

**IN THE ENVIRONMENT COURT
AT AUCKLAND**

**I TE KŌTI TAIAO O AOTEAROA
KI TĀMAKI MAKĀURAU**

Decision [2026] NZEnvC 038

IN THE MATTER OF

appeals under clause 14 of the First
Schedule of the Resource Management
Act 1991

BETWEEN

THE NEIL GROUP LIMITED

(ENV-2024-AKL-198)

UNIVERSAL HOMES LIMITED

(ENV-2024-AKL-199)

SIMPLICITY LIVING LIMITED

(ENV-2024-AKL-200)

NEW ZEALAND HOUSING
FOUNDATION

(ENV-2024-AKL-201)

NEILSTON HOMES LIMITED

(ENV-2024-AKL-202)

CLASSIC BUILDERS GROUP
LIMITED

(ENV-2024-AKL-203)

FLETCHER RESIDENTIAL
LIMITED

(ENV-2024-AKL-204)

Appellants

AND

AUCKLAND COUNCIL

Respondent



Proposed Plan Change 79 to the Auckland Unitary Plan: Amendments to the transport provisions

Court: Environment Court Judge D C Caldwell sitting alone under s 279 of the Act

Last case event: 2 February 2026

Date of Decision: 6 March 2026

Date of Issue: 6 March 2026

CONSENT ORDER

A: Under s 279(1)(b) of the Resource Management Act 1991, the Environment Court, by consent, orders that:

- (1) The appeals are allowed subject to the amendments to Proposed Plan Change 79 to the Auckland Unitary Plan: Amendments to the transport provisions as attached to this order at Annexure B;
- (2) The appeals are otherwise dismissed; and
- (3) The Council is directed to delete the following provisions in Chapter E26 of the Auckland Unitary Plan pursuant to s 292 of the RMA: Activity E26.2.3.1(A5), Standard E26.2.5.1(4), and Standard E26.2.5.3(26).

B: Under s 285 of the Resource Management Act 1991, there is no order as to costs.

REASONS

Introduction

[1] The appeals relate to Proposed Plan Change 79 to the Auckland Unitary Plan (**AUP**): Amendments to the transport provisions (**PC79**).

[2] Consent order documents were initially filed in September 2025. The request for the consent order was supported by a number of documents. These included a joint

memorandum of parties¹ and an affidavit of David Mead, planner, which provided expert evidence in relation to the changes, including a s 32AA analysis.²

[3] By memorandum of counsel, the Auckland Council (**Council**) sought to amend the draft consent order and the provisions attached to the draft consent order by including the deletion of residual provisions in Chapter E26 - Infrastructure that conflict with the new electric vehicle charging station provisions in PC79, which the parties had previously agreed could be treated as operative under s 86F of the RMA.³

[4] That memorandum confirmed that all appellants and s 274 parties had been consulted in support of the proposed amendment to the draft consent order.⁴ For completeness the Court sought, given that this was a consent order, that confirmation of that support be provided. This was provided by joint memorandum of parties dated 2 February 2026.⁵

Background to PC79⁶

[5] PC79 is a Council-initiated plan change, which amends discrete parts of the AUP.⁷ PC79 as notified sought to address two broad sets of issues:

- (a) First, issues relating to the removal of car parking minimums,⁸ in conjunction with the greater intensification that was to be enabled by Plan Change 78: Intensification (**PC78**),⁹ and the need to address climate change by supporting the transition to cleaner, more sustainable transport

¹ Joint memorandum of the parties in support of consent order Plan Change 79 – amendments to the transport provisions, dated 30 September 2025 (**September Memorandum**).

² Affidavit of David Mead on behalf of Auckland Council Proposed Plan Change 79 – Transport provisions, affirmed 26 September 2025.

³ Memorandum of counsel for the Auckland Council, dated 16 December 2025 (**December Memorandum**) at [1.1].

⁴ December Memorandum at [1.2].

⁵ Joint memorandum of parties in support of amended draft consent order, dated 2 February 2026.

⁶ September Memorandum [2.1] – [2.5].

⁷ Chapter E24 – Lighting, Chapter E27 – Transport, Chapter E38 – Subdivision – Urban, Chapter J – Definitions, Chapter M – Appendices (specifically Appendix 17 and a proposed new Appendix 23).

⁸ Required by policy 11 of the National Policy Statement on Urban Development.

⁹ PC78 was Auckland’s Intensification Planning Instrument. It was withdrawn in part on 9 October 2025.

options (e.g. low / no emission options); and

- (b) Second, issues relating to the safety, efficiency and convenience of pedestrian and vehicle access provisions for private accessways in residential zones.

[6] With regard to the first set of issues, PC79 proposed new / amended provisions relating to:

- (a) Accessible parking – PC79 proposed new requirements to enable all people, including disabled individuals and older adults, to participate in their communities and to provide more housing choice;
- (b) Pedestrian only access – With the number of developments without vehicle access and onsite parking likely to increase with the removal of minimum car parking requirements from the AUP, PC79 proposed standards to address the increased risk of poorly designed and unsafe pedestrian only access;
- (c) Loading spaces – PC79 proposed new requirements for loading spaces in residential developments;
- (d) Heavy vehicle access – Provisions were proposed to ensure that, where heavy vehicle access is needed on a residential site (e.g. for waste collection), it is safely managed;
- (e) Bicycle parking and access – Provisions were proposed to require secure and covered bicycle parking and safe access;
- (f) Electric vehicle (**EV**) charging – Provisions were proposed to assist with the response to climate change, by future-proofing EV supply equipment in residential developments to support the modal shift towards low/no-emission transport options; and
- (g) Effects on the transport network – Amended trip generation provisions were proposed to enable greater consideration of the effects of activities on the transport network.

[7] As to the second set of issues, PC79 proposed new / amended provisions to address concerns relating to:

- (a) Lack of prioritisation of pedestrian safety and convenience in the design of accessways, resulting in poor outcomes due to:
 - (i) Inadequate minimum footpath width;
 - (ii) Inadequate separation of footpaths from trafficable areas;
 - (iii) Steep footpath gradients and steps within footpaths;
 - (iv) Obstruction of footpaths by lighting poles, letterboxes, utility boxes, rubbish bins etc;
 - (v) Poor provision of footpaths in longer accessways, and accessways serving larger numbers of residential units;
 - (vi) Absence of provisions to require artificial lighting during the hours of darkness;
- (b) Design of accessways for vehicles (e.g. inadequate speed management measures increasing safety risks for all users);
- (c) Lack of integration of the transport provisions in Chapters E27 Transport and E38 Subdivision – Urban of the AUP; and
- (d) Removal of car parking minimums creates a risk that developments may underestimate the accessway requirements for larger developments with low parking provision per dwelling.

[8] PC79 was publicly notified on 18 August 2022 and submissions closed on 29 September 2022. A summary of submissions was notified for further submissions on 5 December 2022 with further submissions required by 20 January 2023. The hearing was officially closed on 22 January 2024.

[9] An Independent Hearing Panel on behalf of Auckland Council approved PC79 subject to modifications (**Decision Version**) in a decision dated 31 July 2024. The decision was notified on 9 August 2024.

Appeals¹⁰

[10] Neil Group Limited, Universal Homes Limited, Simplicity Living Limited, New Zealand Housing Foundation, Neilston Homes Limited, Classic Builders Group Limited (together, **the Developer Group**) and Fletcher Residential Limited (**FRL**) lodged appeals against the Council’s decision on PC79 between 17 and 20 September 2024:

- (a) The appeals by the Developer Group recognise that *“intensive residential development needs to be designed and implemented in a way that has regard to potential adverse effects on the amenity, safety and wellbeing of neighbouring properties; and acknowledges that the AUP can appropriately incorporate provisions that address the risk of such effects arising”*, but raised concerns including that PC79:¹¹
 - (i) Unnecessarily constrained the ability of land developers to respond appropriately to site and project specific circumstances.
 - (ii) Compromised the ability of developers to make efficient use of scarce land resources.
 - (iii) Added excessive and unnecessary complexity and expense to the design, consenting and construction phases for medium and high-density residential development in Auckland.
- (b) The appeal by FRL supported the intent of PC79, and its focus on cycling and pedestrian access, safety and accessibility, but raised concerns including in relation to the:¹²

... level of detail, unnecessary complexity and rigidity into the AUP that is not the most appropriate provisions to achieve the objectives and policies of the AUP particularly having regard to the provisions’ efficiency and effectiveness. The Decision will lead to considerable additional cost, loss of useable land and an increase in the cost of housing without any corresponding benefit.

¹⁰ September Memorandum at [3.1] – [3.3].

¹¹ Developer Group notices of appeal.

¹² FRL notice of appeal at [11].

[11] As outlined in **Annexure A**, the following parties each gave notice of their intention to join the Appeals under s 274 of the RMA:

- (a) Kāinga Ora-Homes and Communities (**Kāinga Ora**);
- (b) Russell Property Group Limited (**RPG**);
- (c) Port of Auckland Limited (**POAL**);
- (d) Arkcon Limited (**Arkcon**);
- (e) Ngāti Whātua Ōrākei (**NWO**);
- (f) Fire and Emergency New Zealand (**FENZ**); and
- (g) Hato Hone St John New Zealand (**STJ**).

[12] The parties advise that:

- (a) Sentinel Planning Limited filed a notice of appeal, which was withdrawn on 19 November 2024.
- (b) New Zealand Police filed a s 274 notice, which was withdrawn on 15 November 2024.

Agreed amendments to PC79 provisions

[13] The parties advise that they have engaged in constructive discussions regarding the matters raised in the Appeals and have reached an agreement that resolves all Appeals and all s 274 party interests in full. The agreement involves a number of amendments to the PC79 provisions. The agreed amendments are attached to this consent order as **Annexure B**.

[14] An affidavit by Mr Mead, planning consultant for the Auckland Council, accompanied the September Memorandum. The affidavit provides further explanation of the agreed amendments and addresses the relevant statutory requirement for a further evaluation of changes to PC79 under s 32AA of the RMA.

[15] In relation to s 32AA's requirement that the further evaluation be "at a level of detail that corresponds to the scale and significance of the changes", the editorial amendments are assessed by the parties as being neutral in effect / as having no impact, and accordingly do not require an s 32AA analysis. I accept that. The s 32AA analysis undertaken in Mr Mead's affidavit properly focuses on substantive changes.

