

ORDINANCE 5 - TRANSPORTATION5.1 GENERAL:

Ordinance 5 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 5 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.

5.2 VEHICULAR ACCESS TO PROPERTY:5.2.1 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 5.2.2. of this ordinance, 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.

5.2.1 (contd)

- (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 12.2 metres (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 5, 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

5.2.1 (contd)

property or properties affected and any other property or properties which, in the opinion of the Council, ought to be so served.

5.2.2. DESIGN OF ACCESS:

- (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 2.745 metres (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 3.66 metres (12 feet),	minimum width of crossing 2.745 metres (9 feet)
Width of access way 6.1 metres (20 feet),	minimum width of crossing 3.66 metres (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 3.66 metres (12 feet). This may be increased to 4.27 metres (14 feet), where, in

5.2.2 (contd)

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 9.15 metres (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) Distances of Access from Intersections - no access to any property shall be sited closer than 12.2 metres (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.

5.3 OFF-STREET PARKING:5.3.1 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 2 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 5.3.4 of this Ordinance.
- (c) Diminution of Land Available - The space that is available about a building to meet the requirements of this Ordinance and Ordinance 2 for off-street parking shall not be diminished by the subsequent erection of any structure, storage of goods, or any other use.

5.3.1 (contd)

- (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 2.

5.3.2 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 5 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 2.

5.3.2 (contd)

- (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.

5.3.3. 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 5 and all relevant By-laws.
- (b) Turning Space for Vehicles - Where the Scheme requires provision 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 dwelling houses 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 15.0 square metres (161 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

5.3.3. (contd)

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.

5.3.4 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:

5.3.4. (contd)

- (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.

5.4 LOADING AND UNLOADING OF VEHICLES:5.4.1 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 clause 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.

5.4.1 (contd)

- (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 clause 5.4.1
 - (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.

5.4.2

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 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.

5.4.2 (contd)

(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 5. The minimum dimensions for a loading dock shall be 3.66 metres (12 feet) wide and 7.625 (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 7.625 metres (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 5.3.4 of this Ordinance 5.

ORDINANCE 6 - AIRPORT SAFETY6.1 OMAKA AERODROME:6.1.1 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.

6.1.2 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).

6.1.3 HORIZONTAL SURFACE:

The horizontal surface is a plane, circular in shape, with its height 45.75 metres (150 feet) above the established airfield elevation and having a radius of 2,440 metres (8,000 feet) from the geographical centre of the airfield. (see Appendix J and Civil Aviation Plan A.M. 14375).

6.1.4 RESTRICTIONS:

No new construction or tree growth shall penetrate the take-off climb/approach slopes or the horizontal surface as defined in paragraphs 6.1.2 and 6.1.3 above; provided -

- (a) 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 10.675 metres (35 feet) above the ground level:
- (b) where there exists any conflict between the surfaces referred to above, the more stringent limitation shall govern and prevail.

6.2 WOODBOURNE AIRPORT:

6.2.1 GENERAL:

Woodbourne airport is a combined civil R.N.Z.A.F. airfield situated approximately 6.4372 kilometres (4 miles) west of Blenheim Borough. The main strip is 1,548 metres (5,075 feet) long, x 152.5 metres (500 feet) wide and is oriented on a bearing of 86° 00' true and has a sealed surface. The subsidiary strip is 1,296.25 metres (4,250 feet) long x 91.5 metres (300 feet) wide and is oriented on a bearing of 121° 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.

6.2.2 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 15% (8° 32') from the corners of the strip. Each of the slopes rises at a gradient of 1.6% (1 in 62.5) over a horizontal distance of 15,250.000 metres (50,000 feet) (see Appendix J).

6.2.3. HORIZONTAL SURFACE:

The horizontal surface is a plane, circular in shape, with its height 45.75 metres (150 feet) above the established airport elevation and having a radius of 3,965.00 metres (13,000 feet) from the airport reference point. (see Appendix J).

6.2.4 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 1,525 metres (5,000 feet) to a height of 122.0 metres (400 feet) above the established aerodrome level (see Appendix J).

6.2.5 RESTRICTIONS:

No building, structure, mast, tree or other object shall penetrate the approach slopes, horizontal surface, or the conical surface as defined in paragraphs 6.2.2. to 6.2.4 above: provided -

6.2.5 (contd)

- (a) 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 10.675 metres (35 feet) above the ground level:
- (b) Where there exists any conflict between the surfaces referred to above, the more stringent limitation shall govern and prevail:
- (c) 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 7 - AMENITIES7.1 OBJECTS AND PLACES OF HISTORIC OR ARCHITECTURAL INTEREST OR NATURAL BEAUTY:7.1.1 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.

7.1.2 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.

7.1.3 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.

7.2 CONTROL OF ADVERTISING:7.2.1 GENERAL:

Without in any way derogating from or limiting the application of any By-law of the Council or of 1.2 of Ordinance 1 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.

7.2.2 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 1.1148 square metres (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 0.1858 square metres (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.

7.2.3 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 if it tends to depreciate the value of any adjoining property.

7.2.4 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.

7.3 VERANDAHS IN COMMERCIAL ZONES:

7.3.1 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.

7.3.2 DESIGN OF VERANDAHS:

- (a) Every verandah required to be provided shall, as far as is practicable, conform with adjoining verandaes 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 2.8975 metres (9'6") or more than 3.508 metres (11'6") above the level of the kerb of the footway. It shall extend from the supporting building to a distance of 0.496 metres (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 0.305 metres (12") nor more than 0.496 metres (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.

7.4

HARMONY IN DESIGN AND EXTERNAL APPEARANCE OF BUILDINGS:

- (a) 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.
- (b) Commercial and Industrial buildings on sites adjoining residential zones, public open space or the river protection zones - such parts of commercial or industrial buildings as are visible from adjoining residential properties or from public open space or from the River Protection Zone shall be constructed in brick, concrete, concrete block or such other low maintenance, durable materials as Council may decide and shall be architecturally detailed and constructed to a high standard of workmanship to enhance the amenities of the neighbourhood.

7.5

LANDSCAPING

Where pursuant to this Scheme any area is required to be landscaped, it shall be laid out and at all times maintained in a neat and tidy condition in flowers, shrubs, trees, lawn, rockery, statuary, sculpture or a combination thereof, or in such other manner or materials as may be approved so as to enhance the appearance of the area. Before commencing to landscape the owner or occupier shall prepare a plan of the proposed landscape and shall obtain the approval of Council's Superintendent of Parks and Reserves thereto. If the owner or occupier shall be dissatisfied with the decision of the said Superintendent, he may refer the matter to the Council whose decision shall be final. The landscape shall be carried out in accordance with the approved plan and within three months of the commencement of the use unless some longer time shall have been agreed either by the Superintendent or the Council.

