

## **Auckland Unitary Plan Operative in part**

### PROPOSED PLAN CHANGE 79

#### Amendments to the transport provisions

**Public notification:** 18 August 2022

**Close of submissions:** 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.

#### **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.

## Plan Change 79: Amendments to the transport provisions

### **Proposed 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**

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):

## 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 or aiming of light is poorly controlled this can result in light pollution causing adverse changes to the view of the night sky.

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:

- (a) have lighting limits 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)
- (b) must be lit to the appropriate P category 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>Pedestrian access only</u>	<u>PP3</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</u>	<u>PC2</u>
<u>Vehicle access for 4-9 parking spaces or dwellings</u>	<u>PR5</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.
- (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. Automatic presence detection or sensor lighting is to be avoided and where proposed must be supported by a safety assessment.
- (h) Lighting must be supplied from a common electrical supply which cannot be disabled.

**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 of artificial lighting to provide effective way-finding, security 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 50-year period from the date that it is installed.

**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), must be prepared by a suitably qualified lighting specialist and must:
- (a) 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.
  - (b) Include 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.
  - (c) Demonstrate design compliance as required by AS/NZS1138.3.1
  - (d) 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 in the case where solar lighting is proposed, that an assessment of its effectiveness and durability has been established.

**E27 Transport amendments**

**7. Amend Objective E27.2.(3) as follows:**

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

**8. Amend Objective E27.2.(4) as follows:**

(4) The provision of safe and efficient parking, including accessible parking, loading and access is commensurate with the character, scale and intensity of the zone.

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

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

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

(7) The necessary electric vehicle supply equipment is provided for to facilitate use of electric vehicles.

**11. Amend Policy E27.3.(3) as follows:**

(3) Manage the number, location and type of parking, including accessible 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.

**12. 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;

...

**13. 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 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.

**14. 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 movement, minimising potential conflicts between pedestrians and other users.

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

Electric vehicle charging

(30) Require provision for electric vehicle supply equipment for new residential developments that provide carparking.

**16. 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 in Table E27.6.1.1;
- (b) 100 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) a proposed subdivision of land which has capacity under this Plan to accommodate more than ~~400~~ 60 dwellings

resource consent for a restricted discretionary activity is required.

**Table E27.6.1.1 New development thresholds**

Activity			New development
(T1)	Residential	Dwellings	<del>400</del> <u>60</u> dwellings
(T2)		Integrated residential development	<del>500</del> <u>100</u> units
(T3)		Visitor accommodation	<del>400</del> <u>60</u> units
(T4)	Education facilities	Primary	167 students
(T5)		Secondary	333 students
(T6)		Tertiary	500 students

(T7)	Office		5,000 m <sup>2</sup> GFA
(T8)	Retail	Drive through	333 m <sup>2</sup> GFA
(T8A)		Retail activities (non-drive through)	1,667 m <sup>2</sup> GFA
(T9)	Industrial activities	Warehousing and storage	20,000 m <sup>2</sup> GFA
(T10)		Other industrial activities	10,000 m <sup>2</sup> 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) 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 precinct rules for any controlled or restricted discretionary land use activities

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

**Table E27.4.1 Activity table**

Activity		Activity status
(A1)	Parking, loading, <del>and access</del> <u>and electric vehicle supply equipment</u> which is an accessory activity and complies with the standards for parking, loading, <del>and access</del> <u>and electric vehicle supply equipment.</u>	P
(A2)	Parking, loading, <del>and access</del> <u>and electric vehicle supply equipment</u> which is an accessory activity but which does not comply with the standards for parking, loading, <del>and access</del> <u>and electric vehicle supply equipment.</u>	RD
...	...	...

**18. 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

iii) not part of any outdoor living space or landscaped area

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

v) fully sheltered from the weather;

vi) lockable and secure;

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

vii) spacing between racks of a minimum of 1.2m;

viii) clearance to a wall or edge of a minimum of 0.9m;

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

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

Two-tiered bicycle stands must be designed to have:

xi) a spacing between bikes of a minimum of 0.4m;

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

- xiii) 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 for developments of 20 or more dwellings	1 per dwelling without a dedicated garage or <u>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.

...

**19. 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.

**Table E27.6.2.7 Minimum loading space requirements**

Activity		<u>GFA/Number of dwellings</u>	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>Developments where all dwellings have individual pedestrian access directly from a public road</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 5,000m<sup>2</sup> without individual pedestrian access directly from a public road</u>	<u>1*</u>
		<u>Greater than 5,000m<sup>2</sup> dwellings up to 20,000m<sup>2</sup></u>	<u>1</u>
		<u>Greater than 20,000m<sup>2</sup> up to 90,000m<sup>2</sup></u>	<u>2</u>
		<u>Greater than 90,000m<sup>2</sup></u>	<u>3 spaces plus 1 space for every additional 40,000m<sup>2</sup></u>
...	...	...	...

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

**20. 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).

**21. 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 E2.6.3.1.1; 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

...

