleasantness, recognising the natural pattern of the Avon River, improving the open spaces of the city and the retention and use of heritage buildings).

1.4 Developed from the above framework and urban design policies, are 6 new zones to replace the existing 3 zones in the Central Commercial District. Set out following is a table which lists each of these zones, the maximum plot ratio and bonuses available, and the maximum height of buildings.

Date Publicly Notified 26 September 1989 Date Operative

Plan Details File No.

	PLOT RATIO	BONUSES	MAX HEIGHT
Comm 5C (Core)	5	-	45 m
Comm 5F (Frame)	5	2	80 m
Comm 4 (Fringe)	3.5	1.5	40 m
Comm 4H (Heritage)	3.5	-	25 m
Comm 3 (North West Fringe)	2	1.5	40 m and 30 m
Comm 3A (Colombo St North)	2	-	25 m

1.5 The outer zone boundaries of the Central Commercial District have remained virtually in the same place as in the Operative Scheme, with the following exceptions:

- The Industrial 1 zone on the north side of Peterborough Street is rezoned to Commercial 3, with that part of the Industrial 1 zone that extends out to Salisbury Street being rezoned Residential 5.

- The triangle of land bounded by Oxford Terrace, Antigua Street and Tuam Street (formerly St Andrews Church) is to be rezoned from Residential 5 to Commercial 3.

- The block bounded by Lichfield Street, Durham Street, Tuam Street and a line one property back from Colombo Street, is to be rezoned from the proposed Business 1 zone to Commercial 5F.

1.6 The Heritage zone occupies an area which contains a collection of older and historic buildings, in which very few new buildings have been erected. The objective of this zone is to retain the heritage character of this area by encouraging the retention of existing facades, or having new buildings which line up with and complement the existing facades.

1.7 Bonuses (or incentives) of additional plot ratio will be available in the following ways:

- by providing tourist accommodation

- by retaining an historic building as part of the redevelopment of a site

- additional floorspace can also be obtained by purchasing development rights, the money being placed in a Central City Historic Buildings Fund.

A number of bonuses currently available in the Operative Scheme have been discontinued (set back of buildings, tower blocks, creche, arcades, residential accommodation).

1.8 One of the bonuses referred to above is to purchase development rights for additional floorspace. This is a new bonus which will enable developers on sites in the Frame (C/5F) and Fringe zones (C/3 and C/4) to increase the permitted plot ratio up to the maximum permitted by bonuses. The money received from the purchase of those development rights will be placed in a Central City Historic Building fund. That fund may only be used for the purchase, compensation or restoration of historic buildings within the Central Commercial District.

1.9 One of the major principles developed is that in the Core, Frame and Heritage areas, buildings should be built up to the street in order to

recognise the grid pattern of streets. Minimum facade heights of 14 metres in the Core and 11 metres in the Frame are also introduced.

1.10 In City Mall, on the southern side of Cashel Street, a maximum height of 14 metres for those parts of a building within 10 metres of the road boundary, has been introduced in order to retain the pedestrian scale of City Mall. On the northern side of the Mall (both in Cashel Street and High Street), the sunlight recession plane ensures that pedestrian scale. The encouragement of a tall landmark building on the triangle area of the Mall has been deleted.

1.11 In the North West Fringe (C/3) buildings are still required to be set back 4.5 metres from the road frontage, but this now applies to all road frontages rather than one. Circumstances for considering dispensations from this requirement are included in the Scheme Change.

1.12 The 65^{o} recession plane requirement of the Operative Scheme (daylight admission to roads) has been retained, but its purpose has been expanded to also produce a street scale that is comfortable for pedestrians. The ability of buildings designed as tower blocks to infringe that recession plane (as provided for in the Operative Scheme) has been deleted. In the Frame, however, there may be some circumstances where taller buildings can infringe the recession plane and they are set out as criteria for considering a dispensation application.

1.13 The design and appearance of all buildings in the Central Commercial zones becomes the subject of a controlled use application. A new Appendix D1 is introduced which set out guidelines for the consideration of controlled use applications in each of the 6 new zones. The procedure for the consideration of controlled use applications make it quite clear that the guidelines are seen as a framework for dialogue between the designer/developer and the Council rather than being rigid, absolute standards that would dictate the design and external appearance of a building.

2. AMENDMENTS TO SCHEME STATEMENT

2.1 **Delete** Chapter 9, Central Commercial District, pgs 26-31

and **replace** with new Chapter 9 attached as **ATTACHMENT A.**

2.2 Chapter 13, Amenities, pg 51.

Clause 51 Building of Historic and Architectural Interest

Add new paragraph between 6th and 7th paragraphs:

In the Central Commercial District, the Scheme provides incentives for the retention of historic buildings. When an historic building is retained as part of the redevelopment of a site, the historic building which remains does not have to be counted as plot ratio. As another incentive, a developer can purchase development rights for additional floor space over and above that normally allowed on a site, with the money received from the purchase being placed in a Central City Historic Building Fund. The Council will operate that Fund, which shall only be used for the purpose of purchasing, compensating or restoring

historic buildings (listed in Appendix J) located within the Central Commercial District.

2.3 Chapter 14, Performance Elements and Standards, pgs 55-57.

(i) 59.9 Design and Appearance of buildings

Delete existing paragraph and replace with

"The objectives of influencing the design and appearance of buildings are to:

- *encourage designers and developers to consider the wider environment by relating new buildings to the surrounding area.*
- *ensure that, in sensitive areas, buildings reflect the character and image of that area*
- *encourage a high standard of building design*

In certain zones, the design and appearance of buildings is a controlled use. Guidelines are provided in Appendix D1 for the consideration of controlled use applications.

(ii) 59.15 Continuity of retail frontage

Delete heading and replace with *"Retail Continuity".*

(iii) 59.16 Daylight Admission to roads

Delete heading and paragraph and replace with:

"59.16 Street Scale

This performance element applies in the Central Commercial District. The objectives are to;

- *allow adequate daylight admission to roads*
- *retain a sense of openness and pleasantness*
- *ensure that the height of buildings produces a street scale that is comfortable for pedestrians.*

Street scale is achieved by a 65° recession plane measured from the centreline of the road. In City Mall, and in the Heritage area, a maximum height of buildings within 10 metres of the road frontage is also imposed.

(iv) **Add** new clause

"59.20 Street Containment

This performance element applies in the Central Commercial District (Core and Frame). The objectives are:

- *To define and strengthen the grid and diagonal pattern of streets and public squares*

- *To provide a sense of enclosure, containment and city scale.*

Street containment is achieved by requiring buildings in the Core and Frame zones to be built up to the road frontage, and to have a minimum facade height.

(v) **Add** new clause

"59.21 Building Height

The shape and form framework developed for the Central Commercial District is described in 33.1. The objective of that framework is to create an urban form which enhances the character and image of the Central City. The Building Height performance element implements the framework by imposing appropriate maximum heights in each of the central commercial zones. Other performance elements will also influence the achievement of that framework.

(vi) **Add** new clause

"59.22 Heritage Streetscape

This performance element applies in the Heritage zone. The objectives are:

- *to retain wherever possible existing buildings, or at least their street facade.*

- *To ensure that any new buildings do not dominate, impede or detract from the heritage character this area.*

Heritage streetscape is achieved by encouraging the retention of existing buildings or facades, by setting a minimum and maximum height of street facades, and by requiring any part of a building above 14 metres in height to be set back at least 10 metres. The design and appearance guidelines in Appendix D1 are also relevant in achieving the objectives of Heritage Streetscape.

3. AMENDMENTS TO CODE OF ORDINANCES

3.1 Part 1 Introduction

Clause 3A Dispensations and Waivers (as inserted by Change No 7)

(i) Clause 3A.3 - The circumstances in which applications may be considered:

Add the following three circumstances at the end of the list of circumstances included in Clause 3A.3.

- *Where the Scheme requires a building to be built up to the street, but the provision of a setback of part or all of the building will not compromise the objectives of the street containment performance element, and the setback will provide a public benefit and/or add to the public space network.*

- *On sites in the Commercial 3 zone with more than one road frontage, where the setback of the building on those frontages will result in an unreasonable reduction in the utilisation of the site. The reduced setback will be more appropriate on the minor road frontage, or on the road frontage which contributes least to the visual qualities of the location.*

- *Where the Scheme requires buildings to have a minimum or maximum facade height, and a minor variation in those heights will not affect the objectives of street containment, or street scale, or heritage streetscape.*

(ii) Clause 3A.4 - The Extent to which dispensations may be approved:

In the first group of performance elements listed (from which no dispensations will be permitted), **add** the following;

- *Building height*

- *Convenience of pedestrians (Colombo Street setback)*

- *Retail continuity*

- *Weather protection*

In the second group of performance elements listed (from which minor dispensations will be considered)

Delete the third performance element beginning with the words "Daylight admission to roads".

Add the following performance elements;

- *Street Containment, but only in the limited circumstances provided in 3A.3*

- *Street Scale (65° recession plane) limited to architectural or design features. However, in the Commercial 5F zone, there may be circumstances where taller buildings may infringe the 65° recession plane. The criteria for considering these circumstances are set out in Appendix D1, 4.4 (ii).*

- *Heritage Streetscape, but only to the extent that will enable any new buildings to line up with or complement the existing streetscape.*

3.2 Part 11 Definitions

(i) **Delete** definition of "Parking Building" (introduced by Variation No 1 to Change 14) and **replace** with:

*"**Parking building** means a building, or part of a building, the principle purpose of which is to provide for the parking of vehicles in parking spaces, but not including those spaces which are required by the Scheme for, or accessory to, other permitted uses in the building."*

(ii) **Add** the following to the definition of "Height"

"Where the Scheme provides for a minimum facade height, no part of the facade may terminate at less than the minimum dimension specified in the Scheme.

Where the Scheme provides in the Central City Commercial zones for a maximum height, no part of the building may exceed that dimension, except for ventilation shafts, poles and masts."

(iii) **Delete** existing definition of "Nett Floor Area" and **replace** with

*"**Nett floor area** shall be the sum of the floor areas, each measured to the inside of the exterior walls of the building, and shall include the nett floor area of any accessory building, but it shall exclude any floor area used for;*

- *lift wells, including the assembly area immediately outside the lift doors for a maximum depth of 2 metres.*
- *stairwells (including landing areas).*
- *tank rooms, boiler and heating rooms, machine rooms, bank vaults.*
- *those parts of any basement not used for residential, shopping, office or industrial uses.*
- *toilets and bathrooms, provided that in the case of any hotel, tourist house premises or travellers accommodation the maximum area permitted to be excluded for each unit shall be 3 m^2*
- *50% of any pedestrian arcade, or ground floor foyer, which is available for public use..*
- *loading and parking areas required by the Scheme for, or accessory to, permitted uses in the building."*

3.3 Part V11 Commercial Zones

Delete

4.5 Commercial 3
4.6 Commercial 4
4.7 Commercial 5

Replace with new zones

45	Commercial 3
45A	Commercial 3A
46	Commercial 4
46A	Commercial 4H
47	Commercial 5F
47A	Commercial 5C

as set out in **ATTACHMENT B.**

3.4 **Appendices**

Add new Appendix

Appendix D1, Design and Appearance of Buildings as set out in **ATTACHMENT C.**

4. AMENDMENTS TO PLANNING MAPS

4.1 **Amend** Planning Map 10 as shown in **ATTACHMENT D.**

Amend Central area enlargement planning map as shown in **ATTACHMENT D.**

Note: Attachment D also includes a third plan which shows the changes between the zone boundaries of the Operative Scheme and the zone boundaries proposed by Change 29.

5. CONSEQUENTIAL MATTERS

5.1 Variation 1 to Change 14 (Central City Parking)

Amendments to Code of Ordinances

Delete Amendments 3 and 4 shown on page 4 of Variation 1

(Explanation: these amendments proposed by Variation 1 (which propose that car parking buildings become a controlled use in certain circumstances), are now overtaken by the provisions of Change 29).

5.2 Change No 4 (Historic Building Incentive) is **withdrawn**

(Explanation: the proposed provisions of Change 4 have been replaced by Change 29).

5.3 Change No 15 (Business Zone)

The amendments to Chapter 9 of the Scheme Statement (introducing reference to the Business Zones) introduced by Change 15, will be superseded by the amendments introduced by Change 29.

Attachment A

Chapter 9 - The Central Commercial District

Chapter 9: The Central Commercial District

31. Introduction

Christchurch is a radial city that has developed from a central core. The Central Commercial District provides the principal business, retail, administrative and cultural focus of the region. Its continued development is essential to the general well-being of the whole of Christchurch.

This chapter of the Scheme Statement has been reviewed in 1989 as part of a Change to the Scheme to introduce an urban design strategy to enhance the character and image of the city.

31.1 Size and Distribution

The Central Commercial District occupies an area of just over 70 hectares. That area is relatively large by comparison with other cities and successive Schemes have resisted further expansion of that area.

Partly because of the large number of existing buildings which were at risk from earthquakes, Scheme policies have also been directed at spreading redevelopment throughout the Central Commercial District rather than concentrating development in a few large buildings. The replacement or strengthening of earthquake risk buildings has now substantially been achieved, particularly in the core of the city centre.

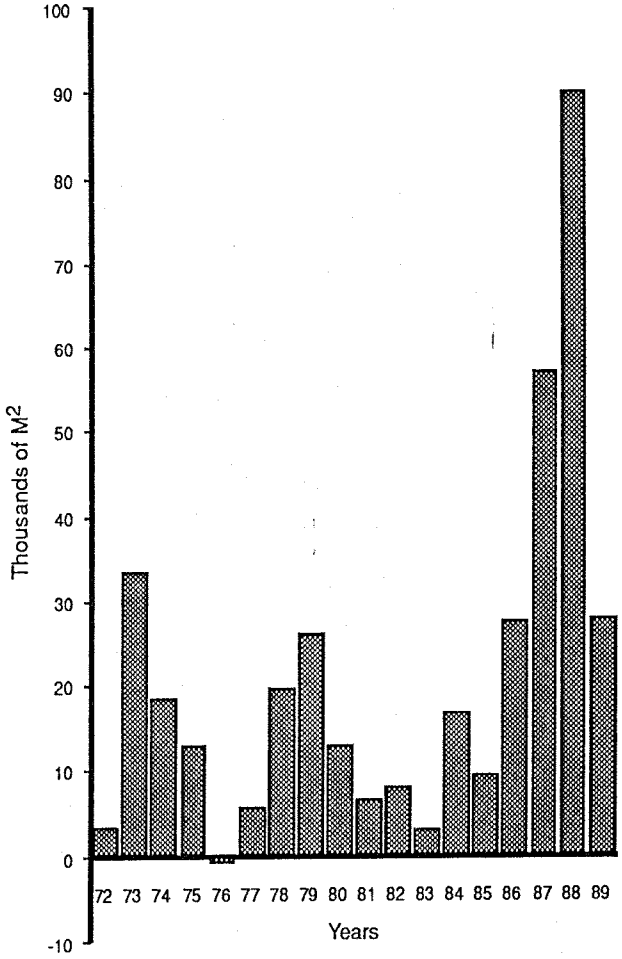
Scheme policies have also tended to concentrate the greatest intensity of development and range of uses, in the core of the city centre, with reducing scale and intensity towards the edges. That policy has now been modified to some degree by the urban design strategy discussed later.