[16] The parties are agreed that the appeals can be resolved in their entirety through amendments to PC79 provisions across five of the six key topic areas identified by the parties, with trip generation provisions remaining uncontested. The parties consider the agreed amendments address the appellants' concerns while maintaining PC79's core policy objectives:

- (a) *Trip generation*: No party raised issues with these provisions, and they remain unchanged as set out in the Decision Version;
- (b) *Electric vehicle (EV) charging*: Amendments provide clearer compliance pathways for future-proofing EV supply equipment capability, with options for demonstrating compliance at resource consent or building consent stage;
- (c) *Accessible parking*: Revised requirements focus accessible parking on situations where parking is being provided on-site (with exceptions for specified community activities), introduce flexible marking requirements for residential developments in specific circumstances, provide clearer calculation methods with updated parking ratios, exclude Port of Auckland activities, and include refined matters of discretion and assessment criteria, together with an amended definition;
- (d) *Bicycle parking / loading / heavy vehicles / speed management*: Amendments clarify that bicycle parking may be located within dwellings and remove the landscaped area restriction and accessibility requirement, refine loading space requirements to target sites with arterial frontage and no alternative access, integrate heavy vehicle provisions into existing reverse manoeuvring standards, and focus speed management on vehicle access serving four or more dwellings;

- (e) *Lighting*: Amendments refine performance standards and remove overlapping categories, establish dual special information requirement pathways (simplified for compliant lighting, comprehensive assessment for non-compliant), strengthen professional CPTED assessment requirements, and include minor amendments to matters of discretion and assessment criteria; and
- (f) *Pedestrian access / rear sites*: A restructured framework introduces activity-based consenting with permitted activity status for 2-5 dwellings, restricted discretionary consent for 6+ dwellings, specific provisions for non-physically separated access, refined emergency responder access requirements, amendments to Objective E27.2(5A) and Policy E27.3(20B), new Policy E27.3(20AA) for vehicle crossings of pedestrian access, and corresponding new matters of discretion and assessment criteria, with consequential amendments to rear site access standards and a clarified definition of “primary pedestrian access”.

Draft Replacement Plan Change for Plan Change 78

[17] The parties advise that on 21 August 2025, the Council’s Policy and Planning Committee approved a draft replacement plan change for PC78 for the purposes of consultation with iwi authorities, adjoining councils and government ministries, and seeking local board views. The Council has identified that certain provisions in the draft replacement plan change overlap with the provisions in PC79. The Court was advised the draft plan change has been revised to address any inconsistencies with the PC79 settlement, should it proceed to notification.

Deletion of Chapter E26 provision – s 292¹³

The PC79 EV charging station provisions

[18] The Decisions Version of PC79 introduced a comprehensive EV charging station framework in Chapter E27, comprising:

¹³ December Memorandum at [2.1] – [6.1].

- (a) A new Objective E27.2(8): Enable EV charging stations in all zones;
- (b) A new Policy E27.3(31): Provide for EV charging stations where streetscape amenity effects are minimised;
- (c) New activities E27.4.1(A18) – (A19): Permitted activity status (or restricted discretionary if standards not met);
- (d) A new Standard E27.6.8: 3m maximum height; compliance with yard/buffer standards if more than two stations; and
- (e) New matters of discretion (E27.8.1(16)) and assessment criteria (E27.8.2(15)): Where standards not met.

[19] The E27 framework was introduced through the PC79 process in response to submissions from fuel company submitters who considered that the existing E26 framework was unclear about whether organisations other than network utility operators could establish EV charging stations. The new E27 provisions were designed to provide a more enabling and accessible framework for EV charging stations across all zones.

[20] By joint memorandum on 3 March 2025, all parties agreed those provisions could be treated as operative under s 86F RMA as no appeal sought relief challenging them and they were standalone provisions requiring no consequential amendments arising from settlement of other topics.

The conflicting E26 provisions

[21] Chapter E26 – Infrastructure contains three existing operative provisions that also regulate EV charging stations:

- (a) E26.2.3.1(A5): Lists “Electric vehicle charging stations” as a permitted activity under the network utilities framework;
- (b) E26.2.5.1(4): Standards for EV charging in roads: 1.8m maximum height, 1.5m² maximum areas, socket/cable management requirements, plus specific requirements for arterial roads; and

- (c) E26.2.5.3(26): Standards for EV charging in zones: 1.8m maximum height, 1.5m² maximum area, socket/cable management requirements.

[22] The relevant extracts from Chapter E26 are set out in **Annexure C**.

[23] The new E27 framework is more enabling than the existing E26 provisions. The E26 provisions impose a maximum height of 1.8m and a maximum area of 1.5m² for EV charging stations. In contrast, the E27 framework specifies a maximum height of 3m and no area limit. This creates conflict about which technical standards apply to EV charging stations.

[24] The PC79 provisions also clearly establish that EV charging stations can be established by anyone in all zones, not just network utility operators.

The s 42A report and IHP decision

[25] The s 42A reporting planner for PC79 had noted the fuel company submitters' understanding that they were unable to utilise the E26 provisions because of their view that "*Service Stations, Truck Stops and any other retail-level activities that the Fuel Companies undertake are not 'infrastructure' and they are not Network Utility Providers*". The reporting planner agreed that the E26 provisions were potentially unclear, and recommended a new set of provisions for inclusion in Chapter E27 in response to the fuel companies' submissions.

[26] Submission 73.13 from Z Energy Limited sought to "amend, transfer or delete (as appropriate)" the following E26 provisions:

- (a) Rule E26.2.3.1(A5);
- (b) Standard E26.2.5.1(4); and
- (c) Standard E26.2.5.3(26).

[27] The s 42A report specifically recommended accepting submission 73.13.

[28] The IHP decision in turn accepted submissions relating to EV charging "*to the extent that the amended PC 79 provisions satisfy the relief sought in the submissions*".

[29] Despite this, the E26 provisions were not expressly deleted in the Decisions Version of the plan change, creating the current conflict.

[30] The need for consequential amendments to delete the superseded E26 provisions came to light during a review by Council officers in preparation for implementing the impending consent order.

Jurisdiction

[31] The Court was requested to approve the deletion of the following provisions from Chapter E26 – Infrastructure:

- (a) Activity E26.2.3.1(A5);
- (b) Standard E26.2.5.1(4); and
- (c) Standard E26.2.5.3(26).

[32] The parties submitted the Court has jurisdiction to direct this amendment under s 292 RMA for the reasons which follow.

[33] The E26 provisions are operative, bringing them within the scope of the power in s 292.

[34] The parties submitted that two aspects of s 292 are engaged:

- (a) First, the conflict between the new (PC79) provisions in E27 and the existing E26 provisions creates regulatory uncertainty about which framework applies to EV charging stations; and
- (b) Alternatively, deleting the E26 provisions is necessary to give full effect to the AUP by ensuring the updated EV framework operates as the IHP intended – enabling EV charging stations as permitted activities on all zoned land and roads without restriction to network utility operators.

[35] The parties state that the deletions introduce more enabling provisions, and remove more restrictive provisions, while clarifying that the provisions are available

to all, not just network utility operators. The parties consider no person will be prejudiced or adversely affected by the proposed deletions.

Consideration

[36] The Court has now read and considered the consent memorandum of the parties dated 30 September 2025, the affidavit of David Mead affirmed 26 September 2025, the memorandum of counsel for the Council dated 16 December 2025, and the memorandum of the parties dated 2 February 2026.

[37] On the basis of all of the information provided to the Court I am satisfied that the orders will promote the purpose of the Act.

[38] The Court is making this order under s 279(1) of the Act, such order being by consent, rather than representing a decision or determination on the merits. The Court understands for present purposes that:

- (a) All parties to the proceedings have executed the memoranda requesting this order; and
- (b) All parties are satisfied that all matters proposed for the Court's endorsement fall within the Court's jurisdiction, and conform to the relevant requirements and objectives of the Act including, in particular, Part 2.

[39] As the appeals did not seek relief in relation to those provisions in PC79, the Court exercises its power under s 292 of the RMA to delete Activity E26.2.3.1(A5), Standard E26.2.5.1(4), and Standard E26.2.5.3(26). The Court is satisfied that it is appropriate to delete these E26 provisions as:

- (a) The conflict between the new (PC 79) provisions in E27 and the existing E26 provisions creates regulatory uncertainty about which framework applies to EV charging stations; and
- (b) Deleting the E26 provisions is necessary to give full effect to the Auckland Unitary Plan by ensuring the updated electric vehicle charging station framework operates as intended – enabling EV charging stations as

permitted activities on all zoned land and roads without restriction to network utility operators.

[40] I am satisfied that the deletions sought are appropriate.

Outcome

[41] Therefore, the Court orders, by consent, that:

- (a) The appeals are allowed subject to the amendments to Proposed Plan Change 79 to the Auckland Unitary Plan: Amendments to the transport provisions as attached to this order at Annexure B;
- (b) The appeals are otherwise dismissed; and
- (c) The Council is directed to delete the following provisions in Chapter E26 of the Auckland Unitary Plan pursuant to s 292 of the RMA: Activity E26.2.3.1(A5), Standard E26.2.5.1(4), and Standard E26.2.5.3(26).

[42] Under s 285 of the Resource Management Act 1991, there is no order as to costs.



D C Caldwell

Environment Court Judge | Kaiwhakawā o te Kōti Taiao



Annexure A

APPELLANTS AND SECTION 274 PARTIES

No	Appeal	S274 Parties
1.	The Neil Group Limited v Auckland Council ENV-2024- AKL-000198	<ul style="list-style-type: none">• Kainga Ora-Homes and Communities• Russell Property Group• Port of Auckland Limited• Arkcon Limited• Fire and Emergency New Zealand• Hato Hone St John
2.	Universal Homes Limited v Auckland Council ENV-2024- AKL-000199	<ul style="list-style-type: none">• Kainga Ora-Homes and Communities• Port of Auckland Limited• Arkcon Limited• Fire and Emergency New Zealand• Hato Hone St John
3.	Simplicity Living Limited v Auckland Council ENV-2024- AKL-000200	<ul style="list-style-type: none">• Kainga Ora-Homes and Communities• Russell Property Group• Port of Auckland Limited• Arkcon Limited• Fire and Emergency New Zealand• Hato Hone St John

4.	<p>New Zealand Housing Foundation v Auckland Council ENV-2024- AKL-000201</p>	<ul style="list-style-type: none"> • Kainga Ora-Homes and Communities • Port of Auckland Limited • Arkcon Limited • Ngāti Whātua Ōrākei • Fire and Emergency New Zealand • Hato Hone St John
5.	<p>Neilston Homes Limited v Auckland Council ENV-2024- AKL-000202</p>	<ul style="list-style-type: none"> • Port of Auckland Limited • Arkcon Limited • Fire and Emergency New Zealand • Hato Hone St John
6.	<p>Classic Builders Group Limited v Auckland Council ENV-2024- AKL-000203</p>	<ul style="list-style-type: none"> • Kainga Ora-Homes and Communities • Russell Property Group • Port of Auckland Limited • Arkcon Limited • Fire and Emergency New Zealand • Hato Hone St John
7.	<p>Fletcher Residential Limited v Auckland Council ENV-2024- AKL-000206</p>	<ul style="list-style-type: none"> • Kainga Ora-Homes and Communities • Russell Property Group • Port of Auckland Limited • Arkcon Limited • Ngāti Whātua Ōrākei • Fire and Emergency New Zealand • Hato Hone St John

Annexure B



Auckland Unitary Plan (Operative in Part)

Auckland Unitary Plan Operative in part

PROPOSED PLAN CHANGE 79 (Decision version)

Amendments to the transport provisions

Public notification: 18 August 2022

Close of appeals: 29 September 2022

This is a Council initiated plan change

Explanatory note – not part of proposed plan change

The proposed plan change seeks to manage impacts of development on Auckland's transport network, with a focus on pedestrian safety, accessible car parking, loading and heavy vehicle management, and catering for EV-charging and cycle parking.

