

Auckland Unitary Plan (Operative in Part) and Auckland Council District Plan – Hauraki Gulf Islands Section

PROPOSED PLAN CHANGE 71 PROPOSED PLAN MODIFICATION 14

NPS-UD Removal of Car Parking Minimums – Consequential Technical Amendments Plan Change

Public notification: 24 February 2022

Close of submissions: 24 March 2022

This is a council-initiated plan change.

Explanatory note – not part of proposed plan change

The proposed plan change seeks to address consequential technical amendments to the Auckland Unitary Plan (Operative in part) and Auckland Council District Plan – Hauraki Gulf Islands Section that are necessary to give effect to Policy 11 of the National Policy Statement on Urban Development (NPS-UD) but fall outside the scope of non-Schedule 1 changes as described in clause 3.38 of the NPS-UD.

Plan change provisions

Note:

Amendments proposed by this plan change to the Auckland Unitary Plan are underlined for new text and ~~struck through~~ where existing text is proposed to be deleted. The use of ... indicates that there is more text, but it is not being changed. These are used when the whole provisions if too long to be included.

Proposed Plan Change 71

Proposed amendments to the following chapters in the Auckland Unitary Plan (Operative in Part):

B8 Coastal environment
E27 Transport
E38 Subdivision – Urban
E40 Temporary activities
F2 Coastal - General Coastal Marine Zone
F3 Coastal - Marina Zone
F5 Coastal - Minor Port Zone
F6 Coastal - Ferry Terminal Zone
H1 Residential - Large Lot Zone
H2 Residential - Rural and Coastal Settlement Zone
H3 Residential - Single House Zone
H4 Residential - Mixed Housing Suburban Zone
H5 Residential - Mixed Housing Urban Zone
H6 Residential - THAB Zone
H20 Rural - Waitakere Foothills Zone
H21 Rural - Waitakere Ranges Zone
I100 Boat Building Precinct
I303 Auckland War Memorial Museum Precinct
I304 Auckland Zoo Precinct
I308 Central Park Precinct
I313 Ellerslie Racecourse Precinct
I322 Mount Wellington 5 Precinct
I325 Okahu Marine Precinct
I330 Saint Lukes Precinct
I333 Three Kings Precinct
I401 Ardmore Airport Precinct
I402 Auckland Airport Precinct
I407 Bruce Pulman Park Precinct
I418 Kingseat Precinct
I427 Pacific Events Centre Precinct
I502 Albany Centre Precinct
I503 AUT MIS Precinct
I504 Bayswater Marina Precinct
I510 Gulf Harbour Marina Precinct
I521 Matakana 1 Precinct
I522 Matakana 2 Precinct

I526 North Shore Events Centre Precinct
I528 Omaha South Precinct
I537 Silverdale 3 Precinct
I547 Weiti Precinct
I548 Whangaparoa Precinct
I549 Akoranga Precinct
I551 Highgate Precinct
I603 Hobsonville Corridor Precinct
I605 Hobsonville Point Precinct
I613 Trusts Arena Precinct
I614 Wainamu Precinct
SHA Birdwood 2
SHA Huapai Triangle
SHA Mangere Gateway sub-precinct E
SHA Whenuapai 1
J Definitions

**Proposed amendments to the following chapters in the Auckland Council
District Plan – Hauraki Gulf Islands Section**

Part 5: Network Utility Services
Part 10a: Land Units
Part 11: Assessment Matters
Part 13: Transport
Part 14: Definitions

Notes:

1. New text is shown as underlined and deleted text as ~~strikethrough~~.
2. Some existing text is shown to place the changes in context.

Proposed amendments to the Auckland Unitary Plan (Operative in Part):

B8 Coastal environment amendments

1. Amend B8.6 Explanation and principal reasons for adoption as follows:

...

Subdivision, use and development

...

The objectives and policies provide guidance to ensure that subdivision, use and development in the coastal environment is appropriate by:

...

- requiring that both the landward and seaward aspects of use and development be considered in an integrated manner, for example the parking and access on land that may be required provided as part of ~~providing for~~ an activity in the coastal marine area.

E27 Transport amendments

2. Amend E27.1 Background as follows:

...

The current predominance of private vehicle travel and the accompanying demand requirements for parking is recognised in terms of both the positive and adverse effects associated with accommodating ~~these parking requirements~~.

Parking is an essential component of Auckland's transport network and the management of parking can have major implications for the convenience, economic viability, design and layout of an area and the function of the transport network. It is important that parking is managed and provided in a manner that supports urban amenity, efficient use of land and the functional requirements of activities. ~~The requirements demand~~ for parking can reflect the trip characteristics of a range of activities at different locations that occur at different times. It can also be managed to have a significant influence on reducing car use, particularly for commuter travel. This in turn reduces the growth in traffic, particularly during peak periods, and when supported by the provision of other transport modes achieves a more sustainable transport network. The management of parking supply includes ~~a region-wide approach to regulating the amount of parking to support different activities (accessory parking) regulation in areas to limit parking (maximums) and requiring resource consent for non-accessory parking~~. ~~This regulation generally occurs by requiring parking (minimums) or limiting parking (maximums) or a combination of these approaches. Any controls on parking should reflect the needs of land use and the wider transport system.~~

A maximum limit has been set on the amount of parking that can be provided on a site in the Business – City Centre Zone and in the Centre Fringe Office Control as shown on the

planning maps for office activities. Car parking is also limited for office activities in all zones, and for education facilities and hospitals in some zones. The overall purpose of limiting parking through maximums is to manage potential parking oversupply and in turn reduce traffic congestion and provide opportunities to improve amenity in areas earmarked for intensification. Maximum parking rates have been set at a level which appropriately provides for the management on-site parking demands.

