

Decision Report

Plan Change 31 – Entrancesways (Urban)

1.0 Introduction

No submissions were received on this Plan Change. This report therefore shows the decision to adopt the Plan Change.

2.0 Decision

That Rule 4B.4.4 be amended as notified.

3.0 Whole of Plan Change 31 – Changes to the District Plan First Review

3.1 Any changes to rules are shown as follows; existing District Plan text in black, and changes in red.

3.2 Amend Rule 4B.4.4 as follows:

Rule 4B.4.4 Access to Urban Roads (Residential, Rural-Residential, Commercial, and Industrial Zones) other than Strategic Roads

(a) Subdividers shall normally be required to provide only those crossings where the location is fixed at the time of subdivision, such as Privateways. In all other cases, the crossings shall be constructed at the time of building.

(b) Distance from Road Intersections - No vehicular access shall be located nearer than 8m in a Residential, Rural-Residential or nearer than 25m in a Commercial, or Industrial Zone from the road intersection, measured from the intersection of the legal road boundaries or any part of a road on which the Council has resolved that no vehicle may stop in accordance with the provisions of the Transport Act and any regulations pursuant to that Act.

(c) The maximum gradient for a private access (vehicle crossing and driveway) serving one lot shall be 1 in 4.5 (22.2%) as per Council's Development Code Standard Drawing W436.

Explanatory Note: This gradient has been calculated as the absolute maximum for an 85th percentile passenger car to negotiate a vehicle crossing and driveway interface with sufficient clearance, assuming the vehicle crossing has been constructed to Council's standards. Council's maximum gradients for shared access

(Privateways or Rights of Way) are as per District Plan Rule 12.4.4.2 – tables 1 & 2.