

Planning Report

Plan Change 31 – Entrancesways (Urban)

1.0 Introduction

- 1.1** The Operative District Plan First Review does not include a rule which prescribes a 'maximum gradient' for urban entrancesways. The purpose of Plan Change 31 is to alter Rule 4B.4.4 by the introduction of a 'maximum gradient' standard for urban entrancesways to ensure that practical access to urban properties is available from the road carriageway to a driveway, garage or other building where vehicle access is necessary.
- 1.2** No submissions or further submissions were received on Plan Change 31.
- 1.3** For a full background to the Plan Change and the proposed provisions please refer to the Section 32 Report. For a list of the proposed provisions only, please refer to the document titled 'Summary of Recommendations – All Section 32 Reports'.

2.0 Recommendation

That Rule 4B.4.4 be amended as notified.

3.0 Plan Change 31 – Recommended Changes to the District Plan First Review

- 3.1** The purpose of this part of the report is to show the Proposed Plan Change in full.
- 3.2** Recommended changes to the District Plan First review are shown as follows; existing District Plan text in black, proposed changes as included in the Section 32 Report in red.
- 3.3** **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.