~~Requiring on-site parking through minimums has generally been used to manage the effects of parking (e.g. spill-over effects) associated with development. Accommodating growth in areas where land is scarce and a highly valued resource requires reconsideration of the use, and benefits and costs of requiring parking. The planning framework to facilitate this growth includes managing parking minimums and recognising situations where removing the requirement to provide parking will have direct land use benefits in regard to reducing development costs, improving housing affordability, optimising investment in parking facilities and supporting the use of public transport.~~

The approach to parking provided with an activity or development is outlined below:

- ~~there is no requirement for activities or development to provide parking in the following zones and locations:~~

- ~~the Business — City Centre Zone; and~~
- ~~Centre Fringe Office Control as shown on the planning maps for office activities.~~

~~instead, a maximum limit has been set on the amount of parking that can be provided on a site in the Business — City Centre Zone and in the Centre Fringe Office Control as shown on the planning maps for office activities.~~

~~these areas;~~

- ~~there is generally no requirement or limit for activities or development, excluding office, education facilities, hospitals, retail and commercial services, to provide parking in the following zones and locations:~~

- ~~Business — Metropolitan Centre Zone; Business — Town Centre Zone, Business — Local Centre Zone and Business — Mixed Use Zone (with the exception of identified non-urban town and local centres);~~
- ~~Centre Fringe Office Control as shown on the planning maps;~~
- ~~Residential — Terrace Housing and Apartment Buildings Zone; and~~
- ~~Residential — Mixed Housing Urban Zone (for studio and one-bedroom dwellings)~~

~~this approach supports intensification and public transport and recognises that for most of these areas, access to the public transport network will provide an alternative means of travel to private vehicles;~~

- ~~in all other areas, a minimum level of parking is required to accompany any activity or development. A maximum limit is set on the amount of parking that can be provided for offices.~~

...

3. Amend Policy E27.3(6) as follows:

- (6) ~~Provide for flexible on-site parking in the Business – Metropolitan Centre Zone, Business – Town Centre Zone, Business – Local Centre Zone and Business – Mixed Use Zone (with the exception of specified non-urban town and local centres and the Mixed Use Zone adjacent to those specified centres) by:~~
 - ~~(a) not limiting parking for subdivision, use and development other than for office activities, education facilities and hospitals.~~
 - ~~(b) not requiring parking for subdivision, use and development other than for retail (excluding marine retail and motor vehicle sales) and commercial service activities.~~

Limit the supply of on-site parking for education facilities and hospitals in the Business – Metropolitan Centre Zone, Business – Town Centre Zone, Business – Local Centre Zone and Business – Mixed Use Zone (with the exception of specified non-urban town and local centres and the Mixed Use Zone adjacent to those specified centres) to encourage the use of public transport, walking and cycling trips and manage effects on the safe and efficient operation of the transport network.

4. Delete Policy E27.3(6A):

- (6A) ~~[deleted] Enable the reduction of on-site parking for retail and commercial services activities in the Business – Metropolitan Centre Zone, Business – Town Centre Zone, Business – Local Centre Zone and Business – Mixed Use Zone where a suitable public off-site parking solution is available and providing for no or reduced on-site parking will better enable the built form outcomes anticipated in these zones.~~

5. Delete Policy E27.3(7):

- (7) ~~[deleted] Provide for flexible on-site parking by not limiting or requiring parking for subdivision, use and development (excluding office) in the Centre Fringe Office Control area, Residential – Terrace Housing and Apartment Buildings Zone and Residential – Mixed Housing Urban Zone (studio and one bedroom dwellings).~~

6. Add a new activity rule to Table E27.4.1 Activity table as follows:

Activity		Activity status
...

(A3)	Any activity or subdivision which exceeds the trip generation standards set out in Standard E27.6.1	RD
(A3a)	<u>Any activity or subdivision which meets or exceeds the travel demand thresholds set out in Standard E27.6.1A.</u>	<u>RD</u>
...

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

E27.6.1A Travel demand

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

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

<u>Activity</u>		<u>Development threshold</u>
<u>(T1B)</u>	<u>Residential</u>	<u>Dwellings</u>
		<u>10 dwellings</u>
<u>(T2B)</u>		<u>Integrated residential development</u>
		<u>50 units</u>
<u>(T3B)</u>		<u>Visitor accommodation</u>
		<u>10 units</u>
<u>(T4B)</u>	<u>Education facilities</u>	<u>Primary</u>
<u>(T5B)</u>		<u>Secondary</u>
<u>(T6B)</u>		<u>Tertiary</u>
<u>(T7B)</u>	<u>Office</u>	<u>500 m² GFA</u>

<u>(T8B)</u>	<u>Industrial activities</u>	<u>Warehousing and storage</u>	<u>2,000 m² GFA</u>
<u>(T9B)</u>		<u>Other industrial activities</u>	<u>1,000 m² GFA</u>
<u>(T11B)</u>	<u>Community</u>	<u>Care centres</u>	<u>Accommodating 50 or more children or other people, other than employees</u>
<u>(T12B)</u>		<u>Community facilities</u>	<u>Accommodating 50 or more people</u>
<u>(T13B)</u>		<u>Healthcare facilities</u>	<u>200 m² GFA</u>
<u>(T14B)</u>	<u>Entertainment facilities</u>		<u>Accommodating 50 or more people</u>

8. Amend Standard E27.6.2(5) as follows:

E27.6.2. Number of parking and loading spaces

...

- (5) Table E27.6.2.4 sets out the parking rates which apply to ~~the Business – Neighbourhood Centre Zone~~ and all other zones and areas not specified in Table E27.6.2.1, Table E27.6.2.2 and Table E27.6.2.3.

...

9. Amend Standard E27.6.3.1(1)(c) as follows:

E27.6.3.1. Size and location of parking spaces

- (1) Every parking space must:

...

- (c) ~~[deleted] not be used for any other purpose; and~~

...

10. Add a new E27.8.1 matter of discretion 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.

...

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

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

- (b) effects on the transport network.

...

11. Add a new E27.8.2 assessment criteria as follows:

E27.8.2 Assessment criteria

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

...

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

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

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

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

(ii) the adequacy of proposed measures that reduce the demand for travel by private vehicle and reduce the demand for car parking

(b) the effects of increased demand for travel by private vehicle and demand for car parking on the function and the safe and efficient operation of the transport network, including pedestrian and cycle movement.

(c) the extent to which the travel plan required under E27.9(2)(b) addresses the matters in E27.8.2(3A)(a) and (b).

...

12. Amend Special information requirement E27.9(2) as follows:

(2) Travel plan:

(a) a travel plan may be required as part of an assessment of environmental effects where a proposal exceeds the trip generation threshold, ~~or provides more parking than the maximums specified or fewer than the minimums specified.~~ A travel plan will not be required where the infringement of the parking standards is minor in relation to the scale of the activity and associated parking proposed

(b) a travel plan is required as part of an assessment of environmental effects where a proposal meets or exceeds a new development threshold in Standard E27.6.1A.

