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BOROUGH OF BLENHEIM

Mr. CLARKE



THE BLENHEIM BOROUGH COUNCIL'S
DISTRICT SCHEME

Town And Country Planning Act 1953

FILECORP



L002252

B O R O U G H O F B L E N H E I M D I S T R I C T S C H E M E

It is hereby certified that this is a correct copy of the District Planning Scheme for the Borough of Blenheim as recommended by resolution of the Blenheim Borough Council on 25th March 1970.

This volume contains the Scheme Statement, Code of Ordinances and the District Planning Maps.

M. S. Clark

Town Clerk

Pursuant to Regulation 18 (2) of the Town and Country Planning Regulations 1960, it is hereby certified that the provisions of Section 21 of the Town and Country Planning Act 1953 have been complied with to the satisfaction of the Minister of Works and of the local authorities having jurisdiction within the District.

M. S. Clark

Town Clerk



SCHEME STATEMENT

BEING A DESCRIPTION OF THE PARTICULAR PURPOSES
OF THE BLENHEIM BOROUGH COUNCIL'S DISTRICT SCHEME
AND OTHER PARTICULARS NECESSARY FOR ITS PROPER
EXPLANATION.

BOROUGH OF BLENHEIM — DISTRICT SCHEME

TOWN AND COUNTRY PLANNING ACT 1953

BOROUGH OF BLENHEIM - DISTRICT SCHEME

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PART I - INTRODUCTORY

Clause 1. DOCUMENTS COMPRISING DISTRICT SCHEME:

This scheme statement, the code of ordinances and the district planning maps comprise the District Scheme (hereinafter called the district scheme or the scheme), as required by section 21 of the Town and Country Planning Act 1953 and regulation 15 (1) of the Town and Country Planning Regulations, 1960.

Clause 2. AREA INCLUDED WITHIN DISTRICT SCHEME:

The district scheme provides for the future development of the Borough of Blenheim, being an area of 2,500 acres as shown on the district planning maps.

Clause 3. PLANNING PERIOD:

The district scheme covers a term of 20 years (hereinafter called the planning period), being the years 1967 to 1987, both inclusive. In some respects the scheme attempts to plan for conditions beyond this 20 year period.

Clause 4. INTERPRETATION:

In this statement, unless the context otherwise requires, words and phrases have the same meanings as in the code of ordinances.

PART II POPULATION, OCCUPATIONAL STRUCTURES AND
FUNCTIONS OF DISTRICT

Clause 1. PAST POPULATION CHANGES:

The following table shows how the population of the district has changed since the 1926 census. New Zealand average annual changes (expressed as percentages) are given for comparative purposes.

<u>Year</u>	<u>Population</u>	<u>Increase</u>	<u>Elenheim</u>	<u>% Increase (Annual)</u> <u>H.Z.</u>
1926	4,979			
1936	5,036	57	+ 0.1%	+ 1.13%
1945	5,780	744	+ 1.6%	+ 1.11%
1956	9,219	3,439 ±	+ 5.4% ±	+ 2.11%
1961	11,956	2,737 ±	+ 5.9% ±	+ 2.11%
1966	13,242	1,286	+ 2.1%	+ 2.10%

(Source - Department of Statistics)

* These increases reflect boundary adjustments with the adjoining County.

Clause 2. ESTIMATES OF FUTURE POPULATION:

The following table gives an estimate of population growth for the planning period (Source - Town and Country Planning Branch, Ministry of Works.)

<u>Year</u>	<u>Population</u>	<u>Numerical</u> <u>Increase</u>	<u>Average Annual</u> <u>percentage increase</u>
1966	13,242		
1971	14,700	1,458	2.1% (1966-71)
1976	16,000	1,300	1.7% (1971-76)
1986	18,700	2,700	1.6% (1976-86)

Clause 3. SEX AND AGE STRUCTURE OF POPULATION:

At the most recent census the sex and age structure of the population was as follows:-

(a) Sex Groupings -

	Males	Females	Totals
1961 census	5,893	6,063	11,956
1966 census	6,540	6,702	13,242

(b) Age Groupings -

New Zealand averages (expressed as percentages) are given for comparative purposes.

Age Group	Males			Females			Totals		
	Numbers	Percentage in each group (N.Z. in brackets)		Numbers	Percentage in each group (N.Z. in brackets)		Numbers	Percentage in each group (N.Z. in brackets)	
0 - 4	715	5.40	(5.86)	658	4.97	(5.59)	1,373	10.37	(11.45)
5 - 9	739	5.58	(5.71)	717	5.42	(5.47)	1,456	11.00	(11.18)
10 - 14	661	4.99	(5.10)	598	4.52	(4.85)	1,259	9.51	(9.95)
15 - 19	577	4.36	(4.68)	622	4.70	(4.48)	1,199	9.06	(9.16)
20 - 29	848	6.41	(6.81)	874	6.60	(6.56)	1,722	13.01	(13.37)
30 - 39	719	5.43	(6.03)	697	5.26	(5.67)	1,416	10.69	(11.70)
40 - 49	750	5.66	(5.74)	776	5.85	(5.69)	1,526	11.51	(11.43)
50 - 65	945	7.13	(6.70)	1,021	7.71	(6.71)	1,966	14.84	(13.41)
65 +	586	4.42	(3.57)	739	5.57	(4.77)	1,325	9.99	(8.34)
TOTALS:	6,540	49.39	(50.20)	6,702	50.61	(49.80)	13,242		

(Source - Department of Statistics)

Clause 4. PRESENT FUNCTIONS OF DISTRICT:

The chief function of Blenheim is as a servicing and administrative centre for the surrounding rural areas, which range from extensive sheep and cattle farms to intensive cropping and market gardening on the surrounding fertile plains.

There is a varied range of small industries, the majority of which are of a servicing nature, though some are manufacturing industries.

Clause 5. OCCUPATIONAL STRUCTURE:

The following table shows the occupational structure in two-yearly periods from 1963 to 1969, differentiating between males and females. (Source - Department of Labour).

Occupational Group	1963		1965		1967		1969		Change 1963 - 1969	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Manufacturing (includes primary industries, manufacturing industries and service industries)	606	296	568	275	648	325	934	146	+ 328	- 150
Building and construction	994	10	1,034	12	970	30	1,038	25	+ 44	+ 15
Transport and communication	508	82	476	66	579	80	547	68	+ 39	- 14
Commerce	684	328	638	336	662	387	662	385	- 22	+ 57
Administration and Professional	196	62	201	54	206	52	222	47	+ 26	- 15
Personal (includes nursing etc.)	69	232	110	269	140	336	131	327	+ 62	+ 95
Other industries	184	165	186	177	183	200	148	206	- 36	+ 41
TOTALS:	3,241	1,175	3,213	1,189	3,388	1,410	3,682	1,204	+ 441	+ 29
	(4,416)		(4,402)		(4,798)		(4,886)			

Clause 6. POTENTIAL DEVELOPMENT OF DISTRICT:

It is anticipated that the district will continue to develop as the servicing and administrative centre of the region, with the economy based on agricultural potential.

Changes in transportation methods and costs could have a significant effect on industrial potential, especially in relation to production and processing of local products.

P A R T I I I - U S E Z O N I N G

Clause 1. INFORMATION OF PARTICULAR RELEVANCE TO ZONING PROPOSALS:

This scheme has been based on an earlier draft scheme, which had numerous amendments incorporated. These have been consolidated and changed where necessary taking into account trends indicated by planning data. Provision has been made for:-

- (1) Three residential zones permitting different densities of residential development.
- (2) Local shopping blocks within the residential zones to provide for every-day shopping needs.
- (3) A central commercial area which is divided into two adjoining zones which differ basically in that one does not permit retail shopping, the other does. Other commercial uses are permitted in both zones. The purpose of the basic difference between these two zones is to confine and consolidate the existing shopping streets, and encourage the rejuvenation of these, as well as protecting major traffic diversion routes around the outskirts of the shopping area.
- (4) Two industrial zones, both of which permit most normal industrial uses, but one of these zones (along main traffic routes) demands a higher standard of development and appearance.
- (5) A river protection zone which is largely under the control of the Catchment Board, but which has considerable potential for beautification and passive recreational use.
- (6) The designation of areas for appropriate public uses.
- (7) Major roading proposals, including improvements to State Highways, and other main traffic routes. Some proposals for traffic and pedestrian movement through the town centre are also made.

Clause 2. PRESENT DISTRIBUTION OF USES OF LAND:

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

Clause 3. POLICY AS TO ZONING:

(1) General Control:

The areas within the district that are zoned for rural, residential, commercial and industrial purposes have been calculated to provide for all the needs of the district in those respects over the whole of the planning period, though in some, (notably industrial uses) the district scheme of the adjoining County has to be considered in conjunction with the Borough scheme.

Future building and other development in the district will be so directed as:-

- (a) To avoid the indiscriminate mixture of incompatible uses;
- (b) To economise in the servicing of the district;
- (c) To maintain the stability of individual property values;
- (d) To maintain and provide amenities appropriate to every locality; and
- (e) So far as is practicable to avoid the encroachment of urban uses upon land of high actual or potential value for the production of food.

These objectives shall be secured as far as possible by allocating particular areas or zones for compatible uses of land and buildings, by grouping future building and other development in the appropriate zone, and in some cases by securing compatibility by imposing special conditions.

(2) Consolidation of Development:

Urban development will be consolidated and confined so far as practicable to areas that are already urban in character in preference to permitting expansion beyond present urban limits, at least until such time as a satisfactory degree of consolidation within existing urban areas has been achieved. In this respect it appears that the population envisaged during the next 20 years can be accommodated within the existing Borough boundaries. However, it is anticipated that during this period there will be some alterations of the Borough boundaries and that, in particular, land to the south, approaching the Wither Hills, will be brought within such boundaries. It will be desirable to permit some urban development on suitable areas of this land, the servicing of which is being taken into account by the Blenheim Borough Council in present and prospective schemes for sewage disposal and water supply. Planning of this development will be co-ordinated with the planning of the Marlborough County Council under its district scheme.

(3) Predominant and Conditional Uses:

The predominant and conditional uses permitted in each zone shall be as set out in the code of ordinances which forms part of this district scheme. A predominant use is a use permitted as of right in the zone subject to the restrictions (if any) that are imposed. A conditional use is a use that may be permitted in the zone if the Council consents and subject to such conditions as the Council may impose, whether generally or in respect of the particular use.

(4) Identification of Zones on District Planning Maps:

Each zone is shown on the district planning maps either by the notations set opposite its name in the key shown on those maps or clearly designated within the boundaries of each zone shown on those maps.

Clause 4. RURAL ZONES:

There are no areas zoned specifically for rural uses within the existing boundaries of Blenheim Borough.

Clause 5. RESIDENTIAL ZONES:

(1) Permitted Uses:

Subject to the provisions of this scheme, land within a residential zone is intended primarily for the residential uses and related services specified in the code of ordinances as permitted in that zone. Residential zoning protects residential uses against detriment arising out of mingling of incompatible uses, and provides for economic use of urban services. There are three residential zones in this scheme: residential 1 zone limits uses to single and double household units; residential 2 zone forms the largest area and provides for the normal low to medium density residential uses; residential 3 zone surrounds the central business area, containing many older houses nearing the end of their economic lives, and provides for a higher density house and apartment development.

(2) Area Zoned:

The aggregate area now used for residential purposes is approximately 1,380 acres. The aggregate area zoned for residential purposes is approximately 1,875 acres made up as follows:-

Residential 1, 145 acres; Residential 2, 1,380 acres; Residential 3, 350 acres

This area is likely to be sufficient for the envisaged population increase, but at some stage within the planning period it will be necessary to make available more land for development to maintain a balance of availability of building lots at competitive prices.

Clause 6. COMMERCIAL ZONES:

(1) Permitted Uses:

The commercial zones provide primarily for business or commercial development, and consist predominantly of areas for shops, offices, and retail storage. The uses of land in commercial zones shall as far as possible provide continuity of shop frontages without the intrusion at street level of any other use which would tend to affect detrimentally the business or goods of retailers or would tend to draw unnecessary or obstructive vehicular traffic into the streets fronting retail shopping premises.

(2) Area Zoned:

The areas at present used and the aggregate areas of zones proposed are as follows:-

(a) Aggregate area at present used for commercial purposes, 40 acres:

(b) Aggregate areas proposed for commercial uses:

Commercial 1 zone,	4.6 acres
Commercial 2 zone,	31.3 acres
Commercial 3 zone,	19.6 acres
Total	55.5 acres

The area zoned in commercial 2 and 3 zones is greater than in towns of comparable size and function, but this is necessary because earlier development has permitted commercial uses over a fairly wide area, with a tendency for newer development to take place on the fringes of the old commercial centre, intruding in many cases into residential areas. The area zoned for commercial uses in the central area is more than sufficient for the planning period, and strict control should be maintained to prevent further spread, and consolidate and encourage renewal in the older areas.

Clause 7. INDUSTRIAL ZONES:

(1) Permitted Uses:

The industrial zones are intended to minimise interference of industry with other uses. Apart from making provision for segregation of some industries, in general no attempt has been made to group industries according to common characteristics. Instead, a higher standard of development and appearance is demanded in the zone which fronts on to state highways and other main traffic routes, or adjoins residential areas.

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

(2) Areas Zoned:

The areas at present used, and the aggregate areas and zones proposed under the scheme for industrial uses, including wholesale storage, are as follows:-

- (a) Aggregate area at present used for industrial purposes - 110 acres.
- (b) Aggregate areas of industrial zones proposed for purposes defined in the code of ordinances -

Industrial 1,	58 acres
Industrial 2,	63 acres
Total	121 acres

This total area is insufficient for industrial expansion in the planning period, and further land in sufficiently large blocks is not available within the present Borough boundaries. However, considerable areas zoned for industrial use are expected to be available in the surrounding County, though at the present stage some difficulty is being experienced in developing this land, thereby inhibiting industrial growth and setting false values on such land as is available.

Clause 8. RIVER PROTECTION ZONE:

Permitted Uses:

This zone is defined by flood protection stopbanks along the Taylor and Opawa Rivers. The land is generally under direct control of the Catchment Board, though some is in private ownership. Because of the purposes of flood protection, uses within this zone have to be strictly controlled. The area, however, is increasingly being used for passive recreational purposes, and as such is an asset to the town the full potential of which has yet to be realised.

PART IV - LAND SUBDIVISION

Standards for new subdivisions in each zone are specified in the code of ordinances. At present, allotment sizes and frontages for residential uses are, for the most part, greater than the minimum permissible area and frontage, but the tendency is evident for areas and frontages to decrease, so that eventually the minimum becomes the acceptable standard. For this reason the subdivisional standards for residential uses are designed to provide some variety of allotment sizes and frontages, by specifying minimum average areas and frontages in a subdivision, as well as absolute minimums.

The minimum areas for industrial uses are larger than required in many district schemes, but it is considered that this is justified by trends in modern industrial development, which demand greater open space about buildings for landscaping and off-street car parks.

In all zones there is provision for Council to consider standards differing from those laid down where the subdivision is to provide for a comprehensive development either for apartments, commercial or industrial development. In all such cases overall development plans will have to be submitted with the subdivisional scheme, and compliance with other relevant Acts, Regulations, Ordinances and Bylaws will be necessary.

PART V - RESERVES AND OPEN SPACES

Clause 1. RESERVES AND BUILDINGS:

(1) FOR RECREATION AND OPEN SPACES:

For practical reasons reserves for the outdoor recreational needs of the community throughout the planning period must be provided in advance of subdivision. Other legislation requires a proportion of land subdivided to be provided for this purpose and these areas will be grouped for greater usefulness. This will be given effect by accepting in appropriate cases payment of money instead of land so required to be provided, and using the funds so obtained to purchase land in blocks and for the development of the Council's reserves. The particular lands proposed to be reserved for recreation purposes are shown on the district planning maps in accordance with the notations thereon assigned to them, and their areas are as follows:-

	Existing	Proposed
Active recreation areas	100 acres	3 acres
Passive recreation areas	30 acres	Nil

In addition there are over 100 acres along the Taylor and Opawa Rivers which are reserved for catchment control purposes, but which are used, or have potential for passive recreational use. Some of this land extends into the adjoining County. Similarly an area reserved for catchment control behind the Taylor River dam is maintained by the Borough Council for passive recreational use.

(2) FOR NATIONAL, CIVIC AND OTHER PURPOSES:

Land or buildings owned or proposed to be acquired by the Crown or public authorities for national, civic, cultural and community purposes have been shown as designated in accordance with the notations assigned to them on the district planning map. Included in this category are: hospitals, public schools, civic buildings, car parks, public utilities, etc.

Clause 2. PRIVATE OPEN SPACES:

(1) PROVISION - Landowners will be encouraged to provide and maintain open spaces in appropriate locations for purposes of value to the community. Land used by sports clubs is in this category. Although not owned or intended to be owned by the Council or by any public authority, these open spaces are important in the life of the community.

(2) DESIGNATION - Land or buildings used for purposes of value to the community and not intended to be owned by the Crown or the Council or by any public authority are not all shown as designated on the district planning map. In this category are private schools, halls, clubrooms, car parks, bowling greens etc.

Those shown as designated for such purposes are: Lansdown Park (34 acres) and Waterlea Racecourse (77 acres). The A. and P. Showgrounds are not shown designated as such as the future of this land is uncertain.

PART VI - PUBLIC UTILITIES AND OTHER WORKS

Clause 1: EXISTING SERVICES AND AREAS SERVED:

Areas at present served by various public utilities are shown on the planning data map and may be summarised as follows:-

- (a) Electricity and telephone - The whole of the Borough is reticulated:
- (b) Water - The whole of the Borough is reticulated by supplies pumped from underground aquifers. At times of peak demand housing areas distant from pumping source suffer from lack of pressure:
- (c) Sewerage - All areas can be served by sewers, though local pumping stations are sometimes necessary. At present sewage and trade waste is discharged into a system of septic tanks, or direct into the Opawa River. A new system of discharge into sewage treatment lagoons comes into operation in 1970. This system will cope with all existing use and is designed for ready expansion for population increases beyond that envisaged in the planning period.
- (d) Gas - Much of the older settled parts of the town are served by low pressure gas, while high pressure gas is available to other areas. The planning period could well see the introduction of natural gas to replace the existing system.
- (e) Stormwater - Disposal of stormwater has always been a problem in a low-lying area on a river-plain subject to flooding. Generally disposal is by systems of open and piped drains, led by gravity, or through pump stations into adjacent rivers or flood control drains. As drainage and flood control is improved, open drains continue to be piped.

Clause 2: CONSOLIDATION OF DEVELOPMENT:

To ensure economic use of public utilities and other works, subdivision and building development is to be consolidated so far as is reasonably possible within areas already reticulated before expansion elsewhere is permitted.

Clause 3: PROPOSED EXTENSIONS:

The principal extension proposed, and at present being investigated, is the construction of a water storage reservoir on the hill-slopes to the south of the town. The purpose of this reservoir is three-fold:-

- (a) to ensure high pressure water supply to all areas:
- (b) to provide adequate high pressure for fire-fighting purposes:
- (c) to cater for future extensions of residential areas.

PART VII - BUILDINGS : SITING AND HEIGHT

Clause 1. SITING:

(1) YARDS:

The positions of the buildings on each site are governed to some extent and in some cases by yard requirements designed to ensure that satisfactory access for all purposes, if and where necessary, is provided to the rear of each section, and also that the needs of neighbouring properties in respect of ventilation, lighting and privacy are reasonably allowed for. These requirements are more particularly specified in the code of ordinances which forms part of this scheme.

(2) BUILDING LINE RESTRICTIONS:

No building or part of a building shall be erected or substantially reconstructed if any part of it as so erected or reconstructed would stand between the street and the building line specified, except as permitted by this scheme or the Council's By-laws.

Clause 2. HEIGHT AND SITE COVERAGE:

Buildings shall be limited to the maximum site coverage and heights set out in the code. These are related both to the requirements of the particular zone and to the traffic capacity of adjacent streets.

Clause 3. USE OF UNCOVERED SPACE:

The portions of sites not permitted to be covered by buildings are required primarily for the provision of adequate light, ventilation, and amenities, but may also be used for parking and loading of vehicles to the extent authorised in the said code.

