E27. Transport

E27.1. Background

To support and manage the effects on the operation and development of an integrated transport network, this section:

- addresses the management of the location, number and design of parking, loading and access;
- provides for public transport facilities and walking and cycling facilities which may be located outside the road network (which is covered in Section E26 Infrastructure); and
- identifies the need to manage the effects of high trip generating activities.

The term ‘transport system’ encompasses both the physical infrastructure of the transport network and the wider environment or factors which can influence the operation of transport e.g. transport users and their behaviours. For the purpose of these transport provisions, the term ‘transport network’ is used in the context of managing effects or impacts on the operation of the ‘transport network’ as a physical resource. The transport network comprises the physical infrastructure or conduit along which transport modes move or travel along and this is made up of a series of links (where a sequence of continuous links form a route) and nodes which in totality form a network. The transport network also comprises a series of sub-networks or types which generally relate to a particular mode of travel or type of movement e.g. public transport network, freight network and walking and cycling networks. In regard to public transport networks, the network can also include the supporting services which utilise the physical network.

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

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 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 regulation in areas to limit parking (maximums) and requiring resource consent for non-accessory parking.

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.

Accommodating growth in areas where land is scarce and a highly valued resource requires reconsideration of the use, and benefits and costs of on-site parking. The planning framework to facilitate this growth recognises that 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.

Standalone parking (non-accessory) facilities are provided for and will be individually assessed. This includes park-and-ride and other facilities that support public transport. Parking (non-accessory) may be appropriate to facilitate rationalisation of centre based parking resources to support activities in the centre and improve urban design outcomes.

To support walking and cycling, new buildings and developments are required to provide cycle parking as well as end-of-trip facilities. Off-road pedestrian and cycling facilities are also provided for to complement facilities located in the road network.

This section also addresses loading, the design of parking and loading, access from activities and developments to the road, and access around road/rail level crossings. These provisions support the movement of people, goods and services across the region.

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

E27.2. Objectives

(1) Land use and all modes of transport are integrated in a manner that enables:

(a) the benefits of an integrated transport network to be realised; and

(b) the adverse effects of traffic generation on the transport network to be managed.

(2) An integrated transport network including public transport, walking, cycling, private vehicles and freight, is provided for.

(3) Parking, including accessible car parking and loading is managed to support urban growth and a quality compact urban form.

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

(5) Pedestrian safety and amenity along public footpaths is prioritised.

(5A) Safe, and convenient on-site pedestrian access is provided to dwellings in residential zones.

(6) Road/rail crossings operate safely with neighbouring land use and development.

(7) Electric Vehicle Supply Equipment is enabled to facilitate use of electric vehicles.

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

E27.3. Policies

(1) Require subdivision, use and development which:

(a) generate trips resulting in potentially more than minor adverse effects on the safe, efficient and effective operation of the transport network;

(b) are proposed outside of the following zones:

(i) the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone;

(ii) Residential – Terrace Housing and Apartment Buildings Zone;

(iii) the Centre Fringe Office Control as shown on the planning maps; or

(c) [deleted]

to manage adverse effects on and integrate with the transport network by measures such as travel planning, providing alternatives to private vehicle trips, staging development or undertaking improvements to the local transport network.

(2) Require major proposals for discretionary consent to prepare an integrated transport assessment including provision for pedestrians, cyclists, public transport users, freight and motorists.

Parking

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

(a) the safe, efficient and effective operation of the transport network;

(b) the use of more sustainable transport options including public transport, cycling and walking;

(c) the functional and operational requirements of activities;

(d) the efficient use of land;

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

(f) the efficient use of on-street parking, and

(g) full participation in society for people with disabilities that impact on mobility.

(4) Limit the supply of on-site parking in the Business – City Centre Zone to support the planned growth and intensification and recognise the existing and future accessibility of this location to public transport, and support walking and cycling.

(5) Limit the supply of on-site parking for office development in all locations to:

(a) minimise the growth of private vehicle trips by commuters travelling during peak periods; and

(b) support larger-scale office developments in the Business – City Centre Zone, Centre Fringe Office Control area, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Business Park Zone.

(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 Mixed Use Zone adjacent to those specified centres) by not providing limits on parking for subdivision, use and development other than for office activities, education facilities and hospitals.

(a) [deleted]

(b) [deleted]

(6A) Encourage activities providing no or reduced on-site parking (other than other for accessible parking) where it will enable better built form outcomes.

(6B) Encourage the use of public transport, walking and cycling trips and manage effects on the safe and efficient operation of the transport network by limiting the supply of on-site parking for office activities, education facilities and hospitals in the Business – Metropolitan Centre Zone, Business – Town Centre Zone, Business – Local Centre Zone and Business – Mixed Use Zone.

(7) [Deleted]

(8) [Deleted]

(9) Provide for flexible approaches to parking, which use land and parking spaces more efficiently, and reduce incremental and individual parking provision.

(10) Provide for non-accessory parking where:

(a) the proposal and the type of parking will reinforce the efficient use of land or planned growth and intensification provided for in this plan for the site or locality; and

(b) there is an undersupply or projected undersupply of parking to service the area having regard to all of the following:

(i) the efficient use of land to rationalise or consolidate parking resources in centres;

(ii) the availability of alternative transport modes, particularly access to the existing and planned public transport;

(iii) the type of parking proposed;

(iv) existing parking survey information; and

(v) the type of activities in the surrounding area and their trip characteristics.

(11) Discourage the development of long-term non-accessory parking in the Business – City Centre Zone and the Centre Fringe Office Control as shown on the planning maps to:

(a) recognise and support the high level of accessibility these areas have to the public transport; and

(b) minimise the growth in private vehicle trips by commuters during peak periods.

(12) Control the development of long-term non-accessory parking in the Business – Metropolitan Centre Zone, Business – Town Centre Zone, Business – Local Centre Zone and in the Business – Mixed Use Zone so that the parking does not undermine:

(a) the efficient use of land or growth and intensification provided for in this plan for the site or locality; and

(b) the use of public transport in these zones.

(13) Provide for park-and-ride and public transport facilities which are located and designed to support the public transport network by:

(a) locating in proximity to public transport stations, stops and terminals;

(b) growing public transport patronage to assist in relieving congested corridors by encouraging commuters to shift to public transport;

(c) making public transport easier and more convenient to use, thereby attracting new users;

(d) improving the operational efficiency of the public transport network;

(e) extending the catchment for public transport into areas of demand where it is not cost-effective to provide traditional services or feeders;

(f) reinforcing existing and future investments on the public transport network; and

(g) providing free, secure and covered parking for bicycles.

(14) Support increased cycling and walking by:

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

(b) requiring end-of-trip facilities, such as showers and changing facilities, to be included in office, educational and hospital developments with high employee or student numbers; and

(c) providing for off-road pedestrian and bicycle facilities to complement facilities located within the road network.

Loading

(15) Require access to loading facilities to support activities and minimise disruption on the adjacent transport network.

(16) Provide for on-site or alternative loading arrangements, including on-street loading or shared loading areas, particularly in locations where it is desirable to limit access points for reasons of safety, amenity and road operation.

Design of parking and loading

(17) Require parking and loading areas to be designed and located to:

(a) avoid or mitigate adverse effects on the amenity of the streetscape and adjacent sites;

(b) provide safe access and egress for vehicles, pedestrians and cyclists;

(c) avoid or mitigate potential conflicts between vehicles, pedestrians and cyclists; and

(d) in loading areas, provide for the separation of service and other vehicles where practicable having regard to the functional and operational requirements of activities.

(18) Require parking and loading areas to be designed so that reverse manoeuvring of vehicles onto or off the road does not occur in situations which will compromise:

(a) the effective, efficient and safe operation of roads, in particular arterial roads;

(b) pedestrian safety and amenity, particularly within the centre zones and Business – Mixed Use Zone; and

(c) safe and functional access taking into consideration the number of parking spaces served by the access, the length of the driveway and whether the access is subject to a vehicle access restriction.

(19) Require park-and-ride, non-accessory parking and off-site parking facilities and their access points to:

(a) be compatible with the planning and design outcomes identified in this plan for the relevant zone;

(b) take into account the implementation of any relevant future transport projects or changes to the transport network identified in any statutory document (including the Long Term Plan or Regional Land Transport Plan) where implementation is likely;

(c) be accessible, safe and secure for users with safe and attractive pedestrian connections within the facility and to adjacent public footpaths;

(d) provide an attractive interface between any buildings, structures or at-grade parking areas and adjacent streets and public open spaces. Depending on location and scale, this may include:

(i) maintaining an active frontage through sleeving and/or an interesting appearance through use of architectural treatments so that the facility contributes positively to the pedestrian amenity and to any retail, commercial or residential uses along the road it fronts;

(ii) appropriate screening, such as exterior panelling, for any parking building; and

(iii) planting and other landscaping.

