

PLAN CHANGE 6 – ACCESS WIDTHS

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Council Decision on Plan Change 6 – Access Widths

Amendments to Plan Provisions as notified, 17 October 2007

The following amendments show the differences between the Partially Operative District Plan and the Council's decision. Underlining represents additions to the text and strikethrough represents deletions. *Italicised* text represents the instructions for amendments as a result of the Plan Change.

In Summary:

1. Amend rule 14.2.4.1 Parking and Loading as follows:
2. Amend Assessment Matters 14.3.2 (v) Access as follows:

Amendments:

1. Amend rule 14.2.4.1 Parking and Loading as follows:

14.2 Transport Rules

14.2.4 Site Standards

14.2.4.1 Parking and Loading

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iv Parking Area and Access Design

All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with standards contained in NZS4404:1984 2004, and including amendments adopted by Council and subsequent amendments and updates of this Standard. ~~Off-~~

~~street parking spaces shall be separated from footpaths or adjoining roads by a physical barrier.~~

All shared vehicular access serving residential and/or visitor accommodation units in the High and Low Density Residential Zones shall be in accordance with the standards set out in NZS4404:2004 except for developments identified in the table below:

<u>The Greater of the Actual Number of Units Served or; the Potential Number of Units served by the Access as a Permitted or Controlled Activity</u>	<u>FORMED WIDTH (m)</u>	<u>LEGAL WIDTH (m)</u>
<u>1 to 6</u>	<u>3.5</u>	<u>4</u>
<u>7 to 12</u>	<u>5</u>	<u>6</u>

Where the shared vehicle access adjoins a local distributor or higher road in the hierarchy, including a State Highway, it shall have a 5m formed width and a 6m legal width for a minimum length of 6m as measured from the legal road boundary.

No private way or private vehicle access or shared access shall serve sites with a potential to accommodate more than 12 units on the site and adjoining sites.

Private shared vehicle access shall have legally enforceable arrangements for maintenance put in place at the time they are created.

Formed access widths for 1 to 6 units shall provide passing bays at intervals no greater than 25 metres (end of one passing bay to the beginning of the next) along the length of the access way. Passing bays shall be at least 8 metres long and at least 2.5 metres wide, plus any tapers desired.

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The access width rules provided above do not apply at the time of subdivision to developments authorised and implemented under existing and live resource consents at the time of adoption of these rules.

The access width rules provided above do not apply to existing private shared vehicle accessways for the purpose of controlling the number of units that may be built using the accessways, unless the total land served by the accessway could provide for more than 12 units.

Note:

- Calculation of maximum developable capacity shall require, where necessary, creation of sections to serve as future accessway extensions to link to other sites beyond the immediate development.

2. *Amend Assessment Matters 14.3.2 (v) Access as follows:*

14.3.2 Assessment Matters

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v Access

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- (m) The extent to which the limited width of an access is mitigated by sufficient on-site manoeuvring.
- (n) The likelihood of future development which could result in increased traffic generation.
- (o) The extent to which the reduced width of an access is mitigated by the provision of passing areas and/or turning heads.

(p) The extent to which the proposed development:

- Is in accordance with an approved structure plan or overall development plan for the area.
- Can prove that the site will contain fewer units, to be controlled by subdivision covenants, vesting of land as reserve, or other appropriate measures, and
- Can prove that any adjoining land may be more reasonably and economically accessed by an alternative route or that the development of adjoining land is so unlikely as to make provision for future access unreasonable.

(q) Whether the reduced access width avoids turns requiring such methods as mirrors or signalling devices, where the removal, vandalism or malfunctioning of such methods may lessen public safety and convenience.

(r) Where the anticipated use of accessways is to a multi-unit residential or visitor accommodation development, where reduced access widths may be considered because the development includes ready access to parking and building entry points.

(s) Whether there is the possibility of redesign of the development to avoid or mitigate reasons advanced for creation of narrower accessways than required, even though such redesign may result in fewer units.

(t) The extent to which the reduced access widths form part of a structure plan development adopting the “new urbanism” design style, where it is appropriate to provide for lesser access widths in order to enhance urban amenity values.