CONSENT ORDER VERSION OF PC79 PROVISIONS

Note: Proposed changes to the Decisions Version are shown in red underline and ~~strikethrough~~.

Updated 16 December 2025 to include section 292 RMA amendments to electric vehicle charging station provisions in Chapter E26 - Infrastructure (see section 40, page 64)

Plan Change 79: Amendments to the transport provisions

Amendments to:

Chapters E24 Lighting,

E27 Transport,

E38 Subdivision – Urban,

Chapter J – Definitions,

Chapter M – Appendices,

- Appendix 17 – Documents incorporated by Reference,
- Appendix 23 - Parking Demand Guidelines to Calculate the Number of Required Accessible Carparking Spaces

PC79 Decision:

Key

- Notified text added (underlined)
 - Notified text deleted (~~struck through~~)
 - Any additions to notified text, or operative text, made by Independent Hearing Panel (double-underlined)
 - Any deletions to notified text made by Independent Hearing Panel (underlined and struck through)
 - Any deletions to operative text made by Independent Hearing Panel (~~double struck through~~).
-

E24 Lighting amendments

1. Amend E24.1. Background as follows:

Artificial lighting enables work, recreation, ~~and entertainment~~ and associated activities to occur beyond normal daylight hours. It also provides additional safety and security to sites for access and wayfinding. ~~and associated activities.~~ However, unless used with

care, it can adversely affect adjoining properties through light spill and glare. If screening shielding or aiming of light is poorly controlled implemented this can result in light pollution causing adverse changes to the view of the night sky and/or adverse amenity effects.

The provisions for artificial light provide for adequate lighting to support activities and enable safety and security for participants, while minimising potential adverse effects.

2. Add a new Policy E24.3.(1A) as follows:

(1A) Provide for appropriate levels of artificial lighting for pedestrian safety, and to enable access and wayfinding.

3. Add a new Standard E24.6.2 as follows:

E24.6.2. Artificial lighting standards for pedestrian access in residential zones

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

(a) have lighting ~~limits designed, measured~~ 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) must be lit to the appropriate P subcategory for pedestrian access as set out in AS/NZS1158.3.1~~

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

Table 24.6.2.1 Minimum P subcategories

<u>Access</u>	<u>P Subcategory</u>
<u>Primary Ppedestrian access only not adjacent to a vehicle access including-connecting elements, steps, stairwells and ramps serving 4 to 9 dwellings</u>	<u>PP3PP4</u>
<u>Any primary pedestrian access not adjacent to a vehicle access including connecting</u>	<u>PP3</u>

<u>elements, steps, stairwells and ramps serving 10 or more dwellings or 10 or more parking spaces</u>	
<u>Pedestrian access adjacent to vehicle access</u>	<u>PR2</u>
<u>Connecting elements, steps, stairwells and ramps</u>	<u>PA3</u>
<u>Parking spaces and adjacent pedestrian access</u>	<u>PC2PC3</u>
<u>Vehicle accessway and manoeuvring areas, including any required adjacent primary pedestrian access for 4-9 parking spaces or dwellings</u>	<u>PR5PR4</u>
<u>Vehicle access for 10-19 parking spaces or dwellings</u>	<u>PR4</u>
<u>Vehicle access for 20 or more parking spaces or dwellings</u>	<u>PR2</u>

- (d) All light fittings must not project any light at or above the height of their light source.
- (e) All light emitted from light fittings must have a correlated colour temperature of 3000K (Kelvin) or ~~less~~ lower.
- (f) Spill light and glare from the lighting must meet the specifications of E24.6.1(8).
- (g) The lighting must have automatic daylight controls such that the lights are on during the hours of darkness. Where ~~A~~ 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) 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) Solar lighting is acceptable where it complies with E24.6.2 throughout the hours of darkness.

4. Add new Matter of discretion E24.8.1 as follows

The Council will restrict its discretion to all of the following matters when assessing a restricted discretionary activity resource consent application:

...

(3) the adequacy and location of artificial lighting to provide effective way-finding, security safety and ease of access for all pedestrians

5. Add a new Assessment Criteria E24.8.2(1A) as follows:

E24.8.2. Assessment criteria

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

(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 or neighbourhoods.

Note: Adequate lighting is the amount of lighting at eye level for a person with average eyesight so they can identify any potential threat approaching them from at least 15m

(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(i), the adequacy of the proposed lighting to provide for pedestrian safety, wayfinding and access.

6. Amend E24.9 Special information requirements as follows:

E24.9. Special information requirements

There are no special information requirements in this section.

(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:

- (a) Include a lighting assessment for all areas of the site where lighting is required by the relevant standards. Include all accessible areas of the site where movement of people is expected. Such locations include, but are not limited to vehicle and pedestrian access, shared driveways, building entrances, storage areas, building frontage, outdoor or undercroft parking spaces. 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 E24;
 - (c) (b) Includes proposed locations, lux levels, and types of lighting (i.e. manufacturers specifications) and any light support structures required to control the timing, level of lighting, or to minimise light spill, glare and loss of night-time viewing.
 - (d) (c) Demonstrate design compliance as required by AS/NZS1138.3.1. 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.
 - (d) Provide an assessment of each pedestrian access, vehicle access and parking area against the relevant lighting requirements in Table E24.6.2.1. Demonstrate that all lighting meets the minimum P categories for each access type as set out in Table 24.6.2.1.
 - (e) Demonstrate that the lighting plan has been designed for safety, and includes in any the case where solar lighting is proposed, that an compliance statement assessment of its effectiveness and durability taking into account anticipated sun exposure has been established.
- (2) For lighting that does not comply with Standard E24.6.2, a detailed lighting assessment prepared by a suitably experienced and qualified lighting specialist must be provided that, in addition to addressing all relevant matters in (1) above, includes design calculations required under AS/NZS 1158.3.1:2020 and an analysis of effects arising from any non-

compliances.

E27 Transport amendments

7. Amend E27.1 Background

Activities or subdivision which generate higher amounts of traffic trip volumes by any mode, and which seek to locate outside of the most intensive centres and residential zones, are required to demonstrate how the proposal would integrate with the transport network. This includes managing the transport impacts of the proposal on the effective, efficient and safe operation of the local transport network.

8. Amend Objective E27.2.(3) as follows:

(3) Parking, including accessible car parking and loading supports urban growth, ~~and~~ and a the-quality compact urban form.

9. Amend Objective E27.2.(4) as follows:

(4) Parking, including accessible car parking, loading and access is safe and efficient and, where parking is provided, it is commensurate with the character, scale and intensity and alternative transport options of the location.

10. Add a new Objective E27.2.(5A) as follows:

(5A) Safe, ~~and direct,~~ and continuous convenient on-site pedestrian access for- pedestrian and other users is provided to dwellings; in residential zones.

11. Add a new Objective E27.2.(7) as follows:

(7) The necessary eElectric Vehicle Supply Equipment vehicle supply equipment is provided for-enabled to facilitate use of electric vehicles.

12. Amend Policy E27.3(1)

(1) Require subdivision, use and development which:

...

(c) [deleted] do not already require an integrated transport assessment or have been approved based on an integrated transport assessment.

13. Amend Policy E27.3.(3) as follows:

(3) Manage the number, location and type of parking, including accessible car parking, and loading spaces, including bicycle parking and associated end-of-trip facilities to support all of the following:

...

(e) the recognition of different activities having different trip characteristics; and

- (f) the efficient use of on-street parking, and
- (g) full participation in society for people with disabilities that impact on mobility.

14. Amend Policy E27.3.(14) as follows:

(14) Support increased cycling and walking by:

- (a) requiring larger non-residential developments and all residential developments without a dedicated garage or basement car parking space to provide secure and covered bicycle parking, ~~which may be located including~~ within a dwelling;

...

15. Add a new Policy E27.3.(20A) as follows:

(20A) Require vehicle accesses to be designed and located to provide for low speed environments and for the safety of pedestrians and other users, and functional access for emergency responders. and require pedestrian access that is adjacent to a vehicle access to be designed and located to provide for safe and direct movement, minimising potential conflicts between pedestrians and other users.

15A. Add a new policy E27.3.(20AA) as follows:

(20AA) Provide for vehicles to cross a required primary pedestrian access so long as pedestrian safety is prioritised by design solutions such as:

- (a) Minimising vehicle crossing points (such as by pairing or grouping crossings) and providing adequate pedestrian refuge space between crossing points;
- (b) Using speed management measures to slow down vehicles;
- (c) Using mountable kerbs to enable vehicle access to parking areas while discouraging vehicle access and parking over primary pedestrian access between vehicle crossing points; and
- (d) Providing clear sightlines between pedestrian access and vehicle manoeuvring and parking areas.

16. Add a new policy E27.3(20B) as follows:

(20B) Require pedestrian access that is the sole means of access between residential zoned dwellings and the public road, to be designed and located to provide for safe and ~~direct~~ and ~~continuous convenient movement access, minimising~~ ~~minimise~~ potential conflicts between pedestrians and other users, and to provide functional access for emergency responders.

17. Add a new Policy E27.3.(30) as follows:

Electric vehicle charging

~~(30) Require~~ Enable provision for Electric Vehicle Supply Equipment electric vehicle supply equipment for new residential unit developments that provide carparking.

18. Amend Standard E27.6.1 Trip generation as follows:

(1) Where a proposal (except where excluded in Standard E27.6.1(2)) exceeds one of the following thresholds:

- (a) a new development or subdivision in Table E27.6.1.1;
- (b) 100 v/hr vehicles per hour (any hour) for activities not specified in Table E27.6.1.1 requiring a controlled or restricted discretionary land use activity consent in the applicable zone where there are no requirements for an assessment of transport or trip generation effects. This standard does not apply to development activities provided for as permitted in the applicable zone; or
- (c) ~~[deleted] a proposed subdivision of land which has capacity under this Plan to accommodate more than 100 60 dwellings~~

resource consent for a restricted discretionary activity is required.