(e) provide for any buildings to be adapted or readily dismantled for other uses if no longer required for parking. In particular, the floor-to-ceiling height of a parking building at street level should be capable of conversion to other activities provided for in the zone; and

(f) be managed and operated so that the facility avoids adverse effects on the efficient, effective and safe operation of the transport network including:

(i) the safety of pedestrians and cyclists;

(ii) amenity for pedestrians;

(iii) queuing on the road and conflict at access points to the facility; and

(iv) the operation of public transport services and related infrastructure.

Access

(20) Require vehicle crossings and associated access to be designed and located to provide for safe, effective and efficient movement to and from sites and minimise potential conflicts between vehicles, pedestrians, and cyclists on the adjacent road network.

(20A) Require vehicle access to be designed and located to provide for low speed environments and for the safety of pedestrians and other users, and functional access for emergency responders.

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

(a) Minimising vehicle crossing points (such as by pairing or grouping crossings) and providing adequate pedestrian refuge space between crossing points;

(b) Using speed management measures to slow down vehicles;

(c) Using mountable kerbs to enable vehicle access to parking areas while discouraging vehicle access and parking over primary pedestrian access between vehicle crossing points; and

(d) Providing clear sightlines between pedestrian access and vehicle manoeuvring and parking areas.

(20B) Require pedestrian access, to be designed and located to provide for safe and convenient access, minimise potential conflicts between pedestrians and other users, and to provide functional access for emergency responders.

(21) Restrict or manage vehicle access to and from sites adjacent to intersections, adjacent motorway interchanges, and on arterial roads, so that:

(a) the location, number, and design of vehicle crossings and associated access provides for the efficient movement of people and goods on the road network; and

(b) any adverse effect on the effective, efficient and safe operation of the motorway interchange and adjacent arterial roads arising from vehicle access adjacent to a motorway interchange is avoided, remedied or mitigated.

(22) Restrict vehicle access across the Vehicle Access Restriction – General Control as shown on the planning maps within the Business – City Centre Zone to:

(a) give high priority to pedestrian movement, safety and amenity along the main pedestrian streets in the Business – City Centre Zone; and

(b) provide for continuity of building frontage and associated activities at street level.

(23) Provide for the continued use of existing vehicle access affected by the Key Retail Frontage Control as shown on the planning maps and Vehicle Access Restriction – General Control in the Business – City Centre Zone where the effects of the activity and use of the vehicle access are the same or similar in character, intensity and scale which existed on 30 September 2013.

(24) Control alterations to or rationalisation of existing vehicle access affected by the Key Retail Frontage Control and Vehicle Access Restriction – General Control in the Business – City Centre Zone where there is a change in the character, intensity or scale of the activity and use of the existing vehicle access.

(25) Discourage new vehicle access across the Key Retail Frontage Control in the Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Mixed Use Zone to:

(a) give high priority to pedestrian movement, safety and amenity; and

(b) provide for continuity of building frontage and associated activities at street level.

(26) Limit new vehicle access across the General Commercial Frontage Control as shown on the planning maps in the Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Mixed Use Zone to:

(a) support pedestrian safety and amenity; and

(b) provide for continuity of building frontage and associated activities at street level.

Sightlines to rail level crossings

(27) Limit the location of buildings and other visual obstructions within the sightline areas of road/rail level crossings.

(28) Discourage new road and pedestrian rail level crossings to ensure the safe, effective and efficient operation of the region’s rail network.

Access to rail level crossings

(29) Control vehicle access to sites adjacent to all road/rail level crossings to improve safety for road users on the approach to level crossings.

(30) Enable provision for Electric Vehicle Supply Equipment for new residential developments that provide carparking.

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

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

E27.4. Activity table

Table E27.4.1 specifies the activity status of land use activities in all zones pursuant to sections 9(3) and 11 of the Resource Management Act 1991. A site may contain more than one of the listed activities.

These rules do not apply to precincts where there are corresponding transport and traffic provisions in the applicable precinct.

Note 1

All access to the State Highway network (including changes to existing access and subdivision or change in land use utilising an existing access) require the approval of the New Zealand Transport Agency under the Government Roading Powers Act 1989. This approval is separate and additional to any land use or subdivision consent approval required. Refer to the New Zealand Transport Agency's Auckland Office.

Table E27.4.1 Activity table

Activity		Activity status
(A1)	Parking, loading access and Electric Vehicle Supply Equipment which is an accessory activity and complies with the standards for parking, loading, access and Electric Vehicle Supply Equipment.	P
(A2)	Parking, loading access and Electric Vehicle Supply Equipment which is an accessory activity but which does not comply with the standards for parking, loading, access and Electric Vehicle Supply Equipment.	RD
(A3)	Any activity or subdivision which exceeds the trip generation standards set out in Standard E27.6.1	RD
(A4)	Use of an existing vehicle crossing (established or consented before 30 September 2013) where a Vehicle Access Restriction applies under Standards E27.6.4.1(1), E27.6.4.1(2) or E27.6.4.1(3) to service existing activities (established or consented before 30 September 2013)	P
(A5)	Construction or use of a vehicle crossing where a Vehicle Access Restriction applies under Standards E27.6.4.1(2) or E27.6.4.1(3)	RD
(A6)	Use of an existing vehicle crossing where a Vehicle Access Restriction applies under Standard E27.6.4.1(1) to service the establishment of a new activity, a change of activity type, the expansion or intensification of an existing activity or where a building(s) is constructed, or additions to buildings that are not permitted activities in • Table H8.4.1 Activity table;	RD

	• Table H9.4.1 Activity table; or • Table H10.4.1 Activity table;	
(A7)	Construction of a new vehicle crossing where a Vehicle Access Restriction applies under Standard E27.6.4.1(1) and the establishment of the vehicle crossing is to: (a) relocate and/or amalgamate an existing vehicle crossing or crossings serving the site, that will reduce or otherwise not increase either the number of crossings or width of crossings serving a site; or (b) there is no other means of accessing a site.	RD
(A8)	Construction of a new vehicle crossing where a Vehicle Access Restriction applies under Standard E27.6.4.1(1) and it is not provided for in this activity table	NC
(A9)	Any building or structure located within an area subject to Level Crossings with Sightlines Control as identified on the planning maps	RD
(A10)	Off-road pedestrian and cycling facilities	P
(A11)	Park-and-ride	RD
(A12)	Public transport facilities	RD
(A13)	Short-term and long-term non-accessory parking in the following zones: • Business – Metropolitan Centre Zone; • Business – Town Centre Zone; • Business – Local Centre Zone; and • Business – Mixed Use Zone.	RD
(A14)	Short-term non-accessory parking in the Business – City Centre Zone and Centre Fringe Office Control as shown on the planning maps	D
(A15)	Long-term non-accessory parking in these zones and locations: • Business – City Centre Zone; and • Centre Fringe Office Control as shown on the planning maps.	NC
(A16)	Off-site parking	D
(A17)	Construction of new road and pedestrian rail level crossings on the rail network	NC
(A18)	Electric vehicle charging stations that comply with the standards for electric vehicle charging stations in E27.6.8	P
(A19)	Electric vehicle charging stations that do not comply with the standards for electric vehicle charging stations in E27.6.8	RD
(A20)	Primary pedestrian access serving between 2 and 5 dwellings (excluding dwellings that directly front and have direct pedestrian access from a road) in residential zones complying with Standard E27.6.6.	P
(A21)	Primary pedestrian access serving 6 or more dwellings*	RD

	(excluding dwellings that directly front and have direct pedestrian access from a road) in residential zones complying with Standard E27.6.6. * including dwellings as part of an integrated residential development	
(A22)	Primary pedestrian access serving 6 or more dwellings* (excluding dwellings that directly front and have direct pedestrian access from a road) in residential zones, which is adjacent to vehicle access and parking areas, but is not physically separated for all or part of its length, but otherwise complies with Standard E27.6.6 * including dwellings as part of an integrated residential development	RD
(A23)	Primary pedestrian access in residential zones (whether physically separated or not) that does not comply with: (a) The width, gradient, clear height, obstruction or slip resistance requirements of Standard E27.6.6.(3); and/or (b) The emergency responder access requirements of Standard E27.6.6.(4)	RD

E27.5. Notification

(1) Any application for resource consent for the following activities will be considered without public or limited notification or the need to obtain the written approval from affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991:

(a) E27.4.1(A11) Park-and-ride (exceeding 200 parking spaces); or

(b) E27.4.1(A12) Public transport facilities.