7.6

USE OF AIR SPACE

Air space above pedestrian accessways in the Commercial 2 and 3 zones may be used for buildings at the discretion of Council. In deciding the suitability of any such proposal, Council shall take into account the adequacy of natural lighting and ventilation, the provision of exits from the accessway and the design, appearance and materials of construction of the building proposed to be erected over the accessway.

A P P E N D I X A

(Industries requiring segregation because of noxious or dangerous aspects)

Abattoirs and slaughterhouse.	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
Explosive 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 and 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.

A P P E N D I X 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 previous 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 manufacture	Railway goods yard
Drug manufacture	
Dye manufacture	

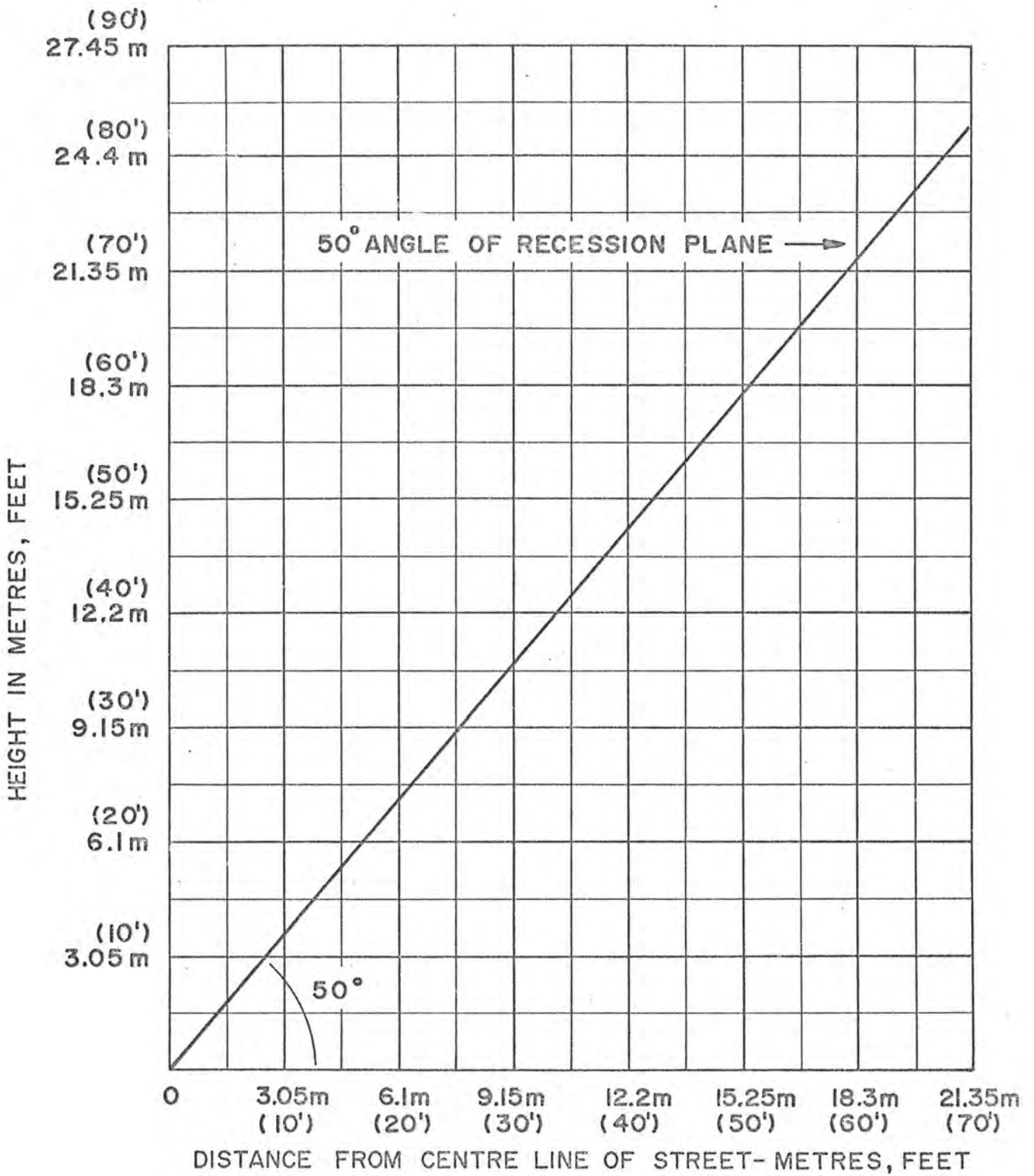
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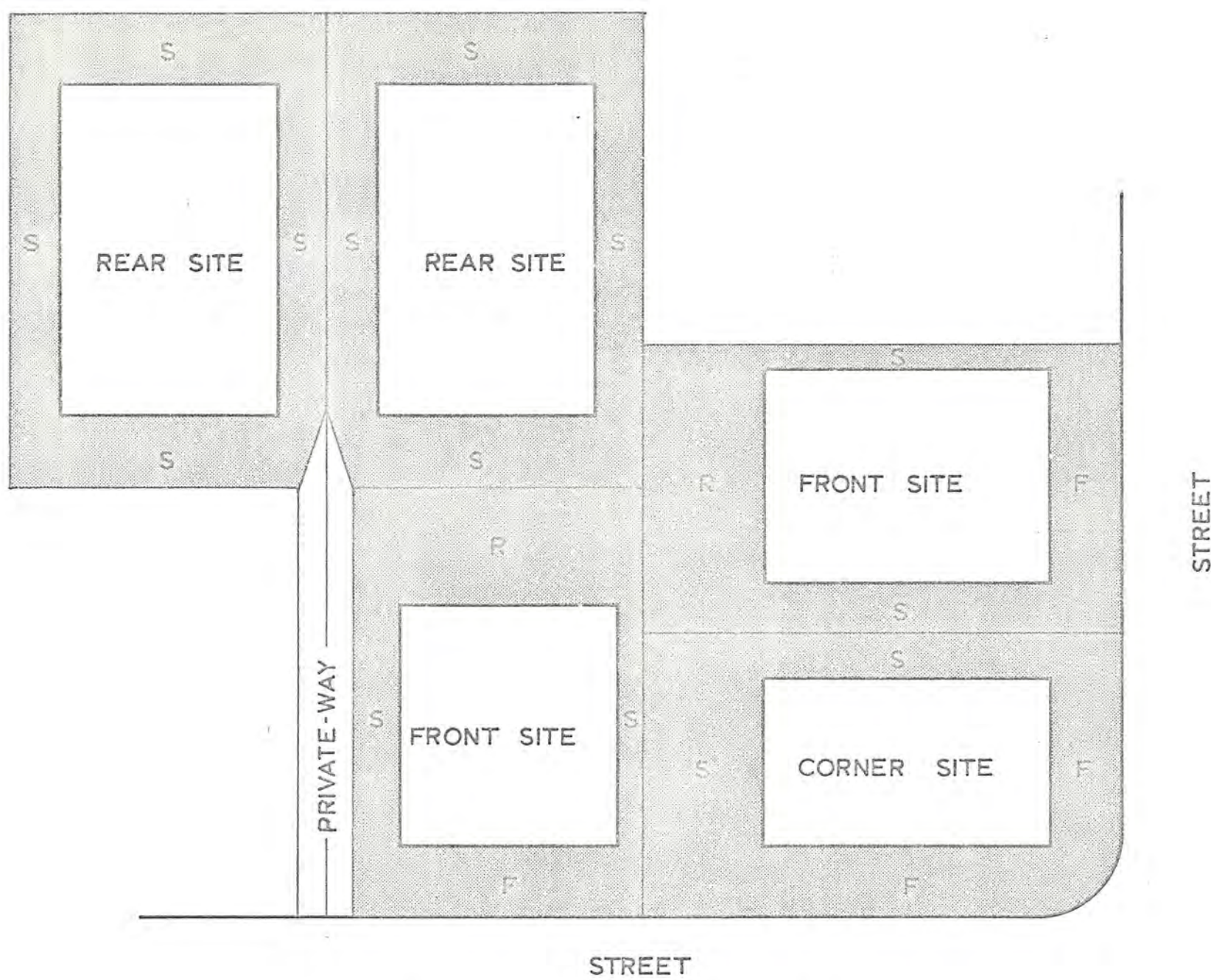
Railway workshops
Recovery works for ferrous and non-ferrous metals
(except precious and rare metals)
Rolling mills
Seed Cake manufacture
Sheet metal manufacture
Sheet metal works for structural, roofing and
fencing materials and for heavy containers
Shell crushing
Ship building
Starch manufacture
Stone 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, 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
Vinegar manufacture
White lead manufacture
Wall board manufacture
Wire manufacture
Wool, hides and tallow warehouse or store
Yeast manufacture