13. Amend Special information requirement E27.9(3) as follows:

- (3) Applications for off-site parking must include information to demonstrate that:
- (a) the proposal provides off-site parking which is related exclusively to the parking ~~requirements~~ associated with activities located on other donor site(s) in the area;
 - (b) the off-site parking arrangements will be formalised on the land titles of all sites involved, including extinguishing the ability to provide accessory parking on the donor site(s); and
 - (c) the parking has been transferred from the donor site(s) and the donor site(s) are ~~required or~~ permitted by the parking standards of this Plan to provide the number of parking spaces proposed.

E38 Subdivision – Urban amendments

14. Amend Standard E38.9.1.2(1) as follows:

E38.9.1.2. Parking areas

- (1) Where parking spaces are permitted in association with a development or ~~required~~ proposed as part of a development, where resource consent has been obtained and any such development is subdivided under the Unit Titles Act 2010, the parking spaces must be:
- (a) held together with the principal units; or
 - (b) form a part of the common property.

E40 Temporary activities amendments

15. Amend Policy E40.3(5) as follows:

- (5) Require temporary activities involving large numbers of people to locate in areas where there is:
- (a) capacity to safely host large numbers of people;
 - (b) ~~[deleted] sufficient parking where necessary;~~
 - (c) sufficient road network capacity for the event;
 - (d) capacity in the public transport network to service the event, or the ability for the

event to be temporarily serviced by mass passenger transport; and

- (e) the ability to avoid, remedy or mitigate adverse effects on the environment.

16. Amend Assessment criteria E40.8.2(2) as follows:

- (2) the extent to which the activity will have adverse effects on traffic movement, parking, public transport and pedestrian safety and access, and the extent to which these effects can be adequately addressed through:
 - (a) the location, scale and intensity of the activity;
 - (b) the duration, hours, times and day/s of the week on which the event will occur;
 - (c) the provision made to address any impacts from traffic generated by the activity, including impacts on public transport, and other activities at the location;
 - (d) ~~[deleted] addressing the need for, and if necessary, the provision of adequate parking; and~~
 - (e) the provision made for pedestrian safety and to address any restrictions on public access.

F2 Coastal - General Coastal Marine Zone amendments

17. Amend Policy F2.17.3(3) as follows:

- (3) Require adequate land-based facilities for ~~car parking~~, rubbish disposal, and wastewater pump-out to be provided when existing local water transport facilities increase their capacity or when local water transport services increase their scale of operations at those facilities.

F3 Coastal - Marina Zone amendments

18. Amend Matter of discretion F3.8.1(3) as follows:

- (3) for marine industry other than the maintenance and servicing of vessels:
 - (a) the effects from additional traffic ~~as well as any parking requirements~~.

19. Amend Matter of discretion F3.8.1(4) as follows:

- (4) for maritime passenger operations and facilities established after 30 September 2013:
 - (a) the effects from additional traffic ~~as well as any parking requirements~~.

20. Amend Assessment criteria F3.8.2(3) as follows:

(3) for traffic and parking:

- (a) refer to any relevant assessment criteria in [E27.8.2 Transport](#); and
- (b) whether the proposal, including any additional vehicle movements, adversely affects the safe and efficient operation of the road network, including the operation of public transport and the movement of pedestrians, cyclists and general traffic; and
- (c) ~~[deleted] whether the provision of parking is adequate for the site and the proposal, having considered any alternative parking available in the area and access to public transport.~~

21. Amend Assessment criteria F3.8.2(4) as follows:

- (4) for marine industry other than the maintenance and servicing of vessels, maritime passenger facilities:
 - (a) whether measures have been implemented to address reverse sensitivity effects on the surrounding Coastal – Marina Zone activities;
 - ...
 - (f) the extent to which ~~the need for~~ parking or transport facilities conflicts with the main marina use and should be integrated with public transport.

F5 Coastal – Minor Port Zone amendments

22. Amend Assessment Criteria F5.8.2(1) as follows:

- (1) the effects on traffic and parking:
 - (a) refer to any relevant assessment criteria in [E27.8.2 Transport](#); and
 - (b) whether the proposal, including any additional vehicle movements, should adversely affects the safe and efficient operation of the internal or adjacent road network, including the operation of public transport and the movement of pedestrians, cyclists and general traffic; and
 - (c) ~~[deleted] whether parking is adequate for the site and the proposal.~~

23. Amend Assessment Criteria F5.8.2(3) as follows:

- ...
- (3) for offices accessory to marine and port activities greater than 100m²:
- ...

- (f) whether proposals can demonstrate that ~~there are adequate provisions for~~ parking and vehicle access ~~that~~ will not unduly interfere with the functional or operation requirements of minor port.

F6 Coastal – Ferry Terminal Zone amendments:

24. Amend Policy F6.3(1) as follows:

- (1) Maintain and enhance the safe and efficient operation and development of ferry services and ferry terminals by:

...

- (e) requiring sufficient ~~parking and~~ loading facilities

25. Amend Policy F6.3(8) as follows:

...

- (8) Require use and development at Devonport and Victoria wharves to:

...

- (d) provide adequate bicycle, ~~car~~ and bus parking spaces and facilities to support the transport node.

H1 Residential – Large Lot Zone amendments:

26. Amend Assessment Criteria H1.8.2(1) as follows:

- (1) for supported residential care accommodating up to 10 people per site inclusive of staff and residents; boarding houses accommodating up to 10 people per site inclusive of staff and residents; and visitor accommodation accommodating up to 10 people per site inclusive of staff and visitors:

...

- (d) location and design of parking and access:

- (i) ~~whether adequate parking and~~ access is provided or required.

H2 Residential – Rural and Coast Settlement Zone amendments:

27. Amend Assessment Criteria H2.8.2(1) as follows:

- (1) for supported residential care accommodating up to 10 people per site inclusive of staff and residents; boarding houses accommodating up to 10 people per site inclusive of staff and residents; visitor accommodation accommodating up to 10 people per site inclusive of staff and visitors; dairies up to 100m² gross floor area per site; and healthcare facilities up to 200m² gross floor area per site:

...

(d) location and design of parking and access:

- (i) whether adequate ~~parking and~~ access is provided or required.

H3 Residential – Single House Zone amendments:

28. Amend Assessment Criteria H3.8.2(1) as follows:

- (1) for dairies up to 100m² gross floor area per site; and healthcare facilities up to 200m² gross floor area per site:

...

(c) location and design of parking and access:

- (i) whether adequate ~~parking and~~ access is provided or required.

