

Memo

Date 28 April 2026

To: Celia Davison - Manager Planning – Central South
 From: Nicholas Lau – Team Leader Planning – Central South

Subject: Plan Modification: Clause 16 amendment to proposed Plan Change 79 : Amendments to the Transport Provisions Auckland Unitary Plan (Operative in Part 2016)

I seek your approval to make an amendment to a proposed policy statement or plan pursuant to clause 16, Schedule 1, Resource Management Act 1991 (RMA). Clause 16(2) provides that:
A local authority may make an amendment, without using the process in this schedule, to its proposed policy statement or plan to alter any information, where such an alteration is of minor effect, or may correct any minor errors.

The RMA defines *proposed plan* at section 43AAC as follows:

- (1) *In this Act, unless the context otherwise requires, **proposed plan**—*
 - (a) *means a proposed plan, a variation to a proposed plan or change, or a change to a plan proposed by a local authority that has been notified under [clause 5](#) of Schedule 1 or given limited notification under [clause 5A](#) of that schedule, but has not become operative in terms of [clause 20](#) of that schedule; and*
 - (b) *includes—*
 - (i) *a proposed plan or a change to a plan proposed by a person under [Part 2](#) of Schedule 1 that has been adopted by the local authority under [clause 25\(2\)\(a\)](#) of Schedule 1:*
 - (ii) *an IPI notified in accordance with [section 80F\(1\) or \(2\)](#).*

Plan Change 79 is a plan change to the Auckland Unitary Plan that has been notified but has not yet been approved under clause 17, Schedule 1, or become operative.

You have delegated authority, as a Tier 4 manager, to make a decision to amend the plan change under clause 16 where the alteration is of minor effect or to correct any minor errors. Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register authorises all powers, functions, and duties under RMA's first schedule (except clause 17 which cannot be delegated) to tier four positions.

Nature of error or alteration	Editorial and formatting changes.
Effect of change	<p>The changes are necessary to correct minor editorial and formatting errors, before the plan change is included in the Auckland Unitary Plan.</p> <p>The corrections do not affect the rights of members of the public.</p>
Changes required to be made (text and/or in-text diagrams)	<p>Amend Chapter E24 as follows (the cl16 corrections are highlighted in yellow, while Consent Order changes to the Decisions Version are shown in red underline and strikethrough):</p> <ul style="list-style-type: none"> • Amend Standard E24.6.2 to:

- correct letter references for second to eighth listed provisions in standard from (c) to (i) to (b) to (h), with the references in the Consent Order being erroneous as it deleted preceding Decisions Version provision (b);
- remove the erroneous hyphen between 'including' and 'connecting' in the first row of Table 24.6.2.1 describing access provisions associated with P subcategory PP4 and relating to Standard E24.6.2.(b); and
- include 'Standard' in front of the reference to E24.6.1(8) in Standard E24.6.2(e) and E24.6.2 in Standard E24.6.2(h) to accord with AUP Standard formatting requirements and which was erroneously excluded from the Decision and/or Consent Order version:

(e) (b) meet the minimum P subcategories specified in Table 24.6.2.1 below:

Table 24.6.2.1 Minimum P subcategories

Access	P Subcategory
Primary Ppedestrian access only not adjacent to a vehicle access including connecting elements, steps, stairwells and ramps serving 4 to 9 dwellings	<u>PP3PP4</u>

...

- (d) (c) All light fittings must not project any light at or above the height of their light source.
 - (e) (d) All light emitted from light fittings must have a correlated colour temperature of 3000K (Kelvin) or ~~less-lower~~.
 - (f) (e) Spill light and glare from the lighting must meet the specifications of **Standard** E24.6.1(8).
 - (g) (f) The lighting must have automatic daylight controls such that the lights are on during the hours of darkness. Where ~~Automatic~~ presence detection or sensor lighting is to be avoided and where proposed, this must be **supported confirmed** as appropriate by a **Crime Prevention Through Environmental Design safety** assessment prepared by a suitably experienced and qualified specialist.
 - (h) (g) ~~The L~~ighting required by Standard E27.6.3.7(2) and its power source must not be disabled, except for necessary maintenance or repairs or for emergency purposes, be supplied from a common electrical supply which cannot be disabled.
 - (i) (h) Solar lighting is acceptable where it complies with **Standard E24.6.2** throughout the hours of darkness.
- Amend **Assessment Criterion E24.8.2(1A)(b)** to correct Standard E24.6.2(i) reference to Standard E24.6.2(h), with the reference to Standard E24.6.2(i) in the Consent Order being erroneous as it deleted preceding Decisions Version provision (b) from Standard E24.6.2 and the preceding correction above seeks to correct this error:

~~(b) the extent to which any solar powered lighting solution meets the lighting subcategory performance levels outlined in Table 24.6.2.1 throughout the hours of darkness and the longevity of this solution over the following 5020-year period from the date that it is installed. where solar lighting does not comply with Standard E24.6.2(h)(i), the adequacy of the proposed lighting to provide for pedestrian safety, wayfinding and access.~~

- Amend **Special Information Requirement E24.9.(1)** to correct the reference to ‘standards’ which should instead be capitalised to ‘Standards’ to accord with AUP formatting requirements:

~~(1) Lighting plans for applications in residential zones, serving two or more dwellings where there is no vehicle access or where there are 10 or more parking spaces or 10 or more dwellings (excluding dwellings which have separate pedestrian access provided directly from the front door to the road). When lighting is required under Standards E27.6.3.7(2) and E24.6.2, a lighting plan and specification shall accompany any resource consent application, prepared by a suitably experienced and qualified lighting specialist, which demonstrates at a minimum the following: for use or development in residential zones, a lighting plan must be prepared by a suitably qualified lighting specialist and must:~~

- Amend **Special Information Requirement E24.9.(1)(b)** to correct:

- the erroneous reference to ‘E24’ which should instead be ‘Section E24 Lighting’ to accord with AUP formatting requirements; and
- the erroneous use of semi-colon at the end of the provision which should instead be a full stop:

~~(b) Provides a compliance statement that the lighting proposed in the lighting plan and specification is expected to comply with the relevant requirements in Standard E24.6.2(1) and the spill and glare requirements of Section E24 Lighting:~~

Amend Chapter E27 as follows (the cl16 corrections are highlighted in yellow, while Consent Order changes to the Decisions Version are shown in red underline and strikethrough):

- Amend **Standard E27.6.1.(2)(d)** to to correct grammatical errors, with a full stop being required at the end of the provision and the removal of a hyphen between ‘trip’ and ‘generation’:

~~(d) there are requirements to assess transport, traffic or trip-generation effects for the activity in the any applicable zone rules or precinct rules for any controlled or restricted discretionary land use activities.~~

- Amend **Standard E27.6.2.(6)** to correct letter reference to the first listed provision in standard from (e) to (a), with the references in the Consent Order and Decisions Version

being erroneous when compared with the Operative Version which correctly refers to provision (a):

(6) Bicycle parking:

~~(e) (a)~~ the activities specified in Table E27.6.2.5 must provide the minimum number of bicycle parking spaces specified; and

- Retaining Operative Table E27.6.2.7. without amendment in accordance with Consent Order and Decisions Version which erroneously show Table E27.6.2.7. as being struck-out, apart from reference to “Number of dwellings” in the second table column, all Activity (T111A) and (T111B) provisions and the associated asterixed note underneath the table which should remain struck-out as these were added by Plan Change 79:

Table E27.6.2.7 Minimum loading space requirements

Activity	GFA/Number of dwellings	Minimum rate
...
(T111A)	Residential activities where vehicle access is provided	The same rates as for "All other activities, except for activities within rural zones" must apply
(T111B)	Residential activities where vehicle access is not otherwise provided	No loading space
	Up to 9 dwellings without individual pedestrian access directly from a public road	No loading
	Greater than 9 dwellings up to 5,000m² without individual pedestrian access directly from a public road	1*
	Greater than 5,000m² dwellings up to 20,000m²	1
	Greater than 20,000m² up to 90,000m²	-2
	Greater than 90,000m²	3 spaces plus 1 space for every additional 40,000m²

* Refer to T137A of Table E27.6.3.2.1 Minimum loading space dimensions

- Amend the erroneous reference to Activity (T111B) in **Table E27.6.2.7A** which should instead be (T111A) given its intended deletion from Table E27.6.2.7 in accordance with the Consent Order and Decisions Version which reinstated the Operative Version of

Table E27.6.2.7 without amendment:

<u>Activity</u>	<u>GFA/Number of dwellings</u>	<u>Minimum rate</u>
(T111)BA	Developments where all dwellings have individual pedestrian access directly from a public road	No loading space required
	Up to 9 dwellings without individual pedestrian access directly from a public road	No loading space required
	10 or more Greater than 9 dwellings up to 5,000m ² without individual pedestrian access directly from a public road	1*
	Greater than 5,000m ²	NA

* Refer to T137A of Table E27.6.3.2.1 Minimum loading space dimensions

- Amend **Standard E27.6.3.2(A)** to remove the erroneous use of brackets in the Decision and Consent Order versions so the Standard and associated provisions become **E27.6.3.2A** to accord with AUP Standard formatting requirements:

E27.6.3.2(A) Number and Design of Accessible Parking

(1) Accessible parking must be provided for all new buildingsactivities, extension to existing buildings and changes of activity from non-residential to residential land uses, in accordance with E27.6.3.2(A)(2) to (5) belowtype, and / or the expansion or intensification of an existing activity in all zones, except for those listed below in E27.6.3.2(A)(2);

....

(5) Where accessible parking is required to be provided on-site in accordance with E27.6.3.2 (A) (1) to (4) above, the required number of accessible parking spaces must be calculated as set out in E27.6.3.2(A) (6) and (7).

....

(10) The requirements of this standard E27.6.3.2(A) do not apply to activities within I208 Port Precinct.

- Amend **Standard E27.6.3.4.(1)(c)** to correct grammatical error, with a full stop being required at the end of the provision in accordance with the Operative version:

(c) access would be from an arterial road or otherwise within a Vehicle Access Restriction covered in Standard E27.6.4.1 or.

- Amend **Standard E27.6.3.4.(2)** to:
 - include a full stop after the reference to Standard E27.6.3.4 and associated provisions to accord with AUP Standard formatting requirements, with the full stop being erroneously excluded from the Consent Order version; and
 - replace the erroneous letter reference (a) for the first listed provision with the correct numerical reference (3) to reflect its application as a separate but related standard provision to E27.6.3.4.(2) (as per superseded Standard E27.6.3.4.A in the Decision Version), and this is reaffirmed by the proposed further correction to include specific reference to this standard in E27.6.3.4.(3) which was inadvertently excluded from the

Consent Order version:

(2) Where E27.6.3.4(1)(a), (b) or (c) requires a heavy vehicle to turn around within a site in a residential zone, to avoid reversing off the site or onto or off the road, sufficient space must be provided on the site so an 8m heavy vehicle can turn around with a maximum reverse manoeuvring distance of 12m.

(a) (3) Heavy vehicle access and manoeuvring areas associated with access required by the E27.6.3.4.(2) above must comply with the tracking curves set out in the Land Transport New Zealand Road and traffic guidelines: RTS 18: New Zealand on-road tracking curves for heavy motor vehicles (2007).

- Amend **Standard E27.6.3.5.(1)(cb)** to correct the erroneous reference to Standard E27.6.3(2) in the Consent Order version which should instead be E27.6.3.4.(2), while a consequential correction is also required to include reference to Standard E27.6.3.4.(3) given the preceding correction above to Standard E27.6.3.4.(2):

(cb) 3.8m where heavy vehicle access in Standards E27.6.3.4.(2) and E27.6.3.4.(3) -E27.6.3.4A is provided; or

- Amend **Table E27.6.4.3.2** to underline superscript numerical reference 1 in the third and fourth table column in accordance with the corresponding note added underneath the Operative version of Table E27.6.4.3.2 by Plan Change 79:

Table E27.6.4.3.2 Vehicle crossing and vehicle access widths

Location of site frontage		Number of parking spaces served	Minimum width of crossing at site boundary ¹	Maximum width of crossing at site boundary ¹	Minimum formed access width
...
(T151)	Residential zones	Serves 10 or more parking spaces	5.5m (two-way)	6.0m (two-way)	5.5m (providing for two-way movements) The formed width is permitted to be narrowed to 2.75m if there are clear sight lines along the entire access and passing bays at 50m intervals are provided. 1.0m pedestrian access for rear sites which may be located within the formed driveway
...

¹ Width of crossing at site boundary excludes any adjacent pedestrian access.

- Amend the erroneous reference to Activity (T156A) in **Table E27.6.4.3.3** which should instead be (T156AA) given Activity (T156A) is already referenced in Operative Table E27.6.4.4.1 which is unaffected by Plan Change 79:

Table E27.6.4.3.3 Speed management requirements

Activity	Length of vehicle access	Location of minimum speed management measures
(T156A) <u>Vehicle access serving four or more dwellings in Residential zones</u>	Exceeds 30m	<u>Within Not more than 10m of from the site's boundary with the legal road; and</u> <u>Thereafter, nNot more than 30m spacing between speed management measures.</u>

- Amend the **Standard E27.6.6 header** to include a full stop after the standard reference to accord with AUP Standard formatting requirements, with the full stop being erroneously excluded from the Decision version and Consent Order version:

E27.6.6 Design and location of pedestrian access in residential zones

- Amend **Standard E27.6.6.(2)** to include a full stop after the reference to Standard E38.8.1.2 to accord with AUP Standard formatting requirements, with the full stop being erroneously excluded from the Consent Order version:

(2) For the purposes of this standard and standard E38.8.1.2 (Access to rear sites), and the associated provisions and related assessment criteria, “physically separated” means separation of primary pedestrian access from vehicle access, parking and manoeuvring areas by way of:

- Amend **Standard E27.6.6.(4)(a)** to correct the erroneous reference to Standard E27.6.6(3) in the Consent Order version which should instead be E27.6.6.(3):

(a) Where primary pedestrian access is adjacent to a vehicle access on the same site, no additional clear width/height requirement applies beyond the primary pedestrian access requirements in E27.6.6(3).