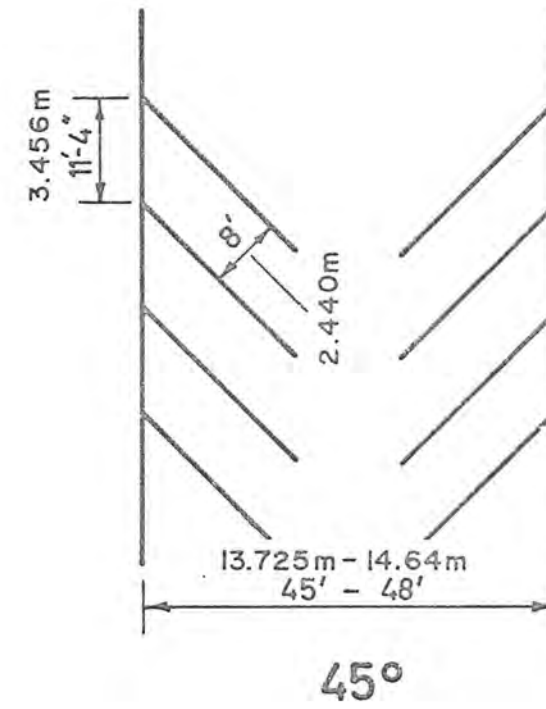
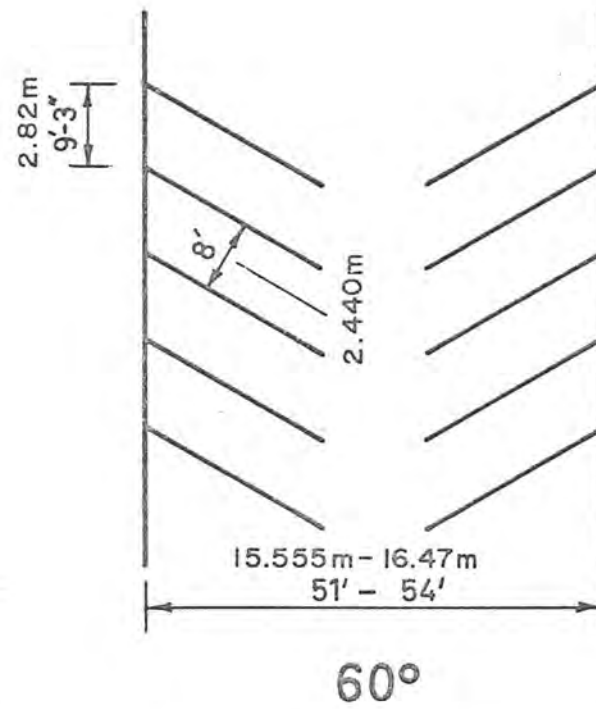
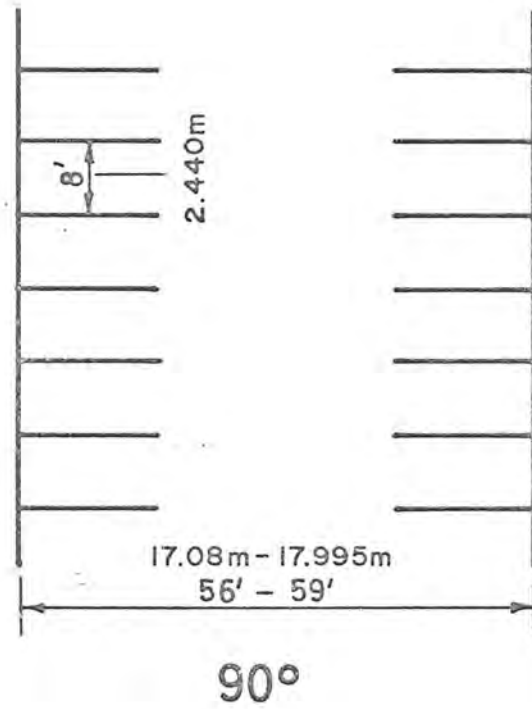
Permitted height relative to distance from centre line of street with a recession plane of 50 degrees.



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

Yard Requirement Diagram.