(2) Any application for resource consent for activity that infringes the following standards will be considered without public notification unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991:

(a) Standard E27.6.4.1(2) Vehicle access restrictions; or

(b) Standard E27.6.4.1(3) Vehicle access restrictions.

(3) Any application for resource consent for vehicle access not meeting Standard E27.6.4.1(2) and Standard E27.6.4.1(3) Vehicle access restrictions may be limited notified.

(4) Any application for resource consent for an activity listed in Table E27.4.1 Activity table and which is not listed in E27.5(1), E27.5(2) or E27.5(3) above

will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.

(5) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

E27.6. Standards

All activities in Table E27.4.1 must comply with the following standards.

E27.6.1. Trip generation

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

(a) a new development or subdivision in Table E27.6.1.1;

(b) 100 v/hr (any hour) for activities not specified in Table E27.6.1.1 requiring a controlled or restricted discretionary land use activity consent in the applicable zone where there are no requirements for an assessment of transport or trip generation effects. This standard does not apply to development activities provided for as permitted in the applicable zone; or

(c) [deleted]

resource consent for a restricted discretionary activity is required.

Table E27.6.1.1 New development and subdivision thresholds

Activity			**New development or subdivision**
(TA1)	Residential	Dwellings – threshold 1	40 dwellings
(T1)		Dwellings – threshold 2	100 dwellings
(T1A)		Integrated residential development – threshold 1	100 units
(T2)		Integrated residential development – threshold 2	500 units
(T2A)		Visitor accommodation – threshold 1	60 units
(T3)		Visitor accommodation – threshold 2	100 units
(T3A)		Residential subdivision – threshold 1	Capacity to accommodate more than 40 dwellings
(T3B)		Residential subdivision	Capacity to accommodate more

		– threshold 2	than 100 dwellings
(T4)	Education facilities	Primary	167 students
(T5)		Secondary	333 students
(T6)		Tertiary	500 students
(T7)	Office		5,000 m^2 GFA
(T8)	Retail	Drive through	333 m^2 GFA
(T8A)		Retail activities (non-drive through)	1667m2 GFA
(T9)	Industrial activities	Warehousing and storage	20,000 m^2 GFA
(T10)		Other industrial activities	10,000 m^2 GFA

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

(a) a proposal is located in the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone, or Residential – Terrace Housing and Apartment Building Zone or Centre Fringe Office Control as shown on the planning maps;

(b) [deleted]

(c) the activity is permitted in the H7 Open space zones; or

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

E27.6.2. Number of parking and loading spaces

(1) The number of parking spaces:

(a) must not exceed the maximum rates specified

(b) [Deleted]

(c) [Deleted]

which apply to the zone or location specified in Table E27.6.2.1, Table E27.6.2.2, Table E27.6.2.3 and Table E27.6.2.4.

(2) [Deleted]

(3) For the purposes of meeting the requirements of the vehicle parking rules, a parking space includes those provided for in a garage or car port or any paved area provided for the sole purpose of parking a motor vehicle.

(3A) Within the Centre Fringe Office Control area, the parking rates contained in Table E27.6.2.2 apply instead of those contained in Table E27.6.2.3 and Table E27.6.2.4.

Table E27.6.2.1 Maximum parking rates for the Business – City Centre Zone

Activity/site			**Business – City Centre Zone maximum rate**
(T11)	Dwellings	Dwellings <75m^2 GFA	0.7 per dwelling
(T12)		Dwellings ≥75 and < 90m^2 GFA	1.4 per dwelling
(T13)		Dwellings ≥90m^2 GFA	1.7 per dwelling
(T14)		Visitor spaces	0.2 per dwelling
(T15)	All other activities		1:200m^2 GFA

Table E27.6.2.2 Maximum parking rates for the Centre Fringe Office Control area as shown on the planning maps

Activity		**Centre Fringe Office Control as shown on the planning maps adjoining the Business – City Centre Zone Maximum rate**
(T16)	Offices	1 per 60 m^2 GFA
(T17)	All other activities	No minimum or maximum

(4) Table E27.6.2.3 sets out the parking rates which apply in the following zones and locations:

(a) Business – Metropolitan Centre Zone;

(b) Business – Town Centre Zone – excluding the following town centres where Table E27.6.2.4 applies: Helensville, Kumeu-Huapai, Pukekohe, Warkworth and Wellsford;

(c) Business – Local Centre Zone – excluding the following local centres where Table E27.6.2.4 applies: Karaka, Kaukapakapa, Leigh, Matakana, Riverhead, Snells Beach, Te Hana, Waimauku and Waiuku;

(d) Business – Mixed Use Zone (excluding where the Business – Mixed Use Zone is adjacent to the town centres or local centres identified in Standards E27.6.2(4)(b) and E27.6.2(4)(c) above); and

(e) Residential – Terrace Housing and Apartment Buildings Zone.

Table E27.6.2.3 Parking rates - area 1

Activity			Applies to zones and locations specified in Standard E27.6.2(4)	
			[Deleted]	Maximum rate
(T18)	Offices		[Deleted]	1 per 30 m^2 GFA
(T19)	Retail	Food and beverage (excluding taverns)	[Deleted]	No maximum
(T19A)		Trade suppliers, garden centres and large format retail (excluding supermarkets and department stores)	[Deleted]	No maximum
(T19B)		Marine retail, motor vehicle sales	[Deleted]	No maximum
(T20)		All other retail (including supermarkets, department stores and taverns)	[Deleted]	No maximum
(T20A)	Commercial services		[Deleted]	No maximum
(T21)	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 which do not have a separate use from the primary place of assembly shall be disregarded)		[Deleted]	No maximum
(T22)	Emergency services		[Deleted]	No maximum
(T23)	Care centres		[Deleted]	No maximum
(T24)	Education facilities	Primary and secondary	[Deleted]	0.5 per FTE employee plus 1 visitor space per classroom
(T25)		Tertiary	[Deleted]	0.5 per FTE employee plus 0.25 per EFT (equivalent full time) student the facility is designed to accommodate
(T26)	Medical facilities	Hospital	[Deleted]	1 per 40 m^2 GFA
(T27)		Healthcare facilities	[Deleted]	No maximum

Activity			Applies to zones and locations specified in Standard E27.6.2(4)	
			[Deleted]	Maximum rate
(T28)	Residential	All dwellings in the Terrace Housing & Apartment Buildings zone	[Deleted]	No maximum
(T29)		Dwellings – studio or 1 bedroom	[Deleted]	No maximum
(T30)		Dwellings – two or more bedrooms	[Deleted]	No maximum
(T31)		Visitor spaces	[Deleted]	No maximum
(T32)		Retirement villages	[Deleted]	No maximum
(T33)		Supported residential care	[Deleted]	No maximum
(T34)		Visitor accommodation	[Deleted]	No maximum
(T35)		Boarding houses	[Deleted]	No maximum
(T35A)		Minor dwellings	[Deleted]	No maximum
(T36)	All other activities		[Deleted]	No maximum

(4A) [Deleted]

(5) Table E27.6.2.4 sets out the parking rates which apply all other zones and areas not specified in Table E27.6.2.1, Table E27.6.2.2 and Table E27.6.2.3.

Table E27.6.2.4 Parking rates - area 2

Activity				Applies to zones and locations specified in Standard E27.6.2(5)	
				[Deleted]	Maximum rate
(T37)	Residential	Residential – Mixed Housing Urban Zone	Dwellings - studio	[Deleted]	No maximum
(T38)			Dwellings - 1 bedroom	[Deleted]	No maximum
(T39)			Dwellings - two or more bedrooms	[Deleted]	No maximum
(T39A)			Minor dwellings	[Deleted]	No maximum
(T41)		Residential	Dwellings -	[Deleted]	No

Activity				Applies to zones and locations specified in Standard E27.6.2(5)	
				[Deleted]	Maximum rate
		– Mixed Housing Suburban Zone	studio		maximum
(T42)			Dwellings - 1 bedroom	[Deleted]	No maximum
(T43)			Dwellings - two or more bedrooms	[Deleted]	No maximum
(T43A)			Minor dwellings	[Deleted]	No maximum
(T44)		Sites within the D18 Special Character Areas Overlay – Residential and Business	Site area 500m^2 or less	[Deleted]	No maximum
(T45)			Site area greater than 500m^2	[Deleted]	As per the underlying zoning
(T46)		All other areas	Dwellings	[Deleted]	No maximum
(T46A)			Minor dwellings	[Deleted]	No maximum
(T47)		Conversion of dwelling into two dwellings (Sites within the D18 Special Character Areas Overlay – Residential and Business)		[Deleted]	No maximum
(T48)		Home occupations		[Deleted]	No maximum
(T49)		Retirement village		[Deleted]	No maximum
(T50)		Supported residential care		[Deleted]	No maximum
(T51)		Visitor accommodation		[Deleted]	No maximum
(T52)		Boarding houses		[Deleted]	No maximum
(T53)	Offices			[Deleted]	Maximum of 1 per 30m^2 GFA
(T54)	Commercial services, excluding the following: veterinary clinics, storage and lockup facilities			[Deleted]	No maximum