Table E27.6.1.1 New development and subdivision thresholds

Activity			<u>New development or subdivision</u>
<u>(TA1)</u>	Residential	<u>Dwellings – threshold</u> <u>1</u>	<u>40 dwellings</u>
<u>(T1)</u>		<u>Dwellings – threshold</u> <u>2</u>	400 60 <u>100</u> dwellings

<u>(T1A)</u>		<u>Integrated residential development – threshold 1</u>	<u>100 units</u>
(T2)		Integrated residential development = <u>threshold 2</u>	500-100 <u>500</u> units
<u>(T2A)</u>		<u>Visitor accommodation – threshold 1</u>	<u>60 units</u>
(T3)		Visitor accommodation = <u>threshold 2</u>	400-60 <u>100</u> units
<u>(T3A)</u>		<u>Residential subdivision – threshold 1</u>	<u>Capacity to accommodate more than 40 dwellings</u>
<u>(T3B)</u>		<u>Residential subdivision – threshold 2</u>	<u>Capacity to accommodate more than 100 dwellings</u>
(T4)	Education facilities	Primary	167 students
(T5)		Secondary	333 students
(T6)		Tertiary	500 students
(T7)	Office		5,000 m ² GFA
(T8)	Retail	Drive through	333 m ² GFA
(T8A)		Retail activities (non-drive through)	1,667 m ² GFA
(T9)	Industrial activities	Warehousing and storage	20,000 m ² GFA
(T10)		Other industrial activities	10,000 m ² GFA

(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) ~~[deleted] 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 any applicable zone rules or precinct rules for any controlled or restricted discretionary land use activities

19. Amend activity rules in Table E27.4.1 Activity Table as follows:

Table E27.4.1 Activity table

Activity		Activity status
(A1)	Parking, loading, and access and Electric Vehicle Supply Equipment electric vehicle supply equipment which is an accessory activity and complies with the standards for parking, loading, and access and Electric Vehicle Supply Equipment electric vehicle supply equipment.	P
(A2)	Parking, loading, and access and Electric Vehicle Supply Equipment electric vehicle supply equipment which is an accessory activity but which does not comply with the standards for parking, loading, and access and Electric	RD
	Vehicle Supply Equipment electric vehicle supply equipment,	
...

20. Amend Standard E27.6.2.(6) as follows:

E27.6.2 Number of parking and loading spaces

...

(6) Bicycle parking:

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

(aa) for residential developments, the required secure long-stay bicycle parking must be located and designed in a manner that (is):

i) provided in either:

a) ~~a non-habitable room; or~~

- ~~b) — a storage or garden shed or equivalent; or~~
- ~~c) — A dedicated cycle parking facility; or~~
- ~~d) — Any combination of the above.~~

~~ii) can accommodate a bicycle(s) with the following dimensions — 1.9m length x 1.25m height x 0.7m width~~

i) ~~not part of any required outdoor living space or landscaped area~~

~~ii) in a location directly accessible from either the road, vehicle access, pedestrian access or car parking area;~~

~~ii) iii) fully sheltered from the weather;~~

~~iii) iv) lockable and secure;~~

(bb) To avoid doubt, the required secure long-stay bicycle parking may be located within a dwelling.

~~ii) if located within a dwelling, not within a habitable room~~

~~In addition, communal bicycle parking facilities must be designed to have:~~

~~iii) — spacing between racks of a minimum of 1.2m;~~

~~iv) — clearance to a wall or edge of a minimum of 0.9m;~~

v) ~~width of an access aisle between rows of a minimum of 1.2m (3.0m stand centre to centre);~~

vi) ~~mains outlets for charging electric bicycles at a minimum ratio of 1/10 bicycle parks;~~

~~Two-tiered bicycle stands must be designed to have:~~

vii) ~~a spacing between bikes of a minimum of 0.4m;~~

viii) ~~access aisles of a minimum of 2.2m to allow access to the second tier;~~

(b) ~~ix)~~ the following bicycle parking requirements apply to new buildings and developments.

Table E27.6.2.5 Required bicycle parking rates

Activity			Visitor (short-stay) Minimum rate	Secure (long-stay) Minimum rate
(T81)	Residential	<u>All residential developments</u> Developments of 20 or more dwellings	1 per 20 <u>for developments of 20 or more dwellings</u>	1 per dwelling without a dedicated garage <u>or basement car parking space</u>
...

Note: Further guidance on bicycle parking design can be found in the Auckland Code of Practice for Land Development and Subdivision 2022. Also see the Waka Kotahi Cycling Network Guidance Technical Note, Cycle Parking Planning and Design December 2022.

...

21. Amend Standard E27.6.2(8) as follows:

(8) Number of loading spaces:

(a) all activities must provide loading as specified in Table E27.6.2.7.

(b) in addition, where the only vehicle access for residential activities is from where part of the site has frontage to an arterial road as identified on the planning maps must provide a small loading space must be provided in accordance with as specified in Table E27.6.2.7A.

Reinstate Existing Table E27.6.2.7 Minimum loading space requirements

Table E27.6.2.7 Minimum loading space requirements

Activity	GFA/Number of dwellings	Minimum rate
...
<u>(T111A)</u>	<u>Residential activities where vehicle access is provided</u>	<u>The same rates as for "All other activities, except for activities within rural zones" must apply</u>
<u>(T111B)</u>	<u>Residential activities where vehicle access is not otherwise provided</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>Greater than 9 dwellings up to 5,000m² without individual pedestrian</u>	<u>1*</u>
	<u>access directly from a public road</u>	
	<u>Greater than 5,000m²</u>	<u>1</u>

		<u>dwelling up to 20,000m²</u>	
		<u>Greater than 20,000m² up to 90,000m²</u>	<u>2</u>
		<u>Greater than 90,000m²</u>	<u>3 spaces plus 1 space for every additional 40,000m²</u>
...

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

Add New 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>
(T111B)	<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 Greater than 9 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

22. Amend Standard E27.6.2.(9) as follows:

(9) Fractional spaces:

- (a) where the calculation of the permitted parking results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space. If there are different activities within a development, the parking permitted for each activity must be added together prior to rounding.

Note: Where parking is provided, parking spaces are to be provided for people with disabilities and accessible routes from the parking spaces to the

~~associated activity or road as required by the New Zealand Building Code D1/AS1. The dimensions and accessible route requirements are detailed in the New Zealand Building Code D1/AS1 New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121-2001).~~

23. Amend Standard E27.6.3.1. as follows:

E27.6.3.1. Size and location of parking spaces

(1) Every parking space must:

- (a) comply with the minimum dimensions given in Table E27.6.3.1.1 and Figure E27.6.3.1.1; except accessible parking dimensions and accessible route requirements must be designed in accordance with the New Zealand Building Code D1/AS1 New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121-2001); and

...

24. Amend Standard E27.6.3.2 as follows:

E27.6.3.2. Size and location of loading spaces

(1) Every loading space must:

- ...
- (d) comply with the following when any yard of a site is used to provide the loading space (where it is permitted within the zone):
 - ...
 - (ii) the use of the loading space does not create a traffic hazard on the road at any time; and
- (e) have a maximum crossfall of 1:50 (2%) in all directions.

Table E27.6.3.2.1 Minimum loading space dimensions

Activity		Length of loading space (m)	Width of loading space (m)
...
(T137A)	<u>Activities requiring a small loading space under Standard E27.6.2(8)(b)</u> <u>Residential activities denoted with a (*) in Table E27.6.2.7</u>	6.4	3.5
...

25. Add a new Standard E27.6.3.2(A) as follows:

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);
- (2) For residential developments where car parking is provided on site, accessible parking spaces must be provided for developments of 10 or more dwellings.
- ~~(2) Accessible parking is not required in the following zones, unless car parking is provided on site, in which case the required number of accessible parking spaces must be determined in accordance with Table 1 or Table 2 below, whichever is relevant:~~
 - ~~Business Zones:~~
 - ~~(a) Business – City Centre Zone;~~
 - ~~(b) Business – Metropolitan Centre Zone;~~
 - ~~(c) Business – Town Centre Zone;~~
 - ~~(d) Business – Local Centre Zone;~~
 - ~~(e) Business – Mixed Use Zone;~~
 - ~~(f) Business – Neighbourhood Centre Zone.~~
 - ~~Residential zones:~~
 - ~~(a) Residential – Terrace Housing and Apartment Buildings Zone.~~
- (3) For all non-residential developments, accessible parking must be provided when car parking is provided on-site.

(3) For residential developments in residential zones (excluding the Terrace-Housing and Apartment Buildings Zone unless car parking is provided on-site), accessible parking spaces must be provided for developments of 10 or more dwellings on a site.

(4) The required number of onsite accessible parking spaces provided must be calculated using the following method:

(i) For non-residential land uses:

(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:

<u>Column A</u>	<u>Column B</u>
<u>Zones where activities listed in column B must provide accessible car parks</u>	<u>Activities that must provide accessible car parks where located in any of the zones listed in column A</u>
<u>Business - General Business</u> <u>Business - Business Park</u> <u>Business - Heavy Industry</u> <u>Business - Light Industry Zone</u> <u>Future Urban Zone</u> <u>Residential - Large Lot</u> <u>Residential - Rural and Coastal Settlement</u> <u>Residential – Mixed Housing Urban</u> <u>Residential – Mixed Housing Suburban</u> <u>Residential – Single House Zone</u> <u>All Special Purpose Zones</u>	<u>Care centres</u> <u>Cemeteries</u> <u>Community facilities</u> <u>Educational facilities including Tertiary Educational facilities</u> <u>Hospital and Healthcare facilities</u> <u>Organised sport and recreation</u> <u>Recreation facilities</u>

(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).

(6) For non-residential land uses, the required number of accessible parking spaces is to be determined using Steps 1 to 3 below:

Step 1 - Use the Parking Demand Guidelines in Appendix 23 to determine the theoretical parking demand for non-residential land uses in the following Business Zones:

- (i) Business – City Centre Zone;
- (ii) Business – Metropolitan Centre Zone;
- (iii) Business – Town Centre Zone;
- (iv) Business – Local Centre Zone;
- (v) Business – Mixed Use Zone;
- (vi) Business – Neighbourhood Centre Zone.

Use Table E27.6.2.1 (maximum parking rates for the Business – City Centre), Table E27.6.2.2 (maximum parking rates for the Centre Fringe Office Control area) or Table E27.6.2.3 (maximum parking rates area 1) to determine theoretical demand where a maximum parking rate is stipulated that results in a lesser parking requirement to that based on the Parking Demand Guidelines in Appendix 23.

For other non-residential land uses in the above Business zones and in all other Zones - use the Parking Demand Guidelines in Appendix 23 to determine the theoretical parking demand.

Step 2 - Use Table 1 – Number of accessible parking spaces – Non-Residential, below to determine the required number of accessible car park spaces for non-residential land uses based on either the number of parking spaces that are existing or proposed to be provided or the theoretical parking demand for non-residential land uses calculated in step 1, whichever is the higher.

Table 1 – Number of accessible parking spaces – Non-Residential land uses

<u>Total number of parking spaces provided or theoretical parking spaces, whichever is the higher</u>	<u>Number of accessible parking spaces</u>
<u>1 – 20</u>	<u>Not less than 1</u>
<u>21 – 50</u>	<u>Not less than 2</u>
<u>For every additional 50 parking spaces or part of a parking space</u>	<u>Not less than 1</u>

Step 3 – Provided that the number of accessible car parks calculated using Table 1 shall not be less than presently exist on the site.

- (7) ~~(iii)~~ For ~~dwelling residential land uses~~ in all zones (including dwellings in the residential component of mixed use developments) which provide car parking, ~~the~~ the required number of accessible parking spaces provided must be in accordance with Table 2 below:

Table 2 – Number of accessible parking spaces – Residential land-uses Dwellings

<u>Number of dwellings</u>	<u>Number of accessible parking spaces</u>
<u>10 – 19-20</u>	<u>Not less than 1</u>
<u>20 – 29-21-50</u>	<u>Not less than 2</u>
<u>30 – 39-50</u>	<u>Not less than 3</u>
<u>For every additional 40-25 50 dwellings or units</u>	<u>Not less than 1</u>

- (8) ~~(ii)~~ For retirement villages, supported residential care, visitor accommodation and boarding houses

The same method for calculating the required number of onsite accessible parking spaces for non-residential uses in ~~4(i)(6)~~ applies.