PART VIII - COMMUNICATIONS AND TRANSPORTATION

Clause 1. EXISTING:

The following are the principal items of existing communications and transportation:

- (1) Road: State Highway 1 passes through Blenheim, and meets State Highway 6 (Blenheim - Nelson) near the centre of the town. State Highway 63 (Blenheim - West Coast) joins State Highway 6 a few miles from Blenheim.

- (2) Rail: The South Island main trunk railway passes through Blenheim. Use of this portion is principally for freight purposes originating and terminating at Picton with the Cook Strait ferry. Containerisation of freight and increase in the number of ferries will affect considerably the use of this means of transport.
- (3) Sea: Blenheim as a port has been of decreasing significance since the introduction of the Cook Strait ferries. Now only a few fishing vessels use the remaining facilities, and all freight travels via Cook Strait ferries, or by rail/air.
- (4) Air: Woodbourne is a combined military/civil airport a few miles outside Blenheim. Regular N.A.C. flights operate, and this airport is the base of air-freight aircraft operating throughout New Zealand. Omake is a smaller air-field closer to Blenheim used principally for flying club purposes.

Clause 2. PROPOSALS FOR FUTURE:

- (1) The principal roading proposals involving street widening are shown on the planning maps. These proposals may be summarised as follows:-
 - (a) State Highways: Widening of Grove Road (S.H. 1); widening of Middle Renwick Road (S. H. 6); transfer of S.H.6 from High Street to Nelson Street to discourage traffic passing unnecessarily through the centre of town.
 - (b) Principal By-passes: Alabama Road and Batty's Road (in adjoining County) will be upgraded to provide convenient by-passes.
 - (c) Local By-passes: Seymour Street, from Scott Street to Alfred Street, and to the Hutcheson Street bridge will be widened to provide a traffic by-pass around the town centre; principal intersections will be channelled to control traffic entering and leaving Seymour Street.
 - (d) Town Centre: At present revision of an earlier traffic survey is being undertaken by traffic engineers attached to the Ministry of Transport. When final proposals are brought forward Council will consider these prior to putting them into effect, after consultation with interested parties. Preliminary suggestions indicate that the traffic plan for the central area is likely to increase the number of one way streets.
 - (e) It is envisaged that within the planning period several of the main shopping streets will become pedestrian streets. The stage at which this occurs depends on availability of service lanes and car parks, as well as recognition of the usefulness of such streets.
 - (f) There are many under-width streets in residential areas which will be widened where necessary as circumstances permit.

(2) ADJUSTMENT OF ALIGNMENTS OF PROPOSED STREETS:

The proposed streets, access ways, and service lanes shown on the district planning map are subject to adjustment as to precise location by agreement with the owners of the land directly affected.

(3) PROPOSED SERVICE LANES:

To avoid confusion and inconvenience to traffic and pedestrians caused by the loading and unloading of bulk goods across footpaths and through the fronts of shops, access to the rear of commercial and industrial properties is to be provided whenever possible by means of properly dedicated service lanes.

(4) ROADING STANDARDS FOR SUBDIVISIONS:

	Road reserve	Carriageway	Footpaths
Local arterial streets	66 feet	46 feet	2 of 4'6"
Major residential streets	66 "	36 "	" " "
Minor residential streets	56 "	32 "	" " "
Culs-de-sac less than 5 chains length	50 "	26 "	" " "

The Council may require different standards for commercial and industrial streets.

PART ^{IX}~~XV~~ - PARKING AND LOADING OF VEHICLES

Clause 1. DEFINITIONS:

For the purposes of this scheme statement, unless the context otherwise requires -

- (a) The terms "parking" and "loading", in relation to a vehicle, have the same meaning as in the code of ordinances:
- (b) A loading bay shall be counted as one or more parking spaces according to the number of vehicles the bay is capable of accommodating conveniently while being used as a loading bay.

Clause 2. SURVEY OF PROBLEMS:

- (1) Motor vehicle registrations - the following table shows extracts of figures of motor vehicle registrations in relation to population, and estimates of both, for Roads Council District 11 (compiled by Roading Division, Ministry of Works). The populations of both Blenheim Borough and Marlborough County are shown, as the effect of the surrounding district on parking requirements has to be taken into account as far as is possible. The motor vehicle figures for the entire Roads Council District are given as being relevant to local estimates and requirements.

	Population (Years ending 31st March)				Estimates		
	1951	1956	1961	1966	1971	1976	1986
Marlborough County	8,475	8,768	7,958	6,954	9,100	9,150	9,350
Blenheim Borough	7,051	9,219	11,956	13,251	14,700	16,000	18,700
{ Roads Council District 11	62,260	68,738	75,260	81,612	88,000	94,800	109,800
{ Index	100	110	121	131	141	152	176

Licensed Motor Vehicles - Roads Council District 11
(Years ending 31st December)

	1950	1955	1960	1965	1970	1975	1985
Totals, all vehicles	11,991	17,324	21,932	28,169	34,200	40,750	56,600
Index	100	145	183	<u>235</u>	287	342	<u>475</u>

Note - Vehicles include cars, trucks, buses, and goods service.

Vehicles per 1,000 population

	1950	1955	1960	1965	1970	1975	1985
{ Cars	129	182	224	276			
{ Index	100	141	174	214			
{ Total vehicles	193	252	291	345	388	430	516
{ Index	100	130	151	179	201	223	267

The most important and striking figures on this table, as underlined, show that the number of motor vehicles is likely to double between 1966 and 1986. This is more likely to be an under-estimate than an over-estimate.

(2) Present conditions - The following table demonstrates present parking provisions in the central business area:-

Total spaces available - (includes all public and private off-street parking, and kerbside parking)	1,770
Spaces likely to be lost - (mostly by new buildings, sites used as temporary car parks)	300
Likely permanent spaces -	1,470
Parked cars on average day, 1967 -	1,500

(3) Future Provisions - The district scheme designates various sites which will provide parking for approximately 620 cars. Thus in 20 years space for approximately 2,000 cars will be available; it is likely that space for 3,000 will be required. This shortage can only be provided by designating further land in five-yearly reviews of the scheme, or assuming that existing sites will be used for parking buildings when required. The alternatives depend on comparative economics of land values and building prices at the critical times, as well as location of available land.

(4) Council Policy -

- (a) All residential uses require adequate off-street provision for parking. At present this is to the extent of one space for each dwellinghouse; trends in vehicle ownership indicate this will have to be increased. Requirements for apartments are already greater than one per unit.
- (b) All new local shopping areas will be required to make adequate provision for off-street parking, as well as provision for loading and unloading of servicing vehicles.
- (c) Council has undertaken to provide parking areas throughout or adjoining the central shopping area, although it is expected that some private interests will provide or retain their own space. Development in the surrounding outer commercial area is required to provide some off-street parking space. Loading and unloading of goods is to be on site as far as is practicable.
- (d) Industrial development is required to provide sufficient parking space with the objective of keeping industrial streets clear of unnecessary vehicles and allowing free passage of vehicles associated with industrial use. All loading and unloading of vehicles on industrial sites must take place on the site.

Conclusion - The importance of the effect of motor vehicles on all phases of activity in the town cannot be over-emphasized. If the existing central shopping area is to survive in opposition to more modern shopping services, then the whole concept of this part of the town has to change to provide a level of convenience to shoppers at least as convenient as modern shopping centres. Parking and loading and unloading of vehicles is one of the major aspects of this.

PART X - AMENITIES

Clause 1. GENERAL INTENTIONS:

It is the general purpose of the scheme to promote and safeguard the amenities of every part of the district.

Clause 2. OBJECTS AND PLACES OF SPECIAL INTEREST:

The objects and places of historical or scientific interest or natural beauty listed in the appendix hereto are to be registered, preserved, and maintained so far as the powers of the Council from time to time permit.

Clause 3. CONTROL OF ADVERTISING:

The display of advertising matter will be controlled in accordance with ordinance VII of the code of ordinances. This applies particularly to advertising in residential zones, while control in commercial and industrial zones is more directly by by-law.

Clause 4. VERANDAHS IN COMMERCIAL ZONES:

Verandahs attached to buildings in commercial zones are required where the movement of pedestrians on the adjacent footway warrants this. In industrial zones verandahs will not be permitted unless there is some exceptional circumstance which warrants their use.

Clause 5. MAINTENANCE OF BUILDINGS AND STRUCTURES:

For the better preservation of amenities, the scheme requires adequate maintenance of land and buildings.

A P P E N D I X

O B J E C T S A N D P L A C E S O F H I S T O R I C A L I N T E R E S T

1. Plaque on building, corner of High Street and Symons Street (River Park Motors) - site of James Wynen's raupo store, Blenheim's first place of business, 1850.
2. Old cannon (Blenkinsopp's Carronade), alongside Plunket Rooms, corner High Street and Seymour Street, Blenheim.
3. Cleghorn Memorial Band Rotunda, Market Place.
4. Oak tree planted by Prince of Wales (later Edward VIII) in 1920 - Marlborough Boys College grounds.



CODE OF ORDINANCES

COMPRISING ORDINANCES FOR THE ADMINISTRATION
AND IMPLEMENTATION OF THE BLENHEIM BOROUGH
COUNCIL'S DISTRICT SCHEME.

BOROUGH OF BLENHEIM — DISTRICT SCHEME
TOWN AND COUNTRY PLANNING ACT 1953

BOROUGH OF BLENHEIM - DISTRICT SCHEME

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ORDINANCE I INTRODUCTORY

Clause 1. DOCUMENTS COMPRISING THE DISTRICT SCHEME

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

Clause 2. RELATIONSHIP OF CODE TO BY-LAWS:

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

Clause 3. INTERPRETATION:

(1) DEFINITIONS:

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

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

"Accessory Building" in relation to any site means a building the use of which is incidental to that of any other building or buildings on the site, and in relation to a site on which no building has been erected is one which is incidental to any permitted use: provided that, in relation to a residential site, a garage (other than a private garage as herein defined) is not an accessory building.

"Apartment House" means any residential building which contains two or more household units; and includes a block of flats, but does not include travellers accommodation or buildings forming part of a motor camp or camping ground, or private hotels or boarding houses.

"Boarding House" means a residential building, not being a licensed hotel, in which board and/or lodging is provided or is intended to be provided for four or more boarders or lodgers, for reward or payment; and includes a private or unlicensed hotel and a private residential club.

"Building" means any structure or erection, whether temporary or permanent, movable or immovable; and includes, where the height above ground level at any point exceeds 6 feet, any stack or heap of building materials, and any fence or boundary or retaining wall; and also includes any fence or boundary or retaining wall, whatever its height, which is used for advertising purposes or for some purpose other than or in addition to its use as a fence or boundary or retaining wall.

- that
- "Building Line Restriction" means a restriction imposed on a site to ensure/when new buildings are erected or existing buildings re-erected, altered or substantially rebuilt no part of any such building shall stand within such distance from the original or proposed middle line of the street which/specified in the restriction imposed.
- "Car port" see Private Garage, (under definition of Garage).
- "Clubrooms" see Places of Assembly.
- "Code" means this Code of Ordinances.
- "Commercial Garage" see Garage.
- "Conditional Use" in relation to land and to any building in any zone, means any use specified in the operative district scheme as a use that is permitted only if the Council consents and only subject to such conditions as the Council may impose whether generally or in respect of the particular use or in respect of the particular site.
- "Corner Site" see Site.
- "Council" means the Blenheim Borough Council or any committee, sub-committee, or person to/whom the Council's powers, duties and discretions under this Code have lawfully been delegated pursuant to the provisions of the Act.
- "Coverage" means that portion of a site which may be covered by buildings, including accessory buildings and parts covered by overhangs or cantilevered structures but does not include fences, terraces, retaining walls or uncovered swimming pools.
- "Dairy" means a shop selling mainly food and beverages and deriving a substantial part of its turnover from the retail sale of milk, bread, and other day to day food requirements.
- "Density Control" see Persons Per Acre.
- "Development" in relation to any land, means the carrying out of any building, engineering, mining, or other commercial or industrial operations in, on, over, or under the land.
- "Dwellinghouse" means a detached residential building designed for or occupied exclusively as one household unit.
- "Erection" in relation to any building, includes the re-erection or structural alteration of or the making of any addition to the building or the placing of the building on a site or the placing of the building from one position on a site on another position on the same site; and "erect" and "erected" have corresponding meanings.
- "Existing" in relation to buildings and uses, means lawfully in existence at the time when the Ordinance first became enforceable, and lawfully continuing in existence until the time of interpretation.

"Factory"	means a building or part of a building or land used for the packaging, processing, assembly or manufacture of goods or materials for sale, gain or service.
"Flats"	see Apartment House.
"Front Site"	see Site; Front Yard - see Yard
"Garage"	means a building or land used for the housing or care of self-propelled vehicles:
	"Commercial Garage" means land or a building on or in which -
	(a) Self-propelled vehicles not belonging to the occupier of the premises or his family are serviced, overhauled, or repaired; or
	(b) Three or more self-propelled vehicles which are regularly used for any commercial or business purposes are housed or cared for; or
	(c) Two or more self-propelled vehicles, used as public conveyances for hire or reward, are housed or cared for; or
	(d) Any three or more self-propelled vehicles are housed for reward;
	"Private Garage" means a garage other than a commercial garage as herein defined; and includes a car port.
"Height"	in relation to a building (not including an accessory building) means the vertical distance between the average level of the ground at the external foundations of the building and -
	(a) the highest point of the parapet or coping in the case of a flat roof, or
	(b) the mean level between the eaves and the highest point of the roof in the case of a sloping roof, excluding in either case, chimneys, ventilator shafts, water tanks, elevator lofts, steeples, towers and such finials and similar parts of the building as constitute only decorative features.
"Household"	includes every housekeeping unit, whether of one or more persons.
"Household Unit"	means a self-contained house or residence of a single household.
"Institution"	means a building administered by an organisation for the purposes of public health, education or culture.
"Licensed Hotel"	means a building in respect of which there is for the time being in force a licence for the sale of liquor issued under section 54 (1) of the Sale of Liquor Act, 1962.
"Loading"	in relation to a vehicle includes the fuelling and unloading of it, and the adjustment or covering or tying of its load and the loading or unloading or adjustment of any part of its load, and "load", in relation to a vehicle has a corresponding meaning.
"Loading Space"	means that portion of a parcel of land used for loading vehicles as required under this Code.

- "Lodging House" see Boarding House.
- "Minister" means the Minister of Works.
- "Parking" in relation to a vehicle, includes the stopping or standing of the vehicle in the same place approximately, whether the driver is with it or not, whether the engine is running or not, and whether the vehicle is capable of moving under its own power or not, but a vehicle shall not be deemed to be parked on a street if the period of standing is not more than five minutes, or, being more than five minutes, is enforced by circumstances beyond the control of the licensed driver present in charge of the vehicle, and "park", in relation to a vehicle, has a corresponding meaning.
- "Persons Per Acre" in relation to residential development, means the number of persons per acre of site calculated on the basis of the number of bedrooms provided within the buildings. A bedroom of 100 square feet or more shall be assessed as two persons; less than 100 square feet shall be assessed as one person.
- "Places of Assembly" means land or buildings which are used in whole or in part for the public or private assembly of persons for such purposes as deliberation, worship, entertainment, education or similar purposes, and includes such buildings associated with public or private hotels or travellers' accommodation.
- "Predominant Use" in relation to land in any zone, means any use specified in these ordinances as a predominant use, subject to the restrictions therein imposed upon such use.
- "Private Garage" see Garage.
- "Private Hotel" means temporary accommodation (being unlicensed in terms of the Sale of Liquor Act 1962) for persons required generally to share service facilities.
- "Recession Plane" in relation to the height of any building, means a plane inclined at an angle from the middle line of a street or a site boundary through which no part of the building, unless otherwise specified, may protrude.
- "Rear Site" see Site - "Rear Yard", see Yard.
- "Residential Building" means any building or part of a building used or intended to be used for human habitation but does not include a motel.
- "Service Lane" means land dedicated as service lane of minimum width 12 feet and maximum width 35 feet, used from time to time for the vehicular access to adjacent properties.
- "Service Station" means an establishment for the fuelling, lubrication and minor servicing of motor vehicles, not including engine or body repairs, overhauls, trimming, or spray painting.

- "Shop" means any land, building or part of a building on or in which goods are sold or offered or exposed for sale by retail, or are offered or exposed for hire; and includes any auctioneer's or land agent's premises, any hairdresser's premises, any premises for the repair of footwear or clothing or household equipment, and any depot for receipt and delivery only, or for ordering only of articles or goods; but does not include premises for the sale of motor vehicles or fuel for motor vehicles.
- "Side Yard"
"Sign" see Yard for the purposes of Ordinance VII means and includes any advertising or business device for attracting attention of passers-by of what nature or kind soever, whether painted, written, printed, carved, inscribed, delineated, incorporated with, or otherwise affixed or attached to or upon or projected on to any building, wall, fence, hoarding, pole or other structure or erection whatsoever, and whether permanently or temporarily, if such advertising or business device is visible from any public place.
- "Site" means an area of land permitted by the Scheme and by the general law to be used as a separate unit for one or more specified or ascertainable uses and includes all related buildings and curtilages.
- "Corner Site" means a site having a frontage of not less than the minimum prescribed by the scheme for front sites in the particular zone in which the site is situated to each of two or more streets or private streets not less than 40 feet in width if the frontages are contiguous and the included angle measured within the site between two such minimum frontages is not greater than 135 degrees:
- "Front Site" means a site having one frontage of not less than the minimum prescribed by the Scheme for the particular zone in which the site is situated to a street or private street.
- "Rear Site" means a site which is situated generally to the rear of another and which has not the frontage required for a front site for that use in the zone.
- "Travellers'
Accommodation" means land and buildings principally for the day to day accommodation of travellers by road and their vehicles and includes motels, holiday or tourist flats, camping grounds, motor camps, caravan parks and their respective accessory buildings, but does not include private hotels or boarding houses.
- "Yard" means a part of a site which is required by the Scheme to be unoccupied and unobstructed by buildings from the ground upwards, except as otherwise provided by the Scheme.
- "Front Yard" means a yard between the street line and a line parallel thereto and extending across the full width of the site, provided that, where land is indicated in the scheme as proposed street for widening purposes, the street line shall be deemed to be the boundary of the street as it will be when widened.

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

"Side Yard" means a yard between each side boundary of the site and a line parallel thereto extending the full length of the site but excluding therefrom any part of the site that is included in a required rear yard or front yard.

See Appendix D for diagram illustrating yard requirements.

Clause 3.

(2) INTERPRETATION OF DISTRICT SCHEME PLANNING MAPS:

- (a) The base sheets used for the planning maps are 5 chain transparencies taken from the Lands and Survey Department N.Z.M.S. 189 of Blenheim Borough, updated as required;
- (b) All zones, designations, roading proposals and other matters dealt with in the Scheme are shown by distinctive notations on the planning maps;
- (c) Zone boundaries shown following the sides of streets or streams shall be deemed to follow the middle line of such streets or streams;
- (d) The boundaries of the River Protection zone shall generally follow the outer toe of the stopbank. Where any doubt exists as to boundaries of this zone, these shall be as determined by Council after considering submissions by any interested owner or local authority.
- (e) The zone of any designated land shall be deemed to be that within which the designation lies unless otherwise indicated in the Scheme;
- (f) For reasons of clarity, some privately owned institutions, facilities or amenities are not designated on the planning maps;
- (g) Railways and railway land have been left unshaded on the maps for reasons of clarity, but shall be deemed to be designated for the purposes of the Scheme.

Clause 4. IMPLEMENTATION OF DISTRICT SCHEME:

(1) GENERAL OBLIGATIONS:

Subject to the provisions of the Act and all Regulations made thereunder, and to Clause 1 (4) of Ordinance II hereof, and to any modification, dispensation, permit or consent made, given or issued by the Council, no person shall depart or permit or suffer any departure from the requirements and provisions of the Scheme nor shall any person use or permit the use of any land or building or undertake or permit a new work or any reconstruction, alteration or modification of any existing work if the use, new work, reconstruction, alteration or modification does not conform with the Scheme or does not comply in all respects with the requirements and conditions of any such modification, dispensation, permit or consent made, given or issued by the Council as aforesaid, or would tend to prevent or delay the effective operation of the Scheme.