H4 Residential – Mixed Housing Suburban Zone amendments:

29. Amend Assessment Criteria H4.8.2(1) as follows:

- (1) for supported residential care accommodating greater than 10 people per site inclusive of staff and residents; boarding houses accommodating greater than 10 people per site inclusive of staff and residents; visitor accommodation accommodating greater than 10 people per site inclusive of staff and visitors; dairies up to 100m² gross floor area per site; care centres accommodating greater than 10 people per site excluding staff; community facilities; and healthcare facilities up to 200m² gross floor area per site:

...

(d) location and design of parking and access:

- (i) whether adequate ~~parking and~~ access is provided or required.

H5 Residential – Mixed Housing Urban Zone amendments:

30. Amend Assessment Criteria H5.8.2(1) as follows:

- (1) for supported residential care accommodating greater than 10 people per site inclusive of staff and residents; boarding houses accommodating greater than 10 people per site inclusive of staff and residents; visitor accommodation accommodating greater than 10 people per site inclusive of staff and visitors; dairies up to 100m² gross floor area per site; care centres accommodating greater than 10 people per site excluding staff; community facilities; and healthcare facilities up to 200m² gross floor area per site:

...

- (d) location and design of parking and access:

- (i) whether adequate ~~parking and~~ access is provided or required.

H6 Residential – Terrace Housing and Apartment Buildings Zone amendments:

31. Amend Assessment Criteria H6.8.2(1) as follows:

- (1) for supported residential care accommodating greater than 10 people per site inclusive of staff and residents; boarding houses accommodating greater than 10 people per site inclusive of staff and residents; visitor accommodation accommodating greater than 10 people per site inclusive of staff and visitors; dairies up to 100m² gross floor area per site; restaurants and cafes up to 100m² gross floor area per site; care centres accommodating greater than 10 people per site excluding staff; community facilities; and healthcare facilities up to 200m² gross floor area per site:

...

- (d) location and design of parking and access:

- (i) whether adequate ~~parking and~~ access is provided or required.

H20 Rural – Waitakere Foothills Zone amendments:

32. Amend Assessment Criteria H20.8.2(1) as follows:

- (1) For all restricted discretionary activities:

...

- (f) the extent to which the activity provides ~~adequate parking and~~ safe driveway access and sight lines.

H21 Rural – Waitakere Ranges Zone amendments:

33. Amend Assessment Criteria H21.8.2(1) as follows:

(1) All restricted discretionary activities:

...

- (f) the extent to which the activity provides ~~adequate parking and~~ safe driveway access and sight lines and limits the length of driveways.

J – Definitions amendments:

34. Amend the definitions as follows:

Accessory activities

Activities located on the same site as the primary activity, where the activity is incidental to, and serves a supportive function of the primary activity.

Includes:

- ~~permitted or required~~ car parking.

...

Non-accessory parking

Parking which is provided as a principal activity on the site and is not accessory to any of the approved activities on the site. The parking may be:

- available to members of the public for a charge or fee; and
- reserved or leased.

Includes:

- short term parking (non-accessory); and
- long term parking (non-accessory).

Excludes:

- ~~parking required or permitted~~ accessory parking to other land uses; and
- off-site parking.

...

Off-site parking

Parking on a site which is dedicated to the use of an activity taking place on another site.

It provides parking which would have otherwise been ~~required~~ or permitted on that other site or sites.

...

Travel Plan

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

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

A travel plan includes:

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

Note

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

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

I100 Boat Building Precinct amendments:

35. Amend Assessment Criteria I100.8.2(4) as follows:

...

(4) traffic and parking:

...

- (c) whether ~~sufficient parking are provided for workers, customers and service vehicles within the site and~~ access to the public transport network ~~have~~ has been considered.

I303 Auckland War Memorial Museum Precinct amendments:

36. Amend Standard I303.6.1(1) as follows:

I303.6.1 Number of parking and loading spaces

- (1) ~~The number of parking and~~ There should be adequate loading spaces ~~must be maintained at 270 spaces, including and~~ 8 bus parking spaces.

I304 Auckland Zoo Precinct amendments:

37. Amend Assessment Criteria I304.8.2(5) as follows:

...

- (5) The effects of traffic and parking on the safety and efficiency of the transport network.

...

- (b) Whether ~~a reduction in car parking~~ the proposal will compromise the successful implementation of a Transport and Traffic Management Plan, where relevant or required.
- (c) ~~[deleted] Whether the precinct has sufficient parking capacity to provide for the day to day needs of existing and proposed activities.~~

I308 Central Park Precinct amendments:

38. Amend Standard I308.6.8(2) as follows:

I308.6.8 Car Parking

...

- (2) For the purposes of calculating gross floor area to determine the ~~quantity of required~~ maximum car parking requirements within sub-precinct A, above ground car parking (including manoeuvring areas) located within buildings shall be excluded.

I313 Ellerslie Racecourse Precinct amendments:

39. Amend Assessment Criteria I313.8.2(6) as follows:

...

(6) The effects of traffic and parking on the safety and efficiency of the transport network:

...

(b) Whether ~~a reduction in carparking~~ the proposal will compromise the successful implementation of a Traffic and Transport Management Plan, where relevant or required.

(c) ~~[deleted] Whether the precinct has sufficient parking capacity to provide for the day to day needs of existing and proposed activities.~~

I322 Mount Wellington 5 Precinct amendments:

40. Amend Assessment Criteria I322.8.2(3) as follows:

...

(3) any activity that does not comply with Standards I322.6.3 Impervious areas, I322.6.5 Building height or I322.6.6 Building location:

...

(d) the effects on the surrounding transport network

...

(ii) ~~[deleted] whether a reduction in car parking will compromise the successful implementation of a Transport and Traffic Management Plan, where relevant or required;~~

(iii) ~~[deleted] whether the precinct has sufficient parking capacity to provide for the day to day needs of existing and proposed activities; and~~

I325 Okahu Marine Precinct amendments:

41. Amend Policies I325.3(4) as follows:

...

- (4) Require assessment of buildings and structures not otherwise provided for in the precinct or the underlying zoning so that:

...

- (c) ~~[deleted] sufficient car parking is available for boat users of the marina and the marine related sport and recreation facilities, particularly during peak boating times; and~~

42. Amend Policies I325.3(5) as follows:

...

- (5) Require assessment of activities not otherwise provided for in the precinct or the underlying zoning so that:

...