- (9) Accessible car parks must be marked as accessible and connected by an accessible route to the building, unit(s) or facility they serve, except that:
- (a) for residential developments where an accessible car park is located within a garage, carport or parking pad that directly adjoins the dwelling it serves, the space may be, but is not required to be, marked as accessible; and
 - (b) for accessible parking spaces in grouped or communal areas of residential developments that do not directly adjoin the dwellings they serve, such spaces must be marked as accessible, and may include additional signage indicating private allocation to specific dwellings. The marking for these residential parking spaces may be supplemented beyond standard accessible parking markings to clearly indicate their residential and private/allocated nature.

For all non-residential developments, or non-residential components of mixed-use developments, standard accessible parking markings must be used.

Note 1: Refer to NZS 4121:2001 – Design for Access and Mobility - Buildings and Associated Facilities for information on marking / signage of

accessible car parks.

Note 2: For accessible parking dimensions and accessible route requirements, see standard E27.6.3.1(1)(a).

Note 3: Accessible parking spaces provided in communal parking areas must be marked, however for the avoidance of doubt can be allocated to individual units and do not need to be held in common.

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

Note: Accessible parking 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.

26. Amend Standard E27.6.3.3 as follows:

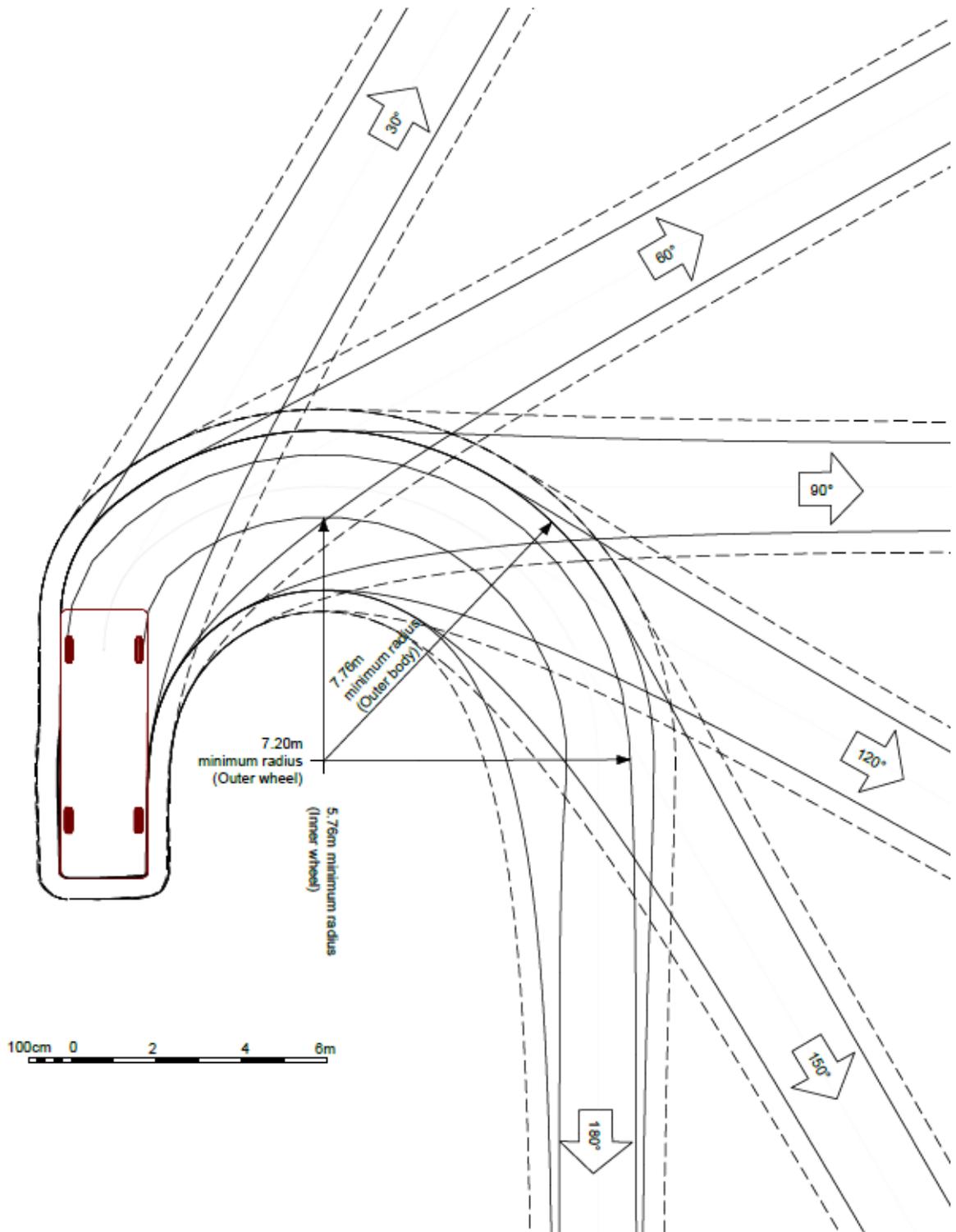
E27.6.3.3 Access and manoeuvring

...

(2A) For every **small** loading space required by Table E27.6.3.2.1.(T137A) the access and manoeuvring areas associated with that loading space must accommodate the 6.4m van tracking curves set out in Figure E27.6.3.3.3.

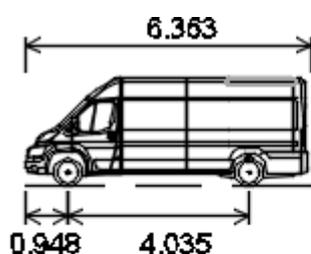
...

Figure E27.6.3.3.3 - 6.4m van tracking curve



Note 1: The dotted line about the vehicle depicts a 300mm clearance about the vehicle. See following key in Figure E27.6.3.3.4

Figure E27.6.3.3.4 Key for 6.4m van tracking curve



Delivery Van

Overall Length	6.363m
Overall Width	2.050m
Overall Body Height	2.432m
Min Body Ground Clearance	0.206m
Track Width	1.810m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.200m

27. Amend Standard E27.6.3.4. as follows:

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 ~~or~~

(d) ~~vehicle access is required in accordance with E27.6.3.4.A.~~

(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) Heavy vehicle access and manoeuvring areas associated with access required by the 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).

28. Add a new Standard E27.6.3.4A as follows:

E27.6.3.4A Heavy vehicle access

~~(1) Where a site in a residential zone provides heavy vehicle access it must: -~~

~~(a) provide sufficient space on the site so an 8m heavy vehicle does not need to reverse onto or off the site or road, with a maximum reverse manoeuvring distance within the site of 12m.; and~~

~~(b) provide pedestrian access in accordance with E27.6.6.2.~~

~~(2) Heavy vehicle access and manoeuvring areas associated with access required by E27.6.3.4A.(1) 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).~~

29. Amend standard E27.6.3.5 as follows:

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; or

(cb) 3.8m where heavy vehicle access in Standard ~~E27.6.3(2)~~ E27.6.3.4A is provided;
or

(d) 3.8m where loading is required in Table E27.6.2.7 for all other activities.

30. Amend new standard E27.6.3.7 as follows:

E27.6.3.7 Lighting

(1) Lighting is required where there are 10 or more parking spaces which are likely to be used during the hours of darkness. The parking and manoeuvring areas and associated pedestrian routes must be adequately lit during use in a manner that complies with the rules in Section [E24 Lighting](#).

~~(2) Lighting is required, 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 (except for dwellings which have separate pedestrian access provided directly from the front door to the road), Pedestrian access must be adequately lit during the hours of darkness in a manner that complies with the rules in Section [E24 Lighting](#).~~ Lighting is required, in residential zones to primary pedestrian access, vehicle access, parking and manoeuvring areas, where any of the following apply:

~~(a) There are four or more to nine dwellings accessible from a primary pedestrian access which is not adjacent to a vehicle access;~~

~~(b) There are 10 or more parking spaces; or~~

~~(c) There are 10 or more dwellings.~~

~~Adequate lighting must be provided during the hours of darkness in a manner that complies with the rules in Section [E24 Lighting](#).~~

31. Amend Standard E27.6.4.3 as follows:

E27.6.4.3 Width of vehicle access, ~~and queuing and speed management~~ requirements

(1) Every on-site parking and loading space must have vehicle access from a road, with the vehicle access complying with the following standards ~~for width~~:

(a) passing bays are provided in accordance with Table E27.6.4.3.1; and

(b) meeting the minimum formed access width specified in Table E27.4.3.2; ~~and~~

(c) ~~meeting the minimum speed management measure spacing specified in Table E27.6.4.3.3; and~~

(d) ~~meeting the minimum requirements specified in E38 Subdivision – Urban Table E38.8.1.2.1 for minimum legal width, minimum vertical clearance from buildings and structures, and minimum inside turning radius for bends.~~

...

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.

* Provided that a maximum width of 9.0m is permitted where the crossing needs to accommodate the tracking path of large heavy vehicles

Note 1

Minimum vehicle crossing widths to the State Highway network may be greater than those above. All access to the State Highway network requires the approval of the New Zealand Transport Agency under the Government Rounding Powers Act 1989. Applicants are advised to contact the New Zealand Transport Agency's Auckland Office.

~~Where vehicle accessways are provided, consideration of fire emergency vehicle access is required by the New Zealand Building Code Clause C6.~~

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.

Table E27.6.4.3.3 Speed management requirements

<u>Activity</u>		<u>Length of vehicle access</u>	<u>Location of minimum speed management measures</u>
(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, not more than 30m spacing between speed management measures.</u>

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

32. Add new Standard E27.6.6 as follows:

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

	<p><u>Number of Dwellings (excluding dwellings that directly front and have direct pedestrian access from a road)</u></p>	<p><u>Primary Pedestrian Access Adjacent to Vehicle Access and Parking Area</u></p>	<p><u>Primary Pedestrian Access Not Adjacent to Vehicle Access or Parking Area or Pedestrian Only Access</u></p>
<p><u>(T160)</u></p>	<p><u>2-5 dwellings</u></p>	<p><u>(i) No requirement. Pedestrian access may share the vehicle access space.</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>
<p><u>(T161)</u></p>	<p><u>6-19 dwellings</u></p>	<p><u>(i) Primary pedestrian access is physically separated from vehicle access and parking areas.</u></p> <p><u>(ii) Minimum formed width of 1.4m.</u></p> <p><u>(iii) Free of permanent obstructions with minimum clear height of 2.1m.</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</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>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 (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.