(2) APPLICATIONS FOR PERMITS OR APPROVALS:

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

- (a) Where the application is for a permit for building or other work, supply such drawings and information in detail as may be necessary to indicate that the proposed building or other work will, when erected or carried out, comply in all respects with the Scheme, and that, in particular, the prescribed provisions for off-street parking, loading and access have been made;
- (b) Where the application is for approval of a subdivision, supply four copies of the scheme plan of subdivision on a scale approved by the Council (of which one copy shall be for the use of the Post Office and another for the use of the Electric Power Board) prepared by a registered surveyor if the subdivision comprises more than two allotments, and showing the allotments and their areas and dimensions, easements, street widening, streets, service lanes access ways, reserves, topographical data, and such other information as shall be required by the Council Provided that if the land proposed to be subdivided is within the River Protection Zone, or adjoins that Zone, or adjoins any stream or watercourse to which the Bylaws of the Marlborough Catchment Board apply, an additional copy of the scheme plan shall be supplied for the use of the Catchment Board;
- (c) supply a legal description of the land concerned and the name of the owner thereof;
- (d) in any case where the application is not made by or on behalf of the owner of the land, building or other work, satisfy the Council that the applicant has such a legal interest therein as would justify the issue of the permit or the approval of the subdivision.

(3) APPLICATION OF REQUIREMENTS WHERE USES OR AREAS CHANGE:

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

(4) DISPENSING POWER OF THE COUNCIL:

Where the Council is of the opinion that compliance with any of the provisions of the Code would, in the special circumstances of the particular case, impose undue hardship upon any person without any corresponding benefit to the community, it may by resolution dispense with the observance or performance of any of such provisions, either wholly or in part, and upon and subject to such conditions (if any) as it may see fit to impose Provided that where a dispensation is sought in respect of some matter which, in the opinion of the Council, would or might adversely affect an adjoining owner, no such dispensation shall be granted until the written consent of such owner has first been obtained.

(5) SERVING OF NOTICES:

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

ORDINANCE II - USE ZONING

Clause 1. GENERAL:(1) METHOD OF PRESENTATION:

This Ordinance specifies the types of zones within the district, the predominant and conditional uses of land and buildings within each zone, and the bulk and location requirements and other conditions which relate to predominant uses in each zone.

(2) CLASSIFICATION OF ZONES:

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

(3) CONTROL OF USE AND USES NOT EXPRESSLY MENTIONED:

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

(4) ALTERATIONS OF EXISTING NON-CONFORMING BUILDINGS:

An existing building which does not conform to any or all of the provisions of the District Scheme relating to the zone in which it is situated may be repaired, altered or modified (but not rebuilt) so long as the repair, alteration or modification does not increase the extent to which the building fails to conform to the provisions of the Scheme and does not tend to prevent, or in the case of alterations and modifications, delay the effective operation of the Scheme. If an existing building which does not conform to any or all of the provisions of the Scheme in respect of bulk and location is wholly destroyed, or damaged, or partially destroyed to the extent that it is necessary to pull down a substantial part of the remaining portion thereof before reconstruction, the Council may grant its consent to the erection of a building on the site subject to such conditions as to partial or complete conformity with the provisions of the Scheme as it may think fit to impose.

(5) DESIGNATED LAND:

In accordance with Section 33A of the Act, all designated land is zoned. In all cases the zoning applicable is that within which the designated land lies.

(6) INTERIM USE OF DESIGNATED LAND:

The use of designated land is controlled by sub-sections (5) and (6) of Section 33 A of the Act.

Sub-section (5) provides that -

Where any land is designated in an operative district scheme for a proposed public work, the subdivision of that land or the carrying out of any work thereon (including the making of any structure or excavation), whether public or private, shall not be allowed without the consent of the Minister, local authority, or Council having financial responsibility for the proposed public work. Any such consent may be issued subject to any conditions that the Minister, local authority, or Council having financial responsibility as aforesaid may think fit to impose.

Sub-section (6) provides that -

Where any land is designated in an operative district scheme for any purpose other than a public work or a proposed public work, the subdivision of that land or the carrying out of any work thereon (including the making of any structure or excavation) or the use of that land for any other purpose which is inconsistent with the designated purpose shall, in the absence of anything to the contrary in the district scheme, be deemed to be a conditional use of the land.

(7) CHANGING LOCATIONS OF PROPOSED STREETS AND RESERVES:

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

(8) PUBLIC UTILITIES:

Where any local authority or other public authority is authorised by any Act to determine the location, within the district of the Council, of the public utilities under its control without the approval of the Council, every such public utility shall, in accordance with Section 21 (9) of the Act, be deemed to be a predominant use in every zone in such district.

Every public utility ^{not to build} (whether subject to the provisions of Section 21 (9) of the Act or not) shall be of such dimensions, construction, design, appearance, and land-scaping as shall be appropriate to its functions and to the amenities of the locality in which it is situated, and shall at all times be properly maintained. The Council shall, after consultation with the authority responsible for the public utility, specify its requirements as regards the dimensions and other matters as aforesaid, and any objection by the authority responsible for the public utility to any of the specified requirements shall be deemed to be a refusal by the Council to grant a specified departure under Section 35 of the Act.

(9) PROCEDURE IN RESPECT OF USES:

(a) PREDOMINANT USES:

Subject to the provisions of these Ordinances, consent of the Council shall not be required under these Ordinances to the use of any land or building for any use specified and at that time permitted as a predominant use in the zone in which it is situated, if that use is in accordance with every requirement set forth in the Code in respect of it as a predominant use.

(b) CONDITIONAL USES:

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

(c) APPLICATIONS, APPEALS AND PROCEDURE IN RESPECT OF CONDITIONAL USES:

Sections 28C and 28D of the Act make provision regarding conditional uses and appeals in respect of conditional uses, and the procedure for applications for conditional uses and for objections thereto is set out in Regulation 32 of the Town and Country Planning Regulations, 1960. These provisions are set out as follows:-

SECTION 28C. CONDITIONAL USES.

- (1) Application to the Council for its consent to a conditional use shall be made in accordance with regulations made under this Act notwithstanding anything to the contrary regarding procedure in the operative district scheme.
- (2) The Minister and every person who or body which claims to be affected by the application shall have the right to object to the Council against the application being granted, and to be heard by the Council when it considers the application.
- (3) After the application and all objections have been considered, the Council may allow or refuse the application; and in allowing the application may impose such conditions, restrictions and prohibitions as it thinks fit.
- (3A) In allowing or refusing the application, the Council shall have regard to-
 - (a) The suitability of the site for the proposed use determined by reference to the provisions of the operative district scheme; and
 - (b) The likely effect of the proposed use on the existing and foreseeable future amenities of the neighbourhood, and on the health, safety, convenience, and the economic and general welfare of the inhabitants of the district.

- (4) Any consent given under this section shall lapse after the expiration of a period of two years from the date when the consent was given, unless the applicant, within that period, has established the use of the land or buildings to which the consent relates for the purpose for which consent was given or, in the opinion of the Council, is continuing to make substantial progress towards establishing that use.
- (5) Every consent to a conditional use given by any Council before the first day of January, nineteen hundred and sixty-seven, shall lapse on the first day of June, nineteen hundred and sixty-nine, unless the applicant has before the said first day of June established the use of the land or buildings to which the consent relates for the purpose for which the consent was given or, in the opinion of the Council, is continuing to make substantial progress towards establishing that use.

SECTION 28D. APPEALS IN RESPECT OF CONDITIONAL USES.

- (1) Where the Council refuses to consent to any application for consent to a conditional use of any land or building, or consents to any such application subject to any conditions, restrictions, or prohibitions, the applicant for that consent may, within twenty-one days after the date on which the Council refuses its consent or within twenty-one days after the date on which the Council grants its consent subject to any such conditions, restrictions, or prohibitions, appeal to the Board against the refusal of the consent or against any of the conditions, restrictions, or prohibitions imposed by the Council in granting its consent.
- (2) Any objector may, within twenty-one days after the date on which the consent is granted by the Council, appeal to the Board against the granting of the consent.
- (3) In deciding any appeal under this section, the Board shall have regard to the matters set out in subsection (3A) of section 28C of this Act.

REGULATION 32. APPLICATIONS FOR CONSENT TO A CONDITIONAL USE.

- (1) Form of Application - Applications for consent to change of use under Section 38A of the Act, applications for consent to a specified departure under Section 35 of the Act, and applications for consent to a conditional use under Section 28C of the Act shall be in form N set out in the First Schedule hereto or to the like effect.
- (2) Service of applications - The Council or any committee or authorised officer thereof shall, within seven days of receipt of the application, direct the applicant to serve copies of the application together with such plan as the Council or any committee or authorised officer thereof may consider necessary to explain the application and the proposed public notice on such persons and bodies as the Council, committee, or officer considers to have a greater interest in the application than the community generally has.
- (3) Particulars to be publicly notified - After lodging the application with the Council, the applicant shall publicly notify full particulars thereof, including any special conditions, restrictions and provisions proposed. The public notification shall be in form O set out in the First Schedule hereto or to the like effect.

- (4) Period for objections - The public notification shall require the Minister and any person or body objecting to the application to submit his objection to the Council by a date to be specified in the public notification, which date shall be not less than 21 days after the date of the completion of the public notification.
- (4A) Service of copies of objections - As soon as possible after submitting the objection to the Council, the objector shall serve on the applicant a copy of the objection.
- (5) Distribution of copies of application - The applicant shall, not later than the date of the completion of the public notification, serve a copy of the public notice on the Council and a copy of the notice and of the application on the Commissioner of Works, the District Commissioner of Works, the Regional Planning Authority (if any) and on the persons and bodies directed to be served pursuant to sub-clause(2) of this regulation.
- (6) Statutory declaration required - Before the application is considered by the Council, the applicant shall, within three months of the date of the completion of the public notification, submit to the Council a statutory declaration to the effect that the provisions of sub-clauses (3) and (5) of this regulation have been complied with, and setting out such details as to service of the public notice and of the application as the Council may require.
- (7) Consideration by Council - The Council shall, as soon as conveniently may be after receiving the statutory declaration required by sub-clause (6) of this regulation, consider the application.
- (8) Procedure for hearing - The provisions of regulations 21 and 22 hereof, relating to the hearing of objections and witnesses, shall apply to the hearing of objections to any application under this regulation; and the Council shall advise the applicant of the time and place of the hearing. The Council shall give the applicant and each objector not less than 7 days' notice of the hearing of objections. The Council or any committee appointed by the Council shall at the hearing of any objection under this regulation have power to summon witnesses and to hear evidence on oath.
- (9) Distribution of decision - As soon as Council has considered the application and any objections thereto it shall serve notice of its decision on the applicant, the owner, the occupier, the District Commissioner of Works, the Regional Planning Authority (if any) and each objector: Provided that where any person or body has been represented in respect of the application by a solicitor or agent, notice of the decision may be served on that solicitor or agent alone.
- (10) Time of decision - The application shall be deemed to be granted or refused, as the case may be, for the purpose of an appeal by any person when notice of the decision is served on or sent to that person.
- (11) Costs - The reasonable costs of or incidental to any application under this regulation, and to the public notification and distribution of the consent and copies thereof, shall be payable by the applicant.

Clause 2. RESIDENTIAL 1 ZONE:

(1) PREDOMINANT USES:

The predominant uses shall be:

- (a) Dwellinghouses:
- (b) Apartment houses containing two household units:
- (c) Accessory buildings for the above uses:
- (d) Parks, playgrounds, recreation grounds, but excluding buildings on these, except public toilets and buildings required for ground maintenance purposes.

(2) CONDITIONAL USES:

The conditional uses shall be:

- (a) The conversion of existing dwellinghouses into self-contained apartment houses in those parts of the zone adjacent to Maxwell Road:
- (b) Buildings on parks, playgrounds, recreation grounds which are not permitted as a predominant use:
- (c) Works of public utility not deemed to be predominant uses by virtue of Section 21 (9) of the Act.

(3) RESTRICTIONS TO WHICH PREDOMINANT USES IN RESIDENTIAL 1 ZONE ARE SUBJECT:

(a) Dwellinghouses:

(i) Maximum site coverage, including accessory buildings, ~~35%~~

(ii) Maximum height 24 feet

(iii) Minimum yard requirements -

Front site - front 15 feet
side 5 feet and 10 feet (10 feet and 10 feet where height of building exceeds 12 feet)
rear 25 feet

Corner site - front 15 feet to each street frontage
others 5 feet and 10 feet (10 feet and 10 feet where height of building exceeds 12 feet)

Rear site - 2 of 15 feet, others 10 feet (all 15 feet where height of building exceeds 12 feet)

- (iv) Parking - one space for each dwellinghouse.

For normal requirements and exceptions as to yards, see Ordinance IV, Clause 3.

- (b) Apartment houses containing two household units:

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

- (ii) Maximum height, 24 feet

- (iii) Minimum yard requirements -

Front site - front 15 feet
side 10 feet and 15 feet
rear 25 feet

Corner site - front 15 feet to each street frontage
others 10 feet and 15 feet (15 feet yard along longer boundary)

Rear site - all 15 feet

- (iv) Parking - one space for each household unit.

For normal requirements and exceptions as to yards, see Ordinance IV, Clause 3.

- (c) Accessory buildings for dwellinghouses and apartment houses permitted as predominant uses:

- (i) Total floor area of accessory buildings shall not exceed 750 square feet, provided always that total permissible site coverage for the use of the site shall not thereby be exceeded:

- (ii) Accessory buildings may be sited in any yard other than a front yard, provided they comply with the Council By-laws; but a private garage or car port may not be sited less than 20 feet from the front boundary of the site:

- (iii) Maximum height of buildings, 10 feet:

- (iv) Buildings to comply with all relevant Acts, Regulations, Ordinances and By-laws:

For normal requirements and exceptions as to yards, see Ordinance IV, Clause 3.

(d) Parks, Playgrounds and Recreation Grounds:

(i) No land or building shall be used for such purposes or at such times or in such manner as to be a nuisance or annoyance to the inhabitants or detrimental to the amenities of the neighbourhood:

(ii) Minimum yard requirements -

Front yards - 15 feet; otherwise buildings permitted as a predominant use may not be sited within 20 feet of any adjoining residential site.

Clause 3. RESIDENTIAL 2 AND 3 ZONES:

(1) PREDOMINANT USES:

The predominant uses shall be:

- (a) Dwellinghouses:
- (b) Apartment houses, not exceeding two storeys in height, with a maximum of -
 - (i) four household units on front and corner sites:
 - (ii) two household units on rear sites, where the entrance strip to the site is not subject to right-of-way in favour of any other site.
- (c) Professional offices situated in a dwellinghouse or an apartment house as aforesaid so long as the predominant use of the premises as a whole is that of a residential building:
- (d) Accessory buildings for any of the foregoing uses:
- (e) Parks, playgrounds and recreation grounds, but excluding buildings on these, except public toilets and buildings required for ground maintenance purposes.

(2) CONDITIONAL USES:

The conditional uses shall be:

- (a) Apartment houses, not exceeding two storeys in height, which are not permitted as predominant uses:
- (b) Apartment houses exceeding two storeys in height, but only in the Residential 3 zone:
- (c) The conversion of existing dwellinghouses into apartment houses:
- (d) Nurseries, playcentres, kindergartens and educational establishments, including boarding-houses and hostels used in connection with those uses:
- (e) Boarding-houses, lodging-houses, and private residential clubs:

- ~~From Residential Districts~~
- (f) Licensed hotels:
 - (g) Churches, church halls, Sunday schools, and religious residential institutions:
 - (h) Public and private hospitals (other than mental hospitals), health clinics, nursing homes and convalescent homes, but not premises used for the treatment of animals:
 - (i) Gymnasiums, training sheds, pavillions and places of assembly:
 - (j) Retail shops for the sale of groceries and dairy products, either with or without residential accommodation:
 - (k) Travellers' accommodation:
 - (l) Horticultural, market and nursery gardens, including glasshouse cultivation:
 - (m) Accessory buildings for any of the foregoing uses:
 - (n) Buildings on parks, playgrounds and recreation grounds which are not permitted as predominant uses:
 - (o) Works of public utility not deemed to be predominant uses by virtue of Section 21 (9) of the Act.

(3) RESTRICTIONS TO WHICH PREDOMINANT USES IN RESIDENTIAL 2 ZONE ARE SUBJECT:

- (a) Dwellinghouses:
 - (i) Maximum site coverage, including accessory buildings, 35%:
 - (ii) Maximum height 24 feet:
 - (iii) Minimum yard requirements -
 - Front site - front 15 feet
 - side 5 feet and 10 feet (10 feet and 10 feet where height of building exceeds 12 feet)
 - rear 25 feet
 - Corner site front 15 feet to each street frontage
 - others 5 feet and 10 feet (10 feet and 10 feet where height of building exceeds 12 feet)
 - Rear site - 2 of 15 feet, others 10 feet (all 15 feet where height of building exceeds 12 feet)

- (iv) Parking - one space per dwellinghouse:

For normal requirements and exceptions as to yards, see Ordinance IV, Clause 3.

- (b) Apartment houses (as specified in Clause 3 (1) (b)):

- (i) Density - front and corner sites, 60 persons per acre (see Appendix H):
rear sites, 40 persons per acre:

- (ii) Maximum site coverage, including accessory buildings -
front and corner sites, 40%
rear sites, 35%

- (iii) Maximum height, 24 feet:

- (iv) Spacing between blocks: Units may be erected in separate blocks, including single unit blocks, on any one site; provided that if more than one block is erected on the same site there shall be a distance of not less than 20 feet between each block; and provided further that in the case of blocks not parallel in plan the average distance between blocks may be not less than 20 feet, with no part of any block encroaching within 10 feet of any other block.

- (v) Maximum attached units: No more than 2 attached units may be built in any one block; provided that the maximum number of attached units permissible as a predominant use may be erected in one block if a step in plan of at least 5 feet measured at right angles to the long axis of the block is made to each outer wall at each vertical division between units, or every alternate division between units.

- (vi) Minimum yard requirements:

Front site - front 15 feet
side 5 feet and 15 feet (10 feet and 15 feet where height of building exceeds 12 feet)
rear 15 feet

Corner site - front 15 feet to each street frontage
others 5 feet and 15 feet (10 feet and 15 feet where height of building exceeds 12 feet)

Rear site - 2 of 15 feet, others 10 feet (all 15 feet where height of building exceeds 12 feet)

(vii) Parking - one space per household unit.

For normal requirements and exceptions as to yards, see Ordinance IV, Clause 3.

(c) Professional offices situated in residential buildings:

(i) Design of buildings to be in accordance with the residential character of the locality:

(ii) Bulk and location requirements as for a residential building:

(iii) Parking - 3 spaces per professional person.

(d) Accessory buildings for predominant uses:

(i) Total floor area of accessory buildings shall not exceed 750 square feet, provided always that total permissible site coverage for the use of the site shall not thereby be exceeded:

(ii) Accessory buildings may be sited in any yard other than a front yard, provided they comply with the Council By-laws; but a private garage or a car port may not be sited less than 20 feet from the front boundary of the site:

(iii) Maximum height of buildings, 10 feet:

(iv) Buildings to comply with all relevant Acts, Regulations, Ordinances and By-laws.

For normal requirements and exceptions as to yards, see Ordinance IV, Clause 3.

(e) Parks, playgrounds and recreation grounds:

(i) No land or building shall be used for such purposes or at such times or in such manner as to be a nuisance or annoyance to the inhabitants or detrimental to the amenities of the neighbourhood:

(ii) Minimum yard requirements -

Front yards - 15 feet, otherwise buildings permitted as a predominant use may not be sited within 20 feet of any adjoining residential site.

(4) RESTRICTIONS TO WHICH PREDOMINANT USES IN RESIDENTIAL 3 ZONE ARE SUBJECT:

(a) Dwellinghouses:

(i) Maximum site coverage, including accessory buildings, 40%:

(ii) Maximum height, 24 feet:

(iii) Minimum yard requirements -

Front site - front 15 feet
side 5 feet and 10 feet (10 feet and 10 feet where height of building exceeds 12 feet)
rear 15 feet

Corner site - front 15 feet to each street frontage
others 5 feet and 10 feet (10 feet and 10 feet where height of building exceeds 12 feet)

Rear site - 2 of 15 feet, others 10 feet (all 15 feet where height of building exceeds 12 feet)

(iv) Parking - one space per dwellinghouse:

For normal requirements and exceptions as to yards, see Ordinance IV, Clause 3.