31.2 Floorspace composition and change

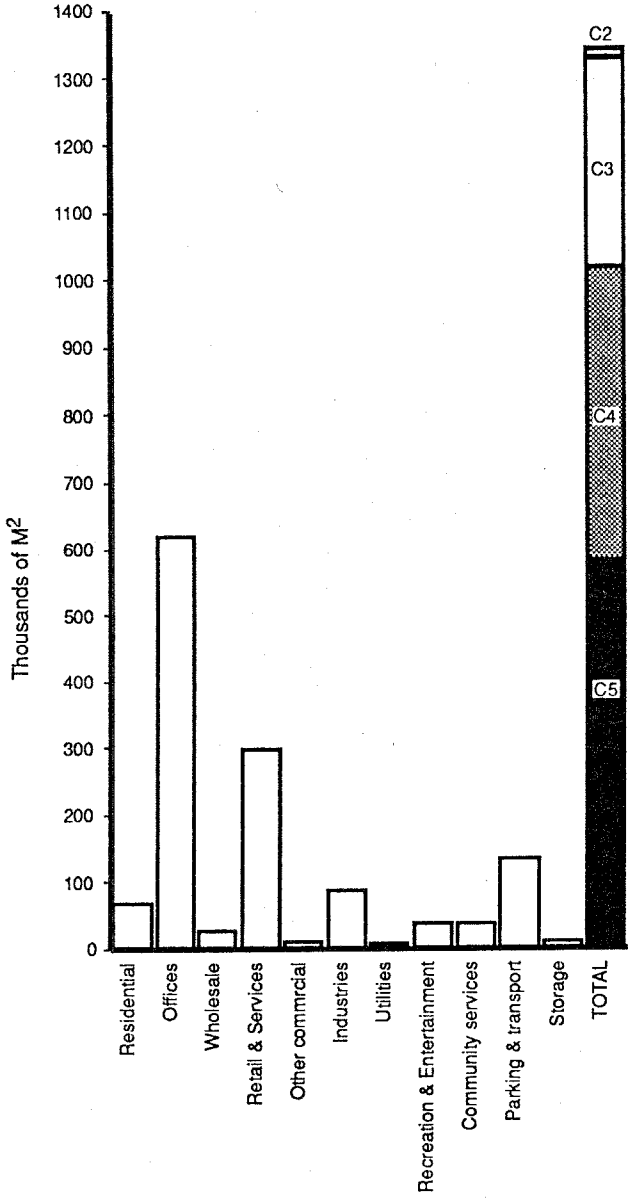
The total floorspace in the Central Commercial District grew from 904,000m² in 1966 to 1,340,000m² in 1989. This was an average increase of about 19,000m² or 2%, each year.

The greatest activity has been located in the centre of the District but there has also been considerable development in the north-west fringe (C3 zone).

Commercial activity (office, retail, wholesale) is the dominant land use in the District and in 1989 accounted for about 962,000m² of floorspace or 72% of the total. Transport and parking related facilities account for 9%, industrial uses 7%, and residential uses 4%. Recreation, community services, storage and utility services accounted for the remainder.



Net change in Floorspace per annum



Use of floorspace, central commercial zones, 1989

Office floorspace recorded the greatest increase of any activity within the District; rising from 380,000m² in 1976 to 619,000m² in 1989. This activity now accounts for 44% of all floorspace within the central area.

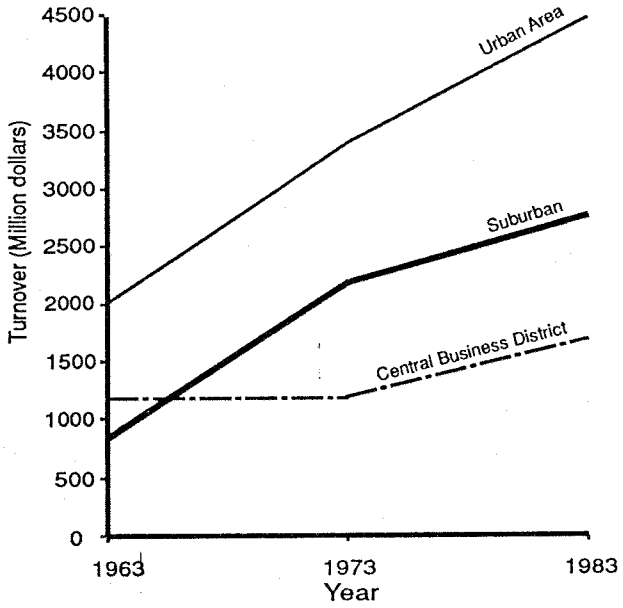
The three years ending in March 1989, saw a boom in building activity in the central city, with 225,000m² of new floorspace started. This period saw the construction of a number of large buildings including the Park Royal hotel and a number of office buildings such as Robert Jones, Price Waterhouse, Centre Tower, Clarendon Towers and the United Building Society, buildings.

31.3 Retail Activity

Retail floorspace has grown slowly from 277,000m² in 1976 to 299,000m² in 1989, an average increase of only about 1,700m² each year. This use now accounts for 22% of all floorspace in the Central Commercial District.

Over recent years, retail activity has tended to concentrate in the centre of the District within Armagh, Lichfield, Manchester Streets and Oxford Terrace. By 1989 this area contained 165,000m² of retail floorspace, an increase of 37,000m² or 29% since 1976. By contrast the north-west fringe (C3 zone) lost almost 15,000m² in line with the policies of the Scheme, and now only contains about 17,000m². The balance of the District has remained static at around 110,000m² of retail floorspace.

Census of distribution data gives another indicator of trends in retail activity. Total trade turnover (retail, wholesale, restaurants and hotels, and personal and household services) figures show that in the 10 year period to 1973 annual turnover in the Central Commercial District remained static at around $1190 million. Over the same period, turnover in suburban locations rose from $828 million to $2200 million, a significant increase of over 160%. In the next decade



Total turnover 1963 - 1983 C.P.I. adjusted to 1983 dollars

Source: Census of Distribution

to 1983 however, turnover in central and suburban locations grew at a similar rate.

In the current economic situation and taking into account the growth of suburban centres and regional policies to encourage growth away from the urban area, it is considered that retail activity in the Central Commercial District is in a potentially vulnerable situation. It is important that the Scheme makes adequate provision for such matters as improved accessibility and adequate parking along with a wide range of amenity proposals including pedestrian malls. It is also important that there be control on unplanned suburban retail expansion which could undermine the retailing base of the city centre.

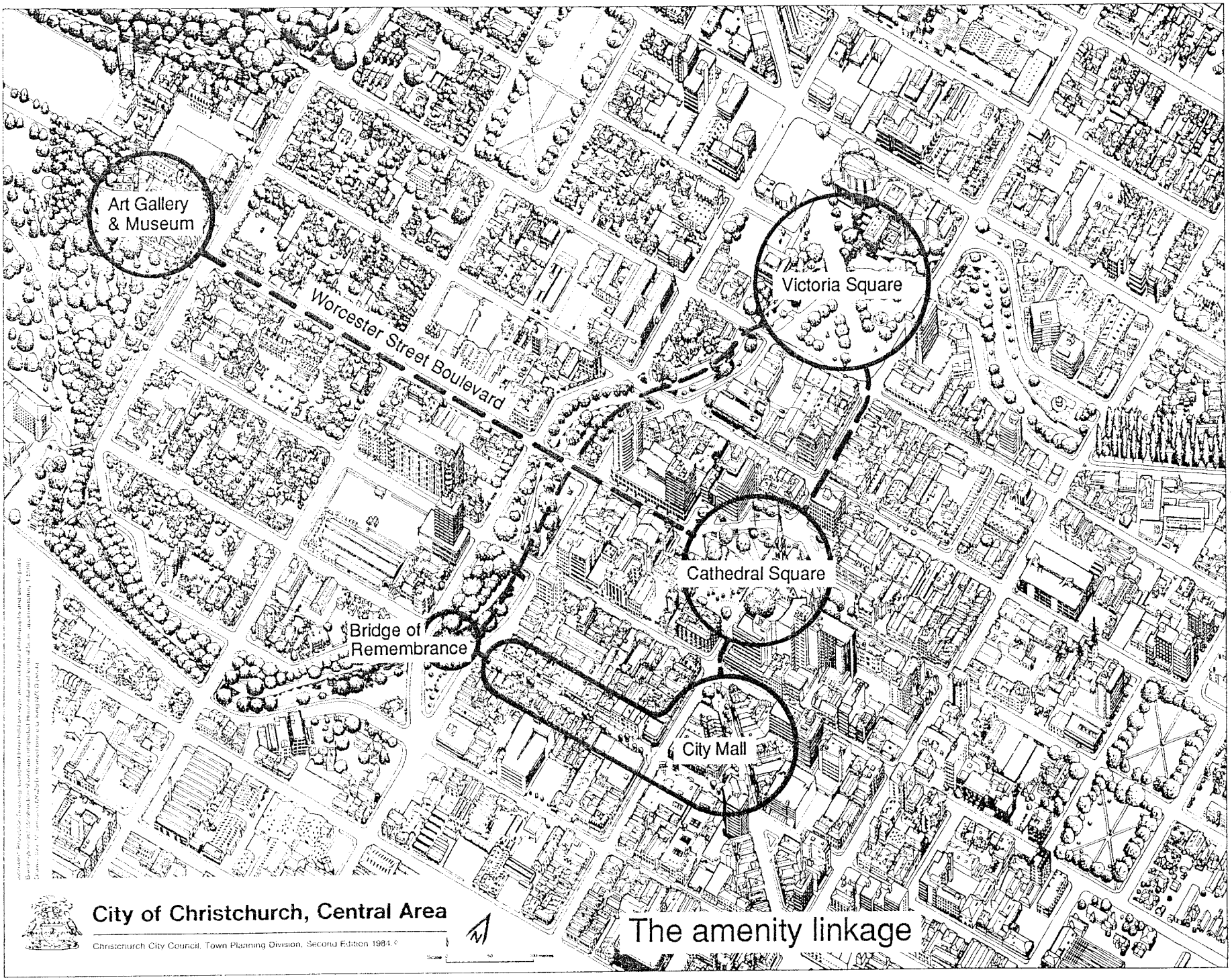
31.4 Employment

Analysis of 1983 employment data showed that 28,800 people worked within the Central Commercial District as follows:

	Full and part-time	% of total
Manufacturing	2,937	11
Electricity and Water	655	2
Construction	634	2
Retailing, wholesaling, restaurant and hotels	6,392	22
Transport, storage and communication	4,377	15
Financing, insurance, real estate and business services	5,962	21
Community, social and personal services	7,482	26

Census information shows that employment within the wider area within the four belts, has remained constant over the 15 years from 1971 to 1986, at around 43,000 people.

The substantial concentration of employment within the Central Commercial District is important for supporting retailing, entertainment and cultural activities. A 1978 survey showed that about 26% of shoppers were workers in the city centre.


Art Gallery
& Museum
Worcester Street Boulevard
Victoria Square
Cathedral Square
Bridge of
Remembrance
City Mall
City of Christchurch, Central Area
Christchurch City Council, Town Planning Division, Second Edition 1984
The amenity linkage

31.5 Parking and accessibility

Regional transportation developments are generally proceeding at a rate necessary to meet the needs of an Urban Area population of about 360,000 within the planning period.

It is important that a balance is achieved between the maintenance of reasonable levels of traffic service and access and the need to maintain and enhance the Central Commercial District.

The Council will monitor changes in land use intensity, economic development, employment, street network loading, and parking within the District in order to maintain a proper balance between access and development. Parking and access matters are further developed in Chapter 11.

31.6 Amenity Improvements

In 1967, the Council's planning document "Christchurch Development" introduced a proposal for a central city "amenity linkage". This was more fully developed in the 1972 Scheme, and is being successfully implemented over time.

The pedestrianisation of Cathedral Square (1974), the development of High Street and Cashel Street Malls (1982), the conversion of the Bridge of Remembrance to a pedestrian area (1978), and the redevelopment of Victoria Square (1989), are all part of the implementation of the "amenity linkage". A start has also been made on footpath improvements along Colombo Street. The redevelopment of Worcester Street between the Square and the Museum, and the Avon River link from the Bridge of Remembrance to Victoria Square, have yet to be implemented.

As opportunities have arisen on roads, tree planting often combined with bicycle parking, has been carried out.

31.7 Character and Image

The centre of Christchurch has its own character, image and sense of place. That character is determined by an interaction of physical and man-made features and activities. Some of the most important elements which contribute to that character, are as follows:

- Christchurch is built on a flat plain, but with the Port Hills providing a backdrop, and with the Avon River flowing through it.
- the original design and layout of the town of Christchurch in 1850 provided a grid pattern of streets 20 metres wide, interrupted by two diagonal streets, and with a number of squares.
- the natural flow of the Avon River and its banks and trees contrast with the more formal nature of the street and city square layout.
- the central city has a considerable variety of buildings, in terms of scale, age, building materials and design.
- the well proportioned neo-gothic Victorian buildings, and the richly modelled and solid buildings of the late 19th and early 20th centuries contribute significantly to the character of the city
- since the early 1960's new buildings have tended to be larger and higher using more modern and transparent building materials. However, with some recent exceptions, the city still gives the impression of generally modest scale and height, with light and sunny street scenes.
- the city centre is the major location for business and commercial activities, and provides for many cultural, entertainment and leisure activities. It is also a tourist attraction in its own right. Activities and events in the public spaces are an important part of the character of the city centre.
- the vegetation of the central city, particularly its large deciduous trees, and areas of grass, contribute to the image of Christchurch as a "garden city".

In 1988 the Council prepared a report entitled "Urban Design Perspective on Future Central City Planning", which recommended introducing an urban design strategy into the Scheme. That strategy is discussed in more detail below.

32. Objectives

(1) To maintain and enhance the Central Commercial District as the principal business, retail, administrative and cultural focus of the city.

(2) To ensure a compact Central Commercial District that is both convenient and comfortable for workers, visitors and tourists alike.

(3) To guide the future development of the Central Commercial District in a manner which will enhance the character and image of the city.

(4) To provide a high standard of access to and from the Central Commercial District and to reduce traffic congestion and conflicts as far as is practicable.

33. Policies and proposals

33.1 Principal business, retail, administrative and cultural focus

The Central Commercial District is the hub of business life in Christchurch, it is the centre of cultural activities, entertainment and shopping, and it contains many of the city's fine buildings and civic amenities. The District represents a very significant investment in buildings and infrastructure and it generates an important part of the city's economic activities. Its general well-being and continued development is essential for the future of the whole of Christchurch.

To maintain and enhance the Central Commercial District, one policy of the Scheme is to provide for the greatest concentration and scale of buildings to occur in the District, subject to the urban design strategy which follows. A wide range of uses is also provided for

including retail, office, entertainment, cultural, light industrial, residential and tourist accommodation. The continued development of new and efficient work places is encouraged.