~~(1) Any pedestrian access, in residential zones, serving two or more dwellings, where there is no vehicle access must Where two or more dwellings are proposed in residential zones, primary pedestrian access must be provided which meets the following:~~

~~(a) have the minimum pedestrian access width and separation specified in Table E27.6.6.1 for its full length have a minimum formed access width of 1.8m;~~

~~(b) [deleted] provide passing bays in accordance with Table E27.6.6.1;~~

~~(c) meet the maximum gradient, in accordance with Table E27.6.6.2 have a gradient no greater than:~~

~~(i) 1 in 12 for pedestrian access which is not adjacent to vehicle access;~~

~~(ii) the maximum vehicle access gradient as specified in Table E27.6.4.4.1 where the pedestrian access is adjacent to vehicle access;~~

~~(d) provide artificial lighting in accordance with Standard E24.6.2;~~

~~(e) have a surface treatment which is firm, stable and slip resistant in any weather conditions;~~

~~(f) provide direct and continuous access to the dwellings from a public footpath;~~

~~(g) be free from permanent obstructions and have a clear height of at least 2.1m unobstructed for its full length.; and~~

~~(h) [deleted] where the pedestrian access is not adjacent to vehicle access and includes steps, provide a step-free option as specified in NZS-4121:2001 Design for access and mobility: Buildings and associated facilities.~~

~~*Except that a primary pedestrian access is not required for 2-3 dwellings where vehicle access is provided to dwellings.~~

~~(2) A minimum clear width of 3m and a minimum clear height of 2.1m for its full-length is required for primary pedestrian access where not adjacent to vehicle access and serving:~~

~~(a) up to three dwellings and has a length greater than 50m; or~~

~~(b) four or more dwellings.~~

~~(3) For the purposes of (2) above, the clear width may include:~~

~~(a) the minimum 1.8m formed primary pedestrian access width;~~

~~(b) landscape treatment with a maximum mature height of 600mm;~~

~~(c) lighting infrastructure.~~

~~(4) Standards E27.6.6(1), (2) and (3) above do not apply where:~~

~~(a) up to three dwellings are proposed on a site and vehicle access is provided to each dwelling; or~~

~~(b) a dwelling directly fronts and has direct access to a street.~~

~~(5) For four or more dwellings in residential zones, pedestrian access must be provided to each parking space within a parking area (excluding garages) consisting of four or more parking spaces served by the same vehicle access and:~~

~~(a) have a minimum width of 1.2m;~~

~~(b) be vertically separated from trafficable areas as shown in Figure E27.6.4.3.1;~~

~~(c) connect to the primary pedestrian access or the dwellings associated with those parking spaces;~~

~~(d) have a surface treatment which is firm, stable and slip resistant in any weather condition; and~~

~~(e) be free from permanent obstructions and have a clear height of 2.1m for its full length.~~

~~This standard does not apply where the pedestrian access forms part of a primary pedestrian access.~~

~~(2) [deleted] Any pedestrian access in residential zones that is adjacent to a vehicle access serving 10 or more parking spaces or 10 or more dwellings (except for dwellings which have separate pedestrian access provided directly from the front door to the road), whichever is the greater, must:~~

~~(a) meet the minimum pedestrian access width and separation specified in Table E27.6.6.3;~~

~~(b) not exceed the maximum gradient, specified in Table E27.6.6.2;~~

~~(c) have a surface treatment which is firm, stable and slip resistant in any weather conditions;~~

~~(d) be unobstructed for its full length; and~~

~~(e) where the pedestrian access includes steps, provide a step free option as specified in NZS 4121:2001 Design for access and mobility: Buildings and associated facilities.~~

~~(3) [deleted] Any pedestrian access in residential zones that is adjacent to a vehicle access serving, to up to nine dwellings (except for dwellings which have separate pedestrian access provided directly from the front door to the road), which require heavy vehicle access in accordance with E27.6.3.4A must:~~

~~(a) meet the minimum pedestrian access width and separation specified in Table E27.6.6.3;~~

~~(b) meet the maximum gradient, specified in Table E27.6.6.2;~~

~~(c) provide artificial lighting in accordance with Standard E24.6.2;~~

~~(d) have a surface treatment which is firm, stable and slip resistant in any weather conditions;~~

~~(e) be unobstructed for its full length; and~~

~~(f) where the pedestrian access includes steps, a step free option must be provided as specified in NZS 4121:2001 Design for access and mobility: Buildings and associated facilities.~~

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.

Table E27.6.6.1 Pedestrian access passing bay requirements

<u>Length of access</u>	<u>Maximum interval between passing bays</u>	<u>Passing Bay Width</u>
<u>Exceeds 50m</u>	<u>50m</u>	<u>Increase formed with of pedestrian access to 2.5m over a 3.5m length (to allow pedestrians and cyclists to safety pass each other)</u>

Table E27.6.6.2 Maximum pedestrian access gradient requirements

<u>Maximum pedestrian access gradient</u>	<u>Required rest area at either end of the gradient</u>
<u>Up to 1 in 33.3 (3 percent)</u>	<u>No rest area required</u>
<u>Between 1 in 33.3 (3 percent) and 1 in 20 (5 percent)</u>	<u>Rest area with a minimum length of 1.2m and with a maximum gradient of 1 in 33.3 (3 percent) must be provided at intervals not exceeding 45m</u>
<u>Between 1 in 20 (5 percent) and 1 in 12.5 (8 percent)</u>	<u>Rest area with a minimum length of 1.2m and with a maximum gradient of 1 in 33.3 (3 percent) must be provided at intervals not exceeding 9m</u>

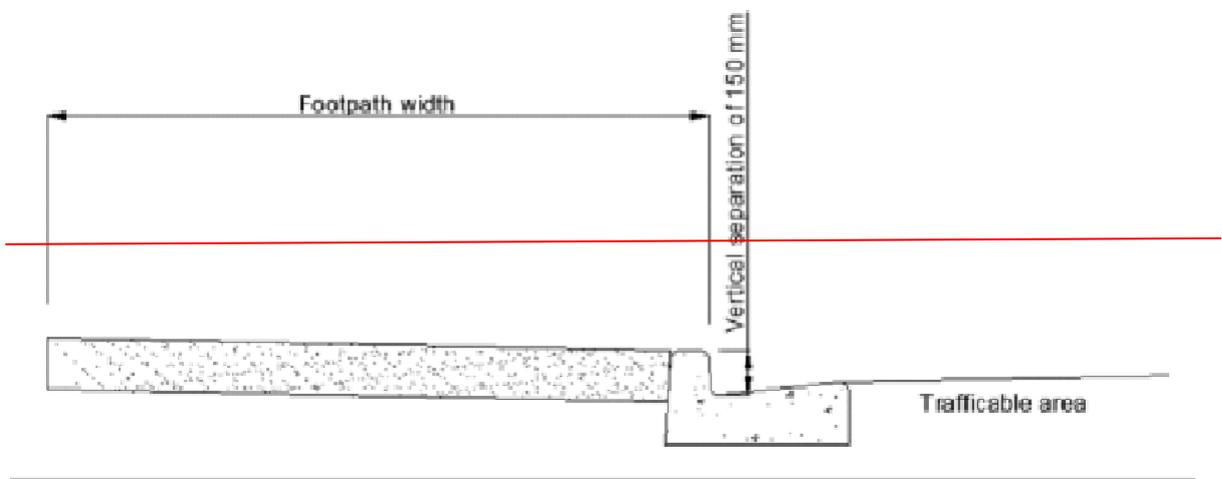
Table E27.6.6.13 Primary Pedestrian aAccess width and separation requirements adjacent to a vehicle access

<u>Location of site frontage</u>		<u>The total nNumber of parking spaces or dwellings served by a vehicle and/or Primary Pedestrian Access</u>	<u>Minimum formed Primary Pedestrian Access width where not adjacent to vehicle access</u>	<u>Minimum formed Primary Pedestrian Access width and separation where adjacent to vehicle access pedestrian access width and separation</u>
<u>(T156A)</u>	<u>Residential zones</u>	<u>Any development where all dwellings have separate pedestrian access provided directly from the front door to the road</u>		<u>No pedestrian access required adjacent to the vehicle access</u>
<u>(T156B)</u>		<u>Serves 1-9 parking spaces or 1-9 dwellings, whichever is the greater</u>		<u>No pedestrian access required adjacent to the vehicle access</u>
<u>(T156A)</u>		<u>Serves 2—3 dwellings</u>	<u>1.8m</u>	<u>No requirement under E27.6.6(1) to (3)</u>
<u>(T156BC)</u>		<u>Serves 4-10 to 19 parking spaces or 4-10 to 19 dwellings, whichever is the greater, excluding any dwellings which have separate pedestrian access provided directly from the front door to the road</u>	<u>1.8m</u>	<u>1.35-1.4m (including the kerb), which must be vertically separated from trafficable areas and designed to be clear of obstructions, as shown in Figure E27.6.4.3.1,</u>
<u>(T156CD)</u>		<u>Serves 20 or more parking spaces or 20 or more dwellings, whichever is the greater, excluding any dwellings which have separate pedestrian access provided directly from the front door to the road</u>	<u>1.8m</u>	<u>1.8m (including the kerb) which must be vertically separated from trafficable areas and designed to be clear of obstructions, as shown in Figure E27.6.4.3.1 and connected to every dwelling</u>

<u>Location of site frontage</u>	<u>The total nNumber of parking spaces or dwellings served by a vehicle and/or Primary Pedestrian Access</u>	<u>Minimum formed Primary Pedestrian Access width where not adjacent to vehicle access</u>	<u>Minimum formed Primary Pedestrian Access width and separation where adjacent to vehicle access pedestrian access width and separation</u>
(T56E)	Serves 1-9 dwellings and requires heavy vehicle access in accordance with E27.6.3.4A		1.35m which must be vertically separated from trafficable areas and designed to be clear of obstructions

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.

Figure E27.6.4.3.1 Vertical separation of pedestrian access



33. Add a new Standard E27.6.7 as follows:

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

1. Any dwelling with dedicated car parking must provide the following for each car parking space to support the charging of electric vehicles:
 - a) Sufficient space on the switchboard(s) for RCD; and
 - b) Appropriately sized mains; and
 - c) The necessary conduit, cable route and/or cable ladders whichever is appropriate.

Note: this standard does not apply to visitor car parking.

Purpose: to ensure that any undercover car parks ~~for new semi-detached dwellings or for new dwellings (except new detached dwellings) within a terrace or apartment building~~ 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 ~~designated~~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 parking space 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 (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 (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 (1).

Note:

- (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.

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

34. Amend Matters of discretion E27.8.1 as follows:

E27.8.1 Matters of discretion

The Council will restrict its discretion to the following matters when assessing a restricted discretionary resource consent application.

...

(4) 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) effects on the transport network.

(4A) any activity or subdivision which exceeds the thresholds (TA1), (T1A), (T2A) and (T3A) in Table E27.6.1.1:

(a) effects on the transport network relating to active (walking and cycling) and public transport modes.