(b) Apartment houses (as specified in Clause 3 (1) (b)):

(i) Density - front and corner sites, 100 persons per acre (see Appendix H)
rear sites, 60 persons per acre.

(ii) Maximum site coverage, including accessory buildings -

Front and corner sites, 50 %
Rear sites, 40%

(iii) Maximum height, 24 feet.

- (iv) Spacing between blocks - Units may be erected in separate blocks, including single unit blocks, on any one site; provided that if more than one block is erected on the same site there shall be a distance of not less than 20 feet between each block; and provided further that in the case of blocks not parallel in plan the average distance between blocks may be not less than 20 feet, with no part of any block encroaching within 10 feet of any other block.
- (v) Maximum attached units - No more than 2 attached units may be built in any one block; provided that the maximum number of attached units permissible as a predominant use may be erected in one block if a step in plan of at least 5 feet measured at right angles to the long axis of the block is made to each outer wall at each vertical division between units, or every alternate division between units.

(vi) Minimum yard requirements -

- Front site - front 15 feet
side 5 feet and 15 feet (10 feet and 15 feet where height of building exceeds 12 feet)
rear 15 feet
- Corner site - front 15 feet to each street frontage
others 5 feet and 15 feet (10 feet and 15 feet where height of building exceeds 12 feet)
- Rear site - 2 of 15 feet, others 10 feet (all 15 feet where height of building exceeds 12 feet)

(vii) Parking - one space per household unit.

For normal requirements and exceptions as to yards, see Ordinance IV, Clause 3.

(c) Professional offices situated in residential buildings:

- (i) Design of buildings to be in accordance with the residential character of the locality:
- (ii) Bulk and location requirements as for a residential building:
- (iii) Parking - 3 spaces per professional person.

(d) Accessory buildings for predominant uses:

- (i) Total floor area of accessory buildings shall not exceed 750 square feet, provided that total permissible site coverage for the use of the site shall not thereby be exceeded.

- (ii) Accessory buildings may be sited in any yard other than a front yard, provided they comply with the Council By-laws; but a private garage or a car port may not be sited less than 20 feet from the front boundary;
 - (iii) Maximum height of buildings, 10 feet;
 - (iv) Buildings to comply with all relevant Acts, Regulations, Ordinances and By-laws.
For normal requirements and exceptions as to yards, see Ordinance IV, Clause 3.
- (e) Parks, playgrounds and recreation grounds:
- (i) No land or building shall be used for such purposes or at such times or in such manner as to be a nuisance or annoyance to the inhabitants or detrimental to the amenities of the neighbourhood;
 - (ii) Minimum yard requirements -
Front yards - 15 feet, otherwise buildings permitted as a predominant use may not be sited within 20 feet of any adjoining residential site.

Clause 4. COMMERCIAL 1 ZONE:

(1) PREDOMINANT USES:

The predominant uses shall be:

- (a) Shops for the retail sale of food, groceries, tobacco, pharmaceutical goods, stationery, newspapers and periodicals, and for the receipt and delivery only of articles to be cleaned, laundered or dyed, including any shop as aforesaid which is incorporated in a building in which any one or more of the following types of accommodation are also situated:-
 - (i) residential accommodation:
 - (ii) professional and commercial offices:
 - (iii) workrooms (including kitchens), provided that each such workroom shall be incidental to the shop of which it forms part and shall serve that shop only.
- (b) Accessory buildings for any of the foregoing uses.

(2) CONDITIONAL USES:

The conditional uses shall be:

- (a) Shops for the retail sale of any goods except motor vehicles, including any shop as aforesaid which is incorporated in a building in which any one or more of the following types of accommodation are also situated:-
 - (i) residential accommodation:
 - (ii) professional and commercial offices:
 - (iii) workrooms (including kitchens), provided that each such workroom shall be incidental to the shop of which it forms part and shall serve that shop only.
- (b) Service stations and commercial garages.
- (c) Works of public utility not deemed to be predominant uses by virtue of Section 21 (9) of the Act.
- (d) Accessory buildings for any of the foregoing uses.

(3) RESTRICTIONS TO WHICH PREDOMINANT USES IN COMMERCIAL 1 ZONE ARE SUBJECT:

(a) Shops: (specified in Clause 4 (1) (a)).

- (i) Maximum site coverage, including accessory buildings, 60%; provided that increased site coverage may be permitted if development takes place in accordance with an approved comprehensive scheme of development providing parking, access and service lanes for the whole block. For the purposes of computing site coverage, land dedicated as service lane or street under the requirements of the Code shall be regarded as part of the site:
- (ii) Maximum height, 25 feet:
- (iii) Yards - Front - 15 feet; but, where the Council is of the opinion that the provision of off-street parking is impracticable or that footpath widening is necessary, the front yard requirement shall be up to 25 feet as specified by the Council according to the need to provide for setting-back of kerb for on-street parking or for footpath widening:
 - Side - 15 feet, where immediately adjoining a residential zone:
 - Rear - 20 feet.
- (iv) Parking - three spaces per 1,000 square feet gross floor space:
- (v) Where residential accommodation is combined with commercial uses, 900 square feet of open space per household unit shall be provided about the building, and parking to the extent of one space per household unit.

(b) Accessory buildings for predominant uses:

- (i) Maximum height, 12 feet:
- (ii) Compliance with all relevant Acts, Regulations, Ordinances and By-laws.

For normal requirements and exceptions as to yards, see Ordinance IV, Clause 3.

Clause 5. COMMERCIAL 2 ZONE:

(1) PREDOMINANT USES:

The predominant uses shall be:

- (a) Administrative, professional and commercial offices, including such offices where residential accommodation not exceeding one household unit per site is incorporated in the same building:
- (b) Libraries, museums, and other public buildings:
- (c) Churches, Sunday schools, and church halls:
- (d) Theatres, halls, and other places of assembly:
- (e) Printing and publication of newspapers and associated commercial activities:
- (f) Accessory buildings for any of the foregoing uses.

(2) CONDITIONAL USES:

The conditional uses shall be:

- (a) Service stations, commercial garages, and motor vehicle showrooms:
- (b) Travellers' accommodation:
- (c) Licensed hotels:
- (d) Apartment houses of two or more storeys:
- (e) Funeral director's premises or funeral chapels:
- (f) Such industrial uses and warehousing which in the opinion of Council will not detract from the amenities of the neighbourhood or materially interfere with the operation and development of the zone for commercial uses:
- (g) Works of public utility not deemed to be predominant uses by virtue of Section 21 (9) of the Act.
- (h) Accessory buildings for any of the foregoing uses.

(3) RESTRICTIONS TO WHICH PREDOMINANT USES IN THE COMMERCIAL 2 ZONE ARE SUBJECT:

(a) For predominant uses (a) to (e) inclusive:

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

(ii) Maximum height, 60 feet:

(iii) Recession Plane - no building shall exceed the height defined by a plane set out at 50° from the middle line of the street, or 33 feet from the site frontage whichever is the lesser (See Appendix C):

(iv) Yards - Front - 10 feet reducible to 5 feet for not more than 1/3 of the frontage of each site, all such front yard space to be landscaped and maintained to the satisfaction of the Council:

Side - where adjoining a residential zone, 15 feet plus 2/3 of height above 30 feet:

Rear - where adjoining a residential zone, 15 feet plus 2/3 of height above 30 feet:

(v) Parking - Administrative, professional and commercial offices, including newspaper publication and associated commercial activities - 4 spaces per 1,000 square feet of floor space.

Libraries, museums, and other public buildings - 2 spaces per 1,000 square feet of floor space plus 1 space per 2 staff.

Churches, Sunday Schools, church halls, theatres, halls and places of assembly - 1 space per 20 seating accommodation.

(b) Accessory buildings:

(i) Maximum height, 12 feet:

(ii) Compliance with all relevant Acts, Regulations, Ordinances and By-laws.

For normal requirements and exceptions as to yards, see Ordinance IV, Clause 3.

Clause 6. COMMERCIAL 3 ZONE:

(1) PREDOMINANT USES:

The predominant uses shall be:

- (a) Retail shops, including those with workrooms incidental to the shop of which it forms part:
- (b) Licensed hotels *and Chartered Clubs*
- (c) All of the predominant uses permitted in Commercial 2 zones:
- (d) Accessory buildings for any of the above uses.

(2) CONDITIONAL USES:

The conditional uses shall be:

All of the conditional uses permitted in Commercial 2 zones, excepting travellers' accommodation.

(3) RESTRICTIONS TO WHICH PREDOMINANT USES IN COMMERCIAL 3 ZONE ARE SUBJECT:

(a) For predominant uses (a) to (c) inclusive:

- (i) Maximum site coverage, including accessory buildings, 80%:
- (ii) Maximum height, 60 feet:
- (iii) Recession plane - no building shall exceed the height defined by a plane set out at 50° from the middle line of the street, or 33 feet from the site frontage whichever is the lesser. (See Appendix C):
- (iv) Parking - nil.

(b) Accessory buildings:

- (i) Maximum height, 12 feet:
- (ii) Compliance with all relevant Acts, Regulations, Ordinances and By-laws.

Clause 7. INDUSTRIAL 1 ZONE:

(1) PREDOMINANT USES:

The predominant uses shall be:

- (a) Any trade or industry, except those specified in Appendices A and B:
- (b) Warehousing for the storage and distribution of goods of a light nature:
- (c) Showrooms and offices associated with any of the above uses:
- (d) Accessory buildings for any of the foregoing uses.

(2) CONDITIONAL USES:

The conditional uses shall be:

- (a) Any trade or industry specified in Appendix B hereto if the process is so modified as to preclude objectionable aspects in relation to adjoining properties:
- (b) Retail shops, including such shops with residential accommodation not exceeding one household unit per shop in the same building as the shop:
- (c) Service stations, commercial garages and motor vehicle showrooms:
- (d) Places of assembly:
- (e) Licensed hotels:
- (f) Accessory buildings for any of the foregoing uses:
- (g) Works of public utility not deemed to be predominant uses by virtue of Section 21 (9) of the Act.

(3) RESTRICTIONS TO WHICH PREDOMINANT USES IN INDUSTRIAL 1 ZONE SHALL BE SUBJECT:

(a) For predominant uses (a) to (c) inclusive:

(i) The Council shall be satisfied that the design, materials and construction of buildings, and the design and lay-out of all yards and open spaces about the buildings will enhance and promote the amenities of the neighbourhood, and that the use will not be a nuisance to nearby properties or the owners or occupiers thereof or be an annoyance to such owners or occupiers because of smoke, fumes, noise or other objectionable elements:

(ii) Maximum site coverage, including accessory buildings, 60%:

(iii) Maximum height, 30 feet:

(iv) Minimum yard requirements -

Front - 10 feet, such yard to be landscaped and maintained to the satisfaction of the Council provided that front yards may be decreased to 5 feet for not more than 1/3 of the frontage of each site where the building fronting such yard is office accommodation or showroom not exceeding 15 feet in height.

Side - 15 feet where adjoining a residential zone.

Rear - 20 feet where adjoining a residential zone.

(v) Off-street parking - 3 spaces per 1,000 square feet of floor space, or 1 for every 2 employees, whichever is the greater.

(b) Accessory buildings for predominant uses:

(i) Maximum height of buildings, 12 feet:

(ii) Buildings shall comply with all relevant Acts, Regulations, Ordinances and By-laws.

For normal requirements and exceptions as to yards, see Ordinance IV, Clause 3.

Clause 8. INDUSTRIAL 2 ZONE:

(1) PREDOMINANT USES:

The predominant uses shall be:

(a) Any trade or industry, except those specified in Appendices A and B:

(b) Warehousing and bulk storage (excluding petrol and oil storage):

- (c) Showrooms and offices associated with any of the above predominant uses:
- (d) Commercial garages and motor vehicle showrooms:
- (e) Accessory buildings for any of the foregoing uses.

(2) CONDITIONAL USES:

The conditional uses shall be:

- (a) Any trade or industry specified in Appendix B:
- (b) Any trade or industry specified in Appendix A if the process is so modified as to preclude every element of noxiousness or danger in relation to adjacent properties and the surrounding neighbourhood:
- (c) Living quarters for a caretaker or other person whose employment is such that he is required to live on the premises:
- (d) Service stations:
- (e) Licensed hotels:
- (f) Intensive commercial market gardening and glass houses, with residential accommodation used exclusively with these uses.
- (g) Halls and other places of assembly:
- (h) Accessory buildings for any of the foregoing uses;
- (i) Works of public utility not deemed to be predominant uses by virtue of Section 21 (9) of the Act.

(3) RESTRICTIONS TO WHICH PREDOMINANT USES IN INDUSTRIAL 2 ZONE ARE SUBJECT:

- (a) For predominant uses (a) to (d) inclusive -
 - (i) The Council shall be satisfied that the use will not result in or cause any noise or the emission of any smoke, fumes, or other noxious matter which would be or be likely to become a nuisance or annoyance to nearby properties or the owners or occupiers thereof:
 - (ii) Maximum site coverage, including accessory buildings, 80%:
 - (iii) Maximum height, 30 feet:

(iv) Minimum yard requirements -

Front - 10 feet where fronting a residential zone or where in the opinion of Council such yard requirement is desirable to enhance the amenities along particular streets; such yards to be landscaped and maintained to the satisfaction of the Council.

Side - 15 feet where adjoining a residential zone.

Rear - 20 feet where adjoining a residential zone.

(v) Off-street parking - Industrial uses: 3 per 1,000 square feet of floor space, or 1 for every 2 employees, whichever is the greater:

Warehousing and bulk storage: 1 per 1,000 square feet of floor space and 1 per 1,000 square feet of site not covered by buildings, or 1 for every 2 employees, whichever is the greater:

Motor repair garages: 5 per 1,000 square feet of floor space:

Motor vehicle showrooms: sufficient spaces shall be provided so that no vehicle is displayed for sale other than on the site.

(b) Accessory buildings for predominant uses:

(i) Maximum height of buildings, 12 feet:

(ii) Buildings shall comply with all relevant Acts, Regulations, Ordinances and By-laws.

Clause 9. RIVER PROTECTION ZONE:

(1) PREDOMINANT USES:

The predominant uses shall be:

(a) River protection works and river control works:

(b) Parks, playgrounds and recreation grounds, but excluding buildings on these:

(c) The cropping of land and grazing of stock.

The above uses shall be subject to compliance with the By-laws of the Marlborough Catchment Board.

(2) CONDITIONAL USES:

The conditional uses shall be:

- (a) Any use permitted in zones adjoining the River Protection Zone, subject to:-
 - (i) Approval of Marlborough Catchment Board, including any conditions relevant to river protection and river control which the Board may impose; and
 - (ii) Compliance with the By-laws of the Board.

ORDINANCE III - SUBDIVISION OF LAND

Clause 1. GENERAL:(a) PRELIMINARY REQUIREMENTS:

Notwithstanding that a scheme of subdivision may comply with the requirements of the district scheme in respect of frontage and area, the Council shall not approve the scheme of subdivision if the site is not suitable or if the use proposed or the arrangement of sites or shape of any proposed site is not in conformity with the principles of town and country planning: provided that in determining whether a site is suitable regard shall be had to the best use of the land and its economic servicing and development, to earthquake fault lines, and to liability to flooding, erosion and landslip, to stability of foundations, and to safety, health and amenities:

(b) CONDITIONS OF APPROVAL:

The Council may approve in principle a scheme plan of subdivision subject to any conditions contained in the Code or any Act, Regulation or By-law with respect to levels, drainage, easements, services, dedications, amalgamations of titles, reserves, or any other conditions or restrictions. The principal plan for deposit may be approved by Council under seal subject to such plan being received in the offices of the Blenheim Borough Council within 12 months from the date on which Council's approval in principle has been given to the scheme plan.

(c) APPLICATIONS FOR APPROVAL:

Refer Ordinance I Clause 4 (2) for applications for Approval:

(d) PUBLIC UTILITIES:

The Council may ^{after consultation with the authority making the subdivision} adopt standards of subdivision for public utilities other than those required for predominant uses in any zone, subject to the provisions of Ordinance II Clause 1 (8):

(e) BOUNDARY ADJUSTMENTS:

In any zone the requirements of this Ordinance III shall not apply to a subdivision if the Council is satisfied that the subdivision is intended solely for the adjustment of boundaries which will leave each of the adjusted allotments of substantially the same area as before.

Clause 2. AREA AND FRONTAGE REQUIREMENTS:

Subject to the other provisions of the Code, every subdivision of land shall be so designed as to provide sites that meet the Code requirements for predominant and conditional uses, and for the bulk and location of buildings, being requirements that apply in the relevant zone: provided that no person shall in any case subdivide land in the zones in this Clause 2 next hereinafter mentioned so as to produce for the uses specified an allotment with an area or frontage less than that specified, except as otherwise permitted by the Code.

RESIDENTIAL ZONES:

(a) STANDARDS:

<u>Front Lots:</u>		<u>Area</u>		<u>Dimensions</u>		
<u>Use</u>		Minimum	Average	Minimum Frontage	Average Frontage	Minimum Depth
Dwellings & Apartments		20p.	24p.	50'	55'	66'
Reduced Standards (to assist in better utilisation of land locked or small blocks of land)		16p.		45'		
		Maximum number of lots to reduced standards - 1 front and 1 rear, or 2 front.				
<u>Rear Lots:</u>		<u>Area (excluding Access Strip)</u>			<u>Access Strip</u>	
<u>Use</u>		Minimum	Average	Dimensions	Minimum Width	Length
Dwellings & Apartments		24p.	27p.	Refer (c) below	12' - 1 Lot 13'4" - 2 Lots	200' Max.
Reduced Standards: (to assist in better utilisation of land locked or small blocks of land)		20p.			20' - 3 or more Lots	
		Maximum number of Lots to reduced standards - 1 front and 1 rear, or 2 rear.				
<u>Corner Lots:</u>		<u>Area</u>	<u>Dimensions</u>			
<u>Use</u>		Minimum	Minimum Width	Minimum Depth		
Dwellings & Apartments		24p.	60'	60'		
Reduced Standards: (to assist in better utilisation of land locked or small blocks of land)		20p.	50'	60'		
		Maximum number of lots to reduced standards - 1 corner, 1 front.				

(b) AVERAGE AREAS AND FRONTAGES:

- (i) The averaging of areas and frontages need not apply to subdivisions containing a maximum of four residential allotments:
- (ii) With subdivisions containing more than four residential allotments, average areas shall be calculated for front lots and rear lots separately. Corner lots and access strips to rear lots shall be excluded from the calculation. For calculation purposes every lot 30 perches or over shall be treated as a 30 perch lot. Surveyors shall supply an average area calculation schedule where required.

(c) DESIGN OF LOTS AND MINIMUM AREAS:

- (i) A front lot for a single unit dwelling with side boundaries diverging or opening out from the street may have a minimum frontage of 20 feet if the site width at a distance of 30 feet from the street is not less than 45 feet:
- (ii) A corner lot for a single unit dwelling shall have a minimum frontage of 110 feet comprising two contiguous straight lines each not less than 50 feet in length, the included angle between to be not more than 135 :
- (iii) If a corner lot is included in any subdivision the corner must be rounded off to a radius of not less than 18 feet:
- (iv) A rear lot shall be one which does not qualify so as to be a front or corner site and shall have an average width in any direction of at least 60 feet with a minimum width of 50 feet for the purposes of area calculation. Where a rear lot adjoins a large permanent open space the minimum area and dimensions may be as for a front lot except that the area shall be not less than 22 perches exclusive of access strip.

(d) ACCESS STRIPS AND PRIVATE WAYS:

- (i) Where, in the opinion of the Council, it would not be practical or economical to require a new street to be constructed, the Council may allow a subdivision with 3 or more lots on one private way subject to any or all conditions contained in Appendix G.
- (ii) The minimum width of an access strip or private way shall be increased where, in the opinion of the Council it is desirable because of the number of household units likely to use such access strip or private way:
- (iii) Wherever practicable the access strips comprising a private way shall be the same width:

- (iv) A private way serving two or more rear lots may be reduced in width to not less than 12 feet where it is impracticable to comply with the requirements for such lots, provided that, in the opinion of the Council, sufficient provision for passing places for motor vehicles is made.