- (b) ~~[deleted] sufficient parking is available for boat users of the marina and the marine related sport and recreation facilities, particularly during peak boating times.~~

I330 Saint Lukes Precinct amendments:

43. Amend Assessment Criteria I330.8.2(4) as follows:

...

- (4) Parking and loading areas not meeting the requirements of Standard I330.6.5 above:

- (a) applications will be assessed in terms of the extent to which:

...

- (ii) ~~[deleted] reduction in parking spaces: The following criteria apply only to parking areas (not loading areas) and only as they relate to the off-site effects of the activity:~~

- ~~• whether the amount of parking proposed is sufficient for the proposal having regard to:~~

- ~~○ the nature of the operation including the interaction between activities on the Saint Lukes precinct • the availability and accessibility of public transport serving the Saint Lukes Precinct;~~
- ~~○ the measures and commitments outlined in a travel plan for the Saint Lukes Precinct which will reduce the need for vehicle use to a level where parking demands can be satisfactorily addressed through efficient use of the proposed parking;~~
- ~~○ the extent to which activity on the Saint Lukes Precinct have complementary parking demands.~~
- ~~the effects of parking overspill from the reduction in parking on adjacent activities and on the transport network;~~
- ~~the extent to which there is public parking on street or off street in the immediate vicinity with capacity and availability at the times required to serve the proposal;~~
- ~~the extent to which the parking requirements of the proposal will be met by entering into a shared parking arrangement with another site in the immediate vicinity that has available parking spaces which are not required at the same times as the proposed activity;~~
- ~~the extent to which it is physically practicable to provide the required parking on the site including in terms of the existing location of buildings and the availability of access to the road.~~

...

(iv) favourable consideration may be given to the provision of stack parking subject to the following criteria:

- stacked parking occurs when access to a parking space is achieved through another parking space;
- stacked parking will generally only be allowed in special circumstances in order to alleviate adverse effects, where no feasible alternative exists;
- ~~stacked parking may be allowed for one of the two required parking spaces provided~~ for any residential development where each residential unit has two parking spaces physically associated with it;
- stacked parking may be a satisfactory means of providing staff parking where:
 - the staff parking area is clearly defined, marked and separated from other required parking on the Saint Lukes Precinct.

...

- (b) It may be feasible to operate stacked parking which must be specifically designed to the council's satisfaction. The satisfactory operation of the required parking area should not be compromised.

I333 Three Kings Precinct amendments:

44. Amend Matters of Discretion I333.8.1(12) as follows:

...

(12) Transport:

...

- (g) the location of activity on a major public transport route, and traffic demand management measures, enable a reduced level of ~~required~~ on-site parking.

I401 Ardmore Airport Precinct amendments:

45. Amend Assessment Criteria I401.8.2(2) as follows:

...

(2) Driver training; vehicle product launches and demonstrations; vehicle testing

...

- (c) the location and design of facilities and car park areas associated with the activities should:

...

- (iv) ~~[deleted] On site facilities should be provided to cater for any short term car parking demand.~~

I407 Bruce Pulman Park Precinct amendments:

46. Amend Assessment Criteria I407.8.2(6) as follows:

...

(6) The effects of traffic and parking on the safety and efficiency of the transport network:

...

- (b) Whether ~~a reduction in carparking~~ the proposal will compromise the successful implementation of a Transport and Traffic Management Plan, where relevant or required.
- (c) ~~[deleted] Whether the precinct has sufficient parking capacity to provide for the day to day needs of existing and proposed activities.~~

I418 Kingseat Precinct amendments:

47. Amend Assessment Criteria I418.8.2(17) as follows:

...

- (17) Former Kingseat Hospital site and consistency with relevant precinct plans.
 - (a) The council in considering the relevant assessment criteria in I418.8.2(1) - (16) above for subdivision and development considered restricted discretionary activities within the former Kingseat hospital site, will also consider the following matters:
 - ...
 - (xii) whether within the Adaptive Re-use Overlay areas and the Kingseat Mixed Use Overlay Area:
 - ...
 - 2. ~~[deleted] adequate provision has been made for onsite parking.~~

I427 Pacific Events Centre Precinct amendments:

48. Amend Assessment Criteria I427.8.2(6) as follows:

...

- (6) The effects of traffic and parking on the safety and efficiency of the transport network:
 - ...
 - (b) Whether ~~a reduction in carparking~~ the proposal will compromise the successful implementation of a Traffic and Transport Management Plan, where relevant or required; and
 - (c) ~~[deleted] Whether the precinct has sufficient parking capacity to provide for the day to day needs of existing and proposed activities.~~

I502 Albany Centre Precinct amendments:

49. Amend Policy I502.3(4) as follows:

...

- (4) Require that any development within Sub-precinct D ~~provides sufficient off-street parking and~~ is designed and located to facilitate traffic movement (both vehicular and pedestrian) within the Albany Centre.

I503 AUT MIS Precinct amendments:

50. Amend Assessment Criteria I503.8.2(6) as follows:

...

- (6) The effects of traffic and parking on the safety and efficiency of the transport network:

...

- (b) ~~[deleted] Whether a reduction in carparking will compromise the successful implementation of a Transport and Traffic Management Plan, where relevant or required.~~
- (c) ~~[deleted] Whether the precinct has sufficient parking capacity to provide for the day to day needs of existing and proposed activities.~~

I504 Bayswater Marina Precinct amendments:

51. Amend Policy I504.3(7) as follows:

...

- (7) Require the retention of appropriate facilities for boating, such as public boat ramps and boat trailer parking spaces associated with the marina and boat ramp.

52. Amend Policy I504.3(12) as follows:

...

- (12) Require that, residential, or other non-marine related activities such as restaurants and cafes are provided for only where sufficient space remains available as required for marina, ferry service, and public access, recreation, public transport and boating activities, including associated boat trailer parking.

53. Amend Assessment Criteria I504.8.2(4) as follows:

...

- (4) Traffic and parking

...

- (b) the extent to which the provision of parking ~~ensures the amount of parking is adequate for the site and the proposal, and~~ considers effects on alternative parking available in the area and access to the public transport network

54. Amend Special Information Requirement I504.9(1) as follows:

- (1) An application for dwellings or food and beverage activities in Sub-precinct B must be accompanied by the following information:

...

- (b) the exact location and design of vehicle access and car parking (including any proposed shared parking) and:

...

- (ii) an assessment of parking, ~~confirming the amount of parking is adequate for the application area and the proposal~~ where provided, including consideration of effects on alternative parking available in the area and access to the public transport network.