(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):

(a) adequacy for the site and of the proposal relative to demand for accessible parking;

(b) site limitations that restrict provision of required spaces;

~~(c) effects on the transport network; and~~

~~(d) (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, ~~E27.6.4.3A~~ and E27.6.4.4 and ~~E27.6.6~~:

(a) adequacy for the site and the proposal;

(aa) site limitations;

(ab) effects on the function and the safe and efficient operation of the transport network;

(aaa) adequacy of emergency responder access;

(b) design of parking, loading and access;

(ba) effects on pedestrian safety and accessibility;

...

(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; and

(ab) site limitations; and

(b) alternative proposals.

(16) Activity A21: 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:

(a) Pedestrian safety, convenience and accessibility

(b) Design and layout of pedestrian access.

(17) Activity A22: 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: 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: Any activity or development which infringes the standard in Standard E27.6.6(4):

(a) The adequacy of emergency responder access.

35. Amend Assessment criteria E27.8.2 as follows:

- (3) any activity or subdivision which exceeds the trip generation thresholds under Standard E27.6., 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.

(3A) any activity or subdivision which exceeds 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 as they relate to active modes (walking and cycling) and public transport infrastructure, particularly at peak times; and
- (b) the assessment criteria at E27.8.2(3)(b) and (c) above apply, but with consideration of the implementation of mitigation measures and trip characteristics focused on active modes (walking and cycling) and public transport infrastructure; and
- (c) for the purpose of assessing E27.8.2(3A) a) and b) only*, the local transport network refers to the area in the immediate vicinity of the site. For the purpose of this assessment, public transport infrastructure includes infrastructure associated with public transport stops, and excludes bus lanes. Any mitigation measures must relate to the effects of the proposal on the environment, demand on public transport infrastructure and active mode journeys from the site.

* Note: this does not alter the meaning of 'local transport network' in any other context.

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

(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) ~~(b)~~ the trip characteristics of the proposed activities on the site requiring accessible parking spaces;

~~(c)~~ (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 the type of the existing building(s) when a change of use is proposed site dimensions, topography and the availability of access to the road;

~~(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;

(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;

~~(e) mitigation measures to provide accessible parking which may include measures such as by entering into a shared accessible parking arrangement with another site or sites in the immediate vicinity~~

~~(f) the availability of alternatives to private vehicle trips in the immediate vicinity with access to public transport by an accessible route designed in accordance with New Zealand Standard for Design for Access and Mobility — Buildings and Associated Facilities (NZS: 4121-2001) and a maximum distance of 200m.~~

~~...~~

~~Note: Accessible parking 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.~~

- (6) any activity or development which infringes the standards for bicycle parking and end-of-trip facilities in Standard E27.6.2(6) and Standard E27.6.2(7):

...

- (b) the provision made for cyclists and active modes is:

~~(i) readily accessible, secure, provides locking points for different sizes and shapes of bicycle, provides adequate protection from all weathers, provides mains outlets for the charging bicycles and is designed for safety; and~~

(ii) practicable and adequate given site limitations and layout, arrangement of buildings and activities, users and operational requirements.

(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; ~~or~~
- (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. ~~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~~ E27.6.4.4 ~~and E27.6.6:~~

- (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; ~~or~~

(iv) existing community or public infrastructure or facilities located in the adjoining road, such as bus stops, bus lanes, footpaths and cycleways; ~~and~~
and

~~(v) the extent to which the management plan for the development identifies and mitigates risk to all site and road users.~~

~~...~~

~~(d) the safety and practicality of pedestrian access, in residential zones, having regard to:~~

~~(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;~~

~~(ii) the number of dwellings / future occupants that a primary pedestrian access is serving;~~

~~(iii) the extent to which a primary pedestrian access is direct, continuous, obstruction free and safely accommodates different users and abilities including minimisation of gradients, provision of landing areas and avoidance of steps;~~

~~(iv) space limitations and constraints within basement parking areas;~~

~~(v) the safety of pedestrians where a pedestrian access crosses trafficable areas, considering the design of the crossing, visibility between drivers and pedestrians, and vehicle speeds;~~

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

~~(vii) the extent to which the design incorporates Universal Design principles, including the extent to which a primary pedestrian access is slip resistant under all conditions and where primary pedestrian access is not adjacent to vehicle access and includes steps, provides a footpath and/or ramps as specified in NZS 4121:2001 Design for access and mobility: Buildings and associated facilities;~~

~~(ii) (viii) the need to separate pedestrian areas from vehicle access, parking, manoeuvring and reversing areas; and/or~~

~~(iii) (ix) the avoidance of conflict between users.~~

~~(e) The safety and functionality of emergency responder access.~~

...

(14) any activity or development which infringes the standards for electric vehicle supply equipment under Standard E27.6.7:

(a) the practicability and adequacy of the electric vehicle supply equipment arrangements considering:

(i) site limitations, arrangement of buildings and activities and operational requirements;

(ii) the extent to which the site can reasonably be served by different electric vehicle supply equipment arrangements

(15) Activity A21: 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: 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: 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: 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.

E38 Subdivision – Urban Amendments

36. Amend Standard E38.8.1.2. as follows:

E38.8.1.2. Access to rear sites

- (1) A single jointly owned access lot or right-of-way easement must not serve more than ten proposed rear sites.
- (2) Vehicle access to proposed sites without direct vehicular access to a formed legal road must be by way of an entrance strip, jointly owned access lot or right-of-way easement over adjoining land, or by a combination of these mechanisms, provided the total width and other dimensions of the access comply with the standards in Table E38.8.1.2.1 Access to rear sites below.

Table E38.8.1.2.1 Access to rear sites

	Total number of rear sites served			
	1	2 - 3 5	4 5	6 4 - 10
Minimum legal width	3.0m	3.5m	4.4m	6.9m 7.5 - 6.5
Minimum formed width	2.5m	3.0m	3.0m	5.5m
Minimum service strip	0.5m	0.5m	0.5m	1.0m
Maximum length	50m	50m	50m	100m Note 1 <u>Note 1</u>
Maximum gradient	1 in 4	1 in 5		
Minimum vertical clearance from buildings or structures	3.8m			
Minimum inside turning radius for bends	6.5m			

Note 1

For accessways greater than 50 metres in length speed management measures should be considered. Where vehicle accessways are provided, consideration of fire emergency vehicle access is required by the New Zealand Building Code Clause C6.

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.

- (3) Accessways serving six or more ~~four~~ six to ten rear sites must provide separated pedestrian access, ~~which may be located within the formed driveway.~~
- (4) The pedestrian access required by E38.8.1.2(3) must meet all of the following:
- (a) have a minimum width of 1.435m ~~metre~~;
 - (b) can include the service strip; and
 - (c) ~~be distinguished from the vehicle carriageway through the use of a raised curb or different surface treatment~~ the requirements of Table E27.6.4.3.3 and Figure E27.6.4.3.1 be **vertically physically separated** from the vehicle carriageway **through the use of a raised kerb as shown in**; and
 - (d) ~~the requirements of Table E27.6.6.2.~~ have a maximum gradient not exceeding the vehicle access gradient standard in Table E38.8.1.2.1.

Note: See the definition of “physically separated” in standard E27.6.6(2).

- (5) Accessways exceeding 30m in length must meet the speed management measures specified by Table E27.6.4.3.3.

37. Amend Appendix 17 Documents incorporated by reference, as follows:

...

E24 Lighting

AS/NZS1158.3.1:2020 Australian/New Zealand Standard Lighting for roads and public spaces (Part 3.1: Pedestrian Area (Category P) lighting – Performance and design requirements

...

E27 Transport

...

Australian/New Zealand Wiring Rules **AS/NZS 3000:2018** (entire document)

SNZ PAS 6011:2021 Electric Vehicle Charges for Residential Use (Sections 1-3 & Tables 1 & 2)

SNZ PAS 6011:2012 Electric Vehicle Chargers for Commercial Applications (Sections 1-4 & Appendix A)

WorkSafe - Electric Vehicle charging safety guidelines, May 2019 2nd addition plus addendums 1 and 2 (entire document)

Auckland Code of Practice for Land Development and Subdivision, (Chapter 3 Transport) Codes of Practice, Auckland Design Manual 2022

Land Transport New Zealand Road and Traffic Guidelines: RTS 18: New Zealand on-road tracking curves for heavy motor vehicles (2007) (entire document)

...

38. Add a new Appendix 23 in Chapter M Appendices as follows:

Appendix 23 - Parking Demand Guidelines to Calculate the Number of Required Accessible Car Parking Spaces

Activity		Minimum rate	
	<u>Retirement village</u>		<u>0.7 per unit plus 0.2 visitor space per unit plus 0.3 per bed for rest home beds within a retirement village</u>
	<u>Supported residential care</u>		<u>0.3 per bed</u>
	<u>Visitor accommodation</u>		<u>1 per unit or, where accommodation is not provided in the form of units, 0.3 per bedroom</u>
	<u>Boarding houses</u>		<u>0.5 per bedroom (except that parking is not required for boarding houses which accommodate school students within the H29</u>

			<u>Special Purpose – School Zone)</u>
<u>Offices</u>			<u>A minimum of 1 per 45m2 100m2 GFA</u>
<u>Commercial services, excluding the following: veterinary clinics, storage and lockup facilities</u>			<u>1 per 25m2 GFA</u>
<u>Retail</u>	<u>Motor vehicle sales</u>		<u>1 per 10 vehicle display spaces, plus 1 per additional 50m2 GFA</u>
	<u>Trade suppliers</u>		<u>1 per 50m2 GFA plus 1 per 100m2 of outdoor storage or display areas</u>
	<u>Large Format Retail (excluding supermarkets and department stores)</u>		<u>1 per 45m2 50m2 GFA</u>
	<u>All other retail (including excluding food and beverage)</u>		<u>1 per 25m2 50m2 GFA</u>
	<u>Food and beverage</u>		<u>1 per 25m2 GFA</u>
<u>Industrial activities and storage and lock-up facilities</u>	<u>Repair and maintenance services</u>		<u>4 per repair / lubrication bay, plus 1 per additional 50m2 GFA</u>
	<u>Warehousing, storage and lock up facilities</u>		<u>1 per 100m2 GFA, or 0.7 per FTE employee (where the number of employees is known), whichever results in requiring a lower amount of onsite parking</u>
	<u>All other industrial activities</u>		<u>1 per 50m2 GFA, or 0.7 per FTE employee (where the number of employees is known), whichever results in requiring a lower amount of onsite parking</u>

<u>Entertainment facilities and community facilities</u>			<u>0.2 per person the facility is designed to accommodate</u>
<u>provided that, for places of worship, the 'facility' shall be the primary place of assembly (ancillary spaces such as prayer rooms, meeting rooms and lobby spaces not separately use shall be disregarded)</u>			
<u>Emergency services</u>			<u>1 per employee on site plus 1 per emergency service appliance based at the facility</u>
<u>Care centres</u>			<u>0.10 per child or other person, other than employees plus 0.5 per FTE employee</u>
<u>Educational facilities</u>	<u>Primary and secondary</u>		<u>0.5 per FTE employee plus 1 visitor space per classroom</u>
	<u>Tertiary</u>		<u>Massey University at Albany Campus: 0.32 per EFT student Other tertiary education facilities: 0.5 per FTE employee plus 0.25 per EFT student the facility is designed to accommodate</u>
<u>Medical facilities</u>	<u>Hospitals not shown on the Parking Variation Control planning maps</u>		<u>1 per 50m2 GFA</u>
	<u>Grafton Hospital 2 Park Road, Grafton</u>		<u>No minimum</u>
	<u>Greenlane Clinical Centre 210 Green Lane West, Epsom</u>		<u>1 per 55m2 GFA</u>