Appendix. E.
Parking Layouts



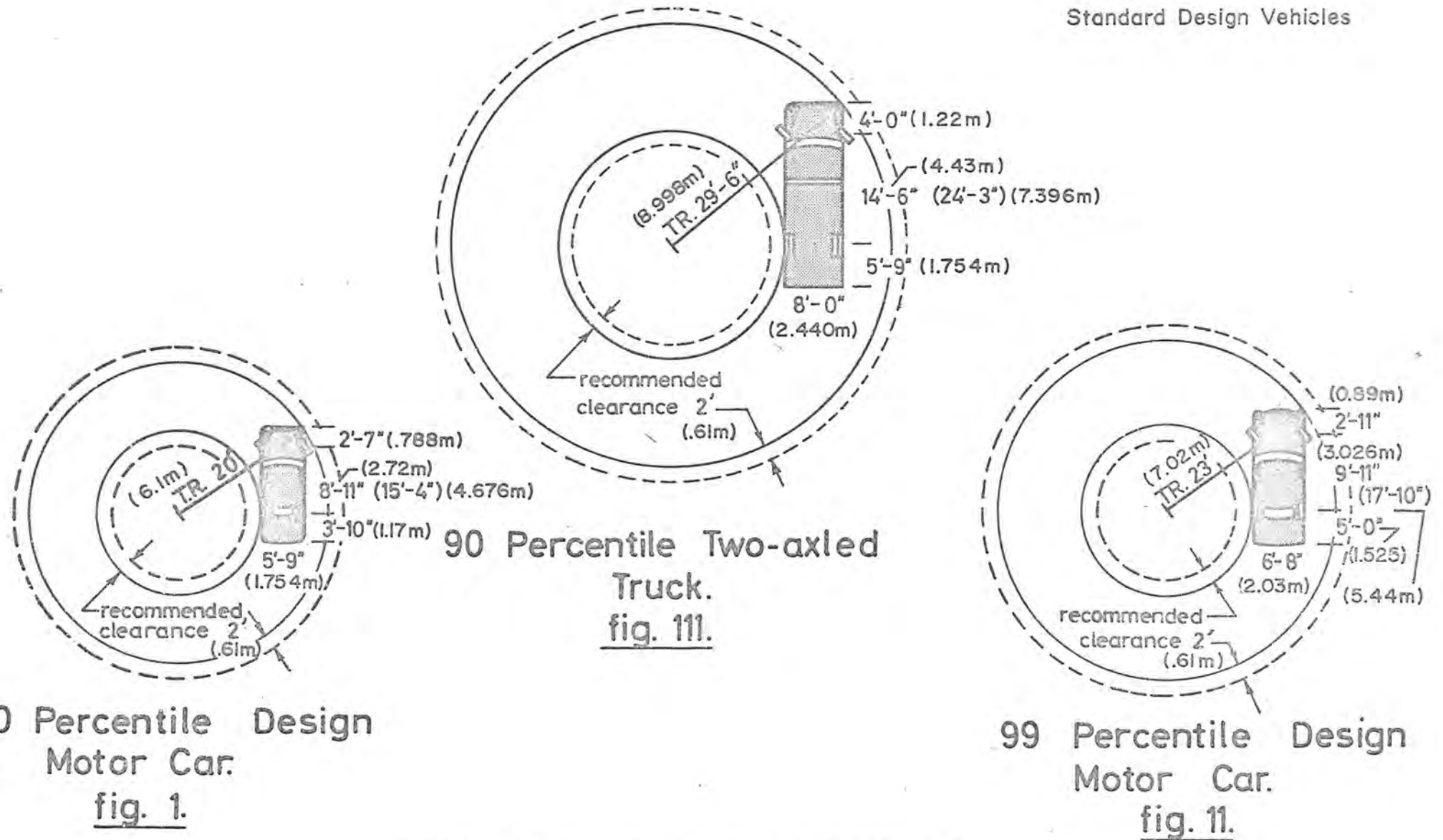
TYPICAL PARKING LAYOUTS.

NOTE :

LARGER DIMENSIONS ARE SUITABLE FOR CASUAL & SHOPPER PARKING.

SMALLER DIMENSIONS ARE SUITABLE FOR PRIVATE & STAFF PARKING.

Appendix. F.
Standard Design Vehicles



STANDARD DESIGN VEHICLES.

A P P E N D I X G

(Conditions relating to private ways)

Pursuant to Ordinance 3 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 renewal of the said private way shall be performed to the satisfaction of the Council.

APPENDIX H

BUILDING COVERAGE AND DENSITY IN RESIDENTIAL ZONES

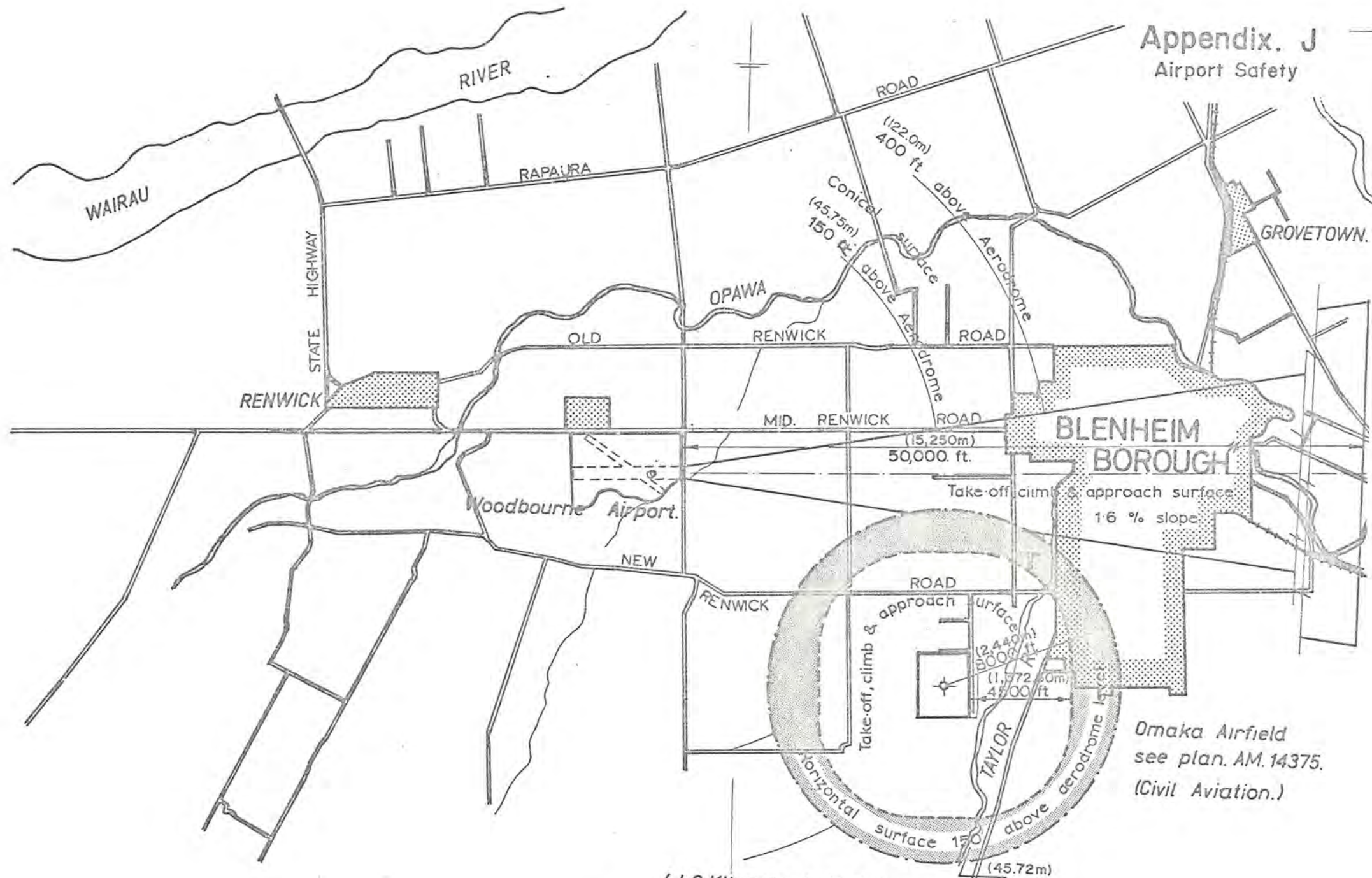
Typical Lots	Site Area sq.m (sq. ft.)	35% coverage sq.m (sq. ft.)	40% coverage sq. m (sq. ft.)	50% coverage sq. m (sq. ft.)	No.of persons at 99 p.p.h. (at 40 p.p.a.)	No.of persons at 128 p.p.h. (at 60 p.p.a.)	No.of persons at 247 p.p.h. (at 100 p.p.a.)
505.9 sq. m. (20 perches)	505.84 (5,445)	177.07 (1,906)	202.34 (2,178)	252.87 (2,722)	5 (5)	8 (8)	13 (13)
607.0 sq. m. (24 perches)	607 (6,534)	212.46 (2,287)	242.84 (2,614)	303.5 (3,267)	6 (6)	9 (9)	15 (15)
809.4 sq. m. (32 perches)	809.34 (8,712)	283.35 (3,050)	323.76 (3,485)	404.67 (4,356)	8 (8)	12 (12)	20 (20)
910.5 sq. m. (36 perches)	910.51 (9,801)	318.65 (3,430)	364.17 (3,920)	455.21 (4,900)	9 (9)	13 (13)	22 (22)
0.40 hectares (1 acre)	4,046.72 (43,560)	1,416.35 (15,246)	1,618.69 (17,424)	2,023.36 (21,780)	40 (40)	60 (60)	100 (100)