Activity			Applies to zones and locations specified in Standard E27.6.2(5)	
			[Deleted]	Maximum rate
(T55)	Retail	Motor vehicle sales	[Deleted]	No maximum
(T56)		Trade suppliers	[Deleted]	No maximum
(T57)		Large Format Retail (excluding supermarkets and department stores)	[Deleted]	No maximum
(T58)		All other retail (including food and beverage)	[Deleted]	No maximum
(T59)	Industrial activities and storage and lock-up facilities	Repair and maintenance services	[Deleted]	No maximum
(T60)		Warehousing, storage and lock up facilities	[Deleted]	No maximum
(T61)		All other industrial activities	[Deleted]	No maximum
(T62)	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 which do not have a separate use from the primary place of assembly shall be disregarded)		[Deleted]	No maximum
(T63)	Emergency services		[Deleted]	No maximum
(T64)	Care centres		[Deleted]	No maximum
(T65)	Educational facilities	Primary and secondary	[Deleted]	No maximum
(T66)		Tertiary	[Deleted]	No maximum
(T67)	Medical facilities	Hospitals not shown on the Parking Variation Control planning maps	[Deleted]	No maximum
(T68)		Grafton Hospital 2 Park Road, Grafton	[Deleted]	1 per 50m^2 GFA
(T69)		Greenlane Clinical Centre 210 Green Lane West, Epsom	[Deleted]	No maximum
(T70)		Mt Albert 50 Carrington Road, Mt Albert	[Deleted]	No maximum

Activity			Applies to zones and locations specified in Standard E27.6.2(5)	
			[Deleted]	Maximum rate
(T71)		Mercy Hospital 98 Mountain Road, Epsom	[Deleted]	No maximum
(T72)		Healthcare facilities	[Deleted]	No maximum
(T73)		Veterinary clinics	[Deleted]	No maximum
(T74)	Land used for organised sport and recreation		[Deleted]	No maximum
(T75)	Clubrooms		[Deleted]	No maximum
(T76)	Water transport	Land adjacent to a public boat launching ramp	[Deleted]	No maximum
(T77)		Marinas	[Deleted]	No maximum
(T78)		Minor ports at Gabador Place, Tamaki and Onehunga	[Deleted]	No maximum
(T79)	All other activities, except for activities within rural zones		[Deleted]	No maximum
(T80)	All other activities where located in rural zones		[Deleted]	No maximum

(6) Bicycle parking:

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

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

i) not part of any required outdoor living space

ii) sheltered from the weather;

iii) lockable and secure;

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

(b) 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	All residential developments	1 per 20 for developments of 20 or more dwellings		1 per dwelling without a dedicated garage or basement car parking space
(T82)		Visitor accommodation and boarding houses	1 space plus 1 space per 20 rooms/beds		1 per 10 FTE employees
(T83)		Retirement village and residential care	1 space plus 1 space per 30 units / apartments		1 per 10 FTE employees
(T84)	Offices		Up to 200m^2	Nil required	1 per 300m^2 of office
(T85)			Greater than 200m^2 up to 10,000m^2	1 space plus 1 space per 1,000m^2 above 1,000m^2	
(T86)			Greater than 10,000m^2	10 spaces plus 1 space per 2000m^2 above 10,000m^2	
(T87)	Retail	Food and beverage	Up to 350m^2 GFA	Nil required	1 per 300m^2 GFA
(T88)			Greater than 350m^2 GFA	1 per 350m^2 GFA	
(T89)		All other retail	Up to 500m^2 GFA	Nil required	1 per 300m^2 GFA of office
(T90)			Greater than 500m^2 GFA up to 5000m^2 GFA	1 per 500m^2 GFA	
(T91)			Greater than 5000m^2 GFA	1 per 750m^2 GFA	1 per 300m^2 GFA of office

Activity			Visitor (short-stay) Minimum rate	Secure (long-stay) Minimum rate
(T92)	Industrial activities and storage and lockup facilities		1 space plus 1 space per 750m^2 GFA of office space	1 per 300m^2 GFA of office
(T93)	Care centres		1 space plus 1 space per 50 people to be accommodated	1 space per 10 FTE employees
(T94)	Educational facilities	Primary and intermediate schools	1 space plus 1 space per 400 students and FTE employees	1 per 30 students in Year 1 to 5 plus 1 per 15 students in Year 6 to 8 plus 1 per 20 employees
(T95)		Secondary schools	1 space plus 1 space per 400 students and FTE employees	1 per 15 students in Year 9 to 13 plus 1 per 20 FTE employees
(T96)		Tertiary education facilities	1 per 800 m^2 GFA office	1 per 20 EFT students and FTE employees on site at the peak times
(T97)	Medical facilities	Hospitals	1 per 30 beds	1 per 15 beds
(T98)		Healthcare services	1 space plus 1 space per 10 FTE practitioners	1 per 8 FTE practitioners
(T99)		Veterinary clinics	-	1 per 15 FTE employees
(T100)	Entertainment and community facilities	Entertainment facilities	Either: 1 per 50 seats Or: 2 spaces plus 1 space per 1500m^2 GFA	Either: 1 per 15 FTE employees Or: 1 per 1500m2 GFA
(T101)		Major recreation facility	1 space plus 1 space per 1000m^2 GFA of office and other accessory activities	1 per 300m^2 GFA of office and other accessory uses

Activity			Visitor (short-stay) Minimum rate	Secure (long-stay) Minimum rate
(T102)		Community facilities	1 per 200m^2 GFA	1 per 500 m^2 GFA
(T103)		Organised sport and recreational facility	3 per hectare distributed in groups of 3-5 racks	1 per hectare

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

(7) End-of-trip facilities:

(a) the activities specified in Table E27.6.2.6 must provide end-of-trip facilities as listed below; and

(b) the following end-of-trip facilities requirements apply to new buildings and developments.

Table E27.6.2.6 Required end-of-trip facilities (intended for staff use)

Land use		GFA	No. of showers and changing facilities required
(T104)	Offices, education facilities, hospitals	Up to 500m^2	No requirement
(T105)		Greater than 500m^2 up to 2500m^2	One shower and changing area with space for storage of clothing
(T106)		Greater than 2500m^2 up to 7500m^2	Two showers and changing area with space for storage of clothing
(T107)		Every additional 7500m^2	Two additional showers and changing area with space for storage of clothing

(8) Number of loading spaces:

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

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

Table E27.6.2.7 Minimum loading space requirements

Activity		GFA	Minimum rate
(T108)	Retail and industrial	Up to 300m^2	No loading required
(T109)		Greater than 300m^2 up to	1

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

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

Activity		GFA/ Number of dwellings	Minimum rate
(T111A)		Developments where all dwellings have individual pedestrian access directly from a public road	No loading space required
		Up to 9 dwellings without individual pedestrian access directly from a public road	No loading space required
		10 or more dwellings up to 5,000m^2 without individual pedestrian access directly from a public road	1*
		Greater than 5,000m^2	NA

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

(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.

E27.6.3. Design of parking and loading spaces

E27.6.3.1. Size and location of parking spaces

(1) Every parking space must:

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

(b) be located on the same site as the activity to which it relates unless one of the following criteria is met:

(i) the parking is located in an H7 Open Space Zone and the reserve, park or recreation area consists of more than one adjoining Certificate of Title. In that case, the parking must be located within the same reserve, park or recreation area as the activity to which it relates; or

(ii) resource consent is granted to an alternative arrangement, such as shared parking, offsite parking, or non-accessory parking.

(c) [deleted]

(d) be kept clear and available at all times the activity is in operation, except where stacked parking is permitted by Standard E27.6.3.3(3) below; and

(e) be located outside any area designated for road widening; and

(f) parking located in part of any yard on the site (where it is permitted in the zone) must not:

(i) impede vehicular access and movement on the site; and

(ii) infringe any open space and landscape requirements for the relevant zone; and

(g) not to be sold or leased separately from the activity for which it provides parking as an accessory activity unless a resource consent is granted to an alternative arrangement such as shared parking or off-site parking.

