

Attachment D: Proposed amendments to the AUP to address Issue 7: Assessment of travel demand in the AUP

E27 amendments

- Add a new activity to Table E27.4.1 Activity table:

Activity		Activity status
<u>(A3a)</u>	<u>Any activity or subdivision which meets or exceeds the travel demand thresholds set out in Standard E27.6.1A.</u>	<u>RD</u>

- Add a new Standard E27.6.1A as follows:

E27.6.1A Travel demand

- (1) Where a proposal meets or exceeds one of the development thresholds in Table E27.6.1A.1, a resource consent for a restricted discretionary activity is required.
- (2) Standard E27.6.1A does not apply where:
 - (a) a proposal is located in the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone, Business – Mixed Use Zone, or Residential – Terrace Housing and Apartment Building Zone or Centre Fringe Office Control as shown on the planning maps;
 - (b) development is being undertaken in accordance with a consent or provisions approved on the basis of an Integrated Transport Assessment where the land use and the associated trip generation and transport effects are the same or similar in character, intensity and scale to those identified in the previous assessment;
 - (c) the activity is permitted in the H7 Open space zones; or
 - (d) there are requirements to assess transport, traffic or trip-generation effects for the activity in the applicable zone rules or precinct rules for any controlled or restricted discretionary land use activities.

Table E27.6.1A.1 Development thresholds with a travel plan requirement

Activity		Development threshold
<u>(T1B)</u>	<u>Residential</u>	<u>Dwellings</u> <u>10 dwellings</u>
<u>(T2B)</u>		<u>Integrated residential development</u> <u>50 units</u>

<u>(T3B)</u>		<u>Visitor accommodation</u>	<u>10 units</u>
<u>(T4B)</u>	<u>Education facilities</u>	<u>Primary</u>	<u>All educational facilities</u>
<u>(T5B)</u>		<u>Secondary</u>	
<u>(T6B)</u>		<u>Tertiary</u>	
<u>(T7B)</u>	<u>Office</u>		<u>500 m² GFA</u>
<u>(T8B)</u>	<u>Industrial activities</u>	<u>Warehousing and storage</u>	<u>2,000 m² GFA</u>
<u>(T9B)</u>		<u>Other industrial activities</u>	<u>1,000 m² GFA</u>
<u>(T11B)</u>	<u>Community</u>	<u>Care centres</u>	<u>Accommodating 50 or more children or other people, other than employees</u>
<u>(T12B)</u>		<u>Community facilities</u>	<u>Accommodating 50 or more people</u>
<u>(T13B)</u>		<u>Healthcare facilities</u>	<u>200 m² GFA</u>
<u>(T14B)</u>	<u>Entertainment facilities</u>		<u>Accommodating 50 or more people</u>

- Add a new E27.8.1 Matter of discretion as follows:

(4A) any activity or subdivision which meets or exceeds the travel demand thresholds under Standard E27.6.1A:

- (a) adequacy of the travel plan required under E27.9(2)(b)
- (b) effects on the transport network.

- Add a new E27.8.2 Assessment criteria as follows:

(3A) any activity or subdivision which meets or exceeds the travel demand thresholds under Standard E27.6.1A:

(a) the extent to which the travel demands of the activity are provided for, including but not limited to:

(i) the adequacy of travel choices, by all modes, to provide a viable alternative to private vehicle travel, having regard to:

- the accessibility and frequency of public transport services
- the standard of active modes infrastructure for all users
- the connectivity of the site by all modes to and from a range of locations including employment, educational facilities, and where relevant, supporting residential or commercial catchments

- (ii) the adequacy of proposed measures that reduce the demand for travel by private vehicle and reduce the demand for car parking
 - (b) the effects of increased demand for travel by private vehicle and demand for car parking on the function and the safe and efficient operation of the transport network, including pedestrian and cycle movement.
 - (c) the extent to which the travel plan required under E27.9(2)(b) addresses the matters in E27.8.2(3A)(a) and (b).
- Amend E27.9 Special information requirements as follows:
 - (2) Travel plan:
 - (a) a travel plan may be required as part of an assessment of environmental effects where a proposal exceeds the trip generation threshold, ~~or~~ provides more parking than the maximums specified ~~or fewer than the minimums specified~~. A travel plan will not be required where the infringement of the parking standards is minor in relation to the scale of the activity and associated parking proposed.
 - (b) a travel plan is required as part of an assessment of environmental effects where a proposal meets or exceeds a new development threshold in Standard E27.6.1A

Chapter J Definitions amendments

- Amend the definition of 'travel plan' as follows:

Travel plan

A plan which sets out how travel demand is to be managed for a particular site or proposal to:

- maximise the efficient use of transport networks and systems; ~~and~~
- promote and enable the use of more sustainable and active modes of transport such as public transport, walking and cycling, ~~and carpooling, ride sharing, car sharing and micro mobility~~ as alternatives to sole occupancy private cars; and
- manage the efficient use of limited resources such as car parking and loading areas.

A travel plan includes:

- a description of the site and the proposal;

- details of the physical infrastructure that is or will be established on the site to support the use of walking and cycling, public transport, carpooling ride sharing, car sharing and micro mobility;
- details of the ongoing activities and processes that will be used to support the use of walking and cycling, public transport, ride sharing, car sharing and micro mobility;
- details of how the travel plan is to be communicated, promoted, implemented, and monitored and reviewed;
- information about the amount and nature of any onsite parking and loading (whether onsite or on the street) and how this is to be managed to support efficient use and promote alternatives travel modes; and
- expected outcomes from its implementation.

Note

Best practice guidance on the preparation of a travel plan can be provided by Auckland Transport.

A travel plan is also sometimes referred to as a travel demand management plan.