p.p.h. means persons per hectare
p.p.a. means persons per acre

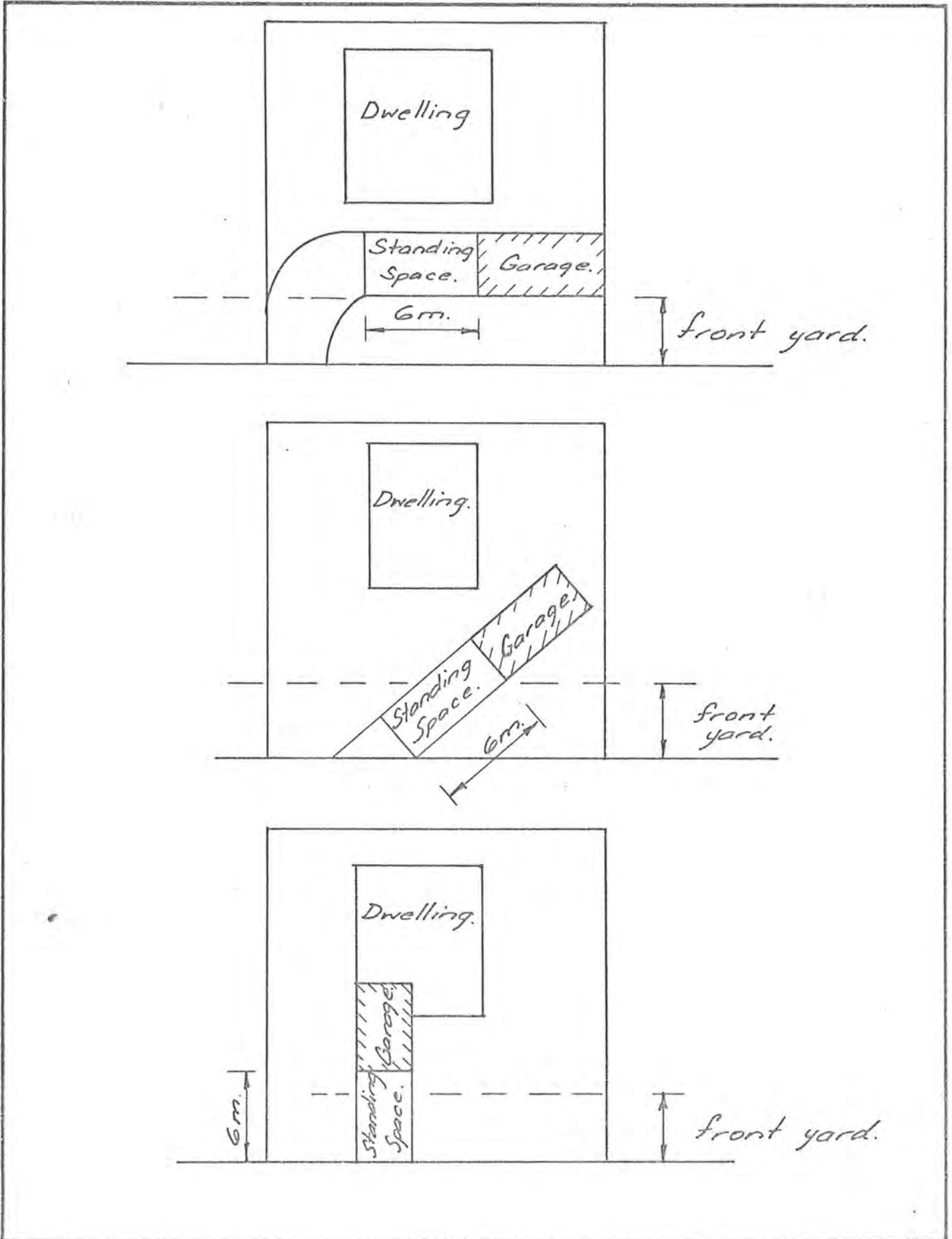
Number of persons residing on site is assessed by sizes of bedrooms.

- Bedroom less than 9.29 sq. m (100 square feet) assessed as 1 person -
- Bedroom 9.29 sq. m. (100 square feet) and over assessed as 2 persons -

Appendix. J
Airport Safety



(1.6 Kilometre to 1 inch.)
Scale: 1 mile to 1 inch.