(e) SEPARATE TITLES FOR APARTMENT HOUSES:

The Council may approve a subdivision making provision for separate titles for apartment houses provided that:-

- (i) The developer shall submit to the Council for approval simultaneously, both subdivisional and building plans for the development of the site:
 - (ii) The buildings shall be erected prior to subdivision taking place:
 - (iii) The common walls between proposed units shall be divided equally by the common vertical boundaries between proposed lots and party wall easements shall be created over the vertical fire walls and the buildings as a whole shall comply with the relevant Acts, Regulations, Ordinances and By-laws.
- (iv) Adequate provision shall be made for all necessary easements such as those providing physical access, practicable access to parking spaces, clotheslines, front and rear entrances and utility services:
- (v) The issuing of separate titles would, in the opinion of the Council, be in the best interests of the occupants or residents.

Clause 3. COMMERCIAL ZONES:

(a) STANDARDS:

COMMERCIAL 1 AND 3 ZONES:

Minimum area	10 perches
Minimum depth	60 feet
Minimum frontage	20 feet

COMMERCIAL 2 ZONE:

Front lots -

Minimum area	20 perches
Minimum frontage	40 feet

Rear lots -

Minimum area	20 perches
(excluding access strip)	
Minimum frontage	15 feet

Provided in the opinion of Council adequate provision has been made for car parking, loading and access and provided also all access obligations imposed by Ordinance V are complied with.

(b) If a corner lot is included in any subdivision the corner must be rounded off to a radius of not less than 18 feet or cut back 12 feet along each street line unless the Council considers that such rounding off or cut back is not required in any particular case.

(c) BLOCKS OF SHOPS WITHIN RESIDENTIAL ZONES:

Where shop sites are provided for in new subdivisions the minimum depth and minimum width of a block shall both be 60 feet provided that the minimum frontage or depth may be reduced, if in the opinion of Council, adequate provision has been made for car parking, loading and access and all access obligations imposed by Ordinance V are complied with.

- (d) The Council may approve subdivisions to other standards subject to:-
- (i) Suitable buildings being designed and built to suit the proposed lots:
 - (ii) Compliance with all requirements as to loading, parking and access contained in the Code:
 - (iii) Compliance with relevant Acts, Regulations, Ordinances and By-laws, with particular reference to fire partitions and party walls:
 - (iv) All lots adjoining residential zones being capable of complying with side yard and rear yard requirements.

Clause 4. INDUSTRIAL ZONES:

(a) STANDARDS:

Front lots:	Minimum area	$\frac{1}{2}$ acre
	Minimum frontage	60 feet
Rear lots:	Minimum area	$\frac{1}{2}$ acre (excluding access strip)
	Minimum frontage	25 feet

- (b) If a corner lot is included in any subdivision the corner must be rounded off to a radius of not less than 18 feet or cut back 12 feet along each street line unless the Council considers that such rounding off or cut back is not required in any particular case.
- (c) The Council may approve subdivisions to other standards subject to:-
- (i) Suitable buildings being designed and built to suit the proposed lots:
 - (ii) Compliance with all requirements as to loading, parking and access contained in the Code:
 - (iii) Compliance with all relevant Acts, Regulations, Ordinances and By-laws, with particular reference to fire partitions and party walls:
 - (iv) All lots adjoining residential zones being capable of complying with side yard and rear yard requirements.

Clause 5. RIVER PROTECTION ZONE:

Before any subdivision of land in or partly in the River Protection Zone or wholly in a zone immediately adjoining the River Protection Zone shall be approved by Council, a copy of the application for approval shall be forwarded to the Marlborough Catchment Board for its consideration and comments; and where any lot or lots of a subdivision of land in a zone immediately adjoining the River Protection Zone are partly in each such zone, the minimum permissible access and frontages for such lot or lots shall be that specified for the adjoining zone.

ORDINANCE IV

BUILDINGS - SITING, COVERAGE, HEIGHT, ALTERATIONS AND BUILDING LINES.

Clause 1. GENERAL AS TO USE OF SITES FOR BUILDINGS:

(1) LAND TO BE SUITABLE FOR PROPOSED USE:

Notwithstanding conformity with the zoning requirements of these Ordinances, no building shall be altered, erected or placed, and no use shall be established or development commenced on any land which is not suitable for the use proposed; and for the purpose of determining whether any land is suitable for any particular use, regard shall be had to the best use of the land and its economic servicing and development, to earthquake fault lines, to liability to flooding, erosion, or landslip, to stability of foundations, to traffic likely to be generated by the proposed use and to safety, health and amenity.

(2) STREET WIDENING OR REALIGNMENTS:

Where a new street or street widening is proposed any front yard requirement prescribed under the Code shall be measured as though the proposed street boundary were the front boundary.

(3) AREAS AND COVERAGE GENERALLY:

The permitted minimum site areas and yard areas and the proportionate part of the land which is permitted to be covered by buildings shall be those specified in these Ordinances, and no person shall so reduce or diminish any site, or cause or permit any site to be so used, reduced or diminished, that the areas thereof that are not built over will be smaller than are prescribed by these Ordinances. The area of any access strip shall not be included in the calculation of site coverage for a rear site.

(4) RESIDENTIAL BUILDINGS ON REAR SITES:

- (a) Where more than one residential unit uses or has rights over the same access to a rear site or sites, the owners shall construct and maintain an adequate driveway or footpath or both, giving access to the site and buildings thereon, and the owners shall provide wherever reasonably necessary artificial light to illuminate the drive and footpath to the same standard as the street:
- (b) The area of an access strip shall not be included in the calculation of density for a rear site.

Clause 2. RESIDENTIAL BUILDINGS ABOUT A PLACE:

(1) DEFINITION OF "PLACE":

For the purpose of this Ordinance the term "place" means an open unoccupied space not less than 40 feet in width and not less than that frontage to a public street, and permanently set apart as the principal means of access to two or more sites.

(2) REQUIREMENTS FOR RESIDENTIAL BUILDINGS ABOUT A PLACE:

In the case of sites for residential buildings grouped about a place:-

- (a) Every site shall comply with the frontage and area requirements under Ordinances III and IV hereof for sites on which residential buildings may be erected, as if the place were a street:
- (b) Every building shall comply with the provisions of Ordinance IV hereof for the zone in which it is situated as to height and space about buildings as if the place were a street:
- (c) Where independent street access to each of the building sites does not exist, the owner or owners thereof shall provide and maintain a paved driveway, of width, location, grade, and construction prescribed by the Council, to give vehicular and pedestrian access to each building site:
- (d) The owners shall provide wherever reasonably necessary artificial light sufficient to illuminate properly the drive and footpaths to the same standard as the street.

Clause 3. REQUIREMENTS AS TO YARDS:(1) NORMAL REQUIREMENTS:

- (a) Yards to be provided - except as expressly provided in or under this Scheme, front side and rear yards shall be provided on each site in each zone, as required by the Code. The bulk and location requirements of each zone are specified in Ordinance II.
- (b) Yards to remain unoccupied and unobstructed - except as expressly authorised under this Scheme, no person shall erect any building on any front yard, rear yard, or side yard, and all such yards shall be left unoccupied and unobstructed from the general ground level upwards, except for the projection of eaves of any building over any land but such eaves must not project more than 2 feet over any required yards.
- (c) Yards provided are to relate to one site only - no portion of a yard or other space provided to meet requirements in respect of one site shall be taken into account in computing the area of any yard or space provided to meet requirements in respect of any other site.

(2) EXCEPTIONS TO NORMAL REQUIREMENTS:

- (a) When owner provides land for accessway or service lane - where land for a service lane or accessway is provided at the rear or at the side of the site, the rear yard requirements ~~or the side yard requirements~~, as the case may be, shall be diminished correspondingly. ^{and/or coverage}
- (b) Adjoining shop sites in Residential zones - where in a residential zone two shops adjoin, each may have one side yard only.
- (c) Use of side yards for attached garages or car ports ^{private} - garages and car ports attached to residential buildings may be erected on side yards subject to the following conditions:-
 - (i) On any site only one side yard may be used for this purpose:
 - (ii) An attached ^{private} garage or car port may be sited not less than 20 feet from the front boundary of the site:
 - (iii) Maximum length of the attached structure on a side yard - 33 feet:
 - (iv) Maximum height along side yard - 8 feet:

- (v) Structure to comply with all relevant Acts, Regulations, Ordinances and By-laws.
- (d) The same restrictions as in (c) above shall apply to detached accessory buildings constructed on side yards in residential zones.

Clause 4. HEIGHTS OF BUILDINGS:

(1) RECESSION PLANES FOR CONTROLLING HEIGHTS OF BUILDINGS: (See Appendix C)

At the street frontage of any site the term "recession plane" means the plane commencing at the middle line of the street and subtending an angle of fifty degrees (50°) with a horizontal plane passing through the nominal kerb level adjacent to the site. The recession plane shall extend the full length of the site and shall incline towards the site.

In any industrial or commercial zone the height of every building (including its parapet, cornice, roof ridge, or other solid element), or other structure or part thereof, shall be restricted so that every part thereof shall lie below the recession plane as above defined except as hereafter provided. In determining the width of a street and the middle line of a street with respect to a given site in an industrial or commercial zone, all streets more than 66 feet in width shall be considered to be 66 feet in width, and the middle line taken at 33 feet from the front boundary of the lot.

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

In determining whether any building or structure or part thereof lies below the recession plane as above defined, the following shall not be taken into account:-

- (a) Lift wells, elevator and stair bulkheads, roof water tanks, and cooling towers (together with their enclosures); provided that the maximum dimension thereof parallel to the middle line of the street shall not exceed 20 feet.
- (b) Chimneys and flues; provided that the maximum dimension thereof parallel to the street shall not exceed an aggregate of 15 feet for any 100 feet of frontage.
- (c) Spires, flagpoles, aerials and wire, chain, link, or other open or transparent fences.

- (d) A one storey structure located in a rear yard when permitted by the ordinance for the zone, including any of the following:
- (i) A basement or first floor used for accessory off-street parking spaces:
 - (ii) A ground floor used for retail or commercial purposes:
 - (iii) A one-storey detached accessory building:
 - (iv) A wall along a boundary of a site.

(2) HEIGHT OF RESIDENTIAL BUILDINGS:

The maximum height of residential buildings and their accessory buildings shall be measured in accordance with the definition of height in Ordinance I Clause 3, provided that where adjoining sites are substantially different in level, where the building is not substantially parallel to the boundaries, or where the roof pitch exceeds 35°, the maximum height may be calculated by imposing a 55° recession plane from any point on the side boundaries.

Clause 5. BUILDINGS IN RELATION TO RIVER PROTECTION WORKS:

(1) BUILDINGS ADJACENT TO STREAMS AND WATERCOURSES:

Where the Scheme specifies streams and water courses which are subject to the by-laws of the Marlborough Catchment Board, then no building or accessory building, fence or other structure shall be erected within 24 feet of any such stream or watercourse; provided that the Council may, with the consent of the Catchment Board, dispense with this restriction in accordance with Ordinance I, Clause 4 (4).

(2) BUILDINGS ADJACENT TO STOPBANKS:

Where it is proposed that any building be erected adjacent to stopbanks, the application for such building shall be referred to the Marlborough Catchment Board for consideration and comment before Council grants approval.

ORDINANCE V - TRANSPORTATION

Clause 1. GENERAL:

Ordinance V sets out, as regards any owner or occupier who wishes to construct or substantially reconstruct or add to any building or change the use of any land or building, his obligations in respect of vehicular access to property (from the street on to which it fronts), off-street parking, and facilities for loading and unloading. No building permit will be issued until the Council is satisfied, either from plans submitted or legally enforceable undertakings given, that the applicant will comply fully with this Ordinance V or will be in a position to comply fully therewith when requested by the Council so to do, and in any event will also comply with all other relevant Ordinances and all relevant Acts, Regulations and By-laws.

Clause 2. VEHICULAR ACCESS TO PROPERTY:(1) GENERAL:

- (a) Access to be provided - Except where, in the opinion of the Council, this provision need not apply, every owner or occupier shall provide vehicular access to his property for parking, loading and unloading, over his own land or by mutual right-of-way or service lane.
- (b) Types of access - Access shall be by channel and crossing as described in paragraph (a) of sub-clause (2) of this clause, except that, in the case of major developments, a drive-in access, as also described in the said paragraph (a), shall be provided if the Council, in its discretion, so requires.
- (c) Responsibilities of Council and Developer - All work on channels and crossings within the street shall be done by the Council at the expense of the owner or occupier. This shall be done on a prepaid basis, the rates being the standard cost of construction of the channel and crossing as determined from time to time. In the case of drive-in accesses, the rate shall be the actual cost of constructing the kerb and channel, formation and surfacing of the access within the road reserve. The cost of erecting signs, signals and any other traffic or pedestrian measures will normally be borne by the developer.
- (d) Maintenance within the Road Reserve - The ordinary maintenance of a channel and crossing or drive-in access is the responsibility of the Council within the public street, but any person responsible for damaging any channel and crossing is liable for the cost of restoration.
- (e) Standard of Construction for Vehicle Accessways - All vehicle accessways into commercial and industrial properties shall comply with the following general requirements:-
 - (i) The accessway shall be formed and sealed so as adequately^{to} prevent deleterious material such as mud, stone, chip and gravel being carried on to a street or footpath. The requirements of this paragraph will be met if the first 40 feet of accessway measured from the street boundary is so treated:

- (ii) Stormwater originating from the accessway shall be disposed of within the property or by sump and pipe to the street channel or stormwater drain:
 - (iii) Accessways shall not remain open outside of the normal hours of the associated predominant use where to do so would create a nuisance.
- (f) Drive-in Facilities - Where the use of the property requires drive-in facilities such as service stations, bottle stores or bus-stations, the location of access and the layout of the site shall be subject to specific approval of the Council to ensure that:-
- (i) Interference with pedestrian movements is kept to a minimum:
 - (ii) Use of the site is consistent with smooth traffic flow in the adjoining street.
- (g) Mutual Rights-of-Way and Service Lanes - Where in respect of any property it is not physically possible for an owner or occupier thereof to comply with the access requirements of this Ordinance V, or where, because of conflict with pedestrian or vehicular traffic or for any other good and sufficient reason the Council considers it expedient so to do, the Council may, in its discretion, acquire such area or areas of land from adjoining owners as may be necessary for the creation of service lanes, or may negotiate mutual rights of way to serve the property or properties affected and any other property or properties which, in the opinion of the Council, ought to be so served.
- (2) DESIGN OF ACCESSES:
- (a) General - Access from the carriageway to the property shall be gained by channel and crossing except that, in the case of major developments, access shall, if the Council in its discretion so requires, be a continuation of the carriageway kerb into the property. This latter form of access is known as a drive-in access.
- There are two types of channels and crossings: residential (built to carry car traffic) and commercial (built to carry heavier traffic). "Crossing" means the pavement or footpath between the carriageway channel and the property boundary, while "Channel" means the part of the carriageway channel which is crossed for access purposes.
- (b) Residential Standards - For front and corner lots the minimum width of each crossing is 9 feet. Each site is entitled to crossing widths equal in total to one quarter ($\frac{1}{4}$) of frontage. For rear lots the following shall apply:
- Width of access way 12 feet, minimum width of crossing 9 feet
 - Width of access way 20 feet, minimum width of crossing 12 feet
- The standard of construction for residential crossings shall be as determined by the Council from time to time. Where access for vehicles heavier than car traffic is required to residential property, this shall be by means of channel and crossing constructed to commercial standard.

- (c) Commercial Standards - Where vehicle access is required to commercial or industrial property, this shall be by means of channel and crossing constructed to commercial standard, as may be required by the Council. The minimum width of crossing is 12 feet. This may be increased to 14 feet, where, in the opinion of the Council, local traffic conditions or the type of vehicle commonly used to serve the property justify this increase. Each site is entitled to crossing widths equal in total to one quarter ($\frac{1}{4}$) of its frontage on that road, or one third ($\frac{1}{3}$) in the case of a site fronting a street having a carriageway width of less than 30 feet.
- Where a property fronts on to more than one street, and subject to satisfying all other requirements, a developer may amalgamate all or part of his crossing entitlement for each frontage. The location of the accesses so created shall be at the discretion of the Council.
- (d) Distance of Access from Intersections - No access to any property shall be sited closer than 40 feet from any intersection, such distance to be measured from the intersecting kerb-lines. The Council may require greater distance in the case of major intersections, or where development of a property near an intersection will generate traffic likely to interfere with the normal flow of traffic through that intersection.

Clause 3. OFF-STREET PARKING:

(1) PARKING OF VEHICLES - GENERAL:

- (a) Obligation of Owner or Occupier - Every owner or occupier who constructs or who substantially reconstructs or adds to any building or changes the use of any site, shall make provision for off-street public or private parking in accordance with the requirements of Ordinance II for vehicles used in conjunction with the site (whether by occupiers, employees or invitees, customers, or other persons), or shall make provision sufficiently close to the site but not on a street.
- (b) Counting of Spaces - The assessment of the number of spaces provided by any developer shall be in accordance with the dimensions and vehicle characteristics set out in sub-clause (4) of this Clause 3.
- (c) Diminution of Land Available - The space that is available about a building to meet the requirements of this Ordinance and Ordinance II for off-street parking shall not be diminished by the subsequent erection of any structure, storage of goods, or any other use.
- (d) Yard Space may be used - The provision for parking in respect of any site may be made as part of the yard space of that site, except in the case of front yards of residential property. The use of front yards of commercial or industrial properties for parking purposes shall be at the discretion of the Council which may require equivalent areas of open space to be provided in front of buildings on the site and landscaped in accordance with the requirements of Ordinance II.

(2) PROVISION OF PUBLIC PARKING:

- (a) Ordinance and By-laws - Parking for the use of the public shall, as regards layout and access and all other matters, be in accordance with the requirements of this Ordinance V and all relevant By-laws.
- (b) Council Policy - Public parking may be developed either by the Council or private enterprise or jointly. Council may from time to time as opportunity offers or necessity dictates, acquire at suitable places, by agreement or compulsorily, such areas of land as may be necessary to achieve the aims of its parking policy, and develop that land and apply it to that use either exclusively or in combination with any other use, and with, so far as may be practicable, the co-operation of private enterprise.
- (c) Jointly Used Parking Sites - Council may permit two or more developers to construct a public parking site for their common use, the number of spaces to be the sum of their individual requirements, unless it can be shown that the parking demand of one or more of the developers occurs at a different time of day from that of the remaining developers. In this case a partial or complete dispensation may be allowed in respect of the parking requirements for one or more of the developers. Developers may also enter into an agreement to use an existing parking facility when their parking demand occurs at a different time from that of the owner(s) of the facility or where there is sufficient capacity to accommodate the additional parking. Council reserves the right to re-impose the individual requirement should circumstances change with respect to the right of any developer to use the joint parking site, and may require a legal undertaking or other form of guarantee from the parties concerned, acknowledging their responsibility to provide and maintain the amount of parking required under Ordinance II.
- (d) Assessing Parking Requirements - In assessing the number of spaces to be provided with respect to the floor area of any building, vehicle accesses and parking spaces (but not loading spaces) contained within the building shall not be included in the area. Where the number of spaces required is based on the number of employees, guests, audience, staff, tables, units of accommodation or any other factor not directly related to floor area, the developer shall indicate the total expected. The Council will have the power to re-assess the total should it be deemed unreasonably low, and base the parking requirement on the amended total.
- (e) Multiple Uses on one Site - Where several activities are proposed by one developer on any site, each of which requires a parking provision, Council may permit a reduction in the total requirement of spaces where such activities do not generate a maximum parking demand at the same time.

(3) PROVISION OF PRIVATE PARKING:

- (a) Ordinance and By-laws - Parking for private use shall, as regards layout and access and all other matters, be in accordance with the requirements of this Ordinance V and all relevant By-laws.