Table E27.6.3.1.1 Minimum Car parking space and manoeuvring dimensions

Car parking angle		**Width of parking space**	**Depth of parking space**		**Manoeuvring space[3]**	**Total**
			From wall[1]	**From kerb[2]**		
(T117)	90 degrees (regular users)[4]	2.4	5.0	4.0	7.1	12.1
(T118)		2.5			6.7	11.7
(T119)		2.6			6.3	11.3
(T120)		2.7			5.9	10.9
(T121)	90 degrees	2.5	5.0	4.0	7.7	12.7

(T122)	(casual users)[4]	2.6			7.0	12.0
(T123)		2.7			6.7	11.7
(T124)	75 degrees	2.5	5.2	4.2	6.3	11.5
(T125)		2.6			5.2	10.4
(T126)		2.7			4.2	9.4
(T127)	60 degrees	2.5	5.2	4.2	4.1	9.3
(T128)		2.6			3.5	8.7
(T129)		2.7			3.3	8.5
(T130)	45 degrees	2.5	5.0	4.2	3.0	8.0
(T131)		2.6			3.0	8.0
(T132)		2.7			3.0	8.0
(T133)	30 degrees	2.5	4.0	3.4	2.8	6.8
(T134)		2.6			2.8	6.8
(T135)		2.7			2.8	6.8
(T136)	0 degrees (parallel)[5]	6	2.4	2.1	3.7	-

Notes

All dimensions are in metres (m).

[1] Where a parking space adjoins a wall or high kerb that does not allow vehicles to overhang.

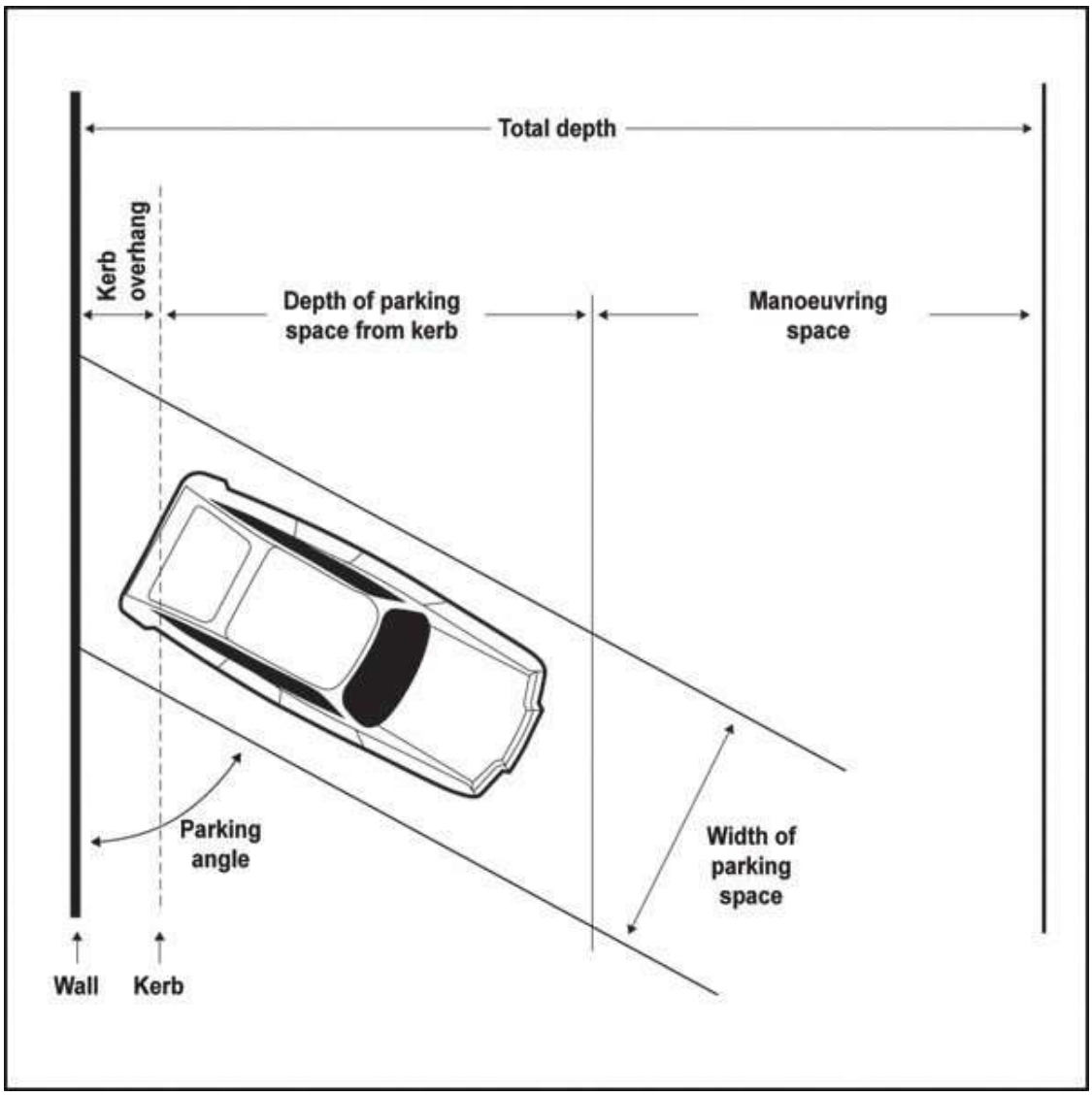
[2] Kerb overhang. Applies where a vehicle may overhang the end of a space, provided that the first 1m immediately behind the space is unobstructed and does not form part of another parking or loading space, or is not required as part of pedestrian walkway or footpath. Wheel stops are required where a parking space would otherwise overhang onto a pedestrian walkway or footpath.

[3] One way traffic is assumed for all angled parking spaces, excluding car parking at a 90 degree angle

[4] Regular users are people whose regular use gives them a familiarity with the parking area that permits smaller safe clearances about the parking spaces (for example residents, employees, long term parking users). Casual users are people, typically short-term visitors, who would not be familiar with the parking layout

[5] Where a parallel end space has direct access through the end of the space, the depth of space can be reduced to 5.4m

Figure E27.6.3.1.1 Minimum parking space and manoeuvring dimensions



E27.6.3.2. Size and location of loading spaces

(1) Every loading space must:

(a) comply with the minimum dimensions given in Table E27.6.3.2.1; and

(b) be located on the same site as the activity to which it relates and be available at all times while the activity is in operation; and

(c) be located outside any area designated for road widening; and

(d) comply with the following when any yard of a site is used to provide the loading space (where it is permitted within the zone):

(i) ensure that the footpath or access to the rear of the site or access to an adjacent property is not blocked at any time; and

(ii) the use of the loading space does not create a traffic hazard on the road at any time; and

(e) have a maximum crossfall of 1:50 (2%) in all directions.

Table E27.6.3.2.1 Minimum loading space dimensions

Activity		Length of loading space (m)	Width of loading space (m)
(T137)	Industrial activities	11	3.5
(T137A)	Activities requiring a small loading space under Standard E27.6.2(8)(b)	6.4	3.5
(T138)	All other activities	8	3.5
(T139)	All sites and developments designed to accommodate articulated vehicles	18	3.5

E27.6.3.2A Number and Design of Accessible Parking

(1) Accessible parking must be provided for all new buildings, extension to existing buildings and changes of activity from non-residential to residential land uses, in accordance with E27.6.3.2A (2) to (5) below

(2) For residential developments where car parking is provided on site, accessible parking spaces must be provided for developments of 10 or more dwellings.

(3) For all non-residential developments, accessible parking must be provided when car parking is provided on-site.

(4) Accessible parking is not required to be provided where no car parking is provided on site, except for the following activities in the following zones where accessible parking must be provided even when there is no car parking on-site:

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

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

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

Step 1 - For non-residential land uses in the following Business Zones:

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

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

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

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

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

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

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

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

Table 2 - Number of accessible parking spaces – Dwellings

Number of dwellings	Number of accessible parking spaces
10 - 20	Not less than 1
21 - 50	Not less than 2
For every additional 50 dwellings	Not less than 1

(8) 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 (6) applies.

(9) Accessible car parks must be marked as accessible and connected by an accessible route to the building, unit(s) or facility they serve, except that:
   (a) for residential developments where an accessible car park is located within a garage, carport or parking pad that directly adjoins the dwelling it serves, the space may be, but is not required to be, marked as accessible; and
   (b) for accessible parking spaces in grouped or communal areas of residential developments that do not directly adjoin the dwellings they serve, such spaces must be marked as accessible, and may include

additional signage indicating private allocation to specific dwellings. The marking for these residential parking spaces may be supplemented beyond standard accessible parking markings to clearly indicate their residential and private/allocated nature.

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

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

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

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

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

Note: Accessible parking requirements are further controlled by the Building Code. Plan users should refer to the Building Code to ensure compliance can be achieved at building consent stage. Granting of a resource consent does not imply that waivers of Building Code requirements will be granted.

