

Exoskeletal encroachments on streets

Guidelines for assessing the acceptable impact of exoskeletal structures on the street.

An Encroachment Licence will be required for structures on the street. A resource consent will be required for any external changes to the appearance of the building.

Carriageway impact

- There is to be no loss of kerbside parking or other effect on carriageway use.

Building heritage needs

- These will be assessed on a case-by-case basis, using Heritage principles, in the Resource Consent process.

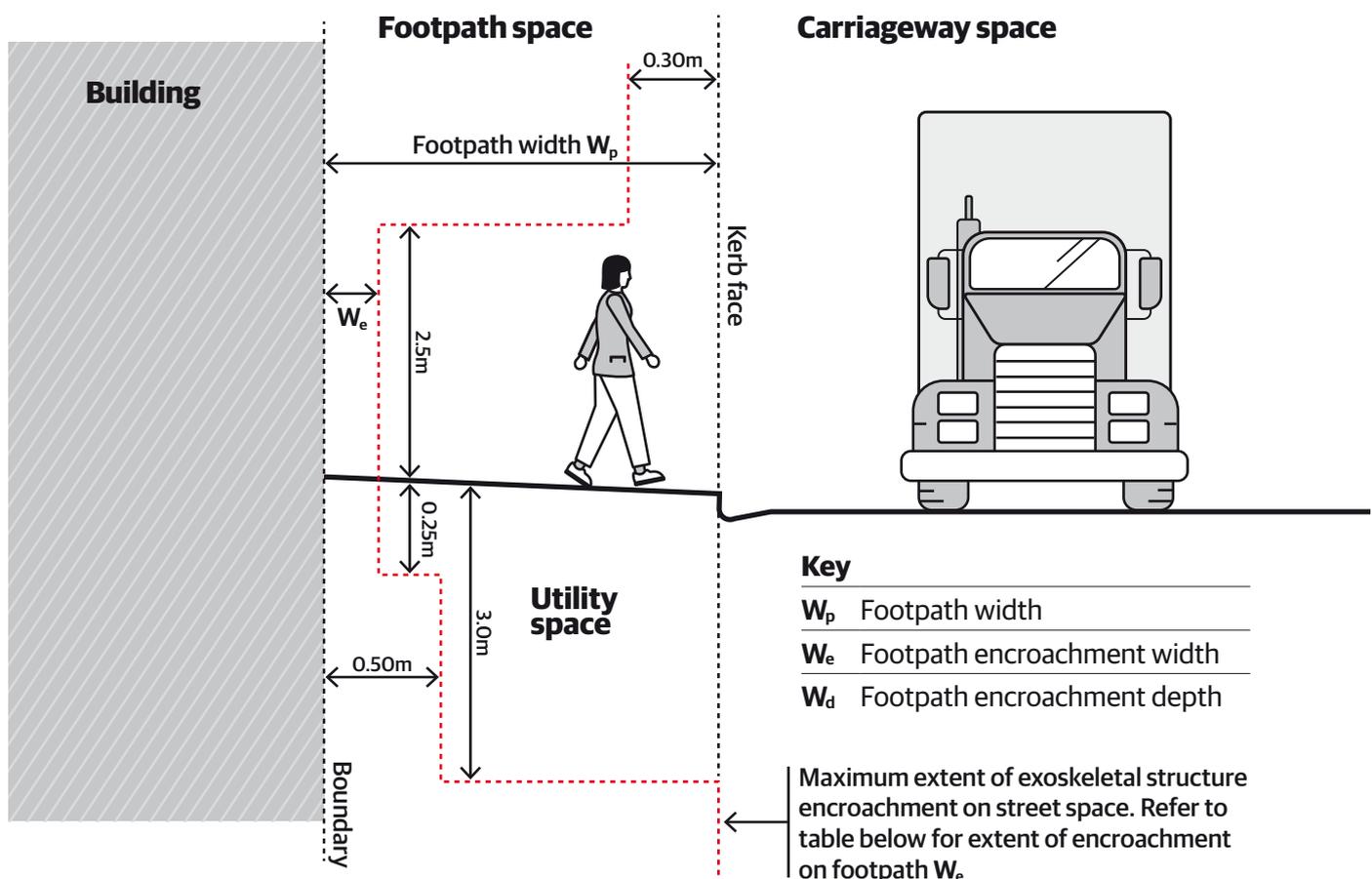
Streetscape and CPTED needs (Crime Prevention Through Environmental Design)

- These will be assessed on a case by case basis, using both Urban Design and CPTED principles, in the Resource Consent process.

Footpath, Utility and Carriageway space needs

- Will be assessed using the following diagram and table.

Allowable encroachment of exoskeletal structures



Extent of encroachment on footpath space

Use this table to determine the width of the footpath encroachment

Step 1 – Select the Category of Street

Step 2 – Identify narrowness of existing footpath width, W_p

Step 3 – Select the corresponding allowable encroachment on footpath space, W_e

Step 1 – Category of Street ⁽¹⁾ and the corresponding minimum width in WCC Code of Practice for Land Development ⁽²⁾	(W_d)	Step 2 – Existing Footpath Width (W_p)		
		Very narrow (m)	Narrow (m)	Wide (m)
Golden Mile	5.0m	< 4.0	4.0–5.0	> 5.0
Central City Shopping	4.0m	< 3.0	3.0–4.0	> 4.0
Central Business District	3.0m	< 2.0	2.0–3.0	> 3.0
Suburban Shopping	4.0m	< 3.0	3.0–4.0	> 4.0
Other Arterial/Principal Roads	2.5m	< 1.7	1.7–2.5	> 2.5
Other Collector/Sub Collector Roads	2.0m	< 1.4	1.4–2.0	> 2.0
All other roads	1.5m	< 1.4	1.4–1.5	> 1.5
Step 3 – Allowable encroachment on footpath space, W_e	=	100mm	200mm	$W_p - W_d$

(1) Road Categories are recorded in the Roding Shapefile on the WCC Intranet Mapping system

(2) [WCC Code of Practice for land Development](#)