- (b) Turning Space for Vehicles - Where the Scheme requires provision to be made for three or more off-street car parking spaces on any particular site, then adequate space shall be provided so that vehicles normally using the car parking spaces are not required to reverse either on to or off the street.
- (c) Residential site coverage - The parking spaces required to be provided in accordance with the Scheme on sites in residential zones used for dwellinghouses and apartment houses shall be deemed to be covered for the purposes of assessing the site coverage of each site. For this purpose each parking space shall be assessed as 180 square feet.
- (d) Use of Front Yards for Parking - The front yards of sites in residential zones used for dwellinghouses or apartment houses shall not be used for provision of off-street car parking spaces as required in the Scheme. The use of front yards for car parking purposes for any other uses permitted in residential zones shall be at the discretion of the Council, which may require equivalent areas of open space to be provided in front of buildings on the particular site and landscaped to a satisfactory standard.

(4) DESIGN OF PARKING AREAS:

- (a) Vehicle Dimensions - Parking spaces provided under this Ordinance shall be of sufficient size and suitably laid out to accommodate a "90 Percentile Design Motor Car" as defined by the Ministry of Transport. The dimensions and turning circle of this vehicle are shown in Figure 1 of Appendix F.
- (b) Typical Layouts - The layout adopted will depend on the area and shape of the space available and the purpose for which parking is required - i.e., short, medium or long term parking, and whether for general public use or staff. There are usually several alternative methods of achieving a satisfactory parking layout having adequate access and manoeuvring space. The layouts shown in Appendix E are suitable for most conditions.
- (c) General Design and Constructional Details - All public parking areas, car sales yards, and private parking in association with commercial or industrial uses shall comply with the following general requirements:-
 - (i) The parking area shall be formed and sealed or otherwise maintained so as not to create a dust nuisance or permit vehicles to carry deleterious material such as mud, stone chips or gravel on to the street or footpath:
 - (ii) Stormwater originating from the parking area shall be adequately disposed of either within the site or by pipe to the street channels or stormwater drains:
 - (iii) Vehicles using the parking area shall be prevented from entering or leaving the site except by the accessways provided, or from approaching and damaging boundary fences, or from encroaching on any footway:
 - (iv) Any areas not used for car parking shall be landscaped:

- (v) The parking area shall not be left open outside the normal hours of the associated predominant use where to do so would create a nuisance:
- (vi) Where the parking area adjoins residential property a six foot high fence of approved design shall be erected where considered desirable by the Council:
- (vii) All of the above shall be provided and maintained to the satisfaction of the Council.

Clause 4. LOADING AND UNLOADING OF VEHICLES:

(1) GENERAL:

- (a) Off-street loading to be provided - Except in the case of a dwellinghouse or of an apartment house containing two household units, and except as provided in paragraph (c) of this sub-clause (1), every owner or occupier who constructs or who substantially reconstructs or adds to any buildings or changes the use of any site, shall make adequate provision on his own property, or by approved mutual agreement on an adjacent property, for the loading and unloading of all goods associated with the site. The method of loading and unloading shall at no time cause the footpath or access to adjacent property to be blocked, nor shall it create a traffic hazard on the street.
- (b) Yard space may be used - The provision of loading areas in respect of any site may be made as part of the yard space of that site, except in the case of front yards of residential property. The use of front yards of commercial or industrial properties for loading purposes shall be at the discretion of the Council which may require equivalent areas of yard space to be provided in front of buildings on the site.
- (c) Council may waive requirements or require developers to enter into an agreement - where the configuration or location of the site precludes the provision of off-street loading, and at the same time kerbside loading would not cause undue traffic hazard or congestion on the street then -
 - (i) Council may fully or partially waive the requirement under paragraph (a) of this sub-clause (1):
 - (ii) Council may require the developer to enter into an agreement with other adjacent developers to provide and maintain a jointly used loading area, or enter into a bond in such form as may be required by Council.

In considering the above provisions Council shall take into account the reasonable possibility of loading facilities being able to be provided in the future.

(2) DESIGN OF LOADING AREAS:

- (a) Vehicle Dimensions and Layout - The layout adopted will depend on the area and shape of the land available, the purpose for which loading is required, and functional design of the building. The layout shall generally be of sufficient size to accommodate the following design vehicles:-

- (i) In all industrial and commercial zones except in the Commercial 1 zone
"90 percentile two-axled truck" as defined by the Ministry of Transport.
The dimensions and turning circle of this vehicle are shown as Figure III of Appendix F.
- (ii) In the Commercial 1 zone
"99 percentile motor car" as defined by the Ministry of Transport.
The dimensions and turning circle of this vehicle are shown as figure II of Appendix F.
- (b) Loading Docks Facing Street - Where loading docks are permitted to front directly on to the street their position shall conform with the access requirements of this Ordinance V. The minimum dimensions for a loading dock shall be 12 feet wide and 25 feet deep, measured from the street boundary. Access to any loading dock shall be substantially at footpath level for a distance of not less than 25 feet from the street boundary.
- (c) General Design and construction details - All loading or manoeuvring areas shall conform with the relevant requirements of paragraph (c) of sub-clause (4) of Clause 3 of this Ordinance V.

ORDINANCE VI - AIRPORT SAFETY

Clause 1. OMAKA AERODROME:(a) GENERAL:

Omaka Aerodrome is a multi-vector grass airfield situated outside the south-western boundary of Blenheim Borough, and is used by small aircraft only.

(b) TAKE-OFF CLIMB/APPROACH SLOPES:

The take-off climb/approach slope commences at ground level at the airfield boundary and for the full circumference of the airfield and rises at a gradient of 3.3% (1 in 30) until it intercepts the horizontal surface (see Appendix J and Civil Aviation Plan A.M. 14375).

(c) HORIZONTAL SURFACE:

The horizontal surface is a plane, circular in shape, with its height 150 feet above the established airfield elevation and having a radius of 8,000 feet from the geographical centre of the airfield. (See Appendix J and Civil Aviation Plan A.M. 14375).

(d) RESTRICTIONS:

No new construction or tree growth shall penetrate the take-off climb/approach slopes or the horizontal surface as defined in paragraphs (b) and (c) above; provided -

- (i) where ground rises so that it penetrates or becomes close to either of the surfaces referred to above, then this surface may be adjusted in conformity with the ground so as to provide a vertical clearance of 35 feet above the ground level;
- (ii) where there exists any conflict between the surfaces referred to above, the more stringent limitation shall govern and prevail.

Clause 2. WOODBOURNE AIRPORT:(a) GENERAL:

Woodbourne airport is a combined civil/R.N.Z.A.F. airfield situated approximately 4 miles west of Blenheim Borough. The main strip is 5,075 feet long x 500 feet wide and is oriented on a bearing of $86^{\circ} 00'$ true and has a sealed surface. The subsidiary strip is 4,250 feet long x 300 feet wide and is oriented on a bearing of $121^{\circ} 53'$ true and has a grassed surface. For full details of safety restrictions see Marlborough County district planning scheme and Civil Aviation Plan A.L. 14370.

(b) MAIN TAKE-OFF CLIMB/APPROACH SLOPES:

The main take-off climb/approach slopes are symmetrically disposed about the extended centre line of the main strip with sides diverging uniformly outward at a rate of $1\frac{7}{8}\%$ ($8^{\circ} 32'$) from the corners of the strip. Each of the slopes rises at a gradient of $1\frac{6}{10}\%$ (1 in 62.5) over a horizontal distance of 50,000 feet (see Appendix J).

(c) HORIZONTAL SURFACE:

The horizontal surface is a plane, circular in shape, with its height 150 feet above the established airport elevation and having a radius of 13,000 feet from the airport reference point. (see Appendix J).

(d) CONICAL SURFACE:

The conical surface extends from the periphery of the horizontal surface upwards and outwards at a slope of 5% (1 in 20) over a horizontal distance of 5,000 feet to a height of 400 feet above the established aerodrome level (see Appendix J).

(e) RESTRICTIONS:

No building, structure, mast, tree or other object shall penetrate the approach slopes, horizontal surface, or the conical surface as defined in paragraphs (b) to (d) above; provided -

- (i) where ground rises so that it penetrates or becomes close to either the horizontal surface or the conical surface, then these surfaces may be adjusted in conformity with the ground so as to provide a vertical clearance of 35 feet above the ground level:
- (ii) where there exists any conflict between the surfaces referred to above, the more stringent limitation shall govern and prevail:
- (iii) limited infringement of these restrictions may be permitted in exceptional cases subject always to the prior written consent of the Director of Civil Aviation Division, Ministry of Transport in conjunction with the Secretary of Defence, subject to any conditions they may require.

ORDINANCE VII - AMENITIES

Clause 1. OBJECTS AND PLACES OF HISTORIC OR ARCHITECTURAL INTEREST OR NATURAL BEAUTY:

- (a) **Designation and Registration** - In respect of any object or place of historical or scientific interest or natural beauty which is specified in the Scheme Statement as intended to be preserved, the Council shall enter particulars thereof in a register to be kept at the office of the Council, and shall forthwith notify the owner and occupier of land upon which such object or place is situated that it has been registered and is required under the scheme to be preserved. The register shall be open during office hours for inspection by persons interested.
- (b) **Preservation** - No person shall, without written consent of the Council, wilfully destroy, remove, damage or alter in any way any object or place registered by the Council as aforesaid.
- (c) **Cancellation of Registration** - The Council may at any time cancel such registration and shall thereupon make an appropriate alteration in the register and notify accordingly the owner or occupier of the land upon which such object or place is situated.

Clause 2. SPECIAL AMENITY AREAS:

Where, in the opinion of the Council, a development along any of the street frontages shown heavily edged in Appendix I or on any property adjoining that part of the River Protection zone also shown heavily edged in Appendix I is likely to detract from the amenities of the neighbourhood or is likely to be out of character with the Council's proposals for the district, the Council may refuse to issue a permit or grant an approval and the application therefore shall be deemed to be an application for a conditional use in the relevant zone.

Clause 3. CONTROL OF ADVERTISING:(1) GENERAL:

Without in any way derogating from or limiting the application of any By-law of the Council or of Clause 2 of Ordinance I of the Code, it is expressly declared that this part of the Code is complementary to and not in substitution for the By-laws of the Council relating to the licensing and control of signs and advertising.

(2) SIGNS IN RESIDENTIAL ZONES:

No sign shall be erected, or constructed or displayed in any residential zone other than:-

- (a) Traffic signs erected by or with the consent of the Council or signs denoting the name of the road, number of the premises or the location or other details of a public utility or facility.
- (b) Signs not exceeding 12 square feet in area in connection with a kindergarten, school, church, church hall, hospital, public hall, apartment house, or on a park, playground or recreation ground.
- (c) A sign on the site of a use if such sign is permitted by the Council as a conditional use or a specified departure in accordance with the Act and the Code.
- (d) A sign not exceeding 2 square feet in area bearing only the name of the premises and the trade names of occupiers and the name, occupation and hours of attendance of a person or a group of persons using the premises.
- (e) A temporary sign advertising the intention to sell the land or premises on which it is situated.

(3) SIGNS IN OTHER ZONES:

No sign shall be erected, constructed or displayed on land not situated in a residential zone or on or in any building erected thereon if it detrimentally affects the amenities of any residential zone or any part of the district coming within the operation of Clause 2 of this Ordinance VII or if it tends to depreciate the value of any adjoining property.

(4) SIGNS AFFECTING TRAFFIC SAFETY:

If at any time the Council, having regard to considerations of traffic safety or the requirements of traffic control, is of the opinion that the erection or display of any sign ought not to be permitted, the Council may prohibit the erection or display of any such sign.

Clause 4. VERANDAHS IN COMMERCIAL ZONES:

(1) GENERAL:

Every building in any of the Commercial zones and fronting a street or part of a street in the zone shall, on its erection, reconstruction, or alteration in a way that substantially changes the appearance of its face, be provided with a verandah: provided that the Council may, in its discretion, waive this requirement where it is of the opinion that the movement of pedestrians on the adjacent footpaths is or will be insufficient to necessitate verandah protection for pedestrians.

(2) DESIGN OF VERANDAHS:

- (a) Every verandah required to be provided shall, as far as is practicable, conform with adjoining verandahs in regard to height, width, and depth of fascia, unless otherwise directed or permitted by the Council.
- (b) Every such verandah, or part of a verandah, shall be erected to a height of not less than 9'6" or more than 11'6" above the level of the kerb of the footway. It shall extend from the supporting building to a distance of 18" inside a vertical line drawn from the face of the kerb unless otherwise directed or permitted by the Council. Where street widening is proposed this vertical line shall be drawn from the face of the future kerb line.
- (c) The depth of fascia of any verandah shall be not less than 12" nor more than 18" in depth unless otherwise approved by the Council.
- (d) No verandah shall be supported by posts on the street or footway unless permitted by the Council in circumstances where posts would not interfere with the parking of motor vehicles or the free movement of pedestrians.
- (e) The construction of every verandah shall be in accordance with the relevant Council By-laws.

Clause 5. HARMONY IN DESIGN AND EXTERNAL APPEARANCE OF BUILDINGS:

No structure, sign, excavation or other work shall be sited, or made or finished (notwithstanding that the design and materials may comply with the Council's building By-laws) or shall be left unfinished or allowed to fall into such a condition that it would, in the opinion of the Council, be visually inappropriate to the neighbourhood, or would otherwise interfere with the amenities of the neighbourhood or would tend to depreciate private or public values therein, and no land shall be allowed to deteriorate to or remain in such condition as aforesaid.

APPENDIX A

(Industries requiring segregation because of noxious or dangerous aspects).

Abattoirs and slaughterhouses	Glue manufacture
Acetylene gas manufacture	Glue-size manufacture
Animal by-products extraction and processing	Knacker yards
Arsenic production	Lime manufacture and packing and bag cleaning works
Candle manufacture	Oil boiling, distillation and refining
Celluloid manufacture	Linoleum manufacture
Cement packing and cement bag cleaning works	Paper pulp manufacture
Chlorine, ammonia and bleaching powder manufacture	Quarrying
Concrete mixing works except on sites approved by the Council	Soap processing including making, boiling and treatment
Detergent manufacture	Sulphuric, nitric or hydrochloric acid works
Explosives and fireworks manufacture	Tallow melting, refining and processing
Fat (liquid and solid) extraction, refining and processing	Tanning and curing of hides and skins
Fellmongering	Turpentine manufacture
Fertilizer manufacture	Varnish, french polish, enamel and lacquer manufacture
Fish curing and cleaning and treatment of by-products	Wool scouring
Fuel and lubrication oils refining, and bulk stores for the wholesale distribution thereof	Any industry for the time being and from time to time scheduled as an offensive trade under the Health Act 1956 and its Amendments
Gas (coal) manufacture and storage and treatment of by-products other than tar and tar products	
Gelatine manufacture	

Any industry that is, or under any condition may become, noxious or dangerous in relation to adjacent properties or public places, or being an industry not specifically included in Appendix A or B hereof will detrimentally affect the amenities by the emission of noise, dust, effluent, smoke, odours or gases or causes vibration or dangerous conditions.

APPENDIX B

(Industries requiring segregation because of noise, smoke, smell, effluent, vibration, dust, glare or other like objectionable elements).

Aeroplane assembly, overhauling and repairing, but not testing of air frames or engines	Fibrous plaster manufacture
Asbestos products manufacture	Flax mills
Asphalt products manufacture and wholesale stores	Flock, shoddy or mungo manufacture
Bacon and ham curing and cold storage	Flour mills
Bitumen and bitumen products treatment and storage in paving and roofing contractors' depots	Foundry, metals (ferrous and non-ferrous)
Boiler works	Gas manufacture (including charging and re-charging of containers), except coal gas or any gas enumerated in Appendix A
Breweries	General engineering
Briquette manufacture	Glass manufacture
Burnt clay products manufacture	Glass products manufacture
Carpet manufacture	Grain elevators
Casein manufacture	Grain mills
Cement manufacture and cement products manufacture	Gypsum products manufacture
Chemical manufacture	Junk and scrap yards
Concrete products manufacture	Metal and metal ores (except precious and rare metals) reduction, refining, smelting and alloying
Constructional engineering	Motor vehicle wrecking
Cooperage works	Nail manufacture
Creosote manufacture and treatment of materials with creosote	Paint mixing and manufacture, but not varnish, french polish, enamel or lacquer manufacture
Disinfectant manufacture	Paper manufacture, paper board manufacture and cardboard manufacture
Distilleries	Pottery
Dried milk preparation	Railway goods yards
Drug manufacture	
Dye manufacture	

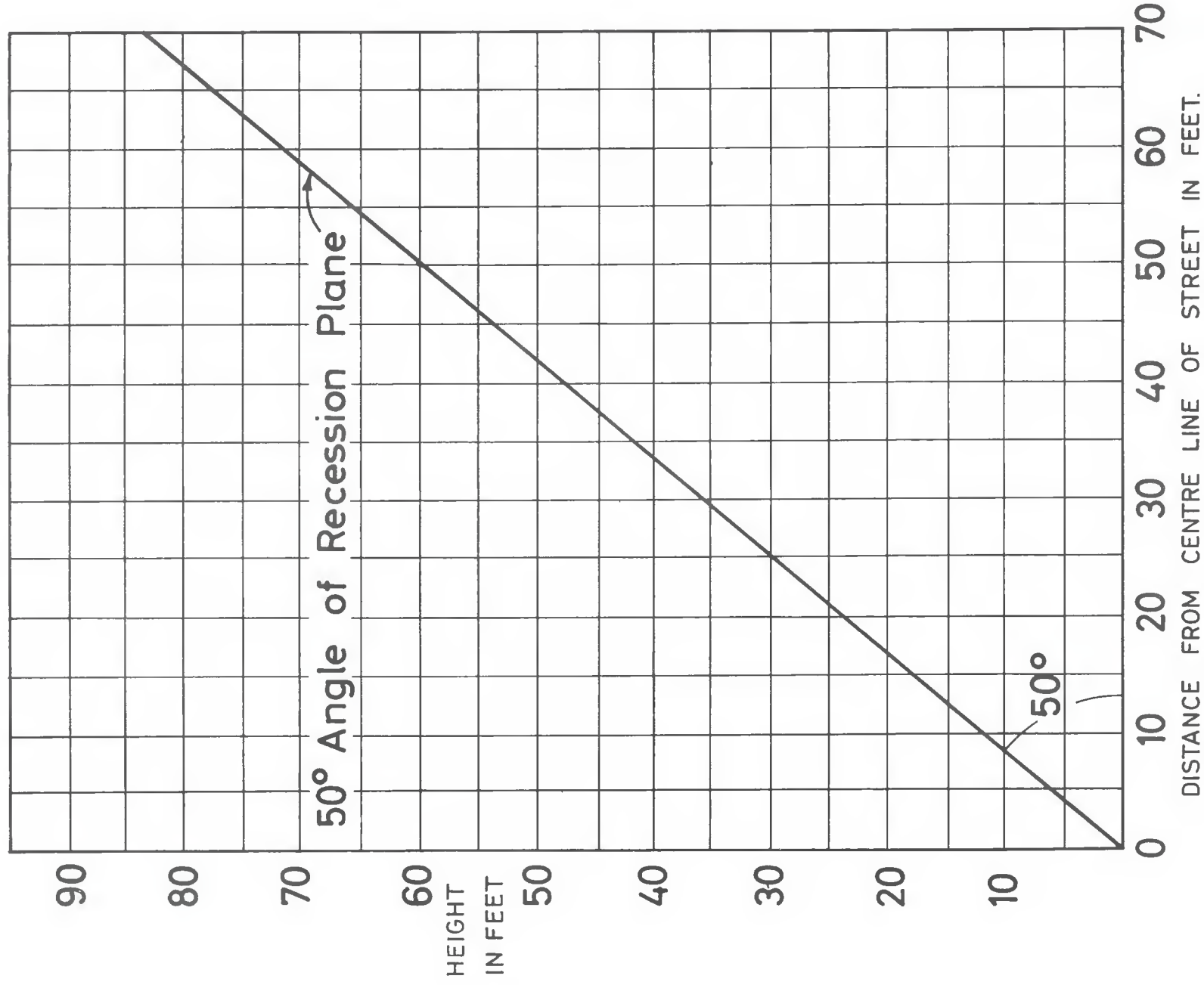
APPENDIX B (Continued)

Railway workshops
 Recovery works for ferrous and non-ferrous metals
 (except precious and rare metals)
 Rolling mills
 Seed cake manufacture
 Sheet metal manufacture
 Sheet metal works for structural, roofing and
 fencing materials and for heavy containers
 Shell crushing
 Ship building
 Starch manufacture
 Stone crushing
 Stone cutting and dressing
 Sugar extraction and refining
 Tar and tar products storage and treatment in
 paving and roofing contractors' yards

Timber mills, saw-mills, planing mills, recutting mills
 and factories using woodworking machinery
 provided that nothing herein contained shall prevent
 the operation of a power saw or a hand
 saw for cutting firewood in a wood yard
 or the establishment of a cabinet
 making factory or a joinery factory or
 a furniture making factory
 Tyre manufacture, recapping and retreading
 Vinegar manufacture
 White lead manufacture
 Wall board manufacture
 Wire manufacture
 Wool, hides and tallow warehouse or store
 Yeast manufacture

Appendix. C.