I510 Gulf Harbour Marina Precinct amendments:

55. Amend Assessment Criteria I510.7.2(3) as follows:

...

- (3) traffic and parking:

...

- (b) ~~whether the amount of parking are sufficient to contain workers, customers and service vehicles within the site. Sufficient~~ there is sufficient access to the public transport network ~~should also be considered.~~

56. Amend Assessment Criteria I510.8.2(3) as follows:

...

- (3) traffic and parking:

...

- (b) ~~whether the amount of parking are sufficient to contain workers, customers and service vehicles within the site. Sufficient~~ there is S sufficient access to the public transport network ~~should also be considered.~~

I521 Matakana 1 Precinct amendments:

57. Amend Standard I521.6.7(1) as follows:

I521.6.7 Buildings fronting the street in Sub-precinct D

- (1) Buildings in sub precinct D must comply with the following controls:

...

- (i) ~~If p~~ Parking and service access is provided, it must be ~~provided~~ from the rear of the building or a service lane.

58. Amend Assessment Criteria I521.8.2(2) as follows:

...

- (2) Two or more dwellings on a site

...

- (c) design of ~~parking and~~ access:

- (i) whether adequate parking and access is provided of required.

I522 Matakana 2 Precinct amendments:

59. Amend Assessment Criteria I522.7.2 as follows:

...

- (4) whether ~~sufficient car parking and~~ adequate area is ~~are~~ provided for safe manoeuvring into and out of the site.

60. Amend Assessment Criteria I522.8.2 as follows:

- (1) visitor's accommodation and activities that do not comply with relevant standards:

...

- (j) ~~[deleted] whether sufficient onsite parking are provided to meet the needs of the proposed activity, without adverse effects on the safety and efficiency of the road network;~~

...

- (3) subdivision

- (a) whether the proposed subdivision provides adequate access to the proposed sites including ~~parking provisions~~, internal road capacity and egress/ingress from the main entrances. Access to the proposed sites should avoid adverse effects on the road network

I526 North Shore Events Centre Precinct amendments:

61. Amend Assessment Criteria I526.8.2(6) as follows:

...

- (6) The effects of traffic and parking on the safety and efficiency of the transport network:

...

- (b) whether the proposal ~~a reduction in carparking~~ will compromise the successful implementation of a Transport and Traffic Management Plan, where relevant or required.
- (c) ~~[deleted] whether the precinct has sufficient parking capacity to provide for the day to day needs of existing and proposed activities.~~

I528 Omaha South Precinct amendments:

62. Amend Standard I528.6 Standards as follows:

I528.6.9 Yards

...

(3) The following can be built in any yard for Type A to Type D development:

- (a) decks, unroofed terraces, landings, steps or ramps with a maximum height of 0.3 metres provided they do not prevent vehicular access to a ~~required~~ parking space

63. Amend Matters of Discretion I528.8.1(1) as follows:

(1) All applications requiring restricted discretionary activity consent:

...

- (f) the ~~number~~, location and design of all vehicle, car parking and loading facilities;

...

- (k) The number of loading facilities.

I537 Silverdale 3 Precinct amendments:

64. Amend Matters of Discretion I537.8.1(4) as follows:

...

(4) Drive-through restaurant, Entertainment Facilities, Offices up to 500m², Retail for the sale of goods accessory to the main activity on the site, Trade Suppliers, Care Centres, Healthcare facilities and Industrial activities:

...

- (e) Traffic and Transport effects:

...

- (vii) effects of the proposal on the ability to provide parking if required in order to be in accordance with the Integrated Transport Assessment provided as a Special information requirement.

65. Amend Assessment Criteria I537.8.2(1) as follows:

(1) Development generally in accordance with I537.10.1 Silverdale 3: Precinct plan 1:

...

- (g) whether sites proposed for intensive residential development have sufficient street frontage to allow dwellings to face the street, have sufficiently large sites to enable the provision of tree planting, open space areas, any proposed car parking areas and amenity areas;

66. Amend Assessment Criteria I537.8.2(4) as follows:

...

(4) Drive-through restaurant, Entertainment Facilities, Offices up to 500m², Retail for the sale of goods accessory to the main activity on the site, Trade Suppliers, Care Centres, Healthcare facilities and Industrial activities:

...

- (d) whether there is sufficient space on site for queuing, any proposed parking and manoeuvring of vehicles using the site

...

- (j) the extent to which ~~where there is a parking shortfall~~ the proposal includes provision for the ongoing monitoring of parking supply and demand and the effectiveness of any travel demand measures. For the avoidance of doubt this may entail the imposition of review conditions.

I547 Weiti Precinct amendments:

67. Amend Assessment Criteria I547.8.2(5) as follows:

...

(5) for roads, public open space, access and car parking:

- (a) the extent to which the proposed reserves, including walking tracks ~~and associated car parks~~ are sufficient to ensure that public access to the coastal marine area is maintained or enhanced and is of a slope and shape that is suitable for the intended use.

...

- (e) ~~[deleted] whether adequate provision is made for resident and visitor car parking~~

I548 Whangaparoa Precinct amendments:

68. Amend Assessment Criteria I548.8.2(1) as follows:

- (1) for up to 17 new dwellings associated with Peter Snell Youth Village, new youth camp buildings or additions not permitted, building height, building coverage, front yard setback and carparking:

...

- (c) [deleted] ~~whether adequate on-site parking is provided.~~

I549 Akoranga Precinct amendments:

69. Amend Assessment Criteria I549.8.2(3) as follows:

- (3) Transport

...

- (b) the extent to which the design of roads and the development of sites ensures well-connected attractive and safe transport routes, with appropriate provision for vehicle, cycle and pedestrian movements, ~~car parking~~, infrastructure services, street tree planting and landscape treatment.

I551 Highgate Precinct amendments:

70. Amend Standard I551.6.1(3) as follows:

I551.6.1 Activities in sub-precinct A

...

- (3) Buildings must not exceed 15m in height unless ~~35 per cent of the required~~ parking is provided within the envelope of the building in which case the maximum height is 20m.

I603 Hobsonville Corridor Precinct amendments:

71. Amend Assessment Criteria I603.8.2(3) as follows:

- (3) Transport

...

- (b) The design of roads and the development of adjoining sites should ensure well-connected attractive and safe transport routes, with appropriate provision for vehicle, cycle and pedestrian movements, ~~car parking~~, infrastructure services, street tree planting and landscape treatment.