- Amend **Standard E27.6.6.(4)(b)** to correct:
 - the erroneous reference to Standard E27.6.6.(4)(a) in the Consent Order version which should be stated in full rather than just referencing (a); and
 - the erroneous reference to Standard E27.6.6(3) in the Consent Order version which should instead be E27.6.6.(3):

(b) Where primary pedestrian access is not adjacent to a vehicle access as described in E27.6.6.(4)(a), the following further requirements apply in addition to those in E27.6.6(3):

- Amend **Standard E27.6.6.(4)(b)(iii)** to correct the erroneous reference to Standard E27.6.6(3) in the Consent Order version which should instead be E27.6.6.(3):

(iii) The clear width may include the minimum formed primary pedestrian access width of 1.8m required in E27.6.6(3), but shall be free of permanent obstructions and spaces within which vehicles may park with the exception of:

- Amend Note 2 below **Standard E27.6.6.(4)** to correct the erroneous reference to Standard E27.6.6(4) in the Consent Order version which should instead be E27.6.6.(4):

Note 2: E27.6.6(4) is intended to provide access for emergency responders. Emergency responder access requirements are further controlled by the Building Code. Plan users should refer to the Building Code to ensure compliance can be achieved at building consent stage. Granting of a resource consent does not imply that waivers of Building Code requirements will be granted. Fire and Emergency New Zealand publishes guidance in the context of Building Code requirements.

- Amend the **Standard E27.6.7 header** to include a full stop after the standard reference to accord with AUP Standard formatting requirements, with the full stop being erroneously excluded from the Decision version and Consent Order version:

E27.6.7. Electric vehicle supply equipment Provision for electric vehicle charging

- Amend **Standard E27.6.7.(2) and Standard E27.6.7.(3)** to correct erroneous references to Standard E27.6.7.(1) in the Consent Order version which should be stated in full rather than just referencing (1):

(2) For developments requiring resource consent, compliance with this standard may be through one of the following:

(a) Resource consent drawings showing schematically the space identified for future Electric Vehicle Supply Equipment as required by E27.6.6.7.(1); or

(b) An appropriate condition of resource consent (offered by the applicant and agreed by the Council) requiring that a detailed plan or plans be provided and certified by Council prior to the lodgement of any building consent application, showing the space identified for future Electric Vehicle Supply Equipment as required by E27.6.6.7.(1).

(3) For developments not requiring resource consent, compliance with this standard must be demonstrated at building consent stage through building consent drawings showing the space identified for future Electric Vehicle Supply Equipment as required by E27.6.6.7.(1).

- Amend **Standard E27.6.7.** to reinstate Note header at the end of the standard and preceding notes associated with the standard that was inadvertently deleted from the Consent Order version and including numerical reference 1 alongside the header given there are two separate notes which has also required a consequential correction to remove the (a) letter reference and include a second Note header with a numerical reference 2 above the second note:

Note 1:

(a) ~~This standard applies to all new dwellings, with the exception of new detached dwellings~~

~~(a) This standard does not apply to any car parking permanently allocated to visitors.~~

Note 2

Refer to the following standards and guidelines:

- Australian/New Zealand Wiring Rules AS/NZS 3000:2018
- SNZ PAS 6011:2021 Electric Vehicle Charges for Residential Use
- SNZ PAS 6011:2012 Electric Vehicle Chargers for Commercial Applications
- WorkSafe EV charging safety guidelines 2nd addition plus addendums 1 and 2

- Amend **Matter of Discretion E27.8.1.(5A)** to remove the erroneous use of brackets in the Consent Order version when referring to Standard E27.6.3.2(A) which should instead be E27.6.3.2A to accord with AUP Standard formatting requirements:

(5A) any activity or development that provides fewer less than the required number of accessible parking spaces under Standard ~~E27.6.2(a)-E27.6.3.2(A)~~:

- Amend **Matter of Discretion E27.8.1.(9)** to reinstate “and” preceding the reference to Standard E27.6.4.4. in accordance with the Operative version, with “and” having been erroneously deleted from the Decision and Consent Order versions:

(9) any activity or development which infringes the standards for design of parking and loading areas or access under Standards E27.6.3, E27.6.4.2, E27.6.4.3, ~~E27.6.4.3A~~ and E27.6.4.4 and ~~E27.6.6~~:

- Amend **Matter of Discretion E27.8.1.(15)** to correct reference to Standard E27.6.7 so a full stop is included after ‘7’ to accord with AUP formatting requirements:

(15) Any activity or development which does not meet the requirements for electric vehicle supply equipment under Standard E27.6.7:

- Amend **Matters of Discretion E27.8.1.(16)-E27.8.1.(19)** to:
 - include references to Table E27.4.1 after stating activities from the table in the matters of discretion which accords with the formatting of preceding matters of discretion E27.8.1.(4)-E27.8.1.(4A) and were erroneously excluded from the Consent Order version;
 - add brackets to the activity references which were erroneously excluded from the Consent Order version;
 - capitalise ‘s’ and remove the ‘s’ in relation to ‘standards’ in matter of discretion E27.8.1.(16) so it becomes ‘Standard’; and
 - include full stops in the standard references to accord with AUP Standard formatting

requirements, with the full stops being erroneously excluded from the Consent Order version:

(16) Activity (A21) in Table E27.4.1: Primary pedestrian access serving six or more dwellings (including dwellings as part of an integrated residential development) in the residential zones, which comply with Standards E27.6.6:

(17) Activity (A22) in Table E27.4.1: Primary pedestrian access serving six or more dwellings (including dwellings as part of an integrated residential development) in the residential zones, which is adjacent to vehicle access and parking areas, and which is not physically separated for all or part of its length:

(18) Activity (A23) in Table E27.4.1: Primary pedestrian access which infringes the width, obstructions/clear height, gradient and slip resistant standards in Standard E27.6.6 (3):

(19) Activity (A23) in Table E27.4.1: Any activity or development which infringes the standard in Standard E27.6.6 (4):

- Amend the erroneous duplicate reference to **Matter of Discretion E27.8.1.(16)** in the Decision and Consent Order versions which should instead be **E27.8.1.(20)** for the matter of discretion below which also requires a grammatical correction to include a full stop at end of the reference to Standard E27.6.8 to accord with AUP Standard formatting requirements:

(16)(20) Any electric vehicle charging station which does not meet the requirements for electric vehicle charging stations under Standard E27.6.8:

- Amend **Assessment Criteria E27.8.2.(3)** to correct:
 - erroneous standard reference E27.6. which should instead be E27.6.1.; and
 - erroneous formatting of roman numerals in assessment criterion E27.8.2.(3)(b) to accord with AUP Standard formatting requirements:

(3) any activity or subdivision which exceeds the trip generation thresholds under Standard E27.6.1, ~~with the exception of the thresholds (TA1), (T1A), (T2A) and (T3A) in Table E27.6.1.1:~~

- a) the effects on the function and the safe and efficient operation of the transport network including ~~pedestrian movement~~ with consideration of all modes of transport, particularly at peak ~~traffic times~~;
- b) the implementation of mitigation measures proposed to address adverse effects which may include, but are not limited to, the following measures:

~~i.(i)~~ such as travel planning;

~~ii.(ii)~~ providing alternatives to private vehicle trips including accessibility to public transport;

~~iii.(iii)~~ staging development;

~~iv.(iv)~~ providing or contributing to improvements to the local transport network across all modes; ~~or~~

- Amend **Assessment Criterion E27.8.2.(4A)** to to remove the erroneous use of a full stop between '2' and 'A' and brackets around 'A' in the Consent Order version when referring to Standard E27.6.3.2(A) which should instead be E27.6.3.2A to accord with AUP Standard formatting requirements:

(4A) any activity or development that provides ~~fewer less~~ than the required number of accessible parking spaces under Standard E27.6.3.2(A):