A P P E N D I X M

COMMERCIAL 3 ZONES - DESIGNATED SHOPPING STREETS



A P P E N D I X NSERVICE LANESFUTURE WIDTHS - IN, OR ADJOINING INDUSTRIAL & COMMERCIAL ZONES

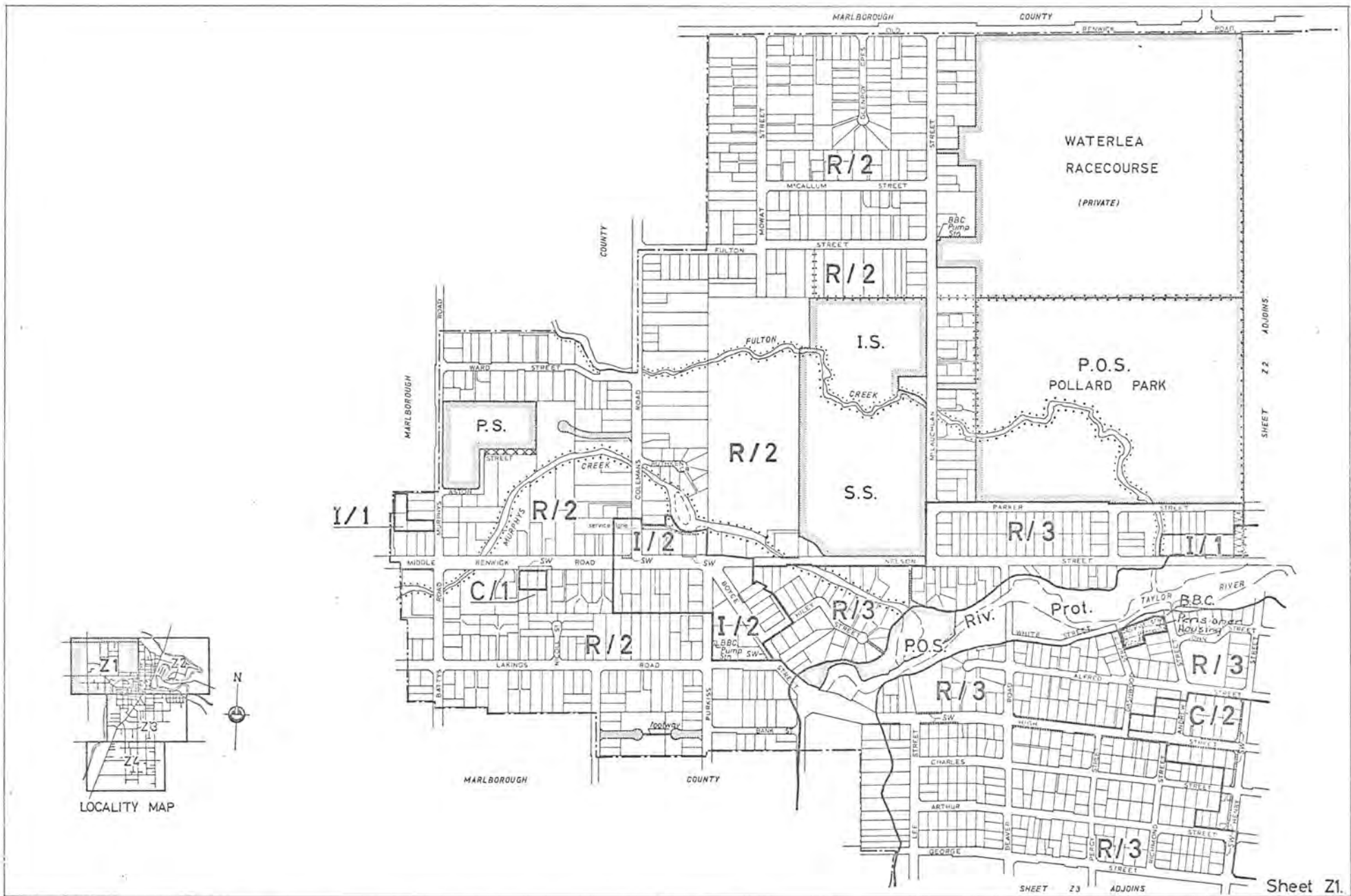
<u>Service Lane</u> <u>Existing Lanes:-</u>	<u>Existing Width</u>	<u>Proposed Width</u>
1. Wynen St./Main St./Symons St.	4.5m & 4.5m - 7.0m	4.5m - 6.0m; 4.5m - 7.0m
2. Off Arthur St., rear of new B.N.Z. Building etc.	3.66m	6.0m
3. Alana Place Shops	5.55m	5.55m
4. Seymour St./Henry St. north of Maxwell Road	6.0m	6.0m
<u>Proposed Lanes:-</u>		
5. Off Colemans Rd. North of Middle Renwick Road	-	6.0m
6. Charles St./Arthur St. rear of Woolworths etc.	4.5m	4.5m - 6.0m
7. Off Seymour St., parallel Maxwell Rd. rear Elastrator Co. etc.	4.9m	6.0m
8. Opawa St./ Sutherland Tce. } Parallel Sutherland Tce./Stuart St. } to and } south of } Main St.	-	6.0m
9. Off Weld St., rear of Redwoodtown Shops	3.36m	5.55m



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
- PROPOSED PUBLIC WORK

Base map reproduced from NZMS 189, BLLENHEM, by permission of the Dept of Lands & Survey, NZ.