E27.6.3.3. Access and manoeuvring

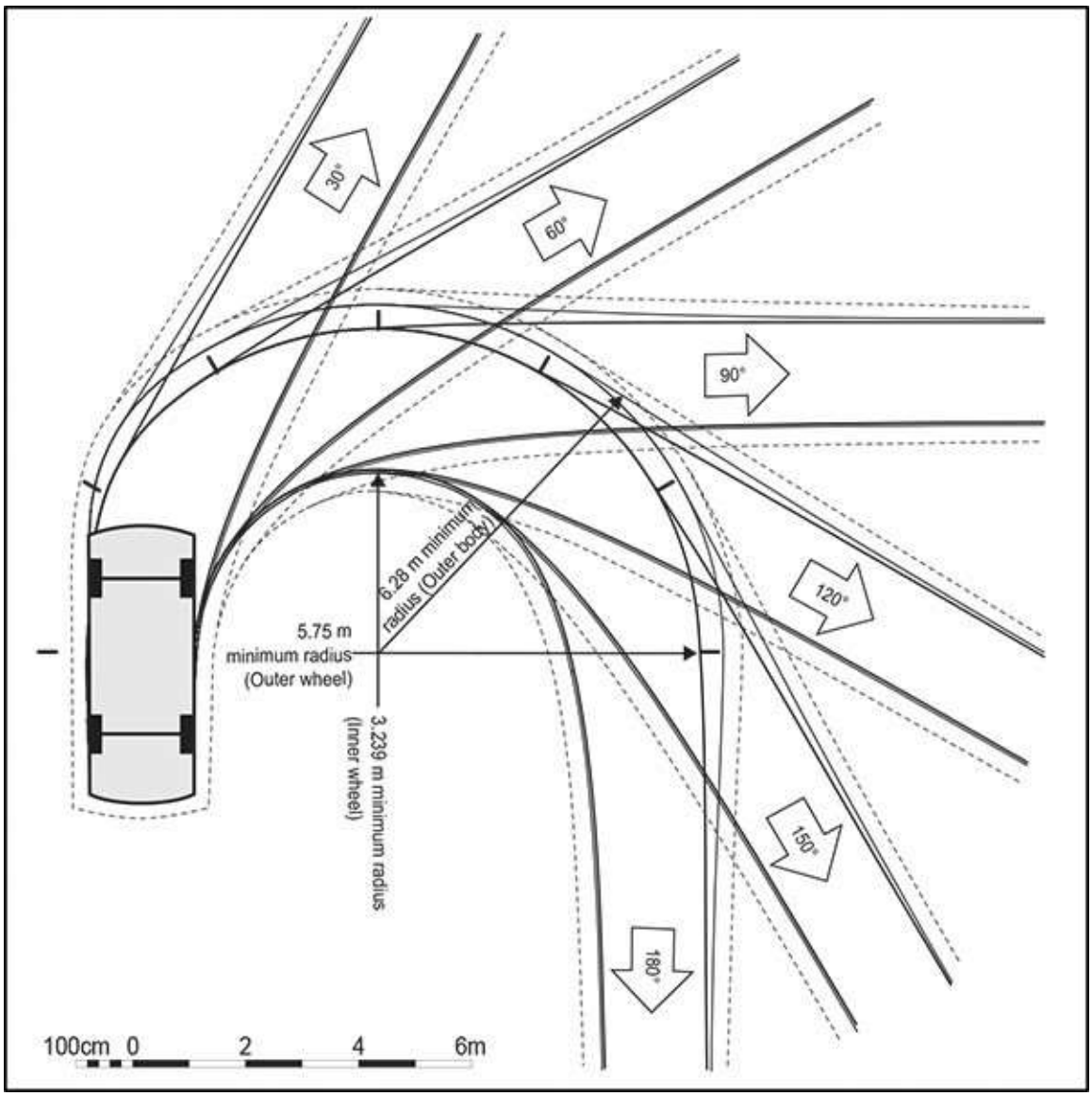
(1) Every parking space must have driveways and aisles for entry and exit of vehicles to and from the road, and for vehicle manoeuvring within the site. Access and manoeuvring areas must accommodate the 85 percentile car tracking curves in Figure E27.6.3.3.1

(2) For every loading space accommodating heavy vehicles the access and manoeuvring areas associated with that loading space must comply with the tracking curves set out in the NZTA guidelines: RTS 18: NZ on-road tracking curves (2007).

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

(3) Where a dwelling provides more than one parking space, these may be stacked. Stacked parking means access is required through another parking space.

Figure E27.6.3.3.1 85 percentile car tracking curve



Note 1

The dotted line about the vehicle depicts a 300mm clearance about the vehicle. See following key in Figure E27.6.3.3.2

Figure E27.6.3.3.2 Key for 85 percentile car tracking curve

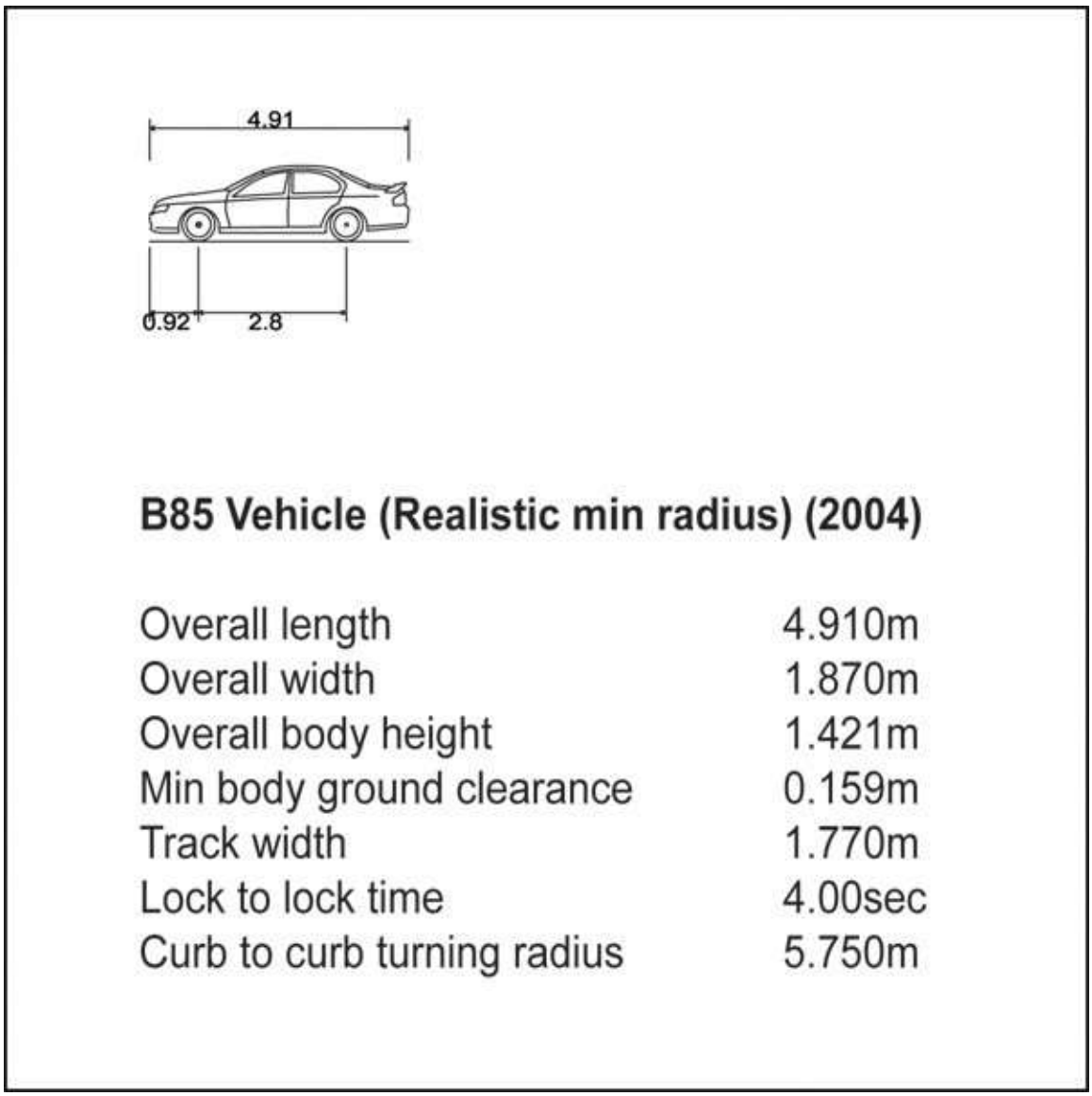
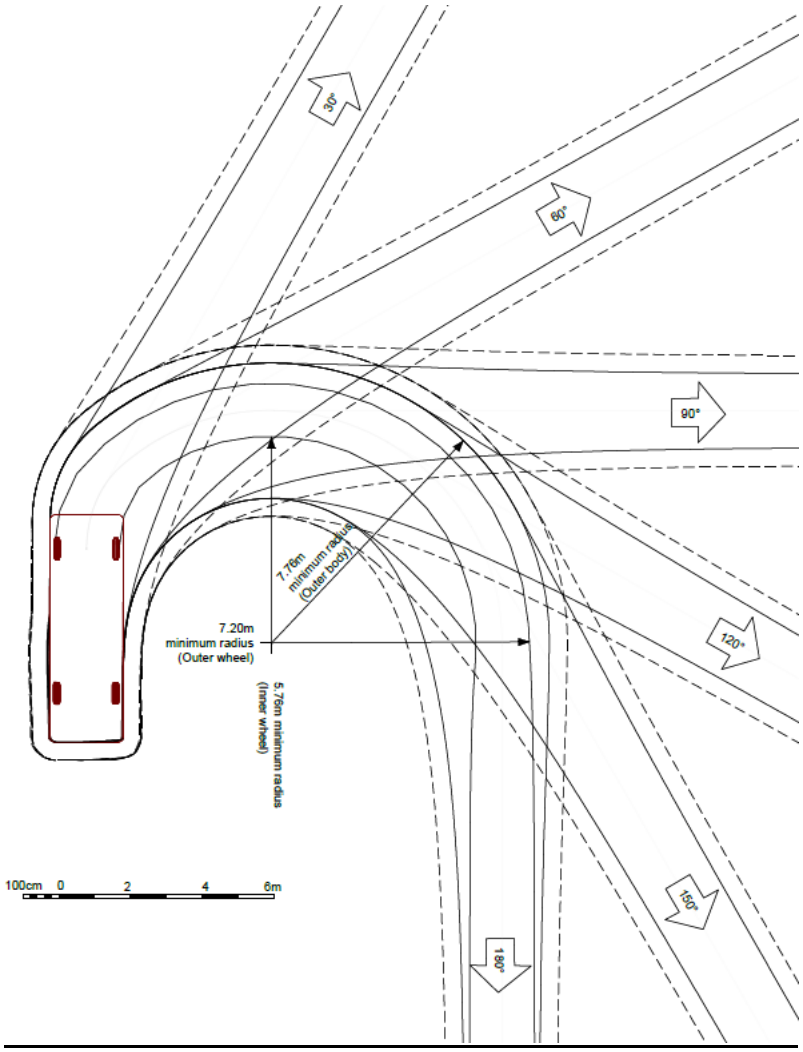
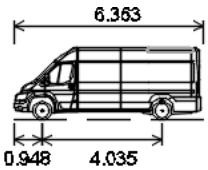