- Amend **Assessment Criterion E27.8.2.(4A)(c)** to correct grammatical error, with a colon being required at the end of the provision:

~~(d) (c) the availability and capacity of alternative accessible parking in the immediate vicinity, including: on street and other public accessible car parking, with an accessible route to and from the building designed in accordance with New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121-2001), to provide the additional parking sought for the proposal;~~

- Amend **Assessment Criterion E27.8.2.(4A)(c)(iii)** to correct grammatical error, with the semi-colon at the end of the provision being erroneous and it should instead be a full stop:

~~(iii) whether an accessible route from the alternative location to the application site is present;~~

- Amend **Assessment Criterion E27.8.2.(7)(d)** to correct grammatical error, with the full stop at the end of the provision being erroneous and it should instead be a semi-colon:

	<p>(d) the extent to which loading can be provided informally on site or on another site in the immediate vicinity <u>and its use shared</u>; <u>or</u>; Or</p> <ul style="list-style-type: none"> • Amend Assessment Criteria E27.8.2.(8)(a)(iii)-(iv) to correct the erroneous exclusion and inclusion of “and” from the end of assessment criterion, and to reinstate the full stop at the end of assessment criterion E27.8.2.(8)(a)(iv) given it is the last assessment criterion in E27.8.2.(8)(a): <p>(iii) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; <u>and</u> or</p> <p>(iv) existing community or public infrastructure or facilities located in the adjoining road, such as bus stops, bus lanes, footpaths and <u>cycleways</u>. <u>and</u></p> <ul style="list-style-type: none"> • Amend Assessment Criterion E27.8.2.(8)(e) to become Assessment Criterion E27.8.2.(8)(d) given preceding Assessment Criterion E27.8.2.(8)(d) was deleted in the Consent Order version: <p><u>(e) (d)</u> <u>The safety and functionality of emergency responder access.</u></p> <ul style="list-style-type: none"> • Amend Assessment Criteria E27.8.2.(15)-E27.8.2.(18) to: <ul style="list-style-type: none"> - include references to Table E27.4.1 after stating activities from the table in the matters of discretion which accords with the formatting of preceding matters of discretion E27.8.1.(4)-E27.8.1.(4A) and were erroneously excluded from the Consent Order version; - add brackets to the activity references which were erroneously excluded from the Consent Order version; - capitalise ‘standard’ in Assessment Criterion E27.8.2.(15); and - include full stops in the standard references to accord with AUP Standard formatting requirements, with the full stops being erroneously excluded from the Consent Order version: <p><u>(15) Activity (A21) in Table E27.4.1: Primary pedestrian access serving six or more dwellings (including dwellings as part of an integrated residential development) in the residential zones, which comply with Standard E27.6.6:</u></p> <p><u>(16) Activity (A22) in Table E27.4.1: Primary pedestrian access serving six or more dwellings (including dwellings as part of an integrated residential development) in the residential zones, which is adjacent to vehicle access and parking areas, but is not physically separated for all or part of its length, but otherwise complies with Standard E27.6.6:</u></p>
--	--

(17) Activity (A23) in Table E27.4.1: Primary pedestrian access which infringes the width, obstructions/clear height, gradient and slip resistant standards in Standard E27.6.6(3):

(18) Activity (A23) in Table E27.4.1: Any activity or development which infringes the standard in Standard E27.6.6(4):

- Amend the erroneous duplicate reference to **Assesment Criterion E27.8.2.(15)** in the Decision and Consent Order versions which should instead be **E27.8.2.(19)** for the assessment criterion below which also requires a grammatical correction to include a full stop at end of the reference to Standard E27.6.8 to accord with AUP Standard formatting requirements:

(15)(19) Any electric vehicle charging station which does not meet the requirements for electric vehicle charging stations under Standard E27.6.8:

- Amend **Table E27.4.1** and references to “standard” in activities (A20)-(A21) which is erroneous and should instead be “Standard” and also need to include a full stop at the end of references to Standard E27.6.6 to accord with AUP Standard formatting requirements, with the full stop being erroneously excluded from the Consent Order version:

<u>(A20)</u>	<u>Primary pedestrian access serving between 2 and 5 dwellings (excluding dwellings that directly front and have direct pedestrian access from a road) in residential zones complying with Standard E27.6.6.</u>	<u>P</u>
<u>(A21)</u>	<u>Primary pedestrian access serving 6 or more dwellings* (excluding dwellings that directly front and have direct pedestrian access from a road) in residential zones complying with Standard E27.6.6.</u> <u>* including dwellings as part of an integrated residential development</u>	<u>RD</u>

- Amend **Table E27.4.1** and activity (A23) to include a full stop in the references to Standards E27.6.6(3) and E27.6.6(4) which should instead be E27.6.6.(3) and E27.6.6.(4) to accord with AUP Standard formatting requirements, with the full stops being erroneously excluded from the Consent Order version:

<u>(A23)</u>	<u>Primary pedestrian access in residential zones (whether physically separated or not) that does not comply with:</u> (a) <u>The width, gradient, clear height, obstruction or slip resistance requirements of Standard E27.6.6(3); and/or</u> (b) <u>The emergency responder access requirements of Standard E27.6.6(4)</u>	<u>RD</u>
--------------	---	-----------

- Amend the **Standard E27.6.8 header** to include a full stop after the standard reference to accord with AUP Standard formatting requirements, with the full stop being erroneously excluded from the Decision version and Consent Order version:

E27.6.8. Electric vehicle charging stations

Amend Chapter J as follows (the cl16 corrections are highlighted in **yellow**, while Consent Order changes to the Decisions Version are shown in **red underline** and **strikethrough**):

- Amend the **Electric Vehicle Supply Equipment, Heavy vehicle** and **Primary Pedestrian Access** and **Speed Management Measures definitions** to remove the erroneous use of a colon at the end of each definition header in the Decision version and Consent Order version to accord with AUP Standard formatting requirements:

Electric Vehicle Supply Equipment:

Electric Vehicle Supply Equipment for car parks includes the power outlets, wiring, cable trays, circuits, metering, electrical distribution boards and communications technology required to connect a type 2 (7 kilowatt, 32 Amp) electric vehicle charger with the electricity network and enable smart electrical load management.

Heavy vehicle:

A motor vehicle that has a gross vehicle mass exceeding 3,500 kilograms.

Primary Pedestrian Access:

The main pedestrian route serving two or more dwellings in any residential zone, **including any segment that serves only the final dwelling**, providing pedestrian and micro-mobility access from the road to the individual paths accessing the front doors of the dwellings (or, where applicable, the shared front door serving more than one dwelling).




Speed Management Measures:

The application of engineering and other physical measures to a vehicle access to reduce vehicle speeds and provide for the safety of users of the vehicle access and adjoining road network.

Includes:

- speed humps
- raised tables
- side islands
- lane narrowing
- chicanes
- lateral shifts
- surface treatments
- landscaping.

Attachments	Attachment 1: Corrected text
--------------------	------------------------------

<p>Text Entered by: Sarah El Karamany Planning Technician</p>	
<p>Signature:</p> 	
<p>Prepared by: Nicholas Lau Team Leader Planning – Central South</p>	
<p>Signature: </p>	
<p>Decision: I agree to make an amendment of minor effect or correct the error under clause 16, schedule 1, RMA 1991 using my delegated authority</p>	
<p>Celia Davison Manager Planning – Central South Date: 28 April 2026</p>	
<p>Signature:</p> 	

Attachment 1: Corrected text

E24. Lighting

...