ZONES

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

Maps updated 1st August 1972

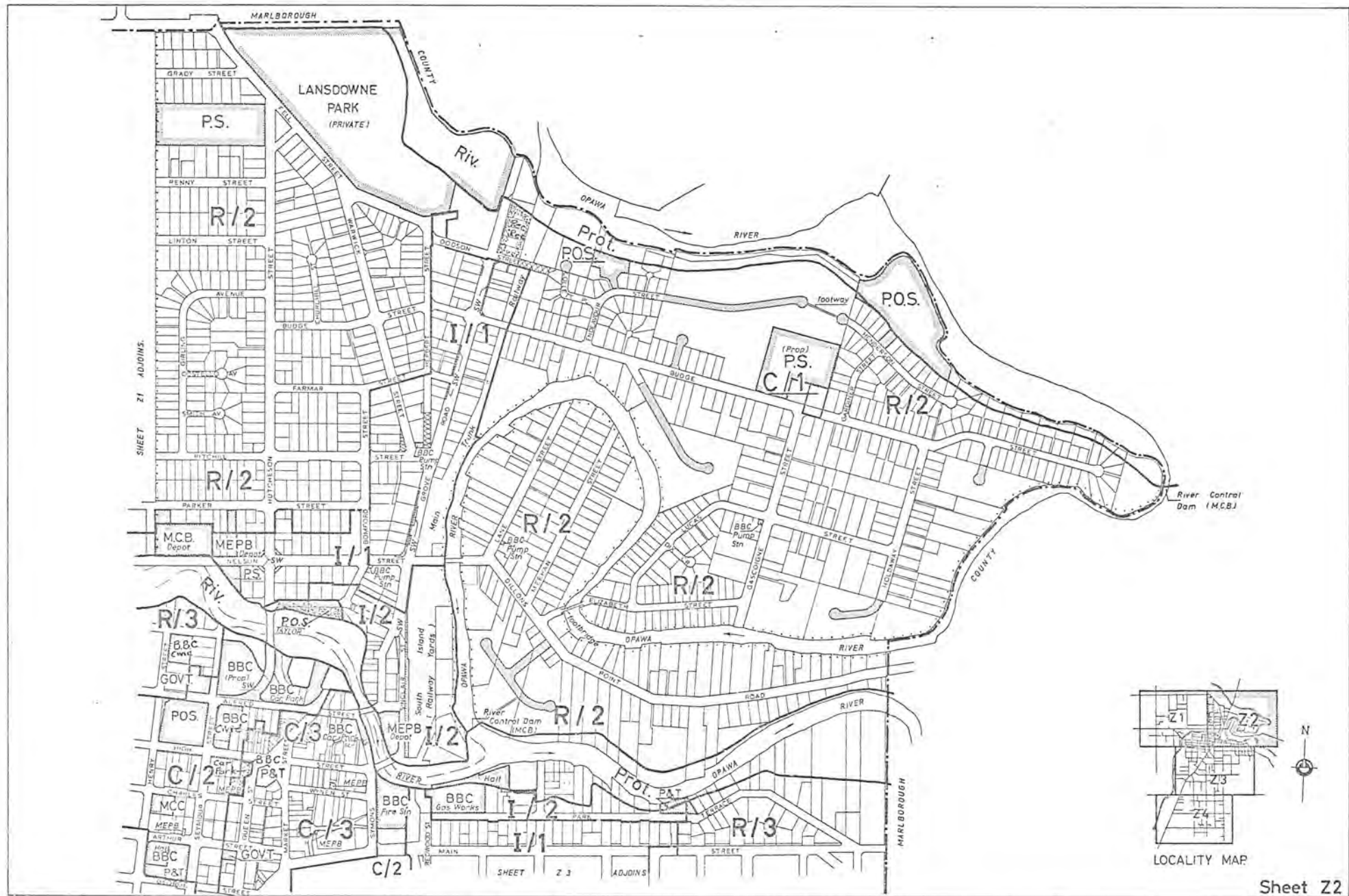
DESIGNATIONS

- BBC BLENHEM BOROUGH COUNCIL.
- GOVT GOVERNMENT
- HQSP 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



Sheet Z1.



Sheet Z2

SYMBOLS

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

ZONES

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

DESIGNATIONS

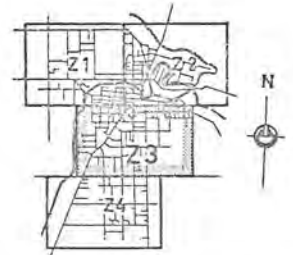
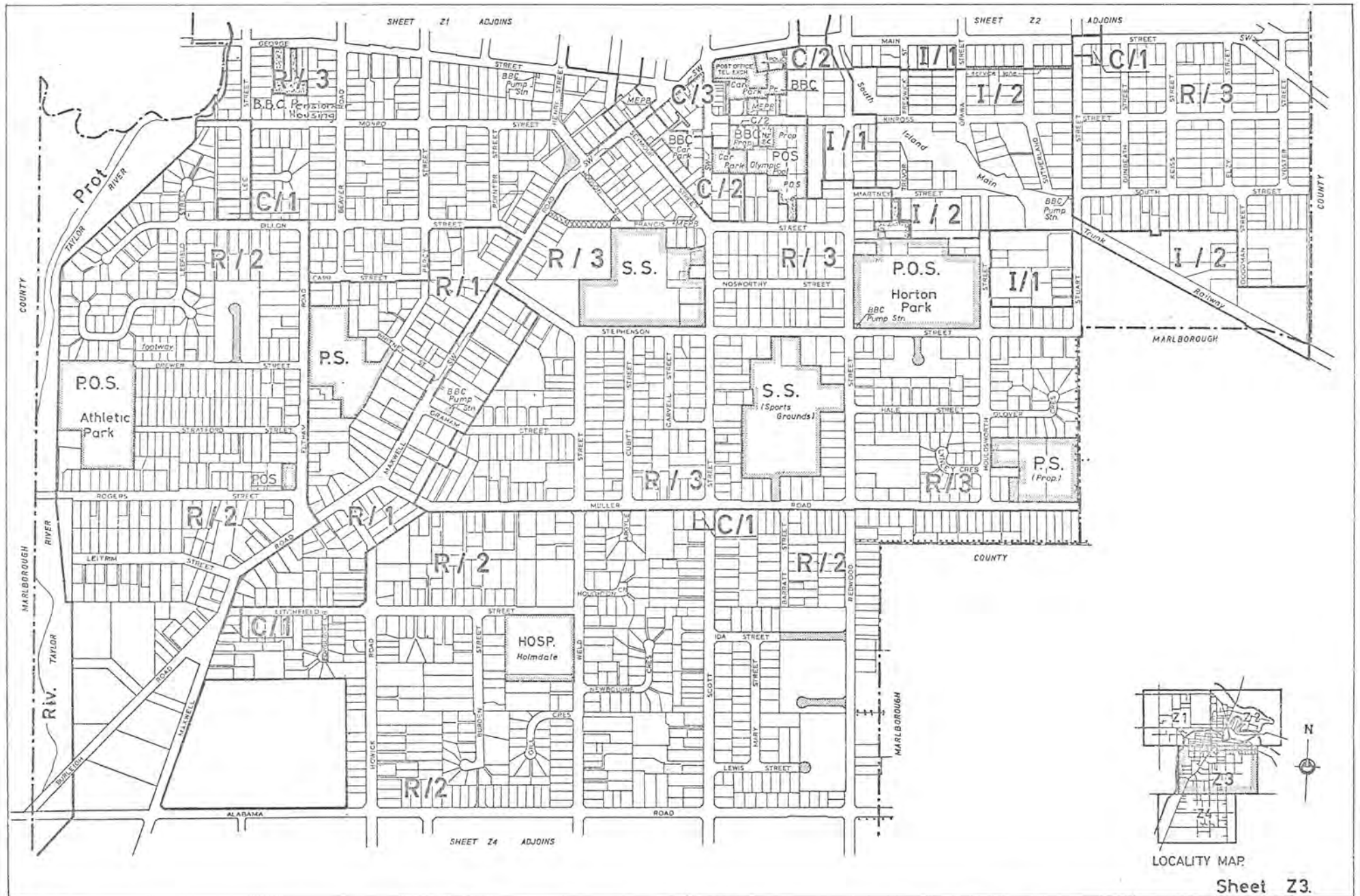
- | | | | |
|------|----------------------------|------|--------------------------------|
| BBC | BLenheim BOROUGH COUNCIL | MEPB | MARLBOROUGH ELECTRIC POWER BD. |
| GOVT | GOVERNMENT | POS | PUBLIC OPEN SPACE |
| HOSP | HOSPITAL | PS | PRIMARY SCHOOL |
| I.S. | INTERMEDIATE SCHOOL | S.S. | SECONDARY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

**BOROUGH OF BLENHEIM
DISTRICT PLANNING SCHEME**



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Maps updated 1st August 1972



LOCALITY MAP
Sheet Z3.