A second policy is to ensure that the Central Commercial District can compete with the major suburban centres, particularly in the field of retailing. The following will assist this:

- improvements to public spaces to make the District an attractive and interesting place to shop and visit.
- the promotion of cultural and entertainment activities and events which will attract people to the District.
- the provision of public parking buildings at suitable locations
- the requirement of the Scheme for the continuity of retail frontages along defined streets within the District.
- provision to the south of the District, of busines zones which encourage a wide range of commercial, industrial, entertainment and residential uses, but at a lesser intensity of development than is provided for in the central commercial zones. In this way, some forms of retailing which because of their size and character would find it difficult to locate within the Central Commercial District, can be located close by in preference to finding suburban locations.

The growth of suburban commercial centres shall be planned in accordance with the policies set out in Chapter 8.

A third policy is to recognise the role of the Central Commercial District in the promotion of tourism in the city.

Tourist accommodation, including high rise hotels, are permitted throughout the District, and a floor space bonus for tourist accommodation is provided for.

The District provides the main focus for the location of hotels and travellers accommodation. It is desirable that tourists stay in the centre of Christchurch where they can experience and participate in the activities and character of the city.

Improvements to the public spaces within the District, the retention of historic buildings and ensuring that new buildings enhance the character of the city, will all ensure that the centre of the city remains attractive for tourists.

33.2 A compact, convenient and comfortable centre

Christchurch has a relatively large city centre (in area) for its size. Nevertheless most parts of the Central Commercial District are within walking distance of each other, and the inner city residential areas are located close by.

A key policy of the Scheme is to contain the outward spread of commercial activities in order to retain a compact and convenient city centre.

Such a policy will also protect inner city housing areas and encourage their development as residential areas. The location of residential areas adjoining the city centre adds to the vitality and use of the city centre and provides the opportunity for inner city residents to enjoy and use the many facilities available.

While producing a relatively compact city centre, it is also appropriate to spread development throughout the Central Commercial District. To achieve this policy, the Scheme sets floorspace controls at levels which ensures that development spreads throughout the District.

One of the original reasons for spreading development was to encourage the replacement of earthquake risk buildings. Much of that replacement has now taken place. However, the scale of buildings appropriate to Christchurch and the need to avoid new floor space being concentrated in a few large buildings leaving surrounding land relatively undeveloped, are still reasons for spreading development.

A number of policies of the Scheme are directed towards improving the comfort of people using the Central Commercial District. These include ensuring:

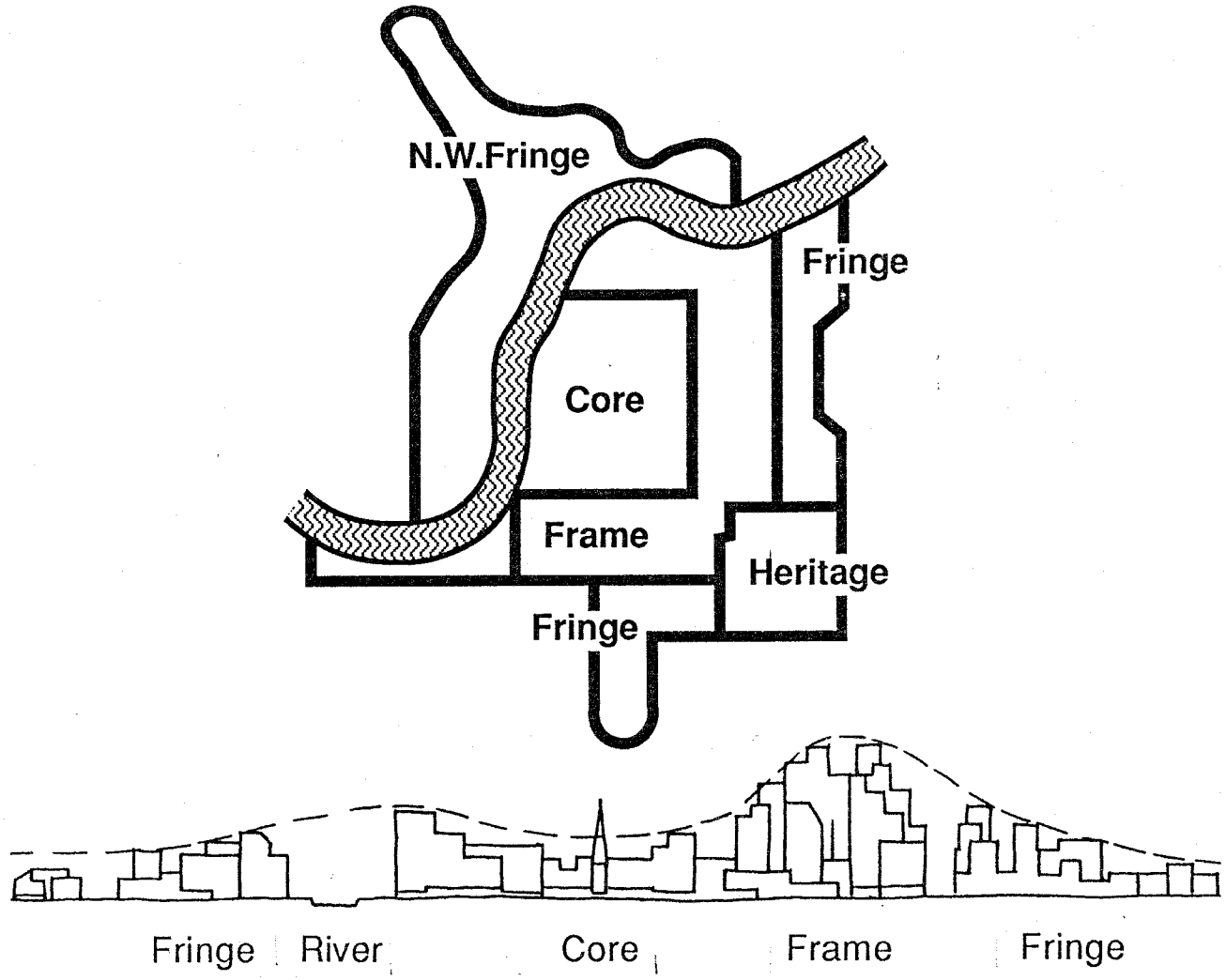
- adequate levels of daylight into roads
- adequate sunlight into important public spaces such as Cathedral Square and the City Mall
- weather protection by provision of verandahs or other means, along shopping and some other roads
- set back of buildings along Colombo Street to provide greater areas for pedestrians.

33.3 Shape and form of city centre

The concentration of buildings, activities, public spaces and the Avon River in the central city, provides the opportunity to create an urban shape and form which enhances the existing and potential character and image of the central city. An analysis of these matters has led to the development of the following Framework for the management of the future shape and form of the Central Commercial District.

- The **Core** is the traditional heart of the city, centred on the important public spaces of Cathedral Square, City Mall and the Avon River. It contains many of the city's important historic buildings, and much of the retail and pedestrian activity of the city centre. It is important that the scale and impact of buildings within the Core recognise those matters.

- The **Frame** is still part of the centre of the city, but has less emphasis on pedestrian and retail activity. It also has a smaller number of historic buildings, and is the area where taller buildings are already concentrated.



Shape and Form Framework

- The **Fringes** both to the north west and to the east, are areas of transition between the central city and the inner city residential areas. These are areas of generally less intensive activities and building scale.
- The **Heritage** area is an area of older buildings which has generally had very little new building development and provides a unique opportunity to create a heritage area reflecting the historic character of the city.

The second policy in directing the future form of the Central Commercial District, is to recognise and reinforce the elements which provide the underlying pattern of the city centre. The following elements (which in the main, are from the original 1850 plan for the city) provide important guides for the future form of the city:

- the grid pattern of streets (usually 20 metres wide).
- the diagonal streets intersecting with the grid pattern.
- the city squares and open spaces.
- the natural flow of the Avon River through the city grid.
- the buildings and structures that remain from the early development of the city.

The recognition of these elements have led to the following principles which form the basis of the urban design policy for the Central Commercial District.

- Buildings should be built up to the street frontages in order to recognise and reinforce the grid pattern.
- Buildings should create a feeling of enclosure and containment and recognise the formality of the city squares.
- While enclosure and containment is appropriate, it is also necessary to retain some sense of openness and pleasantness in the streets and public spaces.
- The more natural and informal pattern of the Avon River contrasts with the man made grid pattern. Buildings adjoining the Avon River should be seen as a backdrop to the open spaces of the river.
- The continued development and improvement of the public and open spaces of the central city (especially those on the Amenity Linkage) is an important priority.
- The retention and use of heritage buildings and structures contributes significantly to the character of the city centre. The historic character of the city

is also an important element to be considered in the design of future city buildings and structures.

The third policy is to encourage future building development which achieves respect for the natural and historic character of the city, without stifling innovation and creativity.

A set of design and appearance guide-lines have been prepared which are aimed at ensuring that the character of the city centre is taken into account and reflected in the design of any buildings or structures. While the guidelines are on occasions quite detailed, it is important that they are administered in a manner that does not stifle new ideas and innovation.

33.4 Access and reduction of traffic congestion

One policy will be to maintain and develop a transportation network which continues to provide a high standard of access to and from the city centre.

The road network will be further developed to maintain the levels of service detailed in Chapter 11. This management will include road widening where necessary and traffic management techniques such as signal co-ordination improvements and parking management. Additional capacity will generally be provided to the east of the city centre to minimise the amount of traffic through the residential and cultural areas to the west of the city centre.

A second policy will be to manage the central city roading network in a manner that reduces conflicts between pedestrians and vehicles and allows adequate servicing of central city businesses.

The one way road system will be further developed to carry most of the traffic close to the final destination. The roads within the one way streets will be developed to favour the movement of goods between the central city businesses and access to parking. Pedestrian and parking streets will be given preference in other areas.

A third policy is to ensure a high standard of accessibility to and availability of car parking, within the city centre.

The provision of short term parking will remain the responsibility of the Council. The amount of on-street parking is limited and most of the additional parking will be located in parking buildings close to the major road network. The Council will encourage developers to provide parking needs associated with new buildings. Management of the parking operated by the Council will be undertaken to ensure an adequate supply of parking of a duration and type required by people coming to the city centre.

A fourth policy is to manage the transportation system to reduce the accident rate within the city centre.

Studies will be undertaken to identify collision promoting locations or attitudes within the central city. Public education campaigns or traffic management measures will be employed where possible to achieve increased safety.

The policies are further developed in Chapter 11.

Attachment B

Part VII - Commercial Zones

45. Commercial 3 (North West Fringe)

Zone statement

The North West Fringe (C/3) is generally an area of transition between the central city and the inner city residential areas to the north and west. Generally, retail uses are not permitted in this zone.

The scale of buildings in this zone is less than in the Core and Frame, with a plot ratio of 2.0 and incentives increasing this to 3.5. These are available for providing tourist accommodation and retaining historic buildings.

Maximum heights of 40 metres south of Peterborough Street and 30 metres north of Peterborough Street recognise the lower scale of development in this area, its relationship to the Avon River, and the adjoining residential areas.

Buildings in the North West Fringe will generally be seen in a more open setting, with buildings required to be set back from the road, with landscaped areas in front.

The planning concepts for the Core are developed and explained in more detail in Appendix D1, particularly in relation to the design and appearance of buildings.

45.1 Permitted buildings and uses and their performance elements and standards

A. Administrative, commercial and professional offices

Licensed hotels, taverns and tourist house premises

Travellers' accommodation

Restaurants

Places of assembly, places of entertainment, schools, hospitals, medical and community facilities

Residential accommodation

Service Stations

Service industries, other industries and warehouses included in Appendix B

Motor vehicle, caravan and boat sales and hire

Parks and recreation grounds

Public utility substations, pumping stations and exchanges

Accessory uses and buildings

(i) Floorspace

Maximum plot ratio 2.0, provided that the plot ratio may be increased to a maximum of 3.5 by any combination of bonuses allowed under (vii), (viii) and (ix) below.

(ii) Street Scene

Buildings shall be set back a minimum of 4.5 metres from road boundaries. The setback area, excluding vehicle access, shall be landscaped in accordance with the guidelines in Appendix D1, (7.3 (iii)).

Outdoor storage areas adjoining or visible from any road shall be screened from the road by landscaping.

The display of motor vehicles, caravans or boats for sale or hire shall be carried out entirely within a building.

(iii) Sunlight, Outlook and Amenities of Residential Neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5 metres above residential zone boundaries as shown in Appendix C. Where the planning maps show a residential zone boundary drawn down one side of a road, the recession plane shall be constructed from a point 2.5 metres above the centreline of the road.

Buildings shall be set back a minimum of 3 metres from residential zone boundaries.

(iv) Street Scale

No part of any building shall penetrate a recession plane of 65^0 inclined towards the site and drawn from a line located 10 metres away from the road boundary of the site.

(v) Building Height

No part of any building shall exceed a maximum height of 40 metres, except that in that part of the C/3 zone north of Peterborough Street, no part of any building shall exceed a maximum height of 30 metres.

(vi) Design and Appearance

All buildings, including external alterations to existing buildings, shall be a controlled use with respect to their design and appearance. In considering a controlled use application, the Council shall have regard to the matters set out in Appendix D1.

(vii) Tourist Accommodation Incentive

Sites on which buildings include tourist accommodation (hotels, tourist house premises or travellers' accommodation) shall be entitled to a maximum plot ratio of 3.5, provided that at least 50% of the building is used for tourist accommodation.

(viii) Historic Building Retention Incentive

Where an historic building listed in Appendix J is retained as part of the development of a site, the nett

floor area of the historic building, or any part thereof, remaining on the site, may be excluded from the nett floor area for the purposes of plot ratio. Provided that the maximum nett floor area of the historic building which can be excluded shall not exceed a plot ratio of 1.5.

Where only the facade of the historic building is retained, the nett floor area to be excluded from plot ratio may include any part of the new building which does not exceed the height of the retained facade, and is located immediately behind the facade.

(ix) Historic Building Fund Incentive

On any site, development rights may be purchased to enable the plot ratio of a building to be increased from 2.0 to a maximum of 3.5. The money received from the purchase shall be placed in a Central City Historic Building Fund, which may only be used for the purpose of purchasing, compensating or restoring buildings located within the Central Commercial District, and listed on Appendix J.

The value of these development rights shall be assessed using the following formula:

$$80\% \left(\frac{\text{additional nett floor area}}{2} \times \text{current land value of the site per square metre} \right)$$

(x) Access, Parking and Loading

All uses: 3 parking spaces per 400m² for the first 4000m² of nett floor area, and 1 parking space per 200m² or part thereof for the balance nett floor area; plus 1 bicycle space per 200m² of nett floor area.

Vehicle access: uses that provide in excess of 20 parking spaces shall be a controlled use, in respect of the location and design of vehicular access to and from the site. In considering such an application the Council shall in particular, have regard to the following matters:

- The classification and traffic capacity of the road.
- The likely generation of traffic to and from the site.
- The likely pedestrian activity on the footpaths adjacent to the access point(s).
- The distance of the access from intersections.
- The ability to provide access from other adjoining streets.
- The number of parking spaces provided on the site.
- The layout of the buildings on the site.

Provided that on sites with access to one way arterial roads, access shall, as far as practicable, be from alternative streets.

See also Part XI Transportation

(x) Floorspace Bonus for Residential Development in the R/5B Zone

Where new apartments are erected on a Residential 5B site within the same Certificate of Title as a C3 site, the plot ratio of the buildings erected on the C3 site may be increased by 1m² of floor area for every 1m² of apartments provided on the R5B site.