Figure E27.6.3.3.3 - 6.4m van tracking curve



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

E27.6.3.4. Reverse manoeuvring

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

(a) four or more parking spaces are served by a single access;

(b) there is more than 30m between the parking space and the road boundary of the site; or

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

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

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

E27.6.3.5. Vertical clearance

(1) To ensure vehicles can pass safely under overhead structures to access any parking and loading spaces, the minimum clearance between the formed surface and the structure must be:

(a) 2.1m where access and/or parking for cars is provided for residential activities;

(b) 2.3m where access and/or parking for cars is provided for all other activities;

(c) 2.5m where access and/or accessible parking is provided and/or required;

(ca) 2.8m where loading is required for residential activities denoted with an asterisk (*) in Table E27.6.2.7A;

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

(d) 3.8m where loading is required in Table E27.6.2.7.

E27.6.3.6. Formation and gradient

(1) Except for Standard E27.6.3.6(2) below, the whole area of parking and loading spaces, and manoeuvring areas and aisles must be formed, drained, provided with an all-weather surface to prevent dust and nuisance, and be marked out or delineated. This must be done before the activity to which those parking and loading spaces relate commences, and maintained for as long as that activity is continued.

(2) Parking and loading spaces and manoeuvring areas and aisles do not need to be provided with an all-weather surface in the following zones:

(a) Rural – Rural Conservation Zone;

(b) Rural – Rural Coastal Zone;

(c) Rural - Mixed Rural Zone; and

(d) Rural – Rural Production Zone.

(3) The gradient for the surface of any parking space must not exceed:

(a) 1 in 25 in any direction for accessible spaces for people with disabilities; or

(b) 1 in 20 (five per cent) in any direction for other spaces.

(4) The gradient for the manoeuvring area must not exceed 1 in 8.

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 to primary pedestrian access, vehicle access, parking and manoeuvring areas, where any of the following apply:

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

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

(c) There are 10 or more dwellings.

Lighting must be provided during the hours of darkness in a manner that complies with the rules in Section E24 Lighting.

E27.6.4. Access

E27.6.4.1. Vehicle Access Restrictions

(1) Vehicle Access Restrictions apply and new vehicle crossings must not be constructed to provide vehicle access across that part of a site boundary which is subject to:

(a) a Vehicle Access Restriction – General Control as shown on the planning maps in the Business – City Centre Zone; or

(b) a Key Retail Frontage Control as shown on the planning maps;

infringing this standard is a non-complying activity unless the application involves:

(i) the use of an existing vehicle crossing to service the establishment of a new activity, a change of activity type, the expansion or intensification of an existing activity or where a building(s) is constructed, or additions to buildings that are not permitted activities in:

- Table H8.4.1 Activity table;
- Table H9.4.1 Activity table; or
- Table H10.4.1 Activity table;

(ii) the construction of a new vehicle crossing and the establishment of the vehicle crossing is to relocate and/or amalgamate an existing vehicle crossing or crossings serving the site, that will reduce or otherwise not increase either the number of crossings or width of crossings serving a site; or there is no other means of accessing a site

where Standards E27.6.4.1(1)(b)(i) and E27.6.4.1(1)(b)(ii) apply the activities require a restricted discretionary activity consent.

(2) Standard E27.6.4.1(3) below applies in any of the following circumstances:

(a) a new vehicle crossing is proposed;

(b) a new activity is established on a site;

(c) there is a change of type of activity; or

(d) a building(s) is constructed, or additions to buildings that are not permitted activities in:

- Table H8.4.1 Activity table;
- Table H9.4.1 Activity table;

- Table H10.4.1 Activity table;
- Table H11.4.1 Activity table;
- Table H12.4.1 Activity table;
- Table H13.4.1 Activity table;
- Table H14.4.1 Activity table; or
- Table H15.4.1 Activity table

except that this does not apply in the case of a dwelling where the reconstruction, alteration or addition does not increase the number of dwellings on a site.

(3) Vehicle Access Restrictions apply and vehicle crossings must not be constructed or used to provide vehicle access across that part of a site boundary which:

(a) is located within 10m of any intersection as measured from the property boundary, illustrated in Figure E27.6.4.1.1;

(b) is subject to the following types of Vehicle Access Restriction as identified on the planning maps in the zones listed in Table E27.6.4.1.1;