**22. Amend Standard E27.6.3.2 as follows:**

**E27.6.3.2. Size and location of loading spaces**

(1) Every loading space must:

...

**Table E27.6.3.2.1 Minimum loading space dimensions**

Activity		Length of loading space (m)	Width of loading space (m)
...	...	...	...
(T137A)	<u>Residential activities denoted with a (*) in Table E27.6.2.7</u>	<u>6.4</u>	<u>3.5</u>
...	...	...	...

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

**E27.6.3.2(A) Accessible Parking**

- (1) Accessible parking must be provided for all activities in all zones, except for those listed below in E27.6.3.2(A)(2);
- (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.

(3) For residential developments in residential zones, 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;

Step 1 - 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 based on the theoretical parking demand calculated in step 1.

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

<u>Total number of theoretical parking spaces</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>

(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) applies.

(iii) For residential land uses

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**

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

**24. Amend Standard E27.6.3.3 as follows:**

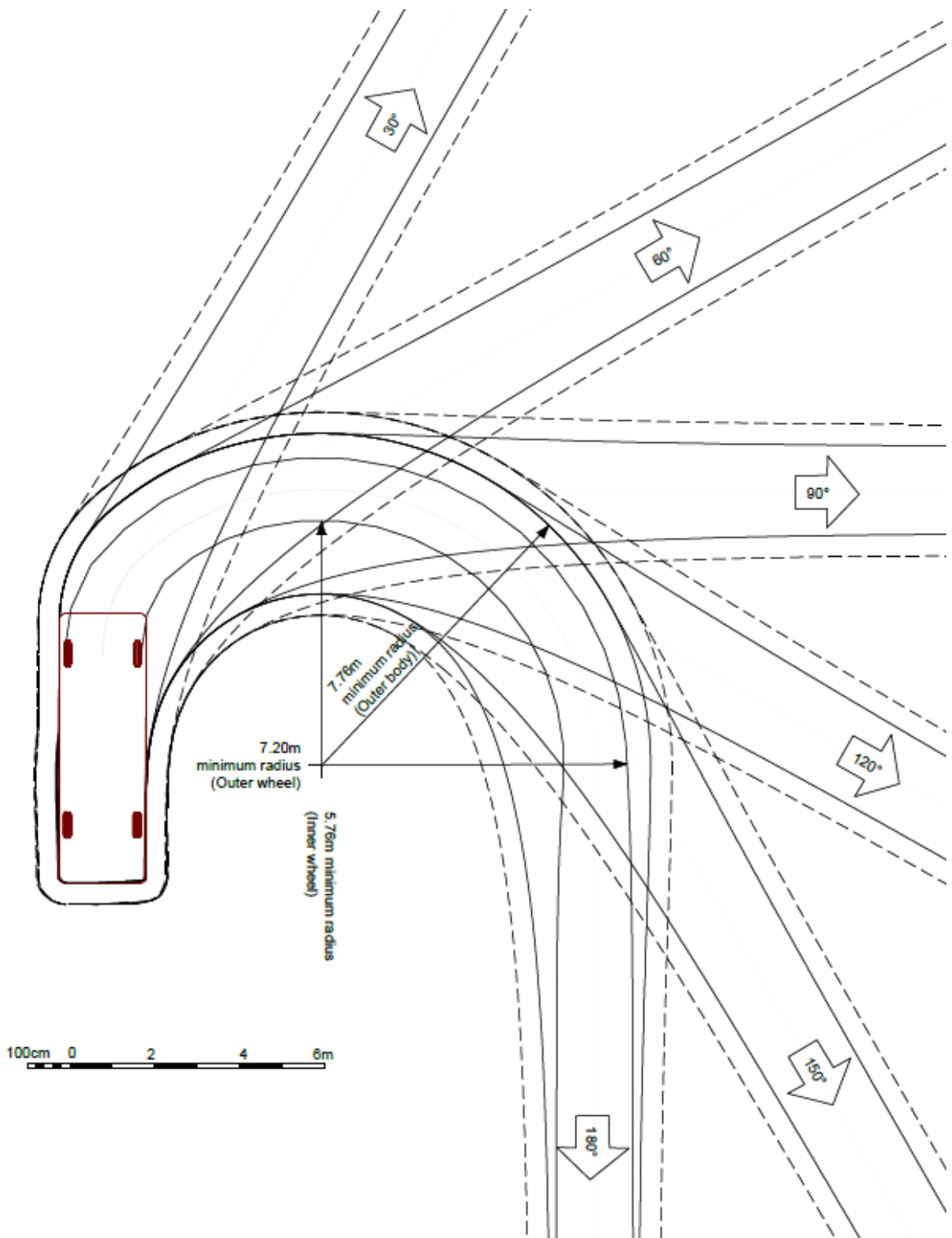
**E27.6.3.3 Access and manoeuvring**

...

(2A) For every 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.