45.2 Buildings and uses permitted as conditional uses

A. Parking buildings

In considering applications for conditional uses, the Council shall in particular, have regard to the following matters:

(i) The location of the building and the need for parking in the vicinity.

(ii) The proportion of the building to be allocated to short term visitor or public parking.

(iii) The location and design of vehicular access to and from the site and of the internal layout of the building and parking spaces, and the effect of the use on the traffic network.

(iv) That the bulk and size of any building which incorporates a parking building (in whole or in part) does not exceed the plot ratio and maximum height permitted in the zone. Provided that for this purpose the parking building area shall be assessed for plot ratio purposes at 50% of its nett floor area.

(v) The design and appearance of the building and its relationship to the amenities of the area (having regard to the matters set out in Appendix D1).

45A. Commercial 3A

Zone statement

This zone is located in Colombo Street, between Kilmore and Salisbury Streets. It contains a collection of mainly older, two to three storey buildings, in which a number of small retail shops are located.

Unlike the surrounding Commercial 3 zone, this zone allows (and requires) retail uses on the Colombo Street frontages. Buildings are required to be built up to the street frontage.

45A.1 Permitted buildings and uses and their performance elements and standards

A.Retail shops

Administrative, commercial and professional offices

Licensed hotels, taverns and tourist house premises

Travellers' accommodation

Places of assembly, places of entertainment, schools, hospitals, medical and community facilities

Residential accommodation

Service industries, other industries and warehouses included in Appendix B

Public utility substations, pumping stations and exchanges

Accessory uses and buildings

(i) Floorspace

Maximum plot ratio 2.0.

(ii) Street Containment

Buildings shall be built up to the Colombo Street road boundary of any site, with a minimum facade height of 7 metres.

(iii) Maximum Height

No part of any building shall exceed a maximum height of 25 metres.

(iv) Design and Appearance

All buildings, including external alterations to existing buildings, shall be a controlled use with respect to their design and appearance. In considering a controlled use application, the Council shall have regard to the matters set out in Appendix D1.

(v) Retail Continuity

The use of the ground floor frontage of every building adjoining a shopping frontage defined on the Planning Maps, shall be limited to retail shops, places of entertainment, reception areas of hotels and travellers' accommodation, and offices which attract pedestrian customers (such as banks, insurance offices, buildings societies, financial companies, typing and duplicating services, real estate agents).

(vi) Sunlight, Outlook and Amenities of Residential Neighbours

Buildings shall not project beyond a building envelope constructed by recession planes from points 2.5 metres above residential zone boundaries as shown in Appendix C. Where the planning maps show a residential zone boundary drawn down one side of a road, the recession plane shall be constructed from a point 2.5 metres above the centreline of the road.

Buildings shall be set back a minimum of 3 metres from residential zone boundaries, or from the road frontage where the site faces a residential zone on the other side of the road. The 3 metre set back area shall be landscaped.

(vii) Access, Parking and Loading

All uses: 3 parking spaces per 400m^2 for the first 4000m^2 of nett floor area, and 1 parking space per 200m^2 or part thereof for the balance nett floor area; plus 1 bicycle space per 200m^2 of nett floor area.

Vehicle access: uses that provide in excess of 20 parking spaces shall be a controlled use, in respect of the location and design of vehicular access to and from the site. In considering such an application the Council shall in particular, have regard to the following matters:

- The classification and traffic capacity of the road.
- The likely generation of traffic to and from the site.
- The likely pedestrian activity on the footpaths adjacent to the access point(s).
- The distance of the access from intersections.
- The ability to provide access from other adjoining streets.
- The number of parking spaces provided on the site.
- The layout of the buildings on the site.

See also Part XI Transportation

46. Commercial 4 (Fringe)

Zone statement

The Fringe zone (C/4) covers parts of the eastern and southern portions of the Central Commercial District. These provide a transition between the Frame and the residential zones to the east, and the business zones to the south. However, the location of Latimer Square, the Residential 6 zone (which allows some non residential uses), the Industrial zones south of Hereford Street, and the Business zones, provide the transition as well as the commercial area.

The Fringe allows a plot ratio of 3.5, and with incentives this can increase to 5.0. These are available for providing tourist accommodation and retaining historic buildings.

Unlike the Core and the Frame, there is no requirement in this zone for buildings to be built up to the street. However, neither is there any requirement for them to be set back, as is the case in the North-West Fringe.

The planning concepts for the C/4 Fringe are developed and explained in more detail in Appendix D1, particularly in relation to the design and appearance of buildings.

46.1 Permitted buildings and uses and their performance elements and standards

A. Retail shops

Administrative, commercial and professional offices

Licensed hotels, taverns and tourist house premises

Travellers' accommodation

Places of assembly, places of entertainment, schools, hospitals, medical and community facilities

Residential accommodation

Service Stations

Service industries, other industries and warehouses included in Appendix B

Motor vehicle, caravan and boat sales and hire

Parks and recreation grounds

Public utility substations, pumping stations and exchanges

Accessory uses and buildings

(i) Floorspace

Maximum plot ratio 3.5, provided that the plot ratio may be increased to a maximum of 5.0 by any combination of bonuses allowed under (v),(vi) and (vii) below.

(ii) Street Scale

No part of any building shall penetrate a recession plane of 65^0 inclined towards the site and drawn from a line located 10 metres away from the road boundary of the site.

(iii) Building Height

No part of any building shall exceed a maximum height of 40 metres.

(iv) Design and Appearance

All buildings, including external alterations to existing buildings, shall be a controlled use with respect to their design and appearance. In considering a controlled use application, the Council shall have regard to the matters set out in Appendix D1.

(v) Tourist Accommodation Incentive

Sites on which buildings include tourist accommodation (hotels, tourist house premises or travellers' accommodation) shall be entitled to a maximum plot ratio of 5.0 provided that at least 30% of the building is used for tourist accommodation.

(vi) Historic Building Retention Incentive

Where an historic building listed in Appendix J is retained as part of the development of a site, the nett floor area of the historic building, or any part thereof, remaining on the site, may be excluded from the nett floor area for the purposes of plot ratio, provided that the maximum nett floor area of the historic building which can be excluded shall not exceed a plot ratio of 1.5.

Where only the facade of the historic building is retained, the nett floor area to be excluded from plot ratio may include any part of the new building which does not exceed the height of the retained facade, and is located immediately behind the facade.

(vii) Historic Building Fund Incentive

On any site, development rights may be purchased to enable the plot ratio of a building to be increased from 3.5 to a maximum of 5.0. The money received from the purchase shall be placed in a Central City Historic Building Fund, which may only be used for the purpose of purchasing, compensating or restoring buildings located within the Central Commercial District, and listed on Appendix J.

The value of these development rights shall be assessed using the following formula:

$$80\% \left(\frac{\text{additional nett floor area}}{3.5} \times \text{current land value of the site per square metre} \right)$$

(viii) Access, Parking and Loading

All uses: 3 parking spaces per 400m² for the first 4000m² of nett floor area, and 1 parking space per 200m² or part thereof for the balance nett floor area; plus 1 bicycle space per 200m² of nett floor area.

Vehicle access: uses that provide in excess of 20 parking spaces shall be a controlled use, in respect of the location and design of vehicular access to and from the site. In considering such an application the Council shall in particular, have regard to the following matters:

- The classification and traffic capacity of the road.
- The likely generation of traffic to and from the site.
- The likely pedestrian activity on the footpaths adjacent to the access point(s).
- The distance of the access from intersections.
- The ability to provide access from other adjoining streets.
- The number of parking spaces provided on the site.
- The layout of the buildings on the site.

Provided that on sites with access to one way arterial roads, access shall as far as practicable be from alternative streets.

See also Part XI Transportation

46.2 Buildings and uses permitted as conditional uses

A. Parking buildings

In considering applications for conditional uses, the Council shall in particular, have regard to the following matters:

(i) The location of the building and the need for parking in the vicinity.

(ii) The proportion of the building to be allocated to short term visitor or public parking.

(iii) The location and design of vehicular access to and from the site and of the internal layout of the building and parking spaces, and the effect of the use on the traffic network.

(iv) That the bulk and size of any building which incorporates a parking building (in whole or in part), does not exceed the plot ratio and maximum height permitted in the zone. Provided that for this purpose the parking building area shall be assessed for plot ratio purposes at 50% of its nett floor area.

(v) The design and appearance of the building and its relationship to the amenities of the area (having regard to the matters set out in Appendix D1).

46.A Commercial 4H (Heritage)

Zone statement

The Heritage area contains a collection of older and historic buildings. These buildings are predominantly 3 storeys in scale, and provide a unified grouping of street facades and older buildings. There have been very few new buildings erected within this area, and so the heritage character remains,

In this area there is a unique opportunity to retain a number of older Christchurch buildings. It is the grouping of these buildings that is as important as the individual buildings.

It is envisaged that this area will gradually accommodate a mixture of uses that will suit the heritage buildings of the zone, and benefit from the linkage between the Christchurch Polytechnic and the central city. Potential uses include student (and other) accommodation, craft activities, studios and workshops, restaurants, entertainment, professional offices, antique shops, bookshops, etc.

The Heritage area allows a plot ratio of 3.5, with no bonus provisions. A maximum height of 25 metres applies to the zone. These recognise the heritage character of the area.

Buildings are required to be built up to the street. The retention of existing facades is a principal objective of the zone. Where it is impractical to keep existing facades, the street facade of new buildings is required to generally line up with the front facades of adjoining buildings, and to take key design elements from those buildings.

The planning concepts for the Heritage area are developed and explained in more detail in Appendix D1, particularly in relation to the design and appearance of buildings.

46A.1 Permitted buildings and uses and their performance elements and standards

A. Retail shops

Administrative, commercial and professional offices

Licensed hotels, taverns and tourist house premises

Places of assembly, places of entertainment, schools, hospitals, medical and community facilities

Travellers' accommodation

Residential accommodation

Service industries, other industries and warehouses included in Appendix B

Public utility substations, pumping stations and exchanges

Accessory uses and buildings

(i) Floorspace
Maximum plot ratio 3.5.

(ii) Street Containment
Buildings shall be built up to all road boundaries along the full frontage of the site, provided that this requirement shall not apply on frontages to St Asaph, Madras, Poplar or Ash Streets.

(iii) Heritage Streetscape
Where any site is to be redeveloped, consideration shall firstly be given to the retention of at least the street facade of the building. Where it is impractical to keep the existing facade, the street facade of any new buildings shall have a minimum height of 11 metres. No part of any new building located within 10 metres of any street frontage shall exceed a maximum height of 14 metres.

(Note: See Appendix D1, 6.2 for guidelines on the design and appearance of new facades.)

(iv) Building Height
No part of any building shall exceed a maximum height of 25 metres.

(v) Design and Appearance
All buildings, including external alterations to existing buildings, shall be a controlled use with respect to their design and appearance. In considering a controlled use application, the Council shall have regard to the matters set out in Appendix D1.

(vi) Access, Parking and Loading
All uses: 3 parking spaces per 400m^2 for the first 4000m^2 of nett floor area, and 1 parking space per 200m^2 or part thereof for the balance nett floor area; plus 1 bicycle space per 200m^2 of nett floor area.

Vehicle access: uses that provide in excess of 20 parking spaces shall be a controlled use, in respect of the location and design of vehicular access to and from the site. In considering such an application the Council shall in particular, have regard to the following matters:

- The classification and traffic capacity of the road.
- The likely generation of traffic to and from the site.
- The likely pedestrian activity on the footpaths adjacent to the access point(s).
- The distance of the access from intersections.
- The ability to provide access from other adjoining streets.
- The number of parking spaces provided on the site.
- The layout of the buildings on the site.

See also Part XI Transportation

Note: *When buildings are retained or redeveloped, attention is drawn to the requirements of the Local Government Act (particularly Section 624, seismic strengthening) and the Building Bylaws of the Christchurch City Council (particularly when a change of use to residential occurs).*

47. Commercial 5F (Frame)

Zone statement

The Frame surrounds the Core of the City (except in the west) and provides the opportunity for taller buildings in the area surrounding and framing the Core. These taller buildings are an important part of the Shape and Form Framework developed for the central city area.

The Frame will have more emphasis on offices and commerce, and less emphasis on retailing, but is still within convenient walking distance of these uses in the Core.

The Frame is dominated by the grid street pattern, and buildings are therefore required to be built up the street frontage. In the northern portion of the Frame, the natural features of the Avon River are important.

The Frame allows a plot ratio of 5.0, but floorspace incentives enable this to be increased to 7.0. These are available for providing tourist accommodation, and for retaining historic buildings.

The planning concepts for the Core are developed and explained in more detail in Appendix D1, particularly in relation to the design and appearance of buildings.

47.1 Permitted buildings and uses and their performance elements and standards

A. Retail shops

Administrative, commercial and professional offices

Licensed hotels, taverns and tourist house premises

Travellers' accommodation

Places of assembly, places of entertainment, schools, hospitals, medical and community facilities

Residential accommodation

Service industries, other industries and warehouses included in Appendix B

Motor vehicle, caravan and boat sales and hire

Parks and recreation grounds

Public utility substations, pumping stations and exchanges

Accessory uses and buildings

(i) Floorspace

Maximum plot ratio 5.0, provided that the plot ratio may be increased to a maximum of 7.0 by any bonus or combination of bonuses allowed under (x), (xi) and (xii) below.

(ii) Street Containment

Buildings shall be built up to all road boundaries along the full frontage of the site, with a minimum facade height of 11 metres.

On the eastern side of Manchester Street (from Armagh Street to Lichfield Street), buildings shall be built up to a line which is set back 3 metres from the road boundary. This set back area shall be landscaped in accordance with the guidelines in Appendix D1. (4.8 (i))

(iii) Street Scale

No part of any building shall penetrate a recession plane of 65° inclined towards the site and drawn from a line located 10 metres away from the road boundary of the site.

On those sites immediately opposite Victoria Square in Armagh Street (from Oxford Terrace to Colombo Street), and in Colombo Street (from Armagh Street to Oxford Terrace), the recession plane shall be drawn from a line located 20 metres from the road boundary of the site.

(iv) Building Height

No part of any building shall exceed a maximum height of 80 metres.

(v) Design and Appearance

All buildings, including external alterations to existing buildings, shall be a controlled use with respect to their design and appearance. In considering a controlled use application, the Council shall have regard to the matters set out in Appendix D1.

(vi) Sunlight Admission to Special Pedestrian Areas

Cathedral Square: No building shall be constructed or extended so that it casts a shadow on the ground at 12 noon (Local Mean Time) on 22 June beyond the lines AB, BC, CD, DE and EF, as shown in Appendix P. The angle of recession shall be 23° measured in a north/south plane.

(vii) Convenience of Pedestrians

Buildings fronting those parts of Colombo Street as defined on the Planning Maps, shall be set back from the road boundary a minimum of 2.1 metres at ground level only, with the set back area paved with materials suitable for pedestrian use.

(viii) Retail Continuity

The use of the ground floor frontage of every building adjoining a shopping frontage defined on the Planning Maps, shall be limited to retail shops, places of entertainment, reception areas of hotels and travellers' accommodation, and offices which attract pedestrian customers (such as banks, insurance offices, buildings societies, financial companies, typing and duplicating

services, real estate agents).