I605 Hobsonville Point Precinct amendments:

72. Amend Assessment Criteria I605.8.2.1(6) as follows:

...

- (6) Retail serving the local neighbourhood should be designed, developed and operated to:

...

- (b) provide adequate cycle ~~and car~~ parking and infrastructure; ~~and~~

73. Amend Assessment Criteria I605.8.2.2(5) as follows:

...

- (5) Adequate cycle ~~and car~~ parking and infrastructure should be provided.

I613 Trusts Arena Precinct amendments:

74. Amend Assessment Criteria I613.8.2(6) as follows:

...

- (6) The effects of traffic and parking on the safety and efficiency of the transport network:

...

- (b) whether the proposal ~~a reduction in car parking~~ will compromise the successful implementation of a Traffic and Transport Management Plan, where relevant or required.
- (c) ~~whether the precinct has sufficient parking capacity to provide for the day to day needs of existing and proposed activities.~~

I614 Wainamu Precinct amendments:

75. Amend Assessment Criteria I614.8.2(1) as follows:

(1) All restricted discretionary activities (excluding standard infringements):

...

(g) the extent to which the activity provides ~~adequate parking and safe driveway access and sight lines.~~

Birdwood 2 Special Housing Area amendments:

76. Amend Subdivision Control 4.2 as follows:

4.2 Roading standards

...

(iv) minor link roads ~~must only be used where council is satisfied that there will be sufficient off-street parking and the road must have a maximum length of~~ be no longer than 200m.

Huapai Triangle Special Housing Area amendments:

77. Amend Assessment Criteria 6.4 (included in Table 9) as follows:

...

(19) A proposed site's shape factor and its layout should provide:

...

(b) the intended building area, ~~and~~ required open space and any car parking proposed

78. Amend Assessment Criteria 6.4 (included in Table 9) as follows:

...

(23) Proposed sites should provide vehicle access, ~~parking,~~ manoeuvring areas and vehicle crossings that enable the safe movement of pedestrians, cyclists and vehicles

Mangere Gateway Sub-Precinct E Special Housing Area amendments:

79. Amend Matter of Control 5.1.1(4) as follows:

...

- (4) ~~Proposed number of parking spaces and m~~ Management of pairing parking and access arrangements.

80. Amend Assessment Criteria 5.1.2(5) as follows:

...

- (5) ~~The~~ Any parking provided should ~~be~~ sufficient for the ~~proposed activities and managed to~~ avoid conflict with the surrounding road network.

Whenuapai 1 Special Housing Area amendments:

81. Amend Matter of Control 5.1.1(4) as follows:

...

- (4) ~~Proposed number of spaces and m~~ Management of parking and access arrangements.

82. Amend Assessment Criteria 5.1.2(5) as follows:

...

- (5) The car parking provided ~~should be~~ sufficient for the ~~proposed uses and~~ managed appropriately to avoid conflict with the surrounding road network.

Proposed amendments to the Auckland Council District Plan – Hauraki Gulf Islands Section:

Part 5: Network Utility Services amendments:

83. Amend Section 5.9(3) as follows:

...

3. Any network utility service that generates traffic or ~~requires~~ provides carparking must comply with part 13 – Transport.

Part 10a: Land Units amendments:

84. Amend Criteria 10a.18.8.2(2) as follows:

...

- d. Vehicle access and carparking ~~required~~ provided for the mixed use development

...

- (ii) The extent to which carparking ~~required~~ provided for the mixed use developments: ...

Part 11: Assessment Matters amendments:

85. Amend Assessment Criteria 11.3.2(7) as follows:

...

7. Parking

- a. Whether ~~adequate~~ parking and manoeuvring space will be provided on-site appropriate to the particular form of development, in accordance with the requirements of part 13 - Transport.

Part 13: Transport amendments:

86. Amend Resource Management Issues 13.2.5 as follows:

The provision and management of parking, loading and on-site circulation plays a significant role in the ability of people to safely and efficiently access land use activities for work, recreation, shopping and business. It directly impacts on the use of private motor vehicles and cycles as a primary mode of transport for these activities. Adverse effects can occur when the demand for parking for an activity exceeds that provided on-site and there is an overspill of parking on the adjacent roadside. The safe and efficient use and capacity of the road can be adversely affected by parked or manoeuvring vehicles, while the amenity of an area can also be adversely affected by on-street parking. To avoid or reduce these effects, the Plan ensures that adequate on-site parking and loading spaces ~~is are~~ provided for all activities. However, the council is mindful that on-site parking can generate adverse effects such as vegetation modification and removal, increased impervious surface areas, reduced private open space, reduced wastewater disposal areas, increased earthworks and sediment runoff. An oversupply of parking can also encourage reliance on private vehicle trips when viable alternative modes of transport are available.

...

Principal issues

The significant resource management issues which need to be addressed in the Plan are:

1. How to ensure that parking, where provided, and loading spaces ~~are an appropriate level of on-site parking~~ is provided so that amenity, accessibility and the efficient operation of the transport network is maintained, while not giving rise to adverse effects.

87. Delete Policy 13.3.4.1(1) as follows:

Objective

To ensure the impact of activities on the safety and efficiency of the road network is addressed while avoiding adverse effects on the environment.

Policies

1. ~~By requiring sufficient on-site parking to meet the demand generated by different activities.~~
[Deleted]

88. Amend Policy 13.3.4.2(4) as follows:

Objective

To ensure access to sites is provided at appropriate locations, while avoiding or mitigating adverse effects.

Policies

....

4. By requiring roadside parking platforms where parking is provided rather than accessways

where access may give rise to significant adverse environmental effects.

89. Amend Resource Management Strategy 13.4.5 as follows:

13.4.5 Parking and access

~~In general, all new developments and new activities in existing buildings will be required to provide adequate on-site parking. However, not all activities and developments will be able to, or indeed need to provide the required parking taking into account their particular characteristics. Given the adverse effects of high numbers of private vehicle trips on parts of the road network and surrounding environment, the council seeks to reduce reliance on these trips and encourage alternative modes of transport wherever possible (eg passenger transport, cycling, walking). Because travel distances are considerable on some of the islands and alternative modes are not always available or viable, there will continue to be a certain level of reliance on private vehicle trips. Where activities can practicably be accessed using alternative modes of transport, however, the need for on-site car parking reduces. In these circumstances an oversupply of on-site parking is wasteful of land resources, can adversely affect amenity values and may only encourage continued reliance on private vehicle trips when viable alternatives are available. Through the resource consent application process on-site parking requirements may be reduced or waived where minimal adverse effects can be shown.~~

...