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

Base map reproduced from NZMS 159, BLENHEIM, by permission of the Dept. of Lands & Survey NZ.

ZONES

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

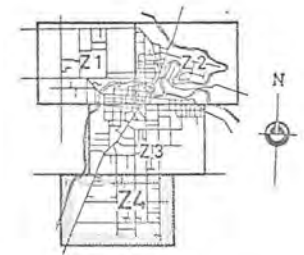
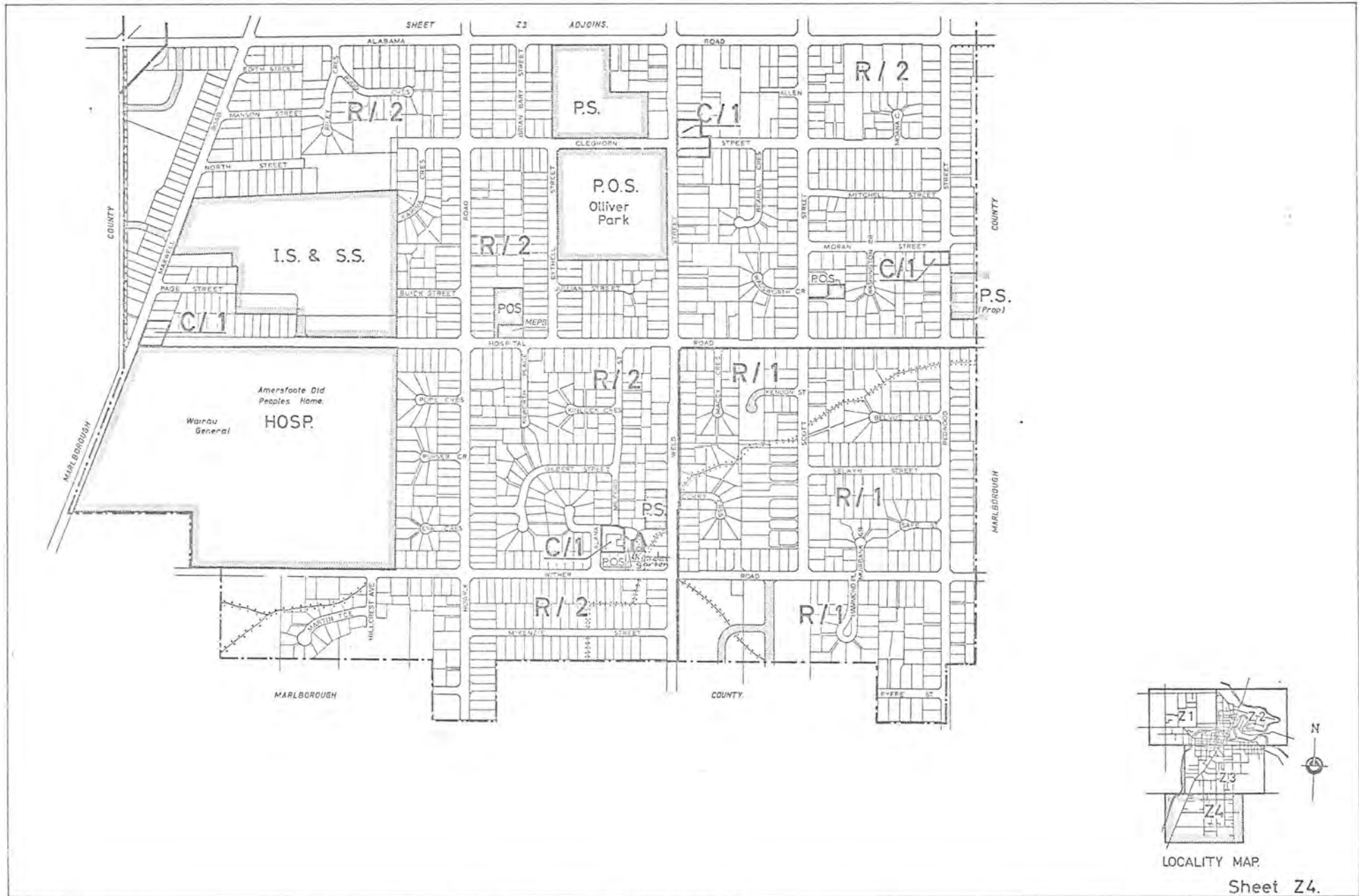
Maps updated 1st August 1972

DESIGNATIONS

- BBC BLENHEIM BOROUGH COUNCIL.
- GOVT GOVERNMENT
- HOSP HOSPITAL
- I.S. INTERMEDIATE SCHOOL
- M.C.B. MARLBOROUGH CATCHMENT BD.
- M.C.C. MARLBOROUGH COUNCIL
- MEPB MARLBOROUGH ELECTRIC POWER BD.
- POS PUBLIC OPEN SPACE.
- P.S. PRIMARY SCHOOL
- S.S. SECONDARY SCHOOL
- SW STREET WORKS.

**BOROUGH OF BLENHEIM
DISTRICT PLANNING SCHEME**





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

Base map reproduced from NZMS 189 BLENHEIM, by permission of the Dept of Lands & Survey, NZ

ZONES

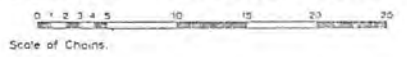
- R/1 to R/3 RESIDENTIAL
- C1 to C/3 COMMERCIAL
- I/1 & I/2 INDUSTRIAL
- Riv. Prot. RIVER PROTECTION (MCB)

(Maps updated 1st August 1972)

DESIGNATIONS

- B/C BLENHEIM BOROUGH COUNCIL.
- GOVT GOVERNMENT
- HOSP HOSPITAL
- I.S. INTERMEDIATE SCHOOL
- M.C.B. MARLBOROUGH CATCHMENT BD.
- M.C.C. MARLBOROUGH COUNTY COUNCIL
- MEPS MARLBOROUGH ELECTRIC POWER BD.
- POS PUBLIC OPEN SPACE.
- P.S. PRIMARY SCHOOL
- S.S. SECONDARY SCHOOL
- SW STREET WORKS

**BOROUGH OF BLENHEIM
DISTRICT PLANNING SCHEME**





CENTRAL BUSINESS DISTRICT

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

- R1 to R/3 RESIDENTIAL
- C1 to C/3 COMMERCIAL
- I/1 & I/2 INDUSTRIAL
- Riv. Prot. RIVER PROTECTION (M.B.)

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