(ix) Weather Protection

Every building adjoining a shopping or verandah frontage defined on the Planning Maps, shall on its erection or on being reconstructed or altered, be provided with a verandah or other means of weather protection, which shall provide continuous cover for pedestrians, and shall be designed in relation to its neighbours.

(x) Tourist Accommodation Incentive

Sites on which buildings include tourist accommodation (hotels, tourist house premises or travellers' accommodation) shall be entitled to a maximum plot ratio of 7.0 provided that at least 30% of the building is used for tourist accommodation.

(xi) Historic Building Retention Incentive

Where an historic building listed in Appendix J is retained as part of the development of a site, the nett floor area of the historic building, or any part thereof, remaining on the site, may be excluded from the nett floor area for the purposes of plot ratio, provided that the maximum nett floor area of the historic building which can be excluded shall not exceed a plot ratio of 2.0.

Where only the facade of the historic building is retained, the nett floor area to be excluded from plot ratio may include any part of the new building which does not exceed the height of the retained facade, and is located immediately behind the facade.

(xii) Historic Building Fund Incentive

On any site, development rights may be purchased to enable the plot ratio of a building to be increased from 5.0 to a maximum of 7.0. The money received from the purchase shall be placed in a Central City Historic Building Fund, which may only be used for the purpose of purchasing, compensating or restoring buildings located within the Central Commercial District, and listed on Appendix J.

The value of these development rights shall be assessed using the following formula:

$$80\% \left(\frac{\text{additional nett floor area}}{5} \times \text{current land value of the site per square metre} \right)$$

(xiii) Access, Parking and Loading

All uses: 3 parking space per 400m² for the first 4000m² of nett floor area, and 1 parking space per 200m² or part thereof for the balance nett floor area; plus 1 bicycle space per 200m² of nett floor area.

Vehicle access: uses that provide in excess of 20 parking spaces shall be a controlled use, in respect of the location and design of vehicular access to and from the site. In considering such an application the Council shall in particular, have regard to the following matters:

- The classification and traffic capacity of the road.
- The likely generation of traffic to and from the site.
- The likely pedestrian activity on the footpaths adjacent to the access point(s).
- The distance of the access from intersections.
- The ability to provide access from other adjoining streets.
- The number of parking spaces provided on the site.
- The layout of the buildings on the site.

Provided that on sites with access to one way arterial roads, access shall, as far as practicable, be from alternative streets.

See also Part XI Transportation

47.2 Buildings and uses permitted as conditional uses

A. Parking buildings

In considering applications for conditional uses, the Council shall in particular, have regard to the following matters:

(i) The location of the building and the need for parking in the vicinity.

(ii) The proportion of the building to be allocated to short term visitor or public parking.

(iii) The location and design of vehicular access to and from the site and of the internal layout of the building and parking spaces, and the effect of the use on the traffic network.

(iv) That the bulk and size of any building which incorporates a parking building (in whole or in part), does not exceed the plot ratio and maximum height permitted in the zone. Provided that for this purpose the parking building area shall be assessed for plot ratio purposes at 50% of its nett floor area.

(v) The design and appearance of the building and its relationship to the amenities of the area (having regard to the matters set out in Appendix D1).

47A. Commercial 5C (Core)

Zone statement

The Core is the traditional heart of the city centred on the important public space areas of Cathedral Square and City Mall and bounded on the west by the Avon River.

The Core contains most of the major elements which create the character and image of the city; the public space network, Avon River, the grid street pattern intersecting with diagonal streets, and historic buildings. It contains the greatest concentration of pedestrian, entertainment and retail activities, and also includes many of the buildings in the city that have the greatest historic value.

This concentration of activities, historic buildings and city character provided a key component of the Shape and Form Framework developed for the Central Commercial District. This Framework provides for the scale and height of buildings in the Core to be limited, with taller buildings being located in the Frame (Commercial 5F zone) which surrounds the Core.

The maximum plot ratio is 5.0, with no bonuses available. The maximum permitted height of buildings is about 12 storeys. Buildings are required to be built up to the street in order to recognise the grid pattern of streets.

The planning concepts for the Core are developed and explained in more detail in Appendix D1, particularly in relation to the design and appearance of buildings.

Sunlight recession planes control the height of buildings located to the north of Cathedral Square, and of Cashel Street/High Street Mall, in order to provide sunlight in these important pedestrian areas.

47A.1 Permitted buildings and uses and their performance elements and standards

A. Retail shops

Administrative, commercial and professional offices

Licensed hotels, taverns and tourist house premises

Travellers' accommodation

Places of assembly, places of entertainment, schools, hospitals, medical and community facilities

Residential accommodation

Service industries, other industries and warehouses included in Appendix B

Parks and recreation grounds

Public utility substations, pumping stations, and exchanges

Accessory uses and buildings

(i) Floorspace

Maximum plot ratio 5.0.

(ii) Street Containment

Buildings shall be built up to all road boundaries along the full frontage of the site, with a minimum facade height of 14 metres. Provided that on sites with frontage to City Mall in Cashel Street and High Street(notated as 'Pedestrian Mall' on the Planning Maps), the minimum facade height shall be 11 metres.

(iii) Street Scale

No part of any building shall penetrate a recession plane of 65° inclined towards the site and drawn from a line located 10 metres away from the road boundary of the site.

On sites which front the southern boundary of City Mall on Cashel Street (notated as 'Pedestrian Mall' on the Planning Maps), no part of any building located within 10 metres of that frontage shall exceed a maximum height of 14 metres.

(iv) Building Height

No part of any building shall exceed a maximum height of 45 metres.

(v) Design and Appearance

All buildings, including external alterations to existing buildings, shall be a controlled use with respect to their design and appearance. In considering a controlled use application, the Council shall have regard to the matters set out in Appendix D1.

(vi) Sunlight Admission to Special Pedestrian Areas

Cathedral Square: No building shall be constructed or extended so that it casts a shadow on the ground at 12 noon (Local Mean Time) on 22 June beyond the lines AB, BC, CD, DE and EF, as shown in Appendix P. The angle of recession shall be 23° measured in a north/south plane.

Cashel Street and High Street Malls: No building shall be constructed or extended so that it casts a shadow on the ground at 12 noon (Local Mean Time) on 22 September, beyond the lines AB, CD and EF, as shown in Appendix P. The angle of recession shall be 47° measured in a north/south plane.

(vii) Convenience of Pedestrians

Buildings fronting those parts of Colombo Street as defined on the Planning Maps, shall be set back from the road boundary a minimum of 2.1 metres at ground

level only, with the set back area paved with materials suitable for pedestrian use.

(viii) Retail Continuity

The use of the ground floor frontage of every building adjoining a shopping frontage defined on the Planning Maps, shall be limited to retail shops, places of entertainment, reception areas of hotels and travellers' accommodation, and offices which attract pedestrian customers (such as banks, insurance offices, buildings societies, financial companies, typing and duplicating services, real estate agents).

(ix) Weather Protection

Every building adjoining a shopping or verandah frontage defined on the Planning Maps, shall on its erection or on being reconstructed or altered, be provided with a verandah or other means of weather protection, which shall provide continuous cover for pedestrians, and shall be designed in relation to its neighbours.

(x) Access, Parking and Loading

All uses: 1 parking space per 400m² for the first 4000m² of nett floor area, and 1 parking space per 200m² or part thereof for the balance nett floor area; plus 1 bicycle space per 200m² of nett floor area.

Provided that the maximum number of parking spaces (including any trade vehicle storage) shall not exceed the above minimum requirements by more than 100%.

Vehicle access: uses that provide in excess of 20 parking spaces shall be a controlled use, in respect of the location and design of vehicular access to and from the site. In considering such an application the Council shall in particular, have regard to the following matters:

- The classification and traffic capacity of the road.
- The likely generation of traffic to and from the site.
- The likely pedestrian activity on the footpaths adjacent to the access point(s).
- The distance of the access from intersections.
- The ability to provide access from other adjoining streets.
- The number of parking spaces provided on the site.
- The layout of the buildings on the site.

See also Part XI Transportation

47A.2 Buildings and uses permitted as conditional uses

A. Parking buildings

In considering applications for conditional uses, the Council shall in particular, have regard to the following matters:

(i) The location of the building and the need for parking in the vicinity.

(ii) The proportion of the building to be allocated to short term visitor or public parking.

(iii) The location and design of vehicular access to and from the site and of the internal layout of the building and parking spaces, and the effect of the use on the traffic network.

(iv) That the bulk and size of any building which incorporates a parking building (in whole or in part) does not exceed the plot ratio and maximum height permitted in the zone. Provided that for this purpose the parking building area shall be assessed for plot ratio purposes at 50% of its nett floor area.

(v) The design and appearance of the building and its relationship to the amenities of the area (having regard to the matters set out in Appendix D1).

Attachment C

Appendix D1 - Design and Appearance of Buildings

Design and appearance of buildings

1. Introduction

This Appendix sets out the Guidelines which the Council shall use when considering a controlled use application for the design and appearance of buildings.

A controlled use is an application where the District Scheme has provided powers and controls necessary in order to achieve the objectives and policies of the Scheme relating to (among other things) the design and external appearance of buildings.

In the sections of this Appendix which follow, guidelines are set out for the consideration of buildings in particular zones, or groups of zones. Where appropriate, the guidelines refer to requirements of other parts of this Scheme (eg maximum heights, setbacks, building up to the street) so that the consideration of design and appearance is seen in the context of all the requirements and controls of the Scheme.

These guidelines provide the basis or framework for dialogue between the designer/ developer and the Council.

2. Procedure for consideration of applications

(i) The applicant shall submit sufficient plans (or where appropriate a scaled model) so that the design and appearance of the building, and its relationship to adjoining buildings and spaces, can be assessed.

(ii) The application shall be considered by Council Officers who have been delegated the power to consider and approve controlled use applications, as a non-notified application.

(iii) The applicant shall have the right to meet with those officers so that a dialogue and discussion can take place prior to any decision being made.

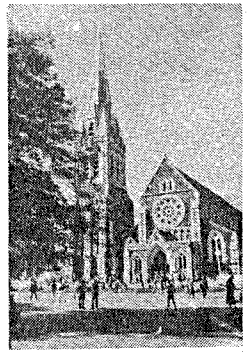
(iv) If an applicant is unhappy with any decision made, an application may be made under Section 88 of the Town and Country Planning Act for a review of that decision by the Council. By agreement, the Council may appoint an advisory panel to meet and make a recommendation to the Council.

(v) There shall be a right of appeal to the Planning Tribunal on any decision of the Council issued under this ordinance.

3. Commercial 5C (Core)

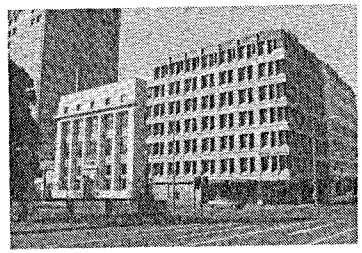
The Core is the traditional heart of the city centred on the important public space areas of Cathedral Square and City Mall and bounded on the west by the Avon River.

The Core contains most of the major elements which create the character and image of the city; the public space network, Avon River, the grid street pattern intersecting with diagonal streets, and historic buildings. It contains the greatest concentration of pedestrian, entertainment and retail activities, and also includes many of the buildings in the City that have the greatest historic value.



3.1 Scale

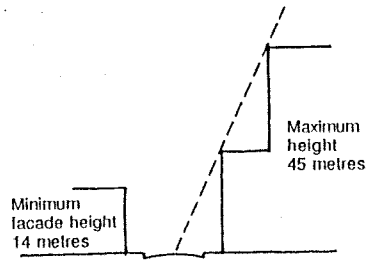
(i) The fundamental concept for buildings within the Core is to limit buildings to a scale appropriate to the historic character and pedestrian activity of the Core. The most suitable buildings within the Core will be ones that are built up to the street frontage, occupy most of the site, and have a height of between 6 and 8 stories.



Buildings of 6 to 8 storeys, built up to the steet

(ii) The Scheme requires a minimum facade height of 14 metres (about 4 stories) in order to retain the sense of containment and city scale.

(iii) The historic character and pedestrian activity of the Core is further protected by a maximum height of 45 metres (about 12 stories).



3.2 Context

(i) Buildings should not be designed in isolation, but be considered as part of the surrounding urban environment. Buildings located within the Core should recognise their location in the heart of the City.

(ii) Buildings should respect their relationship with adjoining and nearby buildings, particularly those with historic or character associations. Buildings do not, however, have to imitate their neighbours.

(iii) Views along a street to a landmark, an historic building, or the Port Hills, should be considered when designing a building. The design of buildings on prominent sites should take into account their importance in terminating vistas and framing views.

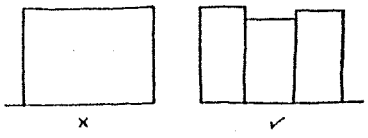
(iv) When sites are aggregated, care needs to be taken that the design elements of a building are in scale with the relatively fine grained and individual site development which has been a traditional characteristic of Christchurch.

3.3 Street Containment

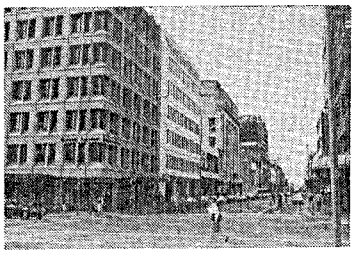
(i) In order to reinforce and define the grid and diagonal pattern of streets, the Scheme require that buildings are built up to the street on all street frontages.



Relationship to Adjoining Buildings

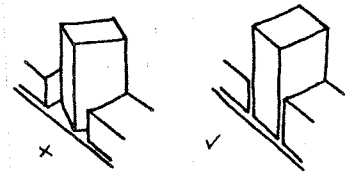


Individual Site Scale

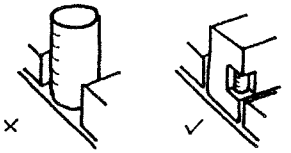

Building up to the Street

(ii) Buildings should also be generally rectilinear, following the street pattern, and not be arbitrary in shape (eg circular, stepped, triangular, or set at an angle to the street).

(iii) While buildings shall be built up to the street, and generally rectilinear in shape, the selective and small scale use of modulations and non rectilinear design elements can be used to create visual interest and diversity.



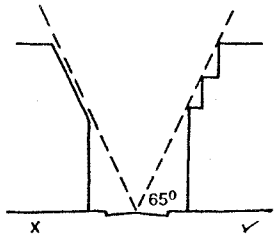
Rectilinear Buildings



Some Arbitrary Elements

3.4 Street Scale

(i) In order to retain a sense of openness and light within the street scene, the Scheme requires buildings to comply with a 65° recession plane measured from the centre of the road (giving a street width to building height ratio of approximately 1:1). This means that those parts of buildings above about 6 stories will need to be set back from the street frontage. The design of that set back or roof line area will require careful consideration. Long raking building lines coinciding with the recession plane are generally inappropriate.



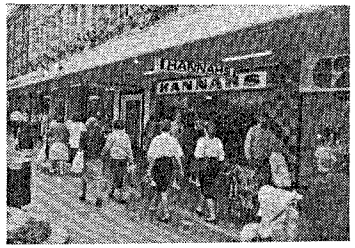
Street Scale

(ii) Dispensations to the 65° recession plane will generally not be given to the Core, except where it involves small scale architectural features of the building.