	<u>Mt Albert 50 Carrington Road, Mt Albert</u>		<u>1 per 60m2 GFA</u>
	<u>Mercy Hospital 98 Mountain Road, Epsom</u>		<u>1 per 40m2 GFA</u>
	<u>Healthcare facilities</u>		<u>1 per 20m2 GFA</u>
	<u>Veterinary clinics</u>		<u>1 per 20m2 GFA</u>
<u>Land used for organised sport and recreation</u>			<u>12.5 spaces per hectare</u>
<u>Clubrooms</u>			<u>0.2 per person the facility is designed to accommodate</u>
<u>Water transport</u>	<u>Land adjacent to a public boat launching ramp</u>		<u>No minimum rate for accessory parking associated with boat launching</u>
<u>Marine and port activities and facilities</u>	<u>Marinas</u>		<u>0.35 per berth provided</u>
	<u>Ports of Auckland</u>		<u>No minimum</u>
	<u>Minor ports at Gabador Place, Tamaki and Onehunga</u>		<u>0.5 per employee intended to be working in or at the facility at any one time</u>
<u>All other activities, except for activities within rural zones</u>			<u>1 per 50m2 GFA</u>
<u>All other activities where located in rural zones</u>			<u>No minimum</u>

39. Add a new Abbreviation and a new Definition to Chapter J - Definitions

J1.2. Abbreviations and Acronyms

...

<u>Vehicles per hour</u>	<u>v/hr</u>
--------------------------	-------------

...

Accessible car park

Has the same meaning as in the National Policy Statement on Urban Development 2020, May 2022 [except that the requirement for marking is subject to the provisions of this plan.](#)

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.

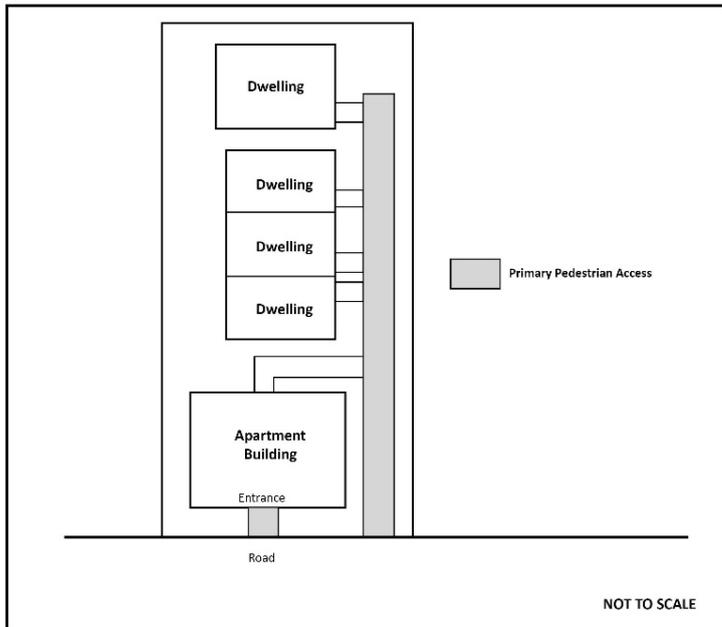
Heavy vehicle:

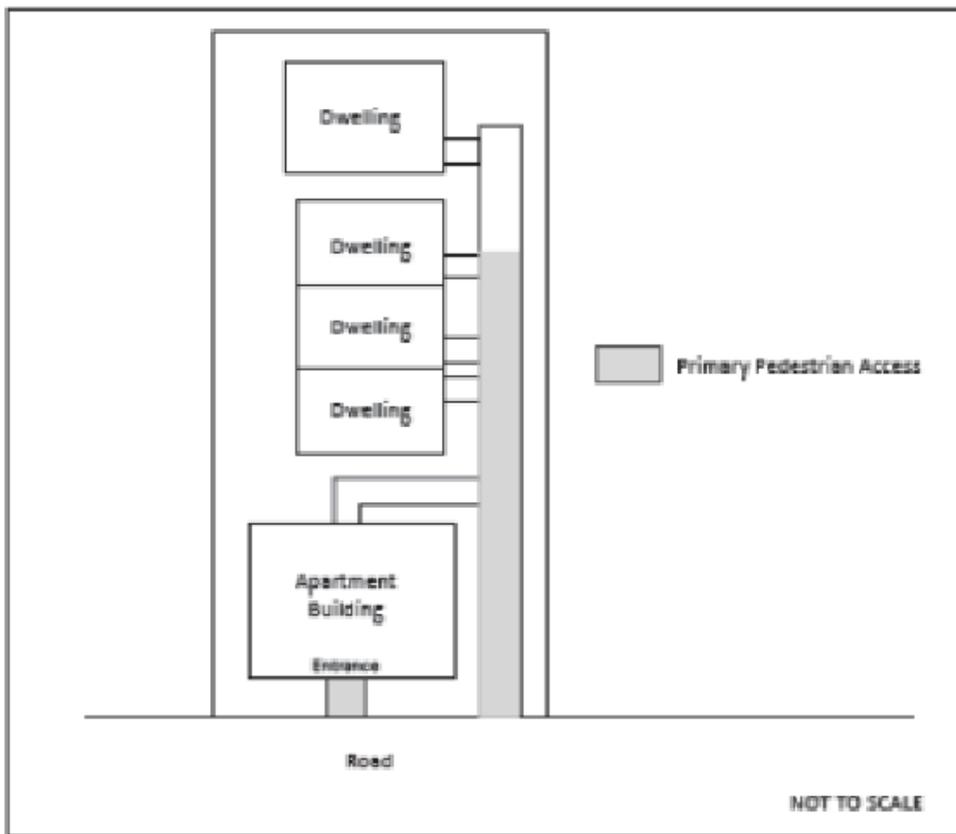
A motor vehicle that has a gross vehicle mass exceeding 3,500 kilograms.

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).

[INSERT NEW ACCOMPANYING DIAGRAM AS FOLLOWS:]





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.

40. Add new objective, policy, activities and standard relating to electric vehicle charging stations

Include a new Objective as follows:

E27.2 (8) Enable car parking with electric vehicle charging stations in all zones.

Include a new Policy as follows:

E27.3 (31) Provide for car parking with electric vehicle charging stations in all zones where:

(a) adverse effects on the amenity of the streetscape are minimised.

Include new Activities to Activity Table E27.4.1 as follows:

<u>Activity</u>		<u>Activity Status</u>
<u>(A18)</u>	<u>Electric vehicle charging stations that comply with the standards for electric vehicle charging stations in E27.6.8</u>	<u>P</u>
<u>(A19)</u>	<u>Electric vehicle charging stations that do not comply with the standards for electric vehicle charging stations in E27.6.8</u>	<u>RD</u>

<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>
<u>(A22)</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, 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>	<u>RD</u>
<u>(A23)</u>	<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>	<u>RD</u>

New Standard E27.6.8

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.

Include new Matters of Discretion as follows:

E27.8.1

...

(16) 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.

Include new Assessment Criteria as follows:

E27.8.2

...

(15) 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.

Make the following amendments to Chapter E26 - Infrastructure:

- (a) Delete Activity E26.2.3.1(A5);**
- (b) Delete Standard E26.2.5.1(4); and**
- (c) Delete Standard E26.2.5.3(26).**

Annexure C

EXTRACTS FROM CHAPTER E26 OF THE AUP

ACTIVITY TABLE E26.2.3

E26.2.3. Activity table

Table E26.2.3.1 Activity table specifies the activity status of land use and development activities in all zones and roads pursuant to section 9(3) of the Resource Management Act 1991.

- Network utilities include road network activities within the legal road and its formation width, unless otherwise stated in the activity table.

Table E26.2.3.1 Activity table - Network utilities and electricity generation – All zones and roads

Activity	Rural zones, Future Urban Zone and Special Purpose – Quarry Zone	Rural zones, unformed roads and the Strategic Transport Corridor Zone	Coastal – Marina Zone (land) and Coastal – Minor Port Zone (land)	Residential zones, Special Purpose – Māori Purpose Zone and Special Purpose – School Zone	Industrial zones and the Business – General Business Zone	Centres zones, Business – Mixed Use Zone, Special Purpose – Airports and Airfields Zone, Special Purpose – Major Recreation Facility Zone, Special Purpose – Healthcare Facility and Hospital Zone, Business – Business Park Zone and Special Purpose – Tertiary Education Zone	Open space zones and the Special Purpose – Cemetery Zone
General							
(A1) Operation, maintenance and repair of network utilities and electricity generation facilities in existence on 30 September 2013 or which have been lawfully established or granted resource consent	P	P	P	P	P	P	P
(A2) Minor infrastructure upgrading of network utilities	P	P	P	P	P	P	P
(A3) Service connections	P	P	P	P	P	P	P
(A4) Minor utility structure	P	P	P	P	P	P	P
(A5) Electric vehicle charging stations	P	P	P	P	P	P	P

E26.2.5.1(4) – ELECTRIC VEHICLE CHARGING STATIONS WITHIN ROADS

E26.2.5. Standards

E26.2.5.1. Activities within roads and unformed roads in Table E26.2.3.1 Activity table

All activities listed as permitted in Table E26.2.3.1 Activity table must comply with the following permitted activity standards.

...

(4) Electric vehicle charging stations:

- (a) maximum height of 1.8m;
- (b) maximum area of 1.5m²;
- (c) either have a socket connection, or a fitted cable management accessory;
- (d) the equipment must be removed by the owner when the equipment becomes obsolete; and
- (e) in addition to the above, where the electric vehicle charging station is located on an arterial road:
 - (i) it must be located adjacent to part of a road on which car parking is authorised by Auckland Transport for a time period of at least 30 minutes for either general vehicle use or reserved for electric vehicles;
 - (ii) the equipment must be removed by the owner (at the owner's sole cost) at least 30 days prior to the adjacent car parking space being permanently removed; and
 - (iii) written notice of any proposed installation of the equipment must be given to Auckland Transport at least 2 months prior to the lodgement of any request to access the road corridor.

E26.2.5.3(26) – ELECTRIC VEHICLE CHARGING STATIONS WITHIN ZONES

E26.2.5.3. Specific activities within zones in Table E26.2.3.1

The specific activities listed below are required to comply with the permitted activity standards in E26.2.5.1 and E26.2.5.2. Where a standard in E26.2.5.3 for a specified activity varies from a standard in E26.2.5.1 or E26.2.5.2, E26.2.5.3 shall apply.

...

Electric vehicle charging stations

(26) Electric vehicle charging stations must be:

- (a) maximum height of 1.8m;
- (b) maximum area of 1.5m²; and
- (c) either have a socket connection, or a fitted cable management accessory.