E24.6.2 Artificial lighting standards for access in residential zones

(1) When lighting for access in residential zones is required by Standard E27.6.3.7(2), it must:

(a) have lighting designed and assessed in accordance with Australian/ New Zealand Standard Lighting for roads and public spaces (Part 3.1: Pedestrian Area (Category P) lighting – Performance and design requirements Lighting for Roads and Public Spaces (AS/NZS1158.3.1:2020))

(b) meet the minimum P subcategories specified in Table 24.6.2.1 below:

Table E24.6.2.1 Minimum P subcategories

<u>Access</u>	<u>P Subcategory</u>
<u>Primary pedestrian access only not adjacent to a vehicle access including connecting elements, steps, stairwells and ramps serving 4 to 9 dwellings</u>	<u>PP4</u>
<u>Any primary pedestrian access not adjacent to a vehicle access including connecting elements, steps, stairwells and ramps serving 10 or more dwellings or 10 or more parking spaces</u>	<u>PP3</u>
<u>Parking spaces</u>	<u>PC3</u>
<u>Vehicle accessway and manoeuvring areas, including any required adjacent primary pedestrian access</u>	<u>PR4</u>

(c) All light fittings must not project any light at or above the height of their light source.

(d) All light emitted from light fittings must have a correlated colour temperature of 3000K (Kelvin) or lower.

(e) Spill light and glare from the lighting must meet the specifications of Standard E24.6.1(8).

(f) The lighting must have automatic daylight controls such that the lights are on during the hours of darkness. Where automatic presence detection or sensor lighting is proposed, this must be confirmed as appropriate by a Crime Prevention Through Environmental Design assessment prepared by a suitably experienced and qualified specialist.

(g) The lighting required by Standard E27.6.3.7(2) and its power source must not be disabled, except for necessary maintenance or repairs or for emergency purposes.

(h) Solar lighting is acceptable where it complies with Standard E24.6.2 throughout the hours of darkness.

...

E24.8.2. Assessment criteria

The Council will consider the relevant assessment criteria for restricted discretionary activities from the list below:

(1) for traffic safety:

(a) the extent to which any artificial lighting will adversely affect traffic safety;

(1A) the effects of lighting on pedestrian safety, wayfinding and access;

(a) whether the number, location, design and orientation of light fittings and light support structures provide adequate lighting for the safety and wayfinding of people, including pedestrians, moving, residing, working or visiting sites.

(b) where solar lighting does not comply with Standard E24.6.2(h), the adequacy of the proposed lighting to provide for pedestrian safety, wayfinding and access.

(2) for the effects of artificial lighting and glare on amenity values:

...

E24.9. Special information requirements

~~There are no special information requirements in this section.~~

(1) When lighting is required under Standards E27.6.3.7(2) and E24.6.2, a lighting plan and specification shall accompany any resource consent application, prepared by a suitably experienced and qualified lighting specialist, which demonstrates at a minimum the following:

(a) Confirms the AS/NZS1158.3.1:2020 lighting performance P subcategory required by Standard E24.6.2, for all areas of the site where lighting is required.

(b) Provides a compliance statement that the lighting proposed in the lighting plan and specification is expected to comply with the relevant requirements in E24.6.2(1) and the spill and glare requirements of Section E24 Lighting.

(c) Includes types of lighting and light support structures.

(d) Overlays the lighting plan on the site plan and landscape plan, and identifies the lighting structures in relation to pedestrian and vehicle movement spaces and landscape areas.

(e) Includes in any case where solar lighting is proposed, a compliance statement of its effectiveness and durability taking into account anticipated sun exposure.

...

E27. Transport

...

Table E27.4.1 Activity table

Activity	Activity status
(A1)	P
<u>Parking, loading and access and Electric Vehicle Supply Equipment</u> which is an accessory activity and complies with the standards for parking, loading, and access and Electric Vehicle Supply Equipment.	
(A2)	RD
<u>Parking, loading and access and Electric Vehicle Supply Equipment</u> which is an accessory activity but which does not comply with the standards for parking, loading, and access and Electric Vehicle Supply Equipment.	
...	
(A20)	P
<u>Primary pedestrian access serving between 2 and 5 dwellings (excluding dwellings that directly front and have direct pedestrian access from a road) in residential zones complying with Standard E27.6.6.</u>	
(A21)	RD
<u>Primary pedestrian access serving 6 or more dwellings* (excluding dwellings that directly front and have direct pedestrian access from a road) in residential zones complying with Standard E27.6.6.</u>	
<u>* including dwellings as part of an integrated residential development</u>	
(A22)	RD
<u>Primary pedestrian access serving 6 or more dwellings* (excluding dwellings that directly front and have direct pedestrian access from a road) in residential zones, which is adjacent to vehicle access and parking areas, but is not physically separated for all or part of its length, but otherwise complies with Standard E27.6.6</u>	
<u>* including dwellings as part of an integrated residential development</u>	
(A23)	RD
<u>Primary pedestrian access in residential zones (whether physically separated or not) that does not comply with:</u> <u>(a) The width, gradient, clear height, obstruction or slip resistance requirements of Standard E27.6.6.(3); and/or</u>	

	<u>(b) The emergency responder access requirements of Standard E27.6.6.(4)</u>	
--	--	--

...

E27.6.1. Trip generation

...

(2) Standard E27.6.1(1) does not apply where:

- (a) a proposal is located in the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre 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;~~~~[deleted]~~
- (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 any applicable zone rules or precinct rules for any controlled or restricted discretionary land use activities.

...

Table E27.6.2.7 Minimum loading space requirements

Activity		GFA	Minimum rate
(T108)	Retail and industrial activities	Up to 300m ²	No loading required
(T109)		Greater than 300m ² up to 5000m ²	1
(T110)		Greater than 5000m ² up to 10,000m ²	2
(T111)		Greater than 10,000m ²	3 spaces plus 1 space for every additional 10,000m ²
(T112)	All other activities, except for activities within rural zones	Up to 5000m ²	No loading required
(T113)		Greater than 5000m ² up to 20,000m ²	1
(T114)		Greater than 20,000m ² up to 90,000m ²	2
(T115)		Greater than 90,000m ²	3 spaces plus space 1 for every additional 40,000m ²
(T116)	All other activities where located in rural Zones		No minimum rate

Table E27.6.2.7A Minimum small loading space requirements where residential activities only have vehicle access from an arterial road

<u>Activity</u>	<u>GFA/ Number of dwellings</u>	<u>Minimum rate</u>
(T111A)	<u>Developments where all dwellings have individual pedestrian access directly from a public road</u>	<u>No loading space required</u>
	<u>Up to 9 dwellings without individual pedestrian access directly from a public road</u>	<u>No loading space required</u>
	<u>10 or more dwellings up to 5,000m² without individual pedestrian access directly from a public road</u>	<u>1*</u>
	<u>Greater than 5,000m²</u>	<u>NA</u>

* Refer to T137A of Table E27.6.3.2.1 Minimum loading space dimensions

...