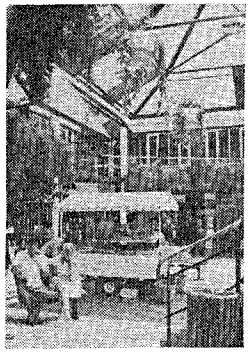
3.5 Activities

(i) While the use to be made of a building is not a matter to be assessed as part of the controlled use application, the design of buildings should take into account the following matters;

- Where retail frontages are required, the shop frontages should be designed to interact with the pedestrian, and present a display and shopping image.
- Pedestrian and retail linkages within street blocks are encouraged, including internal atriums and public spaces.
- Underground pedestrian and retail linkages are discouraged because of the activity that is removed from the streets and public spaces.
- Overhead pedestrian linkages should only be provided where they do not interfere with views along streets to the Port Hills, Avon River, or historic buildings such as the Cathedral and the Museum.



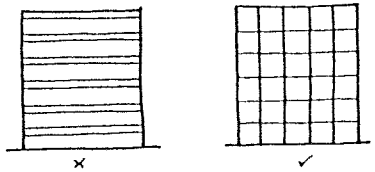
Shop Frontages


Pedestrian Linkages

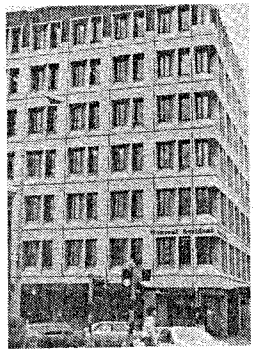
3.6 External Appearance

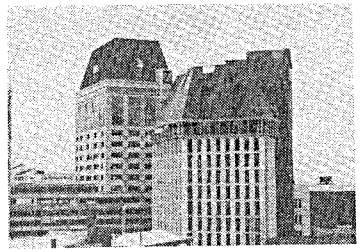
(i) It is not the intention of these guidelines to dictate, or stifle, the detailed design of the exterior of any building. However, the following guidelines describe design concepts which in the Councils opinion would produce buildings which would reflect the character of the Core area of the Central Christchurch. They are not the only means of reflecting that character.

- buildings which either emphasise the vertical dimension of the building, or which balance the vertical and horizontal elements of the building. Buildings which have a strong or very dominant horizontal emphasis are more appropriate in suburban areas.
- buildings with modelled, textured or clearly articulated facade elements which add to the richness of detail in the City.
- buildings which have a balance of solid materials and glass. Large areas of reflective glass that are uninterrupted by other building elements should generally be avoided. Where reflective glass is used it should generally have less than 20% reflectivity.
- buildings which use high quality materials and finishes, with adequate consideration to their future maintenance.
- The top of a building should be treated as an important termination as it may be seen from numerous vantage points. As this part of the building must usually accommodate lift and mechanical equipment, the resulting roof design containing these elements should be carefully considered.



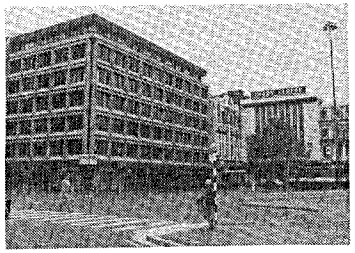
Horizontal and Vertical Elements


Modelled Facades


Roof Lines

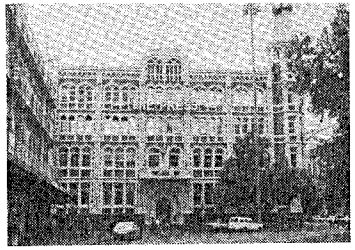
3.7 Cathedral Square

(i) On sites having frontage to Cathedral Square, buildings should be designed to create a feeling of enclosure and containment of the open space of the Square. While the Scheme requires a minimum facade height of 14 metres (4 stories), buildings with a facade height of 6-7 stories are more appropriate. On the northern side of the Square, however, the maximum height of buildings is defined by sunlight recession planes.



Enclosure of the Square

(ii) It is particularly appropriate that buildings around Cathedral Square should be solid in appearance, with textured or modelled facades. Any use of reflective glass should be very carefully integrated within the overall appearance of the building. Key design elements should be taken from the historic buildings located within and around the Square.



Historic Character

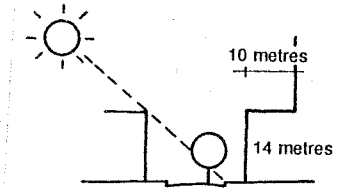
(iii) Close attention should be given to activities and design at ground level, with opportunities taken to inter-relate the pedestrian area of the Square with ground level uses of the building.



Pedestrian Activity at Street Level

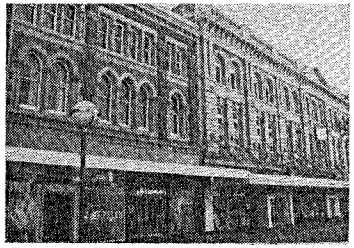
3.8 City Mall

(i) In order to retain its pedestrian scale and comfort, the Scheme limits the height of buildings on the northern side of City Mall (sunlight recession plane) and on the southern side of Cashel Street (14 metre maximum height for any part of the building located within10 metres of the Mall frontage). The minimum street facade height in City Mall is 11 metres



Facade Height Limits - City Mall

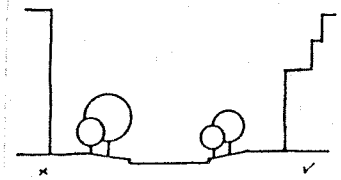
(ii) City Mall contains a number of older buildings which contribute significantly to the character and atmosphere of the mall. When a site is being redeveloped, consideration shall firstly be given as to whether the existing facade should be retained as part of that redevelopment. Alternatively the architectural detail of the facades of new buildings should be in sympathy with that of the existing character buildings.



Character Facades

3.9 Avon River Frontage

(i) Buildings along the Avon River frontage of the Core should be conceived as a backdrop to the open spaces of the river, mainly seen through the trees, and not dominate the river spaces.



River Frontages

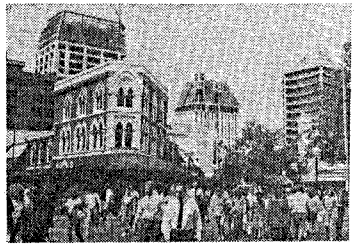
(ii) The opportunity exists for a diversity of building form fronting the River, while still conforming with the grid pattern.

4. Commercial 5F (Frame)

The Frame is still part of the centre of the city, but has more emphasis on offices and commerce than on retailing. While it has a reduced level of pedestrian and shopping activities, it is still within convenient walking distance of the Core. It also contains fewer historic buildings.

The Frame is dominated by the grid street pattern. However, in the north portion of the Frame, the Avon River and Victoria Square are important influences, and in the southern area the diagonal of High Street intersects with that grid pattern.

The area covered by the Frame is already emerging as an area where taller buildings are being located.

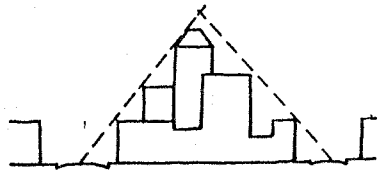


Taller Buildings Framing the Central Core of the City

4.1 Scale

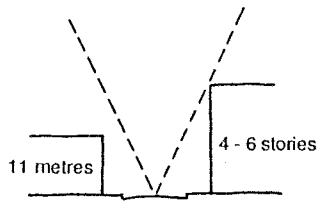
(i) The Frame surrounds the Core area of the City, and provides the opportunity for taller buildings in the area surrounding and framing the Core.

(ii) Taller buildings in the Frame should be well designed stand alone buildings. Their taller portions should be generally located back from the street frontages, aligned and oriented to the street pattern, and with particular attention given to the design of the top of the building. There may, however, be some locations where taller buildings could be built up to the street frontage. (See 4.4 Street Scale following).



Taller Buildings in the Frame

(iii) The Scheme requires a minimum facade height of 11 metres (3 storeys) in order to retain a sense of containment and city scale. Three storeys is very much a minimum, and buildings with a facade height of 4-6 storeys are the most appropriate. The Scheme also imposes a maximum height of 80 metres, in order to provide an absolute upper limit for buildings in the City Centre.

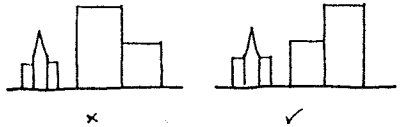


Minimum and Prefered Facade Heights

4.2 Context

(1) Buildings should not be designed in isolation, but be considered as part of the surrounding urban environment. Buildings located within the Frame should recognise their location close to the heart of the City.

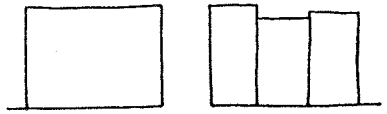
(ii) Buildings should respect their relationship with adjoining and nearby buildings, particularly those with historic or character associations. Buildings do not, however, have to imitate their neighbours.



Relationship to Adjoining Buildings

(iii) Views along a street to a landmark, an historic building, or the Port Hills, should be considered when designing a building. The design of buildings on prominent sites should take into account their importance in terminating vistas and framing views.

(iv) When sites are aggregated , care needs to be taken that the design elements of a building are in scale with the relatively fine grained and individual site development which has been a traditional characteristic of Christchurch.



Individual Site Scale

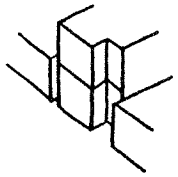
4.3 Street Containment

(i) In order to reinforce and define the grid (and diagonal) pattern of streets, and the city squares, the Scheme requires that buildings are built up to the street on all street frontages.

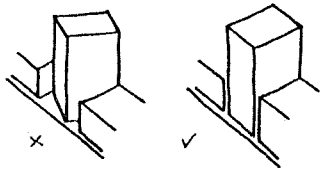
(ii) In the Frame, however, it may be appropriate to consider dispensations allowing the setback of part or all of a building, where that setback will not compromise the general principle of street containment, and the setback will provide a public benefit and/or add to the public space network.

(iii) Buildings should also be generally rectilinear, following the street pattern, and not be arbitrary in shape (eg circular, stepped, triangular, or set at an angle to the street).

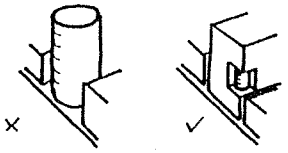
(iv) While buildings shall be built up to the street, and generally rectilinear in shape, the selective and small scale use of modulations and non rectilinear design elements can be used to create visual interest and diversity.



Occaisional Setback



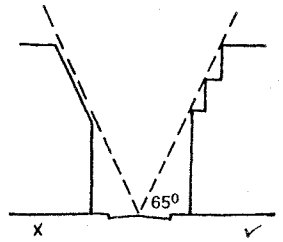
Rectilinear Buildings



Some Arbitrary Elements

4.4 Street Scale

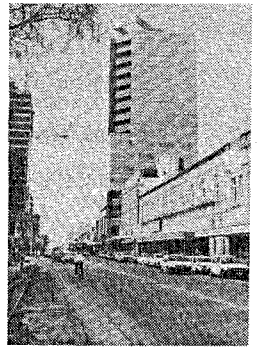
(i) While street containment is necessary, it is also appropriate to retain a sense of openness and light within the street scene. The Scheme therefore requires buildings to comply with a 65° recession plane measured from the centre of the road (giving a street width to building height ratio of approximately 1:1). This means that those parts of buildings above about 6 stories will need to be set back from the street frontage. The design of that set back or roof line area will require careful consideration. Long raking building lines coinciding with the recession plan are generally inappropriate.



Street Scale

(ii) There may be some locations within the Frame, however, where it is appropriate that taller buildings are built up to the street for greater than 6 stories (and possibly for their full height). Infringement of the 65° recession plane in this manner would require a dispensation application. The circumstances in which such an application could be granted would meet the following criteria;

- there is an urban design justification for the infringement of the recession plane, which will result in a building making a positive contribution to the urban form of the Central City.
- the building will not overshadow or dominate any adjoining road (and therefore is likely to be on the southern side of a road).



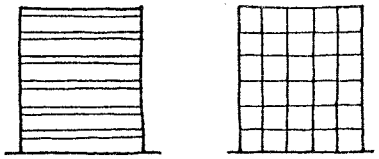
Taller Buildings Built up to the Street

- the building will not overshadow or dominate any open space, river or public area.
- the building will not overshadow or dominate any adjoining or nearby historic building.
- it is a stand alone building of generally slender proportions with well designed roof lines, so that it does not produce a heavy or bulky appearance.

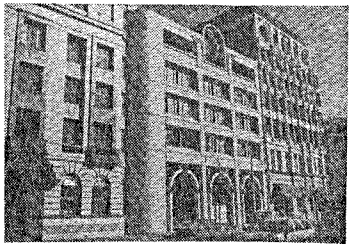
4.5 External Appearance

(i) It is not the intention of these guidelines to dictate, or stifle, the detailed design of the exterior of any building. However, the following guide-lines describe design concepts which in the Councils opinion would produce buildings which would reflect the character of the Frame area of Central Christchurch. They are not the only means of reflecting that character:

- buildings which either emphasise the vertical dimension of the building, or which balance the vertical and horizontal elements of the building.
  Buildings which have a strong or very dominant horizontal dimension are more appropriate in suburban areas.
- buildings with modelled, textured, or clearly articulated facade elements which add to the richness of detail in the City.



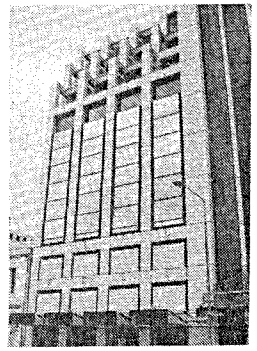
Horizontal and Vertical Elements

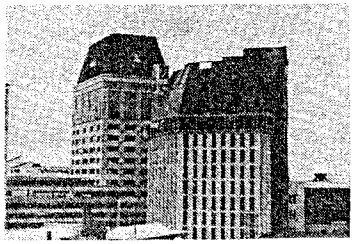

Modelled Facades

- buildings which have a balance of solid materials and glass. Large areas of reflective glass that are uninterrupted by other building elements should generally be avoided. Where reflective glass is used it should generally have less than 20% reflectivity.

- buildings which use high quality materials and finishes, with adequate consideration to their future maintenance.

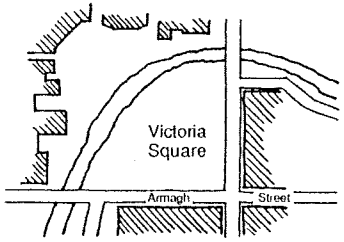
- the top of a building should be treated as an important termination as it may be seem from numerous vantage points. As this part of the building must usually accommodate lift and mechanical equipment, the resulting roof design containing these elements should be carefully considered.