Again, the council seeks to reduce reliance on private vehicle trips and encourage alternative modes of transport wherever possible. An oversupply of on-site parking may only encourage continued reliance on private vehicle trips when viable alternatives are available. ~~The consent process will consider the need for larger scale parking areas, and the extent to which the proposed activity could practicably be accessed using alternative modes of transport (eg passenger transport, cycling, walking) with the potential for reducing the number of on-site parking spaces required.~~

90. Amend Resource Management Strategy 13.4.7 as follows:

13.4.7 Passenger transport

The Plan acknowledges that an integrated passenger transport system can reduce traffic congestion at key locations, increase efficiency and access to the islands and increase its attractiveness as a location. Although the council has limited control over the provision of the passenger transport system, the Plan's objectives and policies support its efficient and effective operation. ~~Where efficient and effective passenger transport is available, the council will consider reducing the requirement for on-site carparking.~~ The Plan also requires an assessment where larger parking areas (for over 25 vehicles) are proposed. As part of that assessment the council will consider opportunities for reducing the number of parking spaces. Excess parking can create unnecessary vehicle trips.

91. Delete Resource Management Strategy 13.4.8 as follows:

13.4.8 Travel demand management [deleted]

~~Travel demand management refers to initiatives (excluding the provision of major transport infrastructure) to modify travel decisions so that more desirable transport, social, economic or environmental objectives can be achieved, and the adverse effects of travel can be reduced. The Plan acknowledges that travel demand management can be a useful tool for reducing the demand for travel, particularly for private vehicles, and providing a wider range of travel choices. The requirement to consider travel demand management initiative through the resource consent process will help contribute to a sustainable approach to transport.~~

92. Amend Rule 13.6.1 as follows:

13.6.1 Vehicle access – gradient

...

Where the adverse effects associated with establishing access to a site are significant, the council may as part of any resource consent process, require the applicant to provide a roadside parking platform where parking is proposed or loading spaces are required rather than an accessway.

93. Amend Rule 13.7.1 as follows:

13.7.1 Provision of parking and loading spaces

The following is a restricted discretionary activity:

Any activity that does not comply with the parking and loading rules.

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).

94. Amend Rule 13.7.4(1) as follows:

13.7.4 Assessment and formation of parking and loading areas

All parking and loading spaces, apart from parking that services a single dwelling on a site, must comply with the following rules. Non-compliance with any of these rules is a restricted discretionary activity.

1. Fractional spaces

Where an assessment of the required parking and loading standards results in a fractional space, any fraction under one half will be disregarded and any fraction of one half or more will be counted as one space.

95. Amend Rule 13.7.4(4) as follows:

13.7.4 Assessment and formation of parking and loading areas

All parking and loading spaces, apart from parking that services a single dwelling on a site, must comply with the following rules. Non-compliance with any of these rules is a restricted discretionary activity.

...

4. Availability of parking and loading spaces

~~Required p~~ Parking areas must be kept clear and available at all times, free of charge and impediment, for vehicles used in conjunction with the particular activity to which ~~the~~ parking spaces relate on the site, and must not be used for the deposit or storage of any goods or materials or for any other purpose

96. Amend Matters of Discretion 13.7.5 as follows:

13.7.5 Matters of discretion for a reduction in ~~parking and~~ loading spaces

When considering an application to reduce the number of ~~parking and~~ loading spaces, the council has restricted its discretion to considering the following matters:

- ~~• The availability of alternative modes of transport for accessing the site.~~
- The effects of constructing the loading spaces for which a reduction is sought - including any requirements for earthworks, vegetation clearance, or other modification of natural features.
- ~~• Any travel demand management measures proposed.~~
- The likely demand for the loading spaces.
- The physical practicality of providing the required loading spaces, including any effect on the ability to provide on-site effluent disposal.
- The availability of alternative loading spaces in the vicinity.
- Any opportunities for sharing loading spaces with other users.

Assessment criteria

The council's assessment of an application for a reduction in ~~parking and~~ loading spaces will consider the following matters:

1. ~~Whether it can be demonstrated that a substantial number of customers or users of the proposed activity will access the site by using public transport, car pooling, taxis, cycling, or walking. Where an applicant can demonstrate that cycle facilities are needed and will be used, a reduction of 1 parking space for every 8 spaces required may be approved where the applicant provides enclosed secure parking facilities (eg bike lockers) for at least five bicycles.~~

2. Whether provision of the required number of loading spaces would necessitate the removal or modification of significant vegetation or other significant natural features on the site and/or require substantial earthworks having the potential for adverse land stability, visual and landscape, and sediment runoff effects.
3. ~~[deleted] Whether the application of any travel demand management measures initiated by the applicant can demonstrably reduce the requirement for on-site parking.~~
4. Whether a demonstrably less than normal demand for ~~parking~~ or loading will be generated by the proposal – eg. due to specific business practice, operating method (including the provision of dedicated transport to/from the site by the operator), type of customer.
5. Whether provision of the required number of loading spaces would compromise the ability to provide adequate on-site effluent disposal due to the impervious surface required ~~for parking purposes~~.
6. Whether or not it is physically practicable to provide the required number of loading spaces on site in terms of the existing location of buildings, availability of access to the road, and other similar matters.
7. ~~Whether there is an adequate alternative supply of parking in the vicinity – eg public car park, formed angle parking on adjacent roads. In general on-road parallel parking, particularly in residential streets or roads with an important through-traffic function in the roading hierarchy, is not considered a viable alternative.~~
8. Whether there is an accessible and adequate on-road loading space in close proximity or the ability to create such a loading space.
9. Whether other activities on the same or nearby sites operate at different times and can share ~~car parking and/or~~ loading spaces. In such a situation the council will require a legal agreement between the applicant and owner of the site(s) confirming such an arrangement.

Notification requirements

For notification requirements, refer clause 13.5.

Part 14: Definitions amendments:

97. Amend the definitions as follows:

Commercial carparking

means land or buildings providing parking available to members of the public for a charge or fee. It ~~does not include parking required under rule 13.7.2.~~

Gross floor area ('GFA')

means the combined area of all internal floorspaces, including any mezzanine floors, outdoor courtyards and external decking used for a commercial purposes such as beer gardens. The area includes all floors of all buildings on the site, but excludes any area used for required parking and loading spaces.