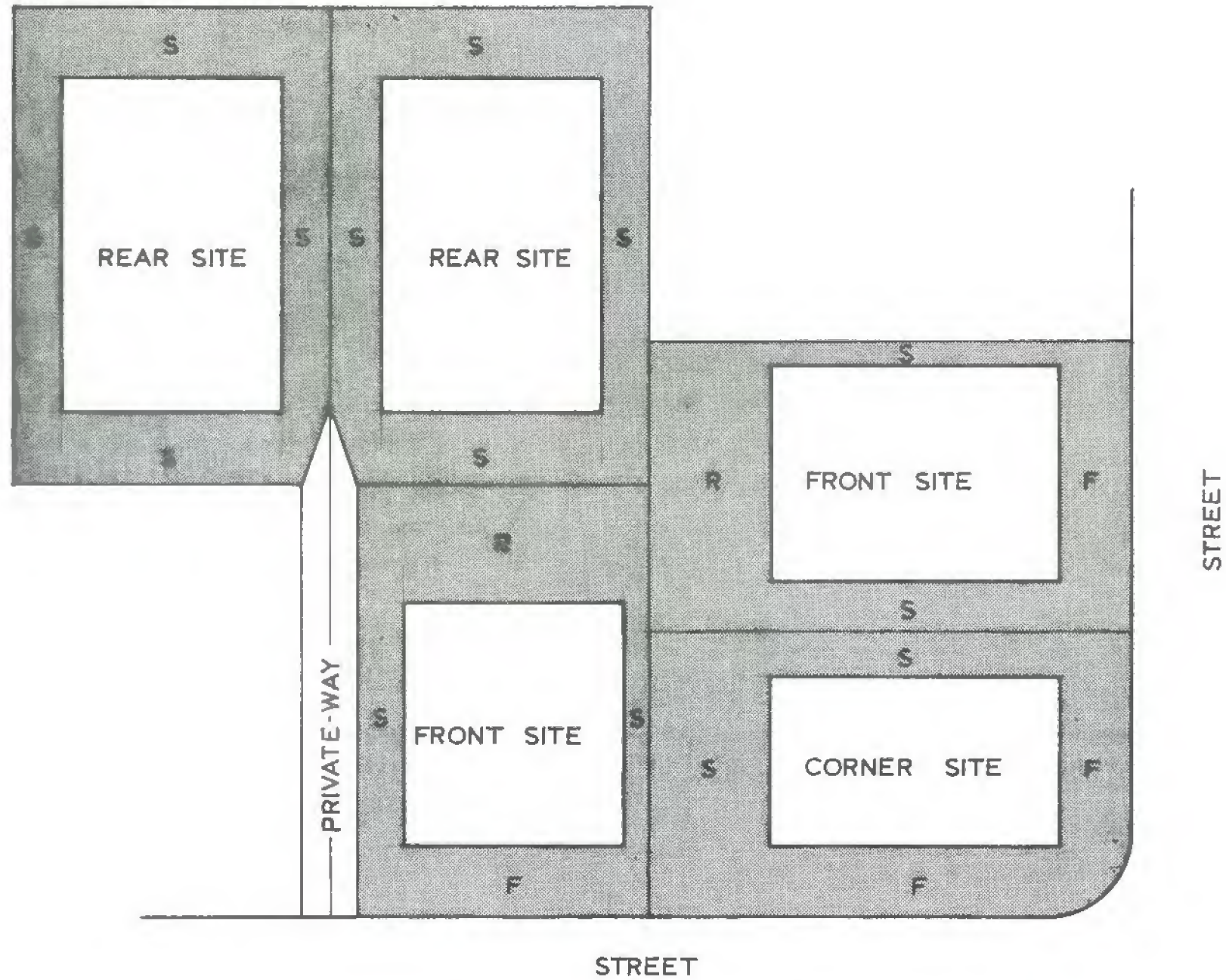
Building Height



Permitted height relative to distance from centre line of street with a recession plane of 50 degrees.

Appendix. D.

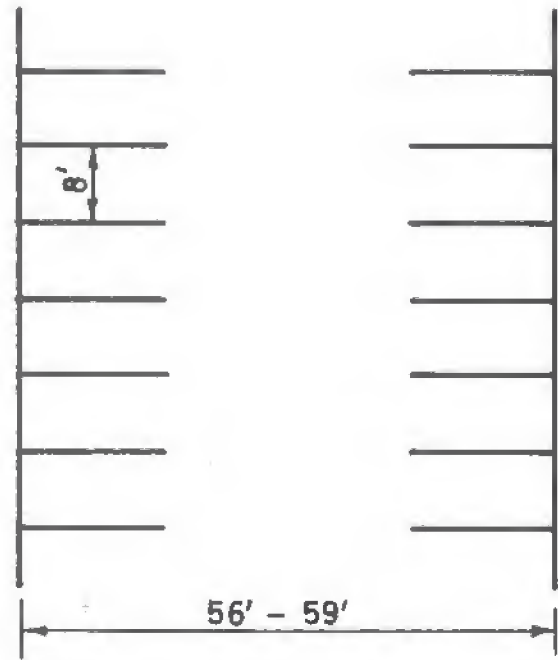
Yard Requirement



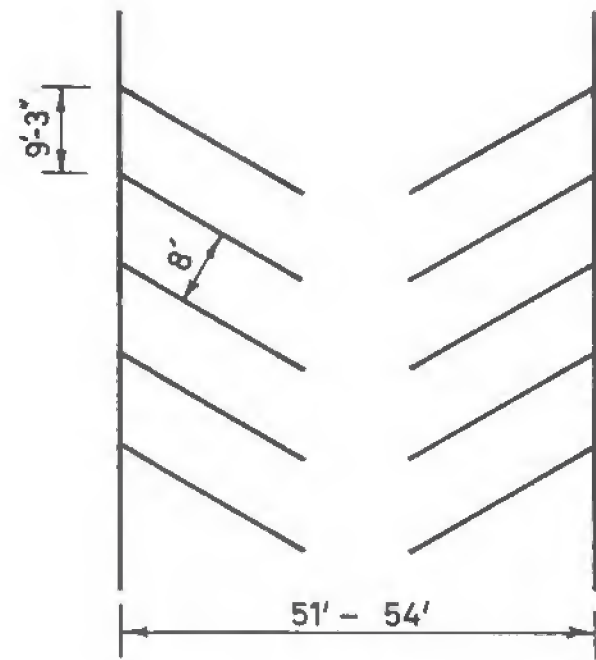
F denotes Front Yard
 S. " Side Yard
 R " Rear Yard

Yard Requirement Diagram.

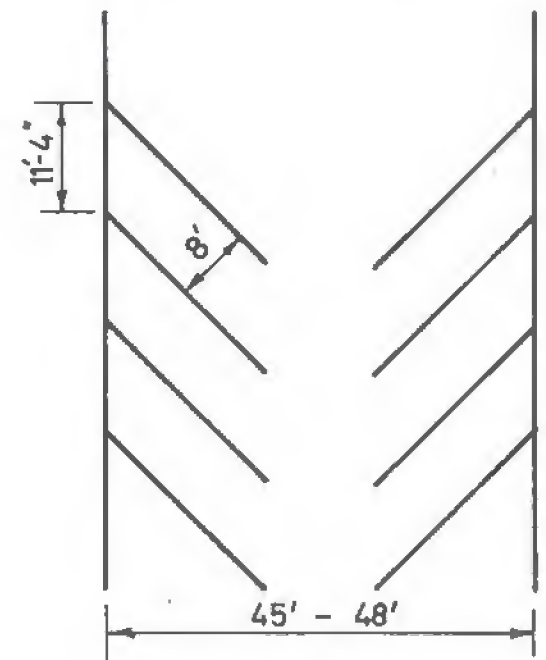
Appendix. E.
Parking Layouts



90°



60°



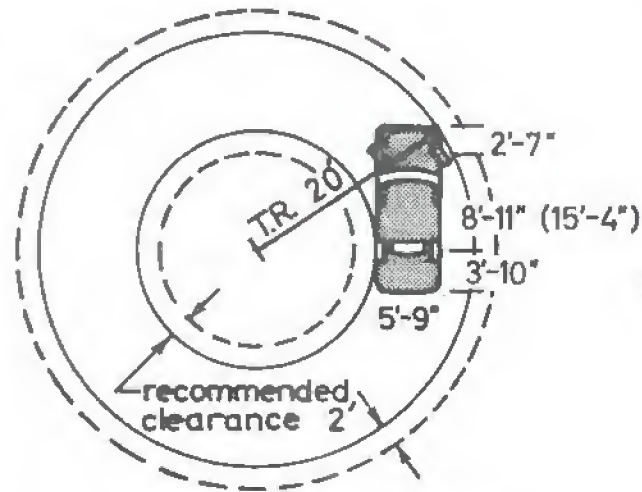
45°

TYPICAL PARKING LAYOUTS.

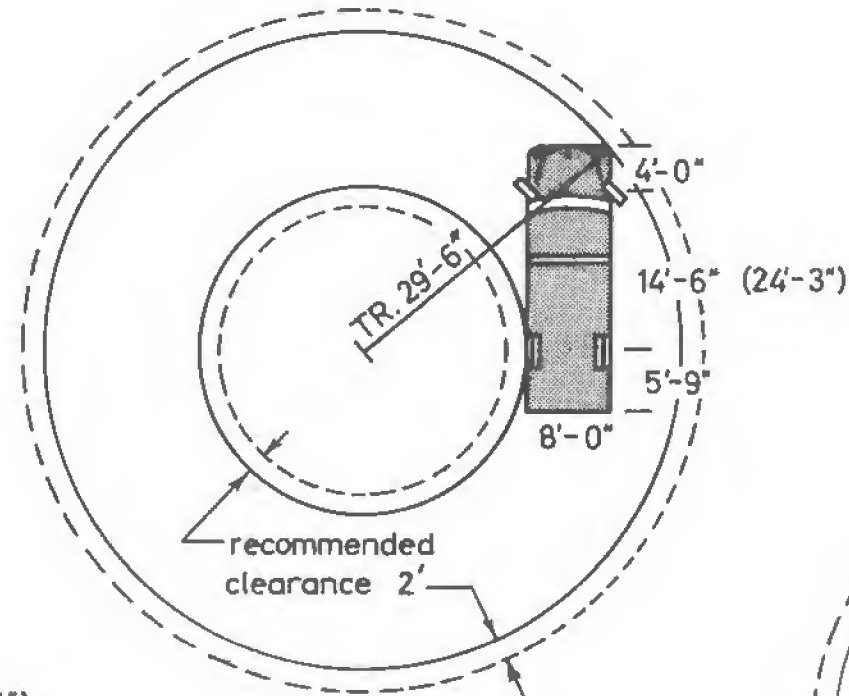
NOTE :

LARGER DIMENSIONS ARE SUITABLE FOR CASUAL & SHOPPER PARKING.
SMALLER DIMENSIONS ARE SUITABLE FOR PRIVATE & STAFF PARKING.

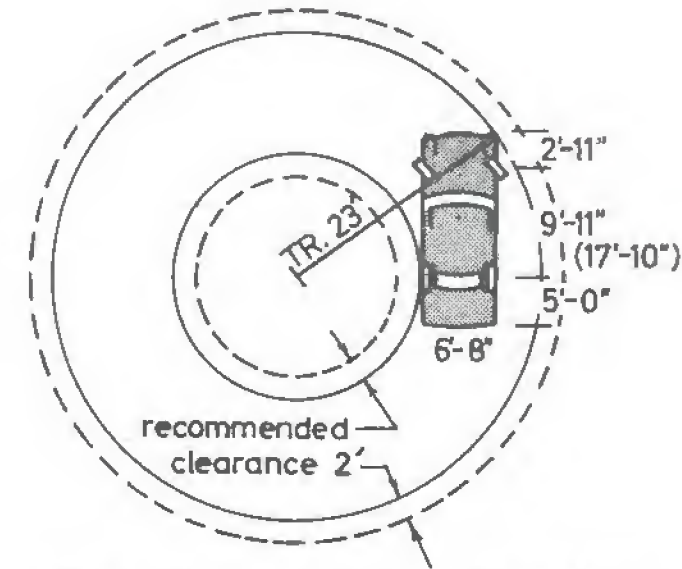
Appendix. F.
Standard Design Vehicles



90 Percentile Design
Motor Car.
fig. 1.

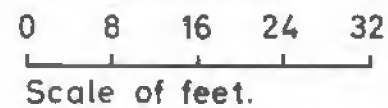


90 Percentile Two-axled
Truck.
fig. 11.



99 Percentile Design
Motor Car.
fig. 11.

STANDARD DESIGN VEHICLES.



APPENDIX G

(Conditions relating to private ways)

Pursuant to Ordinance III any or all of the following conditions may be imposed by the Council upon giving consent to any person to lay out or make any private way:-

- (a) Properly form and grade the said private way and surface the same with some approved material.
- (b) Provide a footpath separate from the carriageway of the said private way with some approved material.
- (c) Provide stormwater drainage to the said private way.
- (d) Provide electric lighting and lamps in the said private way.
- (e) Repair and maintain the said private way and at all times keep the same in good order, maintenance, and repair, such repairs and maintenance to be the responsibility of the person or persons having the right to use or commonly use the said private way in equal shares except where the need for maintenance or repair is directly attributable to the actions or defaults of one or more of such persons in which event such repairs and maintenance shall be borne wholly by that person or persons.

All work required by this consent shall be carried out and all future repairs, maintenance, or renewals of the said private way shall be performed to the satisfaction of the Council.

APPENDIX HBUILDING COVERAGE AND DENSITY IN RESIDENTIAL ZONES

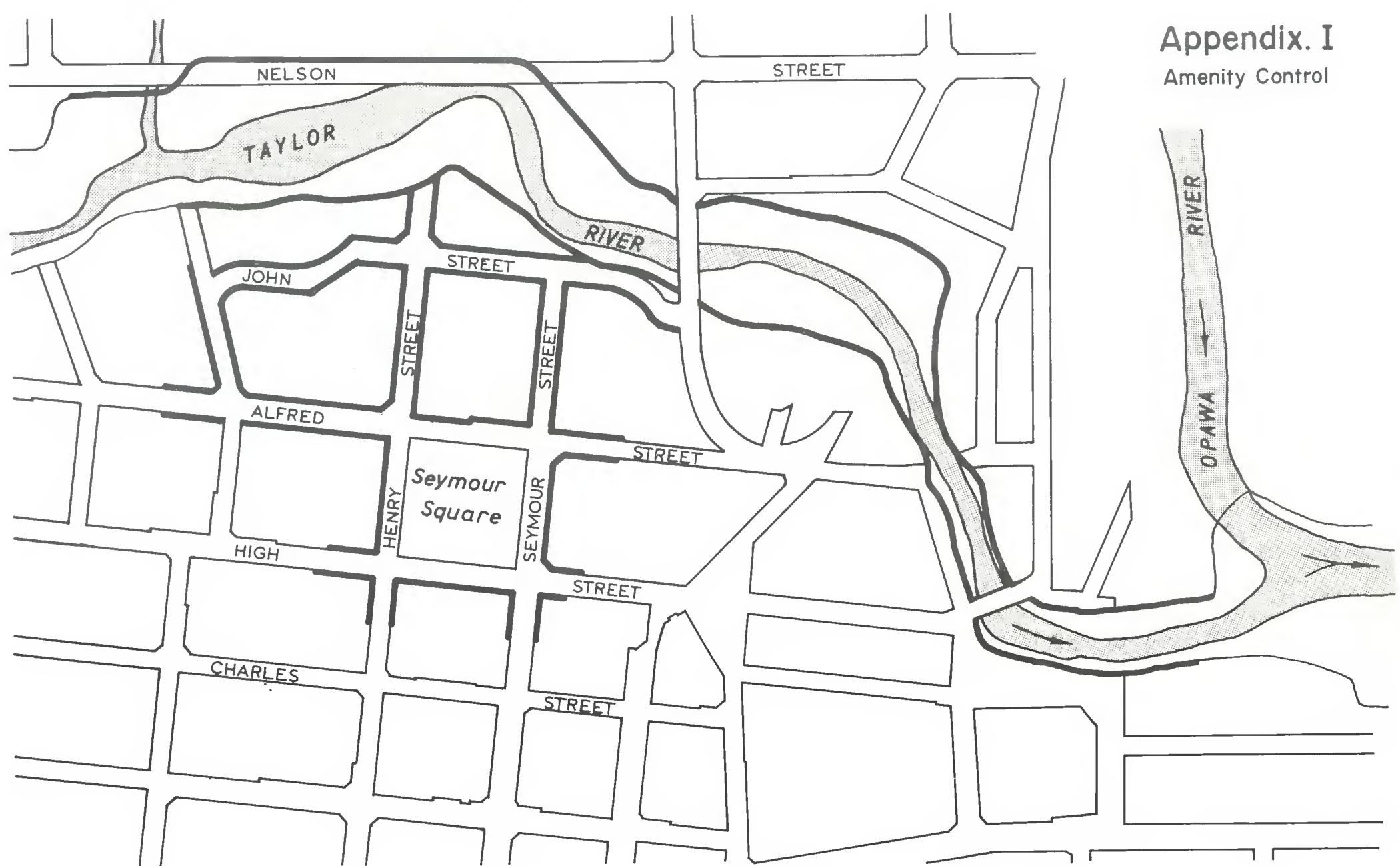
Typical Lots	Site area (sq. ft.)	35% coverage (sq. ft.)	40% coverage (sq. ft.)	50% coverage (sq. ft.)	No. of persons at 40 p.p.a.	No. of persons at 60 p.p.a.	No. of persons at 100 p.p.a.
20 perches	5,445	1,906	2,178	2,722	5	8	13
24 perches	6,534	2,287	2,614	3,267	6	9	15
32 perches	8,712	3,050	3,485	4,356	8	12	20
36 perches	9,801	3,430	3,920	4,900	9	13	22
1 acre	15,246 43,560.	15,246	17,424	21,780	40	60	100

p.p.a. means persons per acre.

Number of persons residing on site is assessed by sizes of bedrooms.

- Bedroom less than 100 square feet assessed as 1 person -
- Bedroom 100 square feet and over assessed as 2 persons -

Appendix. I
Amenity Control



FRONTAGES SUBJECT TO SPECIAL
AMENITY CONTROL.