Use of Reflective Glass


Roof Lines

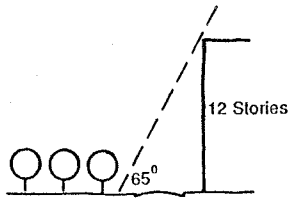
4.6 Victoria Square

(i) The redevelopment of Victoria Square has created a major new public space. The southern and eastern sides of the Square represent the grid pattern, where as the northern and western sides represent the more informal and natural features of the Avon River



Formal and Informal

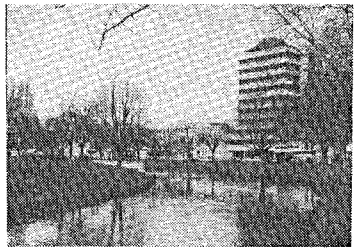
(ii) Because of the open space of Victoria Square, and the grid pattern in the southern and eastern boundaries, the Scheme allows buildings on these frontages to be built up to the street to about 12 stories (the daylight recession plane being drawn from the other side of the road rather than the centre line). Taller buildings built up to the street frontage would need to be considered under the dispensation criteria referred to earlier.



Victoria Square

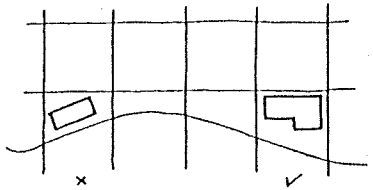
4.7 Avon River Frontage (Colombo to Madras Street)

(i) Apart from in Victoria Square, the main Avon River frontages within the Frame are on Oxford Terrace, east of Colombo Street.


Avon River Frontage

(ii) Because of its location on the southern side of the river, this may be an area where some taller buildings are appropriate. The narrow width of the street blocks means that they would have to be considered as dispensations from the recession plane requirement.

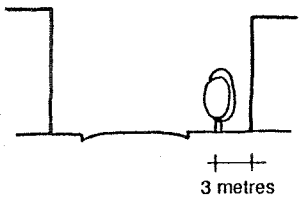
(iii) Taller buildings should be aligned to the grid pattern rather than to the River. However, they should also consider their relationship with the River, particularly at the lower level of the building. They should be individual towers, leaving opportunities for views through to the river environment. Pedestrian linkages between Armagh Street and the river are also encouraged.



Alignment with Street Grid

4.8 Manchester Street setback

(i) The 3 metre setback on the eastern side of Manchester Street is to provide an opportunity for the planting of significant trees in order to provide a landscape corridor on the eastern side of the City Centre. Tree species recommended are those that have a strong bold shape, with large prominent leaves, eg Platanus orientalis (cut leaf plane), Liquidamber styracifula (liquidamber), and Liriodendron tulipifera (tulip tree)



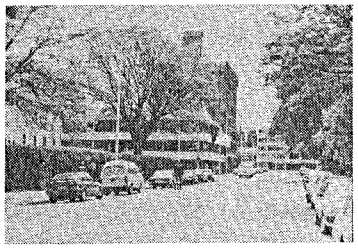
Manchester Street Setback

5. Commercial 4 (Fringe)

The Fringe adjoins the inner city residential areas to the east, and has traditionally had a more intensive scale of development that the North West Fringe, without the required setbacks to provide opportunities for landscaping and carparking.

The transition from commercial to residential is also less abrupt. The location of Latimer Square, the Residential 6 zone (which allows some non-residential uses), and the industrial zones south of Hereford Street, provide the transition, rather than the commercial area. In the north the Fringe adjoins the Avon River adjacent to the Poplars.

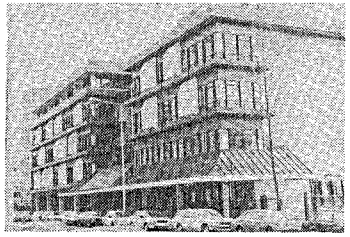
The C/4 zone also applies to the southern end of Colombo Street, which is a strip of commercial zoning extending into the Business zones.



The Fringe

5.1 Scale

(i) Generally the scale of buildings in the Fringe will be less than those in the Core and the Frame. A maximum height of 40 metres applies in this area.

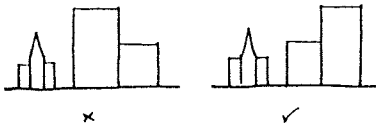


Lower Scale

5.2 Context

(i) Buildings should recognise their location in the Fringe, which is a transition between the Frame and adjoining zones (residential, industrial and business zones).

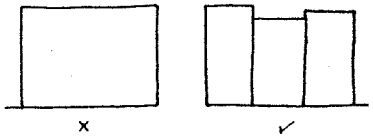
(ii) Buildings should respect their relationship with adjoining and nearby buildings, particularly those with historic or character associations. Buildings do not, however, have to imitate their neighbours.



Relationship to Adjoining Buildings

(iii) Views along a street to a landmark, an historic building, or the Port Hills, should be considered when designing a building. The design of buildings on prominent sites should take into account their importance in terminating vistas and framing views.

(iv) When sites are aggregated, care needs to be taken that the design elements of a building are in scale with the relatively fine grained and individual site development which has been a traditional characteristic of Christchurch.

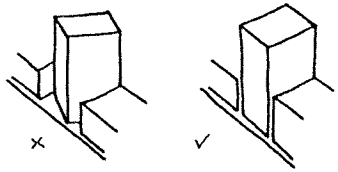


Individual Site Scale

5.3 Street Containment

(i) In the Fringe there is no requirement for buildings to be built up to the street, but neither is there any requirement for them to be set back.

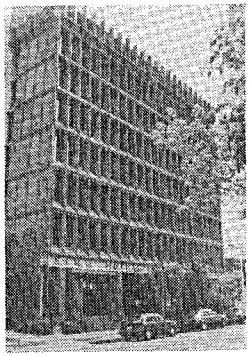
(ii) The grid pattern still provides the underlying pattern in this area, and therefore buildings should still be generally rectilinear in shape.



Rectilinear Buildings

5.4 Street Scale

(i) The recession plane (65°) applies to the Fringe in order to retain a sense of openness and light within the street environment.



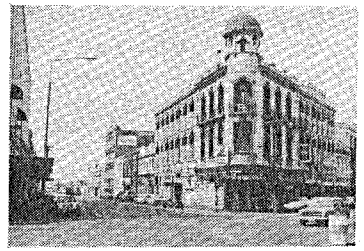
5.5 External Appearance

(i) It is not the intention of these guidelines to dictate, or stifle, the detailed design of the exterior of any building. In the Fringe the detailed design of the exterior of the building is a matter to be generally left to the architect/designer. However, the guidelines prepared for the Core and the Frame would still be relevant and would produce buildings that reflect the character of Central Christchurch.

6. Commercial 4H (Heritage)

The Heritage area contains a collection of older and historic buildings. These buildings are predominantly about 3 storeys in scale, and provide a unified grouping and street facade of older buildings. There have been very few new buildings erected within this area, and so the heritage character remains.

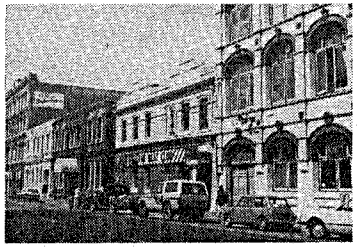
In this area there is a unique opportunity to retain a number of older Christchurch buildings. It is the grouping of these buildings that is as important as the individual buildings.



Heritage Area

6.1 Scale

(i) While the plot ratio permitted in this area is the same as the C/4 zone it is important that the street scale of buildings remains at generally the 3-4 storey existing scale of this area.



(ii) There is a maximum height of 25 metres in order than new buildings reflect the traditionally lower height of buildings in this area.

6.2 Context

(i) Buildings must recognise their location within this heritage area of the City.

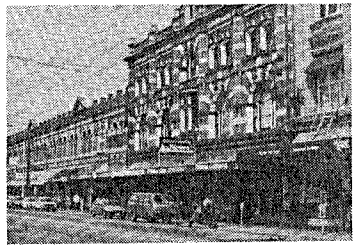
(ii) Retention of existing buildings, or at least their street facades, is the principle objective of this zone. When considering the redevelopment of any site, consideration shall be given firstly to the retention of at least the street facade of the building.

(iii) Where it is impractical to keep existing buildings or facades, the street facade of any new buildings should generally line up with the front facades of those buildings which adjoin the site, unless the adjoining buildings are not characteristic of the general facade height of buildings in the street block. The Scheme requires that street facades have a minimum height of 11 metres and a maximum of 14 metres.Any new facade shall be designed to complement and harmonise with adjoining buildings, and shall take key design elements from those buildings.

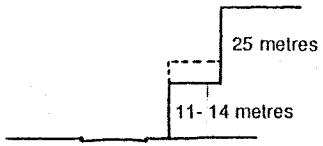
(iv) Where sites are redeveloped, buildings may exceed the facade height limitations for those parts of the building setback more than 10 metres. Taller parts of buildings should be designed so that do not dominate the street facade portion of the building.

6.3 External Appearance

(i) Where an existing building is being remodelled any exterior elements not characteristic of its original style should, wherever possible, be removed and original features restored.



Retention of Facades



Heritage Streetscape



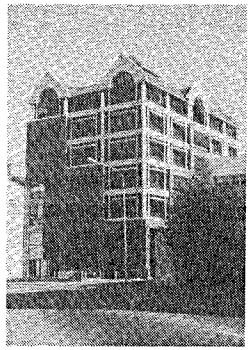
(ii) The architectural detail of facades of new buildings should be in sympathy with that of the older buildings.

(iii) The materials, finishes and colours of new or remodelled buildings should be in harmony with those of the existing older buildings.

7. Commercial 3 (North West Fringe)

The North West fringe area is generally an area of transition between the central city and the inner city residential areas in the north and west.

Buildings have generally been at a lower scale than in the Core and tend to be individual buildings, often set back at irregular distances from the road, with more opportunities for open space and landscape treatment.

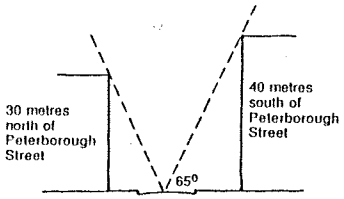


North West Fringe

7.1 Scale

(i) Generally the scale of buildings in the North West Fringe is less than in the Core and Frame (plot ratio of 2.0, increasing to 3.5 with bonuses).

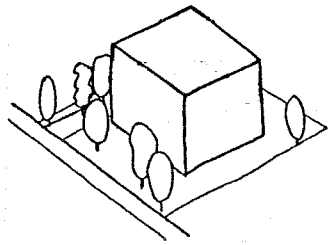
(ii) The Scheme impose a maximum height of 40 metres (about 11 storeys) throughout most of this area in order to recognise the lower scale of development, and the relationship of this area to the Avon River and to adjoining residential areas. In the Victoria Street corridor north of Peterborough Street, the maximum height is 30 metres (about 8 storeys), because of the relationship of this area to the surrounding residential areas.



Maximum Building Heights

7.2 Context

(i) Buildings should recognise their location in the North West Fringe, in which buildings will generally be seen in a more open setting with buildings setback from the road, with open spaces in front of and around buildings.



Buildings in Open Setting

(ii) Buildings should respect their relationship with adjoining and nearby buildings, particularly those with historic or character associations. Buildings do not, however, have to imitate their neighbours.

(iii) Views along a street to a landmark, an historic building, or the Port Hills, should be considered when designing a building. The design of buildings on prominent sites should take into account their importance in terminating vistas and framing views.

(iv) When sites are aggregated, care needs to be taken that the design elements of a building are in scale with the relatively fine grained and individual site development which has been a traditional characteristic of Christchurch.



Relationship to Residential

(v) In locations adjoining or close to residential zones, buildings should be designed to be compatible with and sympathetic to the residential character of that area.

7.3 Street Scene

(i) Buildings are required to be setback 4.5 metres from all road frontages in order to provide opportunities for planting and landscape treatment.

(ii) On sites with more than one road frontage, consideration can be given to dispensation applications to reduce the setback on the more minor road frontage, or the road frontage which contributes least to the visual qualities of the locality.

(iii) The full setback area, other than driveways and paths, is to be landscaped. The opportunity should be taken to plant specimen trees, along with simple groundcover. A number of streets within the North West Fringe are part of a wider planting scheme for the central city, and any new plantings should,where possible, incorporate the following species.

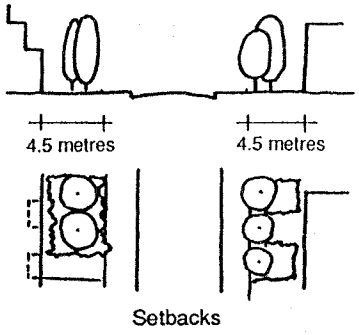
Victoria Street:

Pyramid shaped trees which tend to retain their leaves through winter,eg

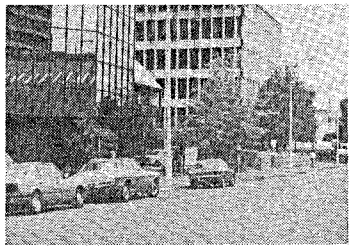
Carpinus betulus 'Fastiata' (Pyramidal hornbeam)

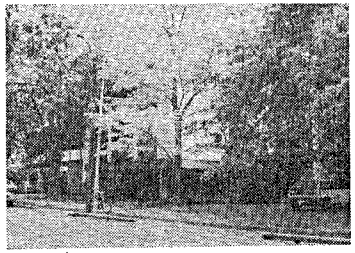
Ulmus carpinifolia (Jersey Elm)

and on large sites - Platanus 'Autumn Glory' (Cut Leaf Plane)



Setbacks




Opportunity For Trees

Kilmore Street:

Dome shaped trees with a colour theme of yellow-green, eg

Tilia x europaea wratislaviensis (Lime)

Ulmus procera (Golden Elm)

Acer Negundo 'Auratum' (Box elder Maple)

Durham Street:

Trees with a colour theme of red, eg

Quercus coccinea (Scarlet Oak)

Quercus rubra (Red Oak)

Armagh and Gloucester Streets:

Quercus palustris (Pin Oak) only.

Hereford Street:

Fraxinus excelsior (Common Ash) only.

Cashel Street:

Most tree species are suitable but planting could tie in with City Mall eg

Quercus palustris (Pin Oak)

Fraxinus excelsior (Common Ash)

Platanus 'Autumn Glory' (Cut Leaf Plane)

(iv) The recession plane (65°) still applies in the North West Fringe so that buildings do not dominate the road and open space areas.

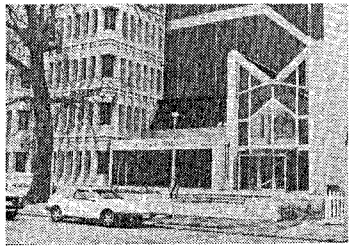
7.4 External Appearance

(i) It is not the intention of these guidelines to dictate, or stifle, the detailed design of the exterior of any building. In the North West Fringe the detailed design of the exterior of the building is a matter to be generally left to the architect/designer.

(ii) However, the guidelines prepared for the Core and the Frame are relevant and would produce buildings that reflect the character of Central Christchurch.

(iii) In general, buildings should be sympathetic with neighbouring buildings and areas, particularly where they will be higher than buildings in the immediate vicinity.

(iv) Clear definition of building entrances should be achieved especially where pedestrian access will be across landscaped or carpark areas in front of buildings.

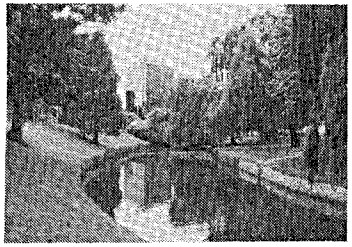


Building Entrances

7.5 Avon River Frontage

(i) Buildings along the Avon River frontage of the Core should be conceived as a backdrop to the open spaces of the river, seen through the trees, and not dominate the river spaces.