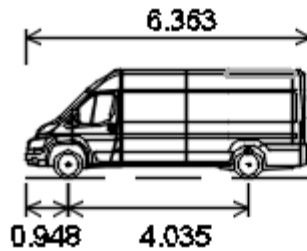
...

**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

## 25. 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.

## 26. 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).

**27. 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 E27.6.2.7; or
  - (d) 3.8m where loading is required, for all other activities.

**28. 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](#)

**29. 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 <sup>1</sup>	Maximum width of crossing at site boundary <sup>1</sup>	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. <del>1.0m pedestrian access for rear sites which may be located within the formed driveway</del>
...	...	...	...	...	...

<sup>1</sup> 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 Roading 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.

**Table E27.6.4.3.3 Speed management requirements**

<u>Activity</u>		<u>Length of access</u>	<u>Location of minimum speed management measures</u>
(T156A)	<u>Residential zones</u>	<u>Exceeds 30m</u>	<u>Not more than 10m of the site boundary with the legal road; and</u> <u>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.

**30. Add new Standard E27.6.6 as follows:**

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

- (1) Any pedestrian access, in residential zones, serving two or more dwellings, where there is no vehicle access must:
  - (a) have a minimum formed access width of 1.8m;
  - (b) provide passing bays in accordance with Table E27.6.6.1;
  - (c) meet the maximum gradient, in accordance with Table E27.6.6.2;
  - (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 access to the dwellings from a public footpath;
  - (g) be unobstructed for its full length; and
  - (h) 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.
- (2) 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) 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.

**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 width of pedestrian access to 2.5m over a 3.5m length (to allow pedestrians and cyclists to safely 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 E27.6.6.3 Pedestrian access requirements adjacent to a vehicle access**

<u>Location of site frontage</u>		<u>Number of parking spaces or dwellings served by a vehicle access</u>	<u>Minimum formed 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>(T156C)</u>		<u>Serves 10 to 19 parking spaces or 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>1.35m 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>Location of site frontage</u>		<u>Number of parking spaces or dwellings served by a vehicle access</u>	<u>Minimum formed pedestrian access width and separation</u>
<u>(T156D)</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 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>(T56E)</u>		<u>Serves 1-9 dwellings and requires heavy vehicle access in accordance with E27.6.3.4A</u>	<u>1.35m which must be vertically separated from trafficable areas and designed to be clear of obstructions</u>

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.

**31. Add a new Standard E27.6.7 as follows:**

**E27.6.7 Electric vehicle supply equipment**

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.

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

**32. 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.

...

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

- (a) adequacy for the site and the proposal;
- (b) site limitations;
- (c) effects on the transport network; and
- (d) 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;
- (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
- (b) alternative proposals.

**33. Amend Assessment criteria E27.8.2 as follows:**

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

- 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) trip characteristics of the proposed activity on the site.

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

- (a) the trip characteristics of the proposed activities on the site requiring accessible parking spaces;
- (b) the extent to which it is physically practicable to provide the required accessible parking spaces on the site including in terms of the existing location of buildings, site dimensions, topography and the availability of access to the road;
- (c) the availability and capacity of alternative accessible parking in the immediate vicinity, including on street and other public accessible car parking, to provide the additional parking sought for the proposal;
- (d) 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

...

(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 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 E2.6.2(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.~~

(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 E26.6.4.4 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.:
  - (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 need to separate pedestrian areas from vehicle access, manoeuvring and reversing areas; or
- (iii) the avoidance of conflict between users.

...

(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

## **E38 Subdivision – Urban Amendments**

### **34. 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	6 4 - 10
Minimum legal width	3.0m	3.5m	<del>6.975</del> 6.5
Minimum formed width	2.5m	3.0m	5.5m
Minimum service strip	0.5m	0.5m	1.0m

Maximum length	50m	50m	100m Note 1
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.~~

- (3) ~~Accessways serving six or more 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 1.35m 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; and~~
  - (d) the requirements of Table E27.6.6.2.
- (5) Accessways exceeding 30m in length must meet the speed management measures specified by Table E27.6.4.3.3.

**35. 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 2<sup>nd</sup> 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)

...

**36. 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**

<b><u>Activity</u></b>		<b><u>Minimum rate</u></b>	
	<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 Special Purpose – School Zone)</u>
<u>Offices</u>			<u>A minimum of 1 per 45m<sup>2</sup> GFA</u>
<u>Commercial services, excluding the following: veterinary clinics, storage and lockup facilities</u>			<u>1 per 25m<sup>2</sup> GFA</u>
<u>Retail</u>	<u>Motor vehicle sales</u>		<u>1 per 10 vehicle display spaces, plus</u>

			<u>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 GFA</u>
	<u>All other retail (including 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 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>0.2 per person the facility is designed to accommodate</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>Marinas</u>		<u>0.35 per berth provided</u>
	<u>Minor ports at Gabador Place, Tamaki and Onehunga</u>		<u>0.5 per employee intended to be working in or at the</u>

			<u>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>

**37. 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.