E27.6.3.2A Number and Design of Accessible Parking

- (1) Accessible parking must be provided for all new buildings, extension to existing buildings and changes of activity from non-residential to residential land uses, in accordance with E27.6.3.2A(2) to (5) below
- (2) For residential developments where car parking is provided on site, accessible parking spaces must be provided for developments of 10 or more dwellings.
- (3) For all non-residential developments, accessible parking must be provided when car parking is provided on-site.
- (4) Accessible parking is not required to be provided where no car parking is provided on site, except for the following activities in the following zones where accessible parking must be provided even when there is no car parking on-site:

...
- (5) Where accessible parking is required to be provided on-site in accordance with E27.6.3.2A (1) to (4) above, the required number of accessible parking spaces must be calculated as set out in E27.6.3.2A (6) and (7).

...
- (10) The requirements of this standard E27.6.3.2A do not apply to activities within I208 Port Precinct.

...

E27.6.3.4. Reverse manoeuvring

- (1) Sufficient space must be provided on the site so vehicles do not need to reverse off the site or onto or off the road from any site where any of the following apply:

- (a) four or more parking spaces are served by a single access;
 - (b) there is more than 30m between the parking space and the road boundary of the site; or
 - (c) access would be from an arterial road or otherwise within a Vehicle Access Restriction covered in Standard E27.6.4.1.
- (2) Where E27.6.3.4.(1)(a), (b) or (c) requires a heavy vehicle to turn around within a site in a residential zone, to avoid reversing off the site or onto or off the road, sufficient space must be provided on the site so an 8m heavy vehicle can turn around with a maximum reverse manoeuvring distance of 12m.
- (3) Heavy vehicle access and manoeuvring areas associated with access required by E27.6.3.4.(2) above must comply with the tracking curves set out in the Land Transport New Zealand Road and traffic guidelines: RTS 18: New Zealand on-road tracking curves for heavy motor vehicles (2007).

E27.6.3.5. Vertical clearance

- (1) To ensure vehicles can pass safely under overhead structures to access any parking and loading spaces, the minimum clearance between the formed surface and the structure must be:
- (a) 2.1m where access and/or parking for cars is provided for residential activities;
 - (b) 2.3m where access and/or parking for cars is provided for all other activities;
 - (c) 2.5m where access and/or accessible parking ~~for people with disabilities~~ is provided and/or required; ~~or~~
 - (ca) 2.8m where loading is required for residential activities denoted with an asterisk (*) in Table E27.6.2.7A;
 - (cb) 3.8m where heavy vehicle access in Standards E27.6.3.4.(2) and E27.6.3.4.(3) is provided; or
 - (d) 3.8m where loading is required in Table E27.6.2.7.

...

Table E27.6.4.3.2 Vehicle crossing and vehicle access widths

Location of site frontage		Number of parking spaces served	Minimum width of crossing at site boundary ¹	Maximum width of crossing at site boundary ¹	Minimum formed access width
(T149)	Residential zone	Serves 1 or 2 parking spaces	2.75m	3.0m	2.5m provided it is contained within a corridor clear of buildings or parts of a building with a minimum width of 3m

...

Table E27.6.4.3.3 Speed management requirements

Activity		Length of vehicle access	Location of minimum speed management measures
(T156AA)	Vehicle access serving four or more dwellings in Residential zones	Exceeds 30m	Within 10m of the site's boundary with the legal road; and Thereafter, not more than 30m spacing between speed management measures.

Note: Where heavy vehicle access and speed management measures are required, the design of speed management measures should include consideration of heavy vehicle requirements.

...

E27.6.6. Design and location of pedestrian access in residential zones

Purpose: to provide for on-site pedestrian safety and convenience.

- (1) This standard applies to development of two or more dwellings in residential zones.
- (2) For the purposes of this standard and standard E38.8.1.2. (Access to rear sites), and the associated provisions and related assessment criteria, "physically separated" means separation of primary pedestrian access from vehicle access, parking and manoeuvring areas by way of:
 - (a) 150mm high, non-mountable vertical kerbs to primary pedestrian access;

- (b) Minimum 1 m wide landscape buffer between primary pedestrian access and vehicle access, manoeuvring or parking areas; or
- (c) wheel stops or similar barriers positioned to avoid vehicle access onto or over an adjacent primary pedestrian access.
- (3) Primary pedestrian access must be provided to each dwelling. The primary pedestrian access requirements specified in Table E27.6.6.1 apply for the full length of the pedestrian access:

Table E27.6.6.1

	<u>Number of Dwellings (excluding dwellings that directly front and have direct pedestrian access from a road)</u>	<u>Primary Pedestrian Access Adjacent to Vehicle Access and Parking Area</u>	<u>Primary Pedestrian Access Not Adjacent to Vehicle Access or Parking Area or Pedestrian Only Access</u>
<u>(T160)</u>	<u>2-5 dwellings</u>	<u>(i) No requirement. Pedestrian access may share the vehicle access space.</u>	<u>(i) Minimum formed width of 1.8m. (ii) Free of permanent obstructions with minimum clear height of 2.1m. (iii) A gradient no greater than 1 in 12. (iv) A surface treatment which is firm, stable and slip resistant in any weather condition.</u>
<u>(T161)</u>	<u>6-19 dwellings</u>	<u>(i) Primary pedestrian access is physically separated from vehicle access and parking areas. (ii) Minimum formed width of 1.4m. (iii) Free of permanent obstructions with</u>	<u>(i) Minimum formed width of 1.8m. (ii) Free of permanent obstructions with minimum clear height of 2.1m. (iii) A gradient no greater than 1 in 12. (iv) A surface treatment which is</u>

		<p><u>minimum clear height of 2.1m.</u></p> <p><u>(iv) A gradient no greater than the maximum vehicle access gradient as specified in Table E27.6.4.4.1.</u></p> <p><u>(v) A surface treatment which is firm, stable and slip resistant in any weather condition.</u></p>	<p><u>firm, stable and slip resistant in any weather condition.</u></p>
<u>(T162)</u>	<u>20+ dwellings</u>	<p><u>(i) Primary pedestrian access is physically separated from vehicle access and parking areas.</u></p> <p><u>(ii) Minimum formed width of 1.8m.</u></p> <p><u>(iii) Free of permanent obstructions with minimum clear height of 2.1m.</u></p> <p><u>(iv) A gradient no greater than the maximum vehicle access gradient as specified in Table E27.6.4.4.1.</u></p> <p><u>(v) A surface treatment which is firm, stable and slip resistant in any weather condition.</u></p>	<p><u>(i) Minimum formed width of 1.8m.</u></p> <p><u>(ii) Free of permanent obstructions with minimum clear height of 2.1m.</u></p> <p><u>(iii) A gradient no greater than 1 in 12.</u></p> <p><u>(iv) A surface treatment which is firm, stable and slip resistant in any weather condition.</u></p>

(4) Clear Width / Height Requirements for emergency responders

Purpose: to provide access for emergency responders.

- (a) Where primary pedestrian access is adjacent to a vehicle access on the same site, no additional clear width/height requirement applies beyond the primary pedestrian access requirements in E27.6.6.(3).

- (b) Where primary pedestrian access is not adjacent to a vehicle access as described in E27.6.6.(4)(a), the following further requirements apply in addition to those in E27.6.6.(3):
- (i) Minimum clear width of 3m;
 - (ii) Minimum clear height of 2.1m;
 - (iii) The clear width may include the minimum formed primary pedestrian access width of 1.8m required in E27.6.6.(3), but shall be free of permanent obstructions and spaces within which vehicles may park with the exception of:
 - Soft/frangible landscape treatment with a maximum mature height of 600mm;
 - Wall-mounted, fence-mounted or building-mounted lighting infrastructure.