(ii) The opportunity exists for the shape and form of buildings to reflect the natural flow of the River rather than the straight lines of the grid.



Avon River and Banks

8. Commercial 3A (Colombo Street North)

This small zone is located in Colombo Street, between Kilmore and Salisbury Streets. it contains a collection of mainly older, two and three storey buildings, in which a number of small shops and businesses are located.

Unlike the surrounding North West Fringe this zone allows (and requires) retail uses on the Colombo Street frontages. Buildings are required to be built up to the street frontage.



Colombo Street North

8.1 Scale

(i) The scale of buildings is relatively small, with many existing two storey buildings. The Scheme allows a plot ratio of 2.0, and a maximum height of 25 metres.

8.2 Context

(i) Buildings should not be designed in isolation, but considered as part of this enclave of smaller scale buildings representation of older commercial areas of the City.

(ii) Care needs to be taken that the design elements of a building are in scale with the relatively fine grained and individual site development characteristic of this location.

8.3 Street Containment

(i) In order to reinforce and define the grid pattern of streets, the Scheme requires that buildings are built up to the street, with a minimum facade height of 7 metres.

(ii) Buildings should also be generally rectilinear, following the street pattern, and not be arbitrary in shape (eg circular, stepped, triangular, or set at an angle to the street).

(iii) While buildings shall be built up to the street, and generally rectilinear in shape, the selective and small scale use of modulations and non rectilinear design elements can be used to create visual interest and diversity.



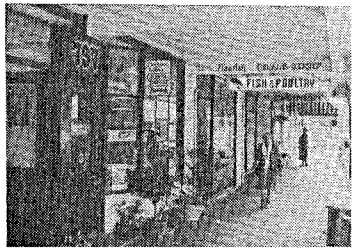
Built up to the Street

8.4 Activities

(i) The ground floor of buildings fronting Colombo Street is required by the Scheme to be used for retail or pedestrian attracting uses.

(ii) The historic emphasis of this area has been small individual shops and businesses.

(iii) Shop frontages should be designed to interact with the pedestrian, and present a display and shopping image.



Shop Frontages

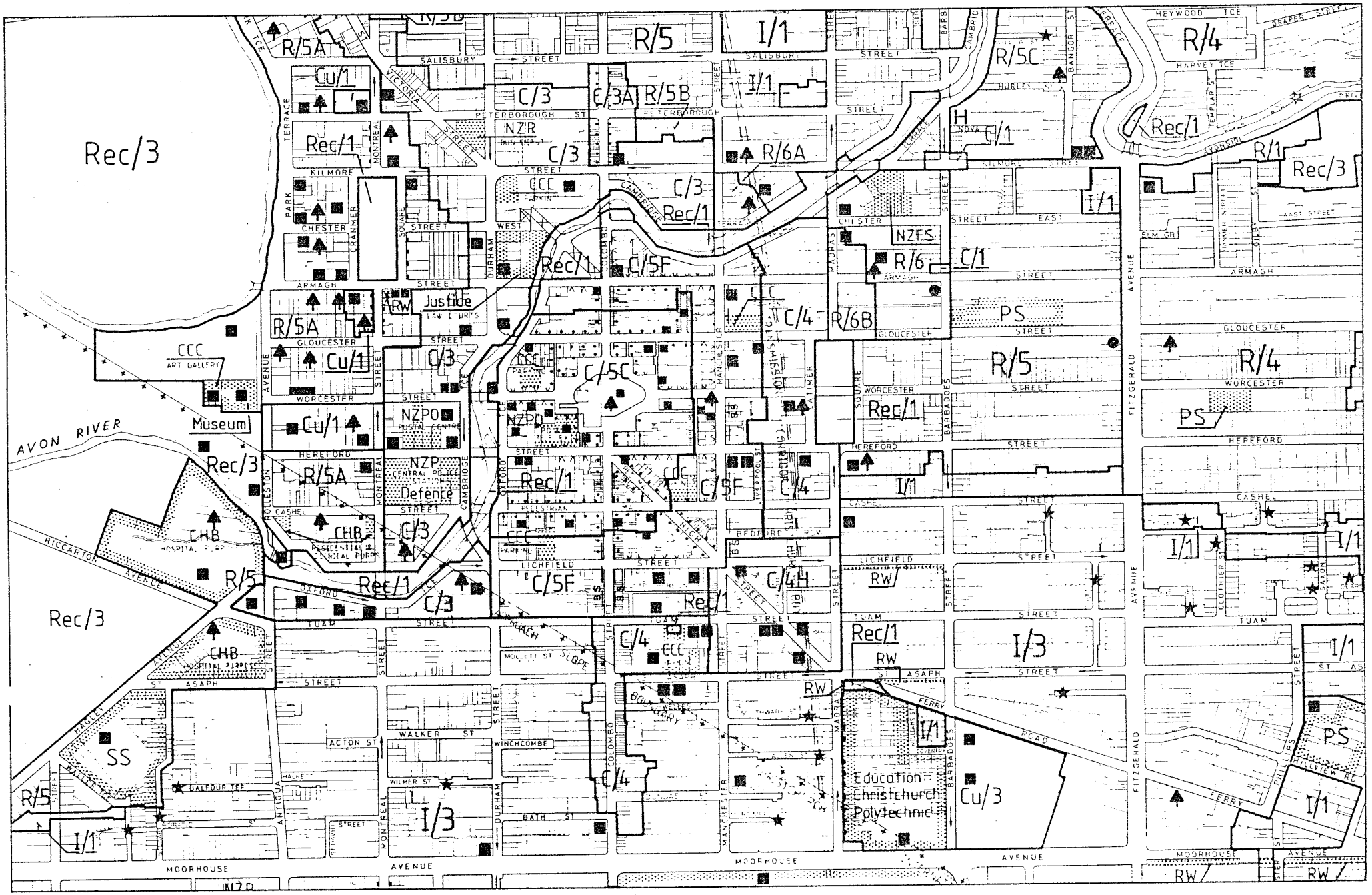
8.5 External Appearance

(i) It is not the intention of these guidelines to dictate, or stifle, the detailed design of the exterior of any building.

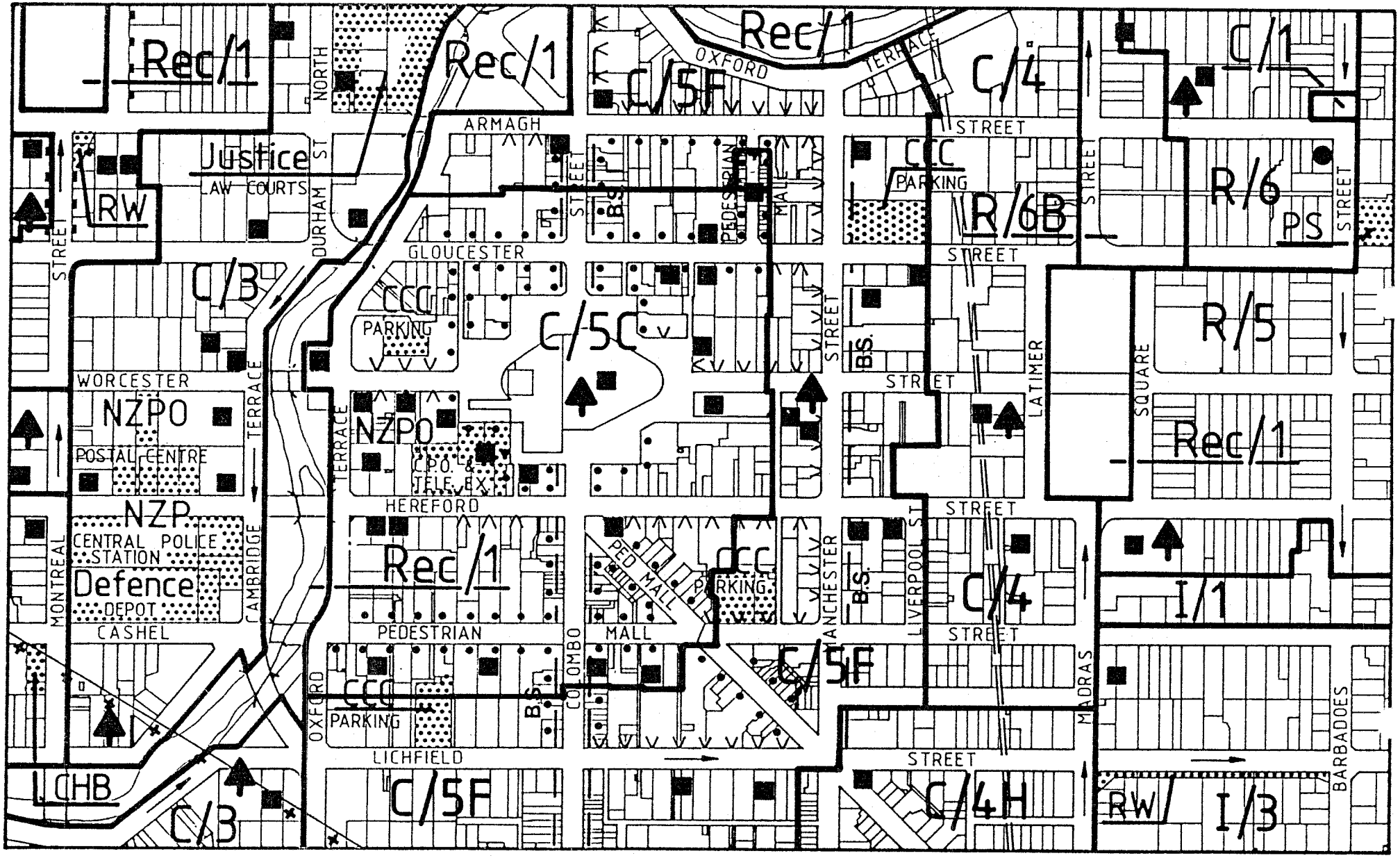
(ii) However, new buildings should be designed to complement and harmonise with the older buildings in this location.

Attachment D

Amendments to Planning Maps



PLANNING MAP 10 AS AMENDED BY PROPOSED CHANGE 29



Zones

C/	Commercial
Cu/	Cultural
E/	Employment
I/	Industrial
Rec/	Recreation
R/	Residential
Ru/	Rural

Designations

CCC	Christchurch City Council
CDB	Christchurch Drainage Board
DSW	Department of Social Welfare
IS	Intermediate school
MOE	Ministry of Energy
MWD	Ministry of Works and Development
NZFS	New Zealand Fire Service
NZP	New Zealand Police Department
NZPO	New Zealand Post Office
NZR	New Zealand Railways
CHB	Canterbury Hospital Board
PS	Primary school
RW	Road work (includes expressways)
SS	Secondary school

Symbols

- City boundary
- Zone boundary
- Designated area
- Specific identification
- Subject to Appeal
- Special area (See scheme statement)
- Notable object or building (See appendix J)
- Notable tree (See appendix K)
- Service station (See appendix F)
- H Hotel or tavern (See appendix G)
- 0.5 Building setback line
- Shopping frontage
- Verandah frontage
- Road to be stopped or closed to vehicles
- Restricted access frontage
- Limited access road
- Local road to be widened (See map enlargements)
- Waterside road
- Outline subdivision
- Future road centreline
- Future reserve or work
- Proposed work

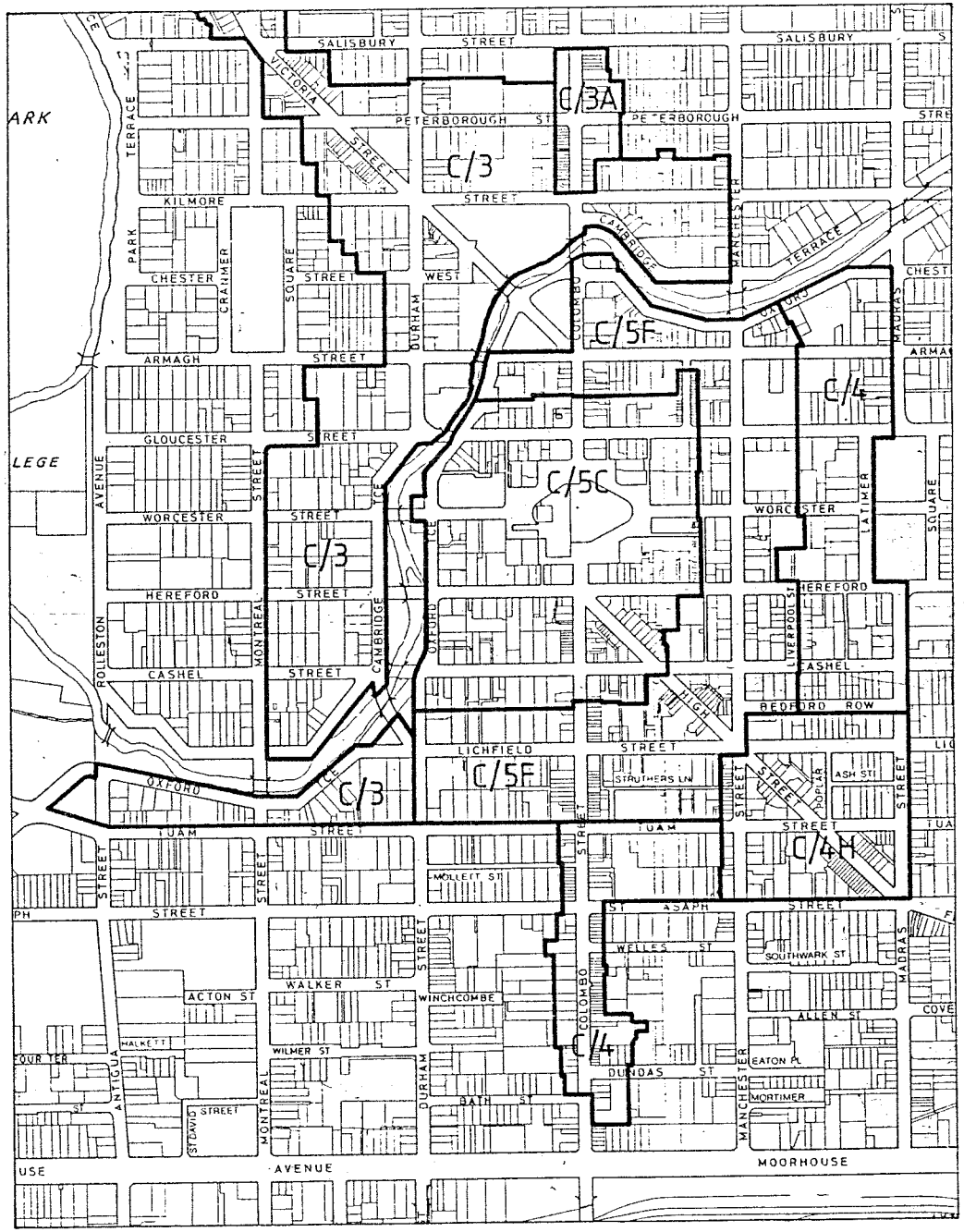
City of Christchurch district planning scheme, 2nd review central area enlargement

As proposed by Change 29

Scale 1:5,000 0m 100m



ZONING - OPERATIVE SCHEME



PROPOSED ZONING - CHANGE 29