Appendix. J
Airport Safety



*Omaka Airfield
 see plan. AM.14375.
 (Civil Aviation.)*

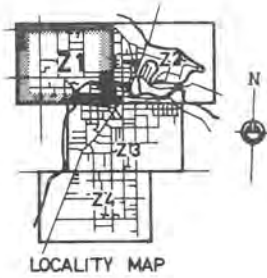
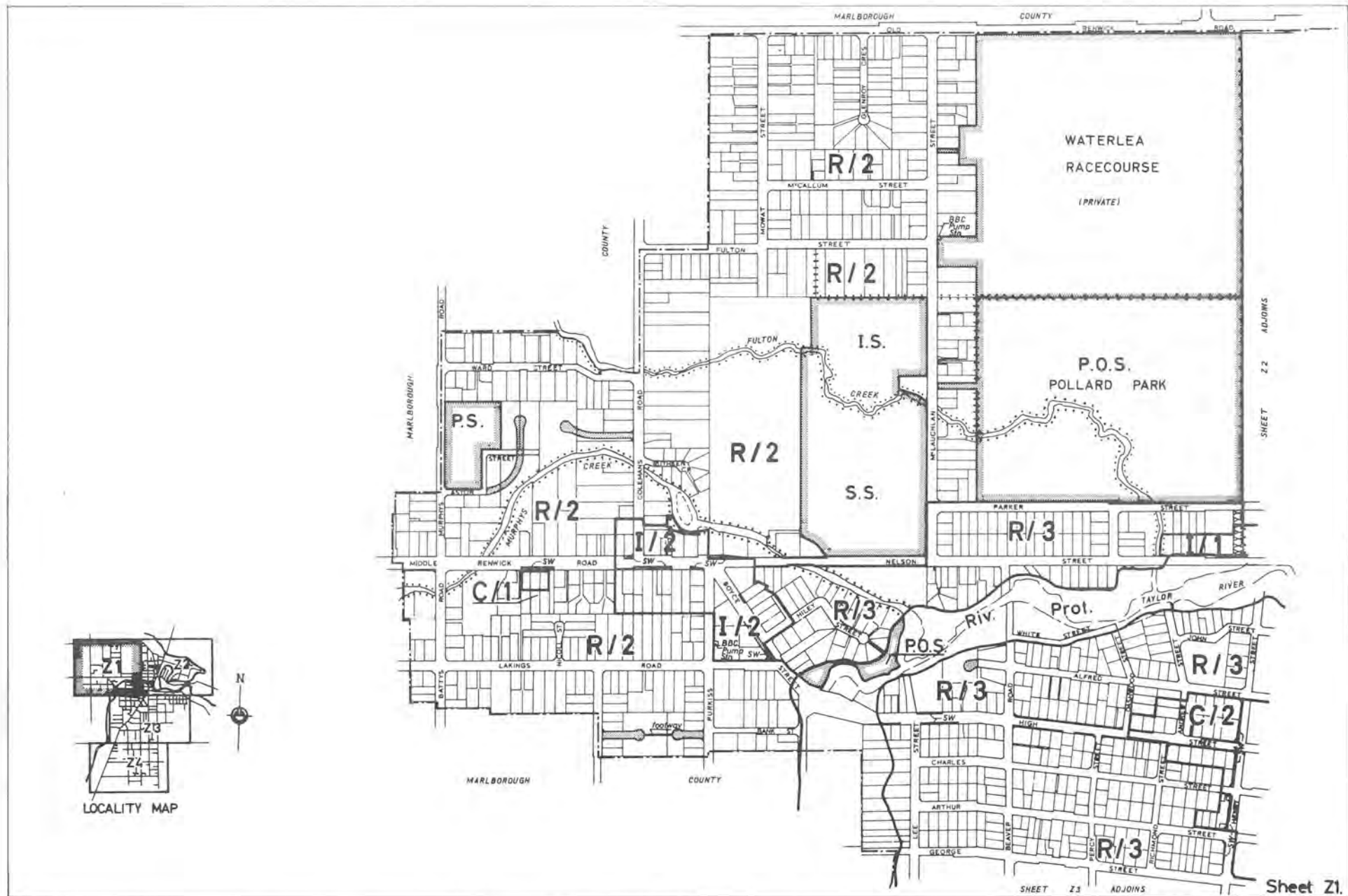
Scale: 1 mile to 1 inch.



PLANNING MAPS

ILLUSTRATING THE PROPOSALS FOR THE DEVELOPMENT OF THE AREA

BOROUGH OF BLENHEIM — DISTRICT SCHEME
TOWN AND COUNTRY PLANNING ACT 1953



SYMBOLS

- BOROUGH BOUNDARY
- ZONE BOUNDARY
- DESIGNATED AREA
- STREET TO BE CLOSED OR STOPPED TO VEHICULAR TRAFFIC
- WATERCOURSE SUBJECT TO M.C.B. BYLAWS.
- PROPOSED STREET
- Prop --- PROPOSED PUBLIC WORK

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ZONES

- R/1 TO R/3 RESIDENTIAL
- C1 TO C/3 COMMERCIAL
- I/1 & I/2 INDUSTRIAL
- Riv. Prot. RIVER PROTECTION (MCB)

DESIGNATIONS

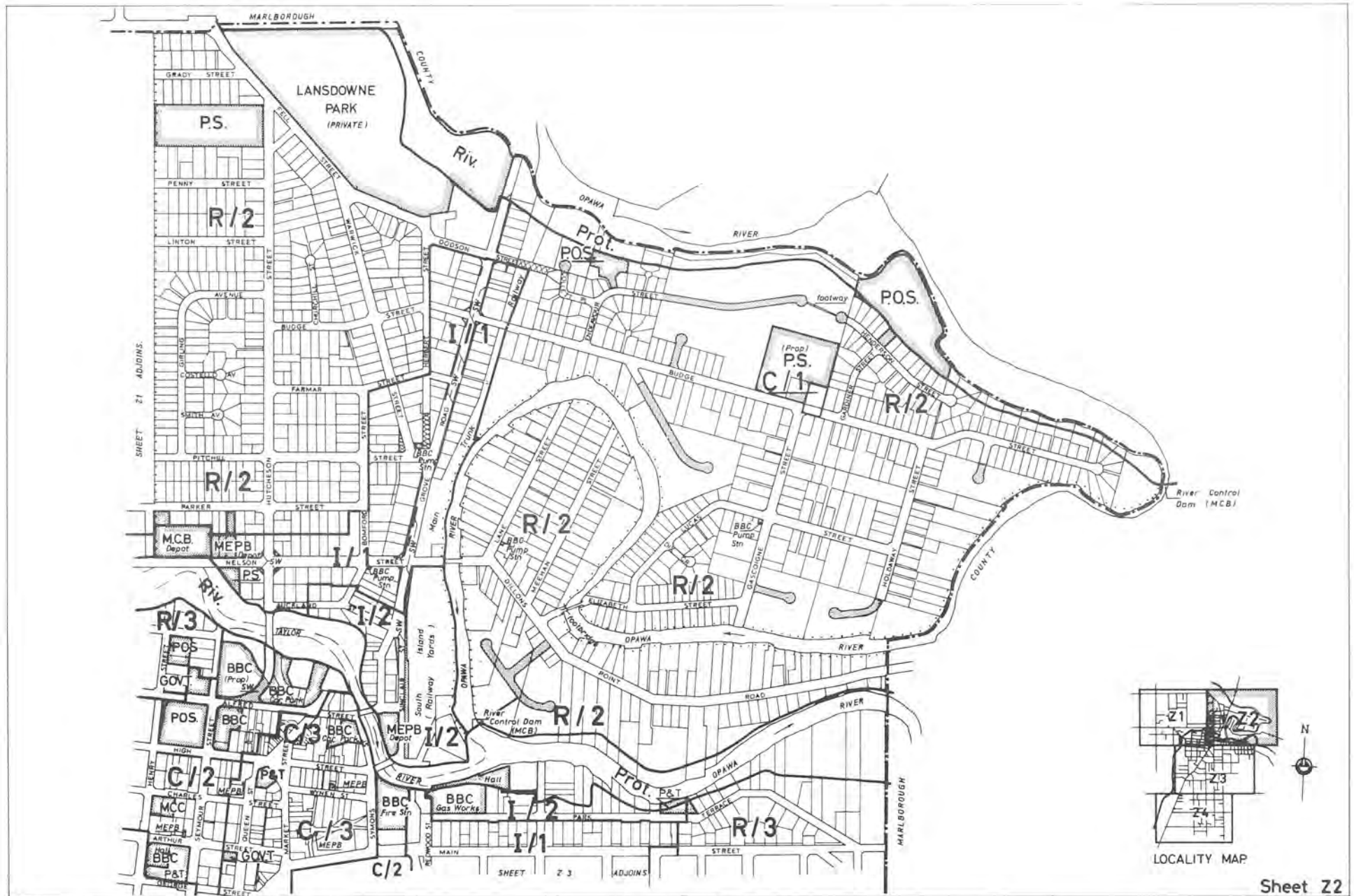
- BBC BLENHEIM BOROUGH COUNCIL
- GOVT GOVERNMENT
- HOSP HOSPITAL
- IS INTERMEDIATE SCHOOL
- MCB MARLBOROUGH CATCHMENT BD
- MCC MARLBOROUGH COUNTY COUNCIL
- MEPB MARLBOROUGH ELECTRIC POWER BD
- POS PUBLIC OPEN SPACE
- PS PRIMARY SCHOOL
- SS SECONDARY SCHOOL
- SW STREET WORKS

BOROUGH OF BLENHEIM DISTRICT PLANNING SCHEME



SHEET Z1 ADJOINS SHEET Z2

Sheet Z1.



Sheet Z2

SYMBOLS

- BOROUGH BOUNDARY
- ZONE BOUNDARY
- DESIGNATED AREA
- XXXXX STREET TO BE CLOSED OR STOPPED TO VEHICULAR TRAFFIC
- ~~~~~ WATERCOURSE SUBJECT TO M.C.B. BYLAWS.
- PROPOSED STREET
- Prop. --- PROPOSED PUBLIC WORK

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ZONES

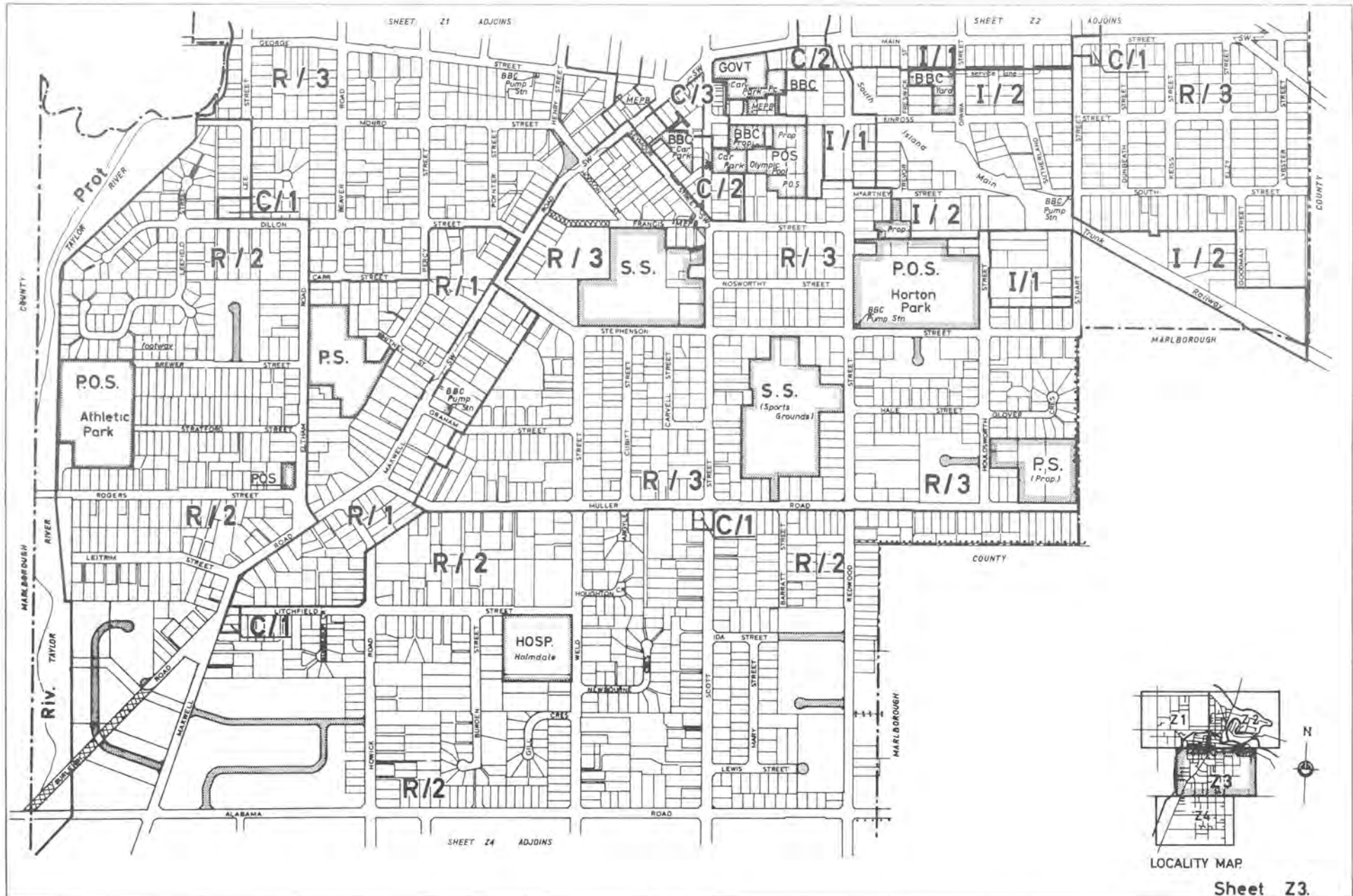
- R/1 to R/3 RESIDENTIAL
- C 1 to C/3 COMMERCIAL
- I/1 & I/2 INDUSTRIAL
- Riv. Prot. RIVER PROTECTION (MCB)

DESIGNATIONS

- BBC BLENHEIM BOROUGH COUNCIL
- GOVT GOVERNMENT
- HOSP HOSPITAL
- IS INTERMEDIATE SCHOOL
- MCB MARLBOROUGH CATCHMENT BD.
- MCC MARLBOROUGH COUNTY COUNCIL
- MEPB MARLBOROUGH ELECTRIC POWER BD
- POS PUBLIC OPEN SPACE
- PS PRIMARY SCHOOL
- S5 SECONDARY SCHOOL
- SW STREET WORKS

**BOROUGH OF BLENHEIM
DISTRICT PLANNING SCHEME**





SYMBOLS

- BOROUGH BOUNDARY
- ZONE BOUNDARY
- DESIGNATED AREA
- STREET TO BE CLOSED OR STOPPED TO VEHICULAR TRAFFIC
- WATERCOURSE SUBJECT TO M.C.B. BYLAWS.
- PROPOSED STREET
- PROPOSED PUBLIC WORK

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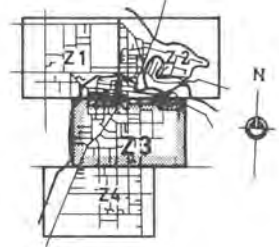
ZONES

- R/1 to R/3 RESIDENTIAL
- C/1 to C/3 COMMERCIAL
- I/1 & I/2 INDUSTRIAL
- Riv. Prot. RIVER PROTECTION (MCB)

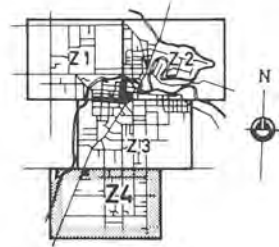
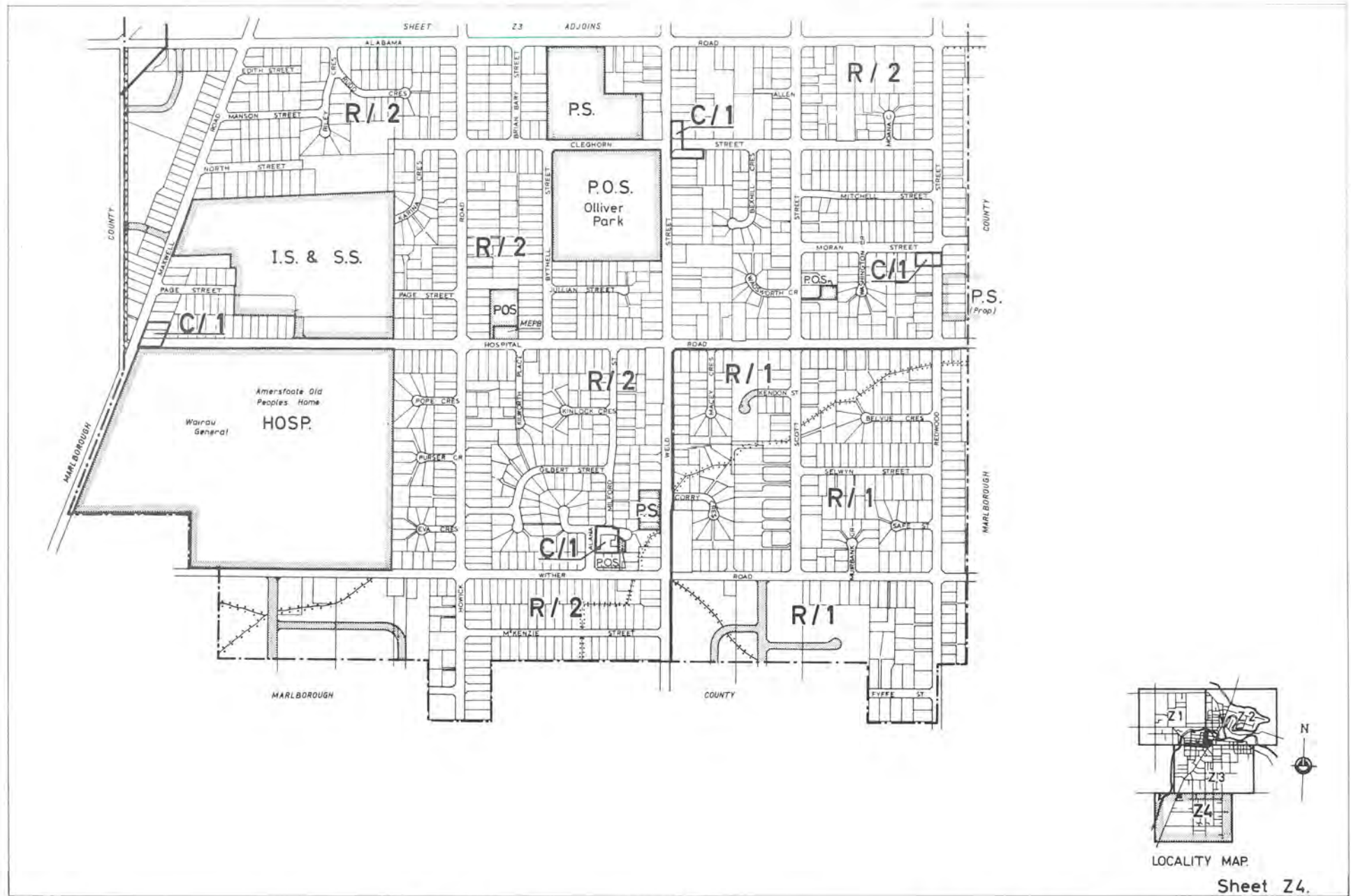
DESIGNATIONS

- BBC BLENHEIM BOROUGH COUNCIL
- GOVT GOVERNMENT
- HOSP HOSPITAL
- I/S INTERMEDIATE SCHOOL
- MCB MARLBOROUGH CATCHMENT BD.
- MCC MARLBOROUGH COUNTY COUNCIL
- MEPB MARLBOROUGH ELECTRIC POWER BD.
- POS PUBLIC OPEN SPACE
- PS PRIMARY SCHOOL
- SS SECONDARY SCHOOL
- SW STREET WORKS

**BOROUGH OF BLENHEIM
DISTRICT PLANNING SCHEME**



Sheet Z3.



LOCALITY MAP
Sheet Z4.

SYMBOLS

- BOROUGH BOUNDARY
- ZONE BOUNDARY
- DESIGNATED AREA
- STREET TO BE CLOSED OR STOPPED TO VEHICULAR TRAFFIC
- WATERCOURSE SUBJECT TO M.C.B. BYLAWS.
- PROPOSED STREET
- PROPOSED PUBLIC WORK

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Dept of Lands & Survey NZ

ZONES

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- C1 to C/3 COMMERCIAL
- I/1 & I/2 INDUSTRIAL
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DESIGNATIONS

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- HOSP HOSPITAL
- I.S. INTERMEDIATE SCHOOL
- MCB MARLBOROUGH CATCHMENT BD
- M.C.C. MARLBOROUGH COUNTY COUNCIL.
- MEPB MARLBOROUGH ELECTRIC POWER BD
- POS PUBLIC OPEN SPACE
- PS PRIMARY SCHOOL
- S.S. SECONDARY SCHOOL
- SW STREET WORKS

**BOROUGH OF BLENHEIM
DISTRICT PLANNING SCHEME**