Note 1: Works within the legal road, such as connections to public footpaths, require prior approval from Auckland Transport as the road controlling authority. This approval is separate and additional to any land use or subdivision approval required.

Note 2: E27.6.6.(4) is intended to provide access for emergency responders. Emergency responder access requirements are further controlled by the Building Code. Plan users should refer to the Building Code to ensure compliance can be achieved at building consent stage. Granting of a resource consent does not imply that waivers of Building Code requirements will be granted. Fire and Emergency New Zealand publishes guidance in the context of Building Code requirements

...

E27.6.7. Provision for electric vehicle charging

Purpose: to ensure that any undercover car parks for new dwellings (except new detached dwellings) are provided with the capability to install Electric Vehicle Supply Equipment.

- (1) Any new dwellings with undercover car parking (with the exception of new detached dwellings) must provide each undercover car park with the capability to install Electric Vehicle Supply Equipment with sufficient space for the necessary conduit, circuit and metering between the car park and an electrical distribution board on the same building storey, or ground level if the undercover car park is at ground level.
- (2) For developments requiring resource consent, compliance with this standard may be through one of the following:
 - (a) Resource consent drawings showing schematically the space identified for future Electric Vehicle Supply Equipment as required by E27.6.6.7.(1); or

- (b) An appropriate condition of resource consent (offered by the applicant and agreed by the Council) requiring that a detailed plan or plans be provided and certified by Council prior to the lodgement of any building consent application, showing the space identified for future Electric Vehicle Supply Equipment as required by E27.6.6.7.(1).
- (3) For developments not requiring resource consent, compliance with this standard must be demonstrated at building consent stage through building consent drawings showing the space identified for future Electric Vehicle Supply Equipment as required by E27.6.6.7.(1).

Note 1

This standard does not apply to any car parking permanently allocated to visitors.

Note 2

Refer to the following standards and guidelines:

- Australian/New Zealand Wiring Rules AS/NZS 3000:2018
- SNZ PAS 6011:2021 Electric Vehicle Charges for Residential Use
- SNZ PAS 6011:2012 Electric Vehicle Chargers for Commercial Applications
- WorkSafe EV charging safety guidelines 2nd addition plus addendums 1 and 2

E27.6.8. Electric vehicle charging stations

(1) Any building or structure for EV charging must:

- (a) Not exceed a maximum height above ground level of 3m (excluding charging cables and cable support systems); and
- (b) If there are more than two EV charging structures or EV charging buildings, comply with the front yard and landscape buffer standards of the underlying Zone.

...

E27.8.1. Matters of discretion

(5A) any activity or development that provides fewer than the required number of accessible parking spaces under Standard E27.6.3.2A:

- (a) adequacy of the proposal relative to demand for accessible parking;
- (b) site limitations that restrict provision of required spaces;
- (c) alternative proposals for accessible parking.

...

(9) any activity or development which infringes the standards for design of parking and loading areas or access under Standards E27.6.3, E27.6.4.2, E27.6.4.3 and E27.6.4.4:

(a) adequacy for the site and the proposal;

...

(15) Any activity or development which does not meet the requirements for electric vehicle supply equipment under Standard E27.6.7.:

(a) adequacy for the site and the proposal;

(ab) site limitations; and

(b) alternative proposals.

(16) Activity (A21) in Table E27.4.1.: Primary pedestrian access serving six or more dwellings (including dwellings as part of an integrated residential development) in the residential zones, which comply with Standard E27.6.6.:

(a) Pedestrian safety, convenience and accessibility

(b) Design and layout of pedestrian access.

(17) Activity (A22) in Table E27.4.1.: Primary pedestrian access serving six or more dwellings (including dwellings as part of an integrated residential development) in the residential zones, which is adjacent to vehicle access and parking areas, and which is not physically separated for all or part of its length:

(a) Pedestrian safety, convenience and accessibility

(b) Site characteristics and context

(c) Design and layout of dwellings in relation to pedestrian and vehicle access.

(d) Design and layout of pedestrian access and vehicle access and parking areas.

(18) Activity (A23) in Table E27.4.1.: Primary pedestrian access which infringes the width, obstructions/clear height, gradient and slip resistant standards in Standard E27.6.6(3).:

(a) Pedestrian safety, convenience and accessibility

(b) Site characteristics

(c) The nature and extent of any obstruction(s) and any reduced clear height

(d) Design and layout of pedestrian access, including the adequacy of emergency responder access.

(19) Activity (A23) in Table E27.4.1.: Any activity or development which infringes the standard in Standard E27.6.6(4).:

(a) The adequacy of emergency responder access.

(20) Any electric vehicle charging station which does not meet the requirements for electric vehicle charging stations under Standard E27.6.8.:

- (a) The extent and effect of non-compliance with the standard;
- (b) Location and design; and
- (c) Visual and streetscape amenity.

E27.8.2. Assessment criteria

...

(3) any activity or subdivision which exceeds the trip generation thresholds under Standard E27.6.1., with the exception of the thresholds (TA1), (T1A), (T2A) and (T3A) in Table E27.6.1.1:

- (a) the effects on the function and the safe and efficient operation of the transport network ~~including pedestrian movement~~ with consideration of all modes of transport, particularly at peak ~~traffic~~ times;
- (b) the implementation of mitigation measures proposed to address adverse effects which may include, but are not limited to, the following measures:
 - (i) such as travel planning;
 - (ii) providing alternatives to private vehicle trips including accessibility to public transport;
 - (iii) staging development;
 - (iv) providing or contributing to improvements to the local transport network across all modes; or
- (c) the trip characteristics of the proposed activity on the site.

...

(4A) any activity or development that provides fewer than the required number of accessible parking spaces under Standard E27.6.3.2A:

- (a) the extent to which the amount of accessible parking proposed is sufficient to meet the likely demand, having regard to:
 - (i) the nature of the proposed activities, including the interaction between activities on the site;
 - (ii) the availability of and accessibility of the site by public transport; and
 - (iii) the trip characteristics of the proposed activities on the site requiring accessible parking spaces;
- (b) the extent to which it is physically practicable to provide the required accessible parking spaces on the site including in terms of topography, site shape and dimensions, and the existing location of buildings, and whether

accessible parking can be accommodated in existing building(s) when a change of use is proposed;

(c) the availability and capacity of alternative accessible parking in the immediate vicinity, including:

(i) on street and other publicly accessible car parking;

(ii) within other sites with surplus capacity, including whether the use of the alternative car parks is secured through an appropriate legal agreement; and

(iii) whether an accessible route from the alternative location to the application site is present.

(5) [Deleted]

...

(7) any activity or development which provides fewer than the minimum number of loading spaces under Standard E27.6.2(8):

(aa) the extent to which it is physically practicable to provide the required loading space(s) on site in terms of the characteristics of the site, including its location in relation to the transport network, site dimensions, topography, and existing development;

(a) effects of the loading arrangements proposed for the site, including the non-provision of any required loading space, on the safe and efficient operation of the adjacent transport network;

(b) the specific business practice, operation or type of customer associated with the proposed activities;

(c) the extent to which an accessible and adequate on-street loading space is available nearby or can be created while having regard to other demands for kerbside use of the road;

(d) the extent to which loading can be provided informally on site or on another site in the immediate vicinity and its use shared; or

(e) the extent to which the reduction in loading spaces will contribute to the efficient use of land and the growth and intensification provided for in this Plan.

