

## Planning Evidence – Attachment E

### Rear Lanes & Unit Tiles

Blue = notified PC7 text

Red = 42A recommended text

Red strikethrough with yellow highlight = occurrence where council's own internal text editing has not been deleted.

Light Blue = Applicant Planning evidence changes

Chapter 23 – Subdivision

Rule 23.7.8 – Rotokauri North

c) All rear lanes and roads/accessways must be constructed to the standards:

i. <u>Minimum legal width of a two-way rear lane</u>	<u>7m</u>
<del>ii. Minimum legal width of one-way rear lane where parking spaces accessed directly off the lane and/or any reverse vehicle manoeuvring into the lane are aligned between 0° (parallel parking) to 45° (angled parking) to the lane.</del>	<del>4m</del>
<del>iii. Minimum legal width of one-way rear lane where parking spaces accessed directly off the lane and/or any reverse vehicle manoeuvring into the lane are aligned between 46° (angled parking) and 90° (perpendicular parking).</del> ii. All rear lanes to be formed and drained with a permanent sealed or paved all-weather, dust-free surface and in a manner suitable for the type and quantity of vehicles using the site, except permeable pavements are permitted where hydraulic connectivity of the soil, the depth of the water table below ground level and the freeboard available at the site are appropriate.	<u>7m</u>
iii. <u>Each rear lane shall be:</u> <ul style="list-style-type: none"> <li><u>Connected to a transport corridor at each end.</u></li> <li><u>Designed to provide access and egress for large rigid trucks such as fire, furniture removal, refuse and recycling collection trucks.</u></li> <li><u>Privately owned as common property under the Unit Titles Act (or similar legal mechanism) and the owner(s) shall be responsible for its operation and maintenance.</u></li> </ul>	
iv. <u>Local Road minimum legal width (to be vested)</u>	<u>16.6m</u>
v. <u>Collector Road minimum legal width (to be vested)</u>	<u>20.8m</u>

Chapter 23 – City Wide

25.14.4.1 Vehicle Crossings and Internal Vehicle Access

h) Design and Access Widths

vi. ~~The access requirements of i, iv and v do not apply to for rear lanes in Rotokauri North. Instead the following shall apply:~~

iA. <del>Minimum legal width of a</del> <u>Two-way rear lane:</u>	<u>7m</u>
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	<u>1.</u>	<u>Minimum legal width</u>	<u>7m</u>
	<u>2.</u>	<u>Minimum formation width</u>	<u>5.5m</u>
	<u>3.</u>	<u>Maximum number of residential units served</u>	<u>20</u>
<u>iiB.</u> <del>Minimum legal width of one-way rear lane where parking spaces accessed directly off the lane and/or any reverse vehicle manoeuvring into the lane are aligned between 0° (parallel parking) to 45° (angled parking) to the lane.</del>			<u>4m</u>
	<u>1.</u>	<u>Minimum legal width</u>	<u>4m</u>
	<u>2.</u>	<u>Minimum formation width</u>	<u>3m</u>
	<u>3.</u>	<u>Maximum number of residential units served</u>	<u>6</u>
<u>iiiC.</u> <del>Minimum legal width of one-way rear lane where parking spaces accessed directly off the lane and/or any reverse vehicle manoeuvring into the lane are aligned between 46° (angled parking) and 90° (perpendicular parking).</del>			<u>7m</u>
	<u>1.</u>	<u>Minimum legal width</u>	<u>7m</u>
	<u>2.</u>	<u>Minimum formation width</u>	<u>3m</u>
	<u>3.</u>	<u>Maximum number of residential units served</u>	<u>6</u>
<u>B.</u>	<u>Each rear lane shall be:</u>		
	<u>1.</u>	<u>Designed to provide access and egress for large rigid trucks such as fire, furniture removal, refuse and recycling collection trucks.</u>	
	<u>2.</u>	<u>Connected to a transport corridor at each end.</u>	
	<u>3.</u>	<u>Privately-owned as common property under the Unit Titles Act (or similar legal mechanism) and the owner(s) shall be responsible for its operation and maintenance.</u>	

## Appendix 1 – Information Requirements

### 1.2.2.23 – Rotokauri North

#### b) Subdivision creating a rear lane

- i. Provide evidence that the minimum legal width of the rear lane can be achieved; that the lane is designed to accommodate the passage of large rigid trucks such as fire, furniture removal, refuse and recycling collection trucks, including their reverse manoeuvring requirements.
- ii. Provide evidence of the establishment of appropriate legal mechanisms for ownership and ongoing maintenance of the lane proposed private legal entity established to own the lane will ensure the lane's on-going management and maintenance, enable indemnity for collection of solid waste and recycling, and provide for maintenance of any public assets installed in the rear lane.

## Appendix 1 – Assessment Matters

### 1.3.3 O Rotokauri North

<u>O2</u>		<del>For t</del> <u>The creation of a private rear lane, the extent to which:</u>
	<u>a)</u>	<del>The establishment of appropriate legal mechanisms for ownership and ongoing maintenance of the lane</del> <u>An appropriate legal mechanism for ownership and ongoing maintenance of the lane can be established, and including any requirement for a proposed private legal entity to own the lane and to ensure the lane's on-going management and maintenance,</u> <del>Including indemnity for collection of solid waste and recycling (where these are proposed to enter the rear lane), and provide for maintenance of any public assets installed in the rear lane.</del>
	<u>b)</u>	<del>The lane is designed to accommodate the passage of large rigid trucks such as fire, furniture removal, refuse and recycling-collection trucks (where these are proposed to enter the rear lane).</del>
	<u>c)</u>	<del>The rear lane's design, including its length and the number of lots it services, will</del> <u>including traffic calming measures to prioritise walking and cycling, will promote slow vehicle speeds and provide a safe shared space, minimise trip distance, and make walking and cycling more attractive.</u>