(8) any activity or development which infringes the standards for design of parking and loading areas or access under Standard E27.6.3, E27.6.4.2, E27.6.4.3, ~~and E267.6.4.4~~:

(a) effects on the safe and efficient operation of the adjacent transport network having regard to:

(i) the effect of the modification on visibility and safe sight distances;

- (ii) existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring;
 - (iii) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; and
 - (iv) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, footpaths and cycleways.
- (b) effects on pedestrian amenity or the amenity of the streetscape, having regard to:
- (i) the effect of additional crossings or crossings which exceed the maximum width; or
 - (ii) effects on pedestrian amenity and the continuity of activities and pedestrian movement at street level in the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone.
- (c) the practicality and adequacy of parking, loading and access arrangements having regard to:
- (i) site limitations, configuration of buildings and activities, user requirements and operational requirements;
 - (ii) the ability of the access to accommodate the nature and volume of traffic and vehicle types expected to use the access. This may include considering whether a wider vehicle crossing is required to:
 - comply with the tracking curve applicable to the largest vehicle anticipated to use the site regularly;
 - accommodate the traffic volumes anticipated to use the crossing, especially where it is desirable to separate left and right turn exit lanes;
 - the desirability of separating truck movements accessing a site from customer vehicle movements;
 - the extent to which reduced manoeuvring and parking space dimensions can be accommodated because the parking will be used by regular users familiar with the layout, rather than by casual users, including the number of manoeuvres required to enter and exit parking spaces;

Note: Parking spaces for regular users can be designed to undertake more than one manoeuvre to enter and exit parking spaces in accordance with AS/NZS 2890.1: 2004 Off-Street Parking.

- (iii) any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary; or
- (iv) any stacked parking is allocated and managed in such a way that it does not compromise the operation and use of the parking area.

(d) The safety and functionality of emergency responder access.

(9) use of an existing vehicle crossing where a Vehicle Access Restriction applies under Standard E27.6.4.1(1):

...

(15) Activity (A21) in Table E27.4.1: Primary pedestrian access serving six or more dwellings (including dwellings as part of an integrated residential development) in the residential zones, which comply with Standard E27.6.6.:

(a) The practicality and safety of the location of primary pedestrian access having regard to:

(i) the extent to which the primary pedestrian access is located to provide a safe and convenient and continuous connection from the road to the front door of the dwelling(s);

(ii) the extent to which the design incorporates Crime Prevention Through Environmental Design principles;

(b) The extent to which private and communal outdoor living space is separated from driveways and shared parking areas with appropriate fencing or other appropriate design techniques, to minimise the risk of children playing in vehicle access areas;

(c) The extent to which appropriate secondary pedestrian access:

(i) is provided within the development, including between parking areas, dwellings, and any communal site facilities, to provide for safe and convenient access for residents, and to provide a safe and convenient connection from any associated carparking area to the front door of the dwelling;

(ii) is safely accommodated in basement parking areas, while recognising space limitations and constraints; and

(iii) safely accommodates different users and abilities including minimisation of gradients and steps.

(16) Activity (A22) in Table E27.4.1: Primary pedestrian access serving six or more dwellings (including dwellings as part of an integrated residential development) in the residential zones, which is adjacent to vehicle access and parking areas, but is not physically separated for all or part of its length, but otherwise complies with Standard E27.6.6.:

(a) Policy E27.3.(20AA)

(b) The criteria set out in E27.8.2.(15) above as relevant

(c) The safety and practicality of primary pedestrian access where it is not physically separated from vehicle access, having regard to:

(i) site characteristics, including topography, configuration of buildings and activities, user requirements and operational requirements;

(ii) the number of parking spaces served by the vehicle access and volume of vehicle traffic;

(iii) the extent to which the site's layout and design minimises the need for vehicles to cross primary pedestrian accesses to gain access to garages, individual parking pads or spaces in grouped parking areas;

(iv) the safety of pedestrians where a primary pedestrian access crosses trafficable areas or vehicles must cross a primary pedestrian access, considering the design of the crossing, visibility between drivers and pedestrians, and vehicle speeds;

(v) where vehicles are proposed to cross a primary pedestrian access to access a car parking space, the extent to which:

- the number of crossing points is minimised, including through the use of paired/grouped crossing points;

- there are spaces between crossing points to allow for pedestrians using primary pedestrian access to safely pause while vehicles enter/exit parking spaces;

- the proximity of vehicle crossing points warrants the use of a continuous mountable kerb between crossing points, while ensuring that the extent of mountable kerb does not compromise pedestrian safety;

- the primary pedestrian access maintains uniform height and surface treatment along its length, indicating pedestrian priority;

- the primary pedestrian access is horizontally separated from parking spaces to provide intervisibility between pedestrians on the path and vehicles manoeuvring out of parking spaces; and

- whether other physical design measures can be used to ensure pedestrian safety and to restrict vehicles parking or manoeuvring over a primary pedestrian access.

(17) Activity (A23) in Table E27.4.1: Primary pedestrian access which infringes the width, obstructions/clear height, gradient and slip resistant standards in Standard E27.6.6(3):

(a) Whether the proposed design of the primary pedestrian access will meet the safety and practical needs of a range of users, taking into account:

(i) the number of units served and the site's characteristics, including all weather use, the transportation of rubbish bins and household items and the ability for cyclists to safely access any private and shared cycle storage areas;

(ii) the extent to which the design incorporates Universal Design principles, including where the primary pedestrian access is not adjacent to vehicle access and includes steps, whether a footpath and/or ramps as

specified in NZS 4121:2001 Design for access and mobility: Buildings and associated facilities can be provided;

(iii) the extent to which the location and nature of any obstruction(s) or reduced clear height would adversely affect the practicality and safety of pedestrian access;

(iv) the safety and functionality of emergency responder access.

(18) Activity (A23) in Table E27.4.1: Any activity or development which infringes the standard in Standard E27.6.6(4).:

(a) The safety and functionality of emergency responder access.

(b) The ability for the building(s) to be accessed by emergency responder vehicles and equipment.

(19) Any electric vehicle charging station which does not meet the requirements for electric vehicle charging stations under Standard E27.6.8.:

(a) The effects on streetscape and visual amenity; and

(b) Mitigation to manage adverse effects on streetscape and visual amenity effects.

J1. Definitions

...

Electric Vehicle Supply Equipment

Electric Vehicle Supply Equipment for car parks includes the power outlets, wiring, cable trays, circuits, metering, electrical distribution boards and communications technology required to connect a type 2 (7 kilowatt, 32 Amp) electric vehicle charger with the electricity network and enable smart electrical load management.

...

Heavy vehicle

A motor vehicle that has a gross vehicle mass exceeding 3,500 kilograms.

...

Primary Pedestrian Access

The main pedestrian route serving two or more dwellings in any residential zone, including any segment that serves only the final dwelling, providing pedestrian and micro-mobility access from the road to the individual paths accessing the front doors of the dwellings (or, where applicable, the shared front door serving more than one dwelling).

...

Speed Management Measures

The application of engineering and other physical measures to a vehicle access to reduce vehicle speeds and provide for the safety of users of the vehicle access and adjoining road network.