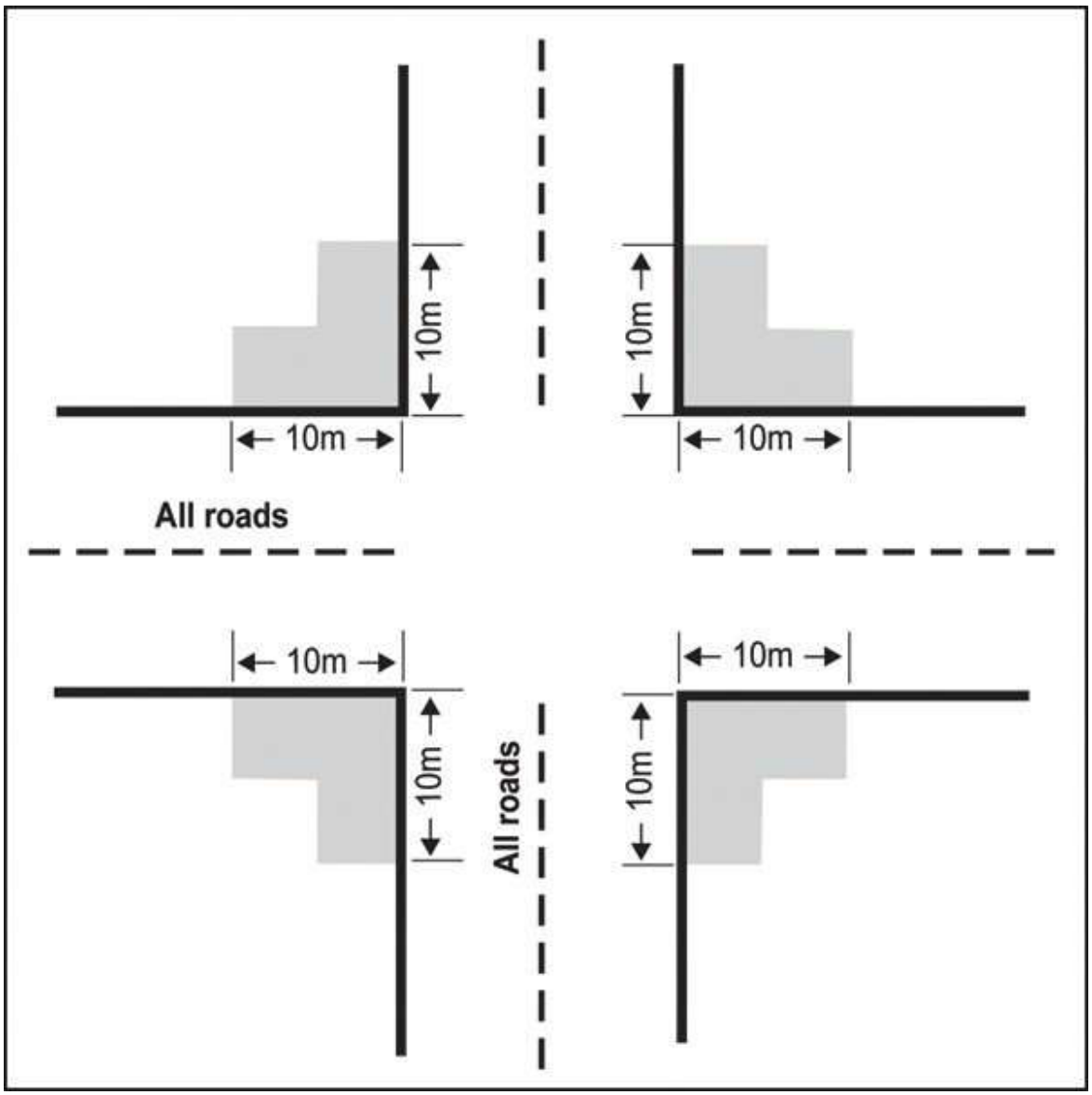
(c) has frontage to an arterial road as identified on the planning maps; or

(d) is located closer than 30m from a railway level crossing limit line.

Table E27.6.4.1.1 Types of Vehicle Access Restrictions

Type of Vehicle Access Restriction		Zone
(T140)	Vehicle Access Restriction General Control	All zones except the Business – City Centre Zone which is covered in Standard E27.6.4.1(1)(a)
(T141)	Vehicle Access Restriction Motorway Interchange Control	All zones
(T142)	Vehicle Access Restriction Level Crossing Control	All zones

Figure E27.6.4.1.1 Vehicle crossing restrictions 10m



E27.6.4.2. Width and number of vehicle crossings

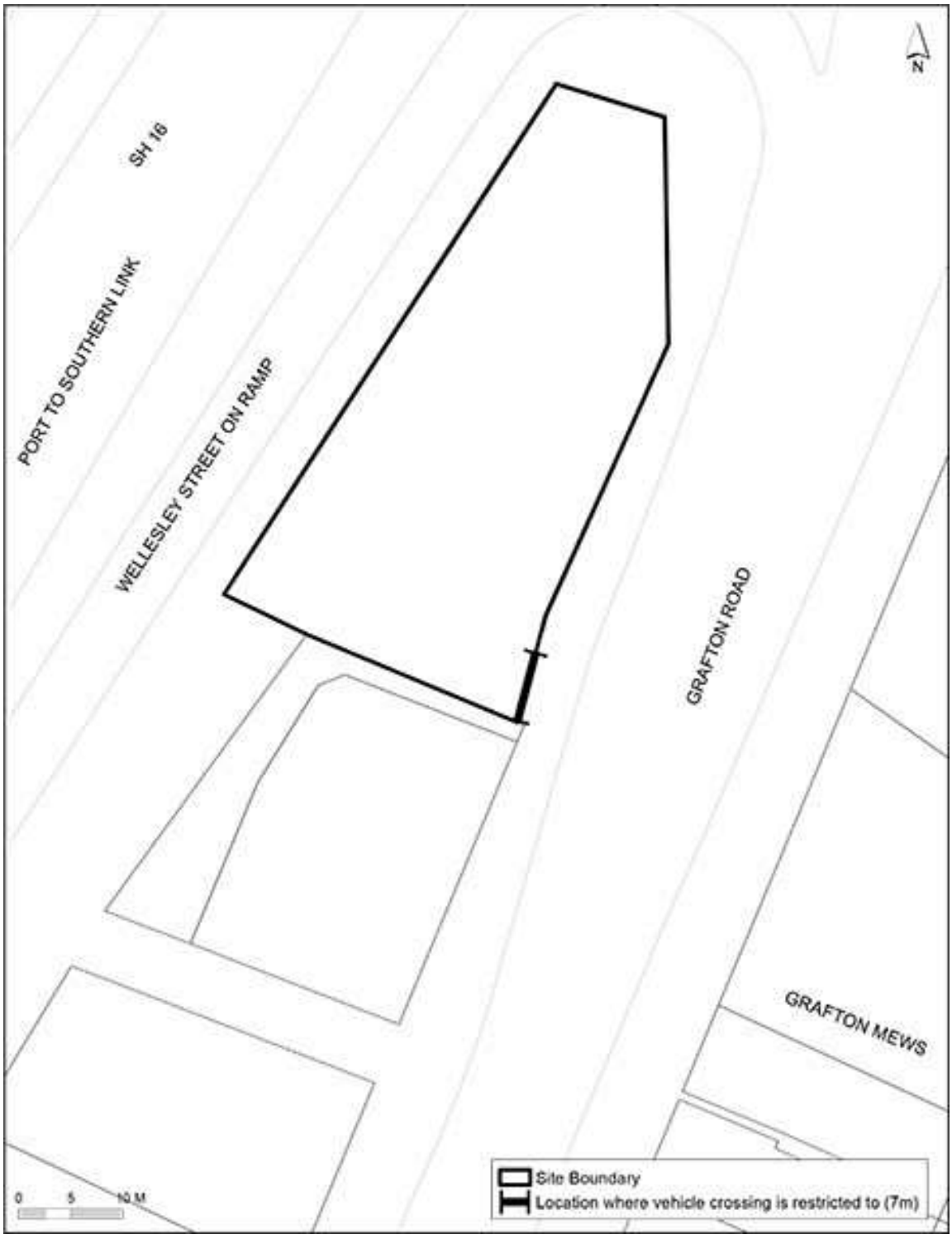
(1) The maximum number of vehicle crossings permitted for any site and separation distance between crossings is specified in Table E27.6.4.2.1.

Table E27.6.4.2.1 Maximum number of vehicle crossings and separation distance between crossings

Location		Maximum number of vehicle crossings per road frontage of the site	Minimum separation from crossings serving adjacent sites	Minimum separation between crossings serving same site
(T143)	That part of a site subject to: • a Vehicle Access Restriction General Control in the Business – City Centre Zone • a Key Retail Frontage Control as shown on the planning maps	No crossings permitted	No crossings permitted	No crossings permitted
(T144)	That part of a site subject to: • a Vehicle Access Restriction under Standards E27.6.4.1(2) and E27.6.4.1(3) (see additional limitation below for site at 71-75 Grafton Road) • a General Commercial Frontage Control as shown on the planning maps	1 per 50m of frontage or part thereof	2m Where two crossings on adjacent sites can be combined and where the combined crossings do not exceed a total width of 6m at the property boundary, no minimum separation distance will apply	6m
(T145)	Site at 71-75 Grafton Road	1 - located within the area identified on Figure E27.6.4.2.1	No limitation	Only one crossing permitted
(T146)	All other sites	1 per 25m of frontage or part thereof	2m Where two crossings on adjacent sites can be combined and where the combined crossings do not exceed a total width	6m

			of 6m at the property boundary, no minimum separation distance will apply	

Figure E27.6.4.2.1 Location of vehicle crossing at 71-75 Grafton Road



(2) The width of a vehicle crossing(s) must meet the minimum width and not exceed the maximum width as specified in Table E27.6.4.3.2.

(3) With the exception of vehicle crossings on unsealed roads, all vehicle crossings must be designed and constructed to maintain the level, colour, and materials of the footpath to clearly identify to vehicles that pedestrians have priority.

(4) Vehicle crossings on unsealed roads:

(a) where the vehicle crossing is served by an access steeper than 1 in 8, the vehicle crossing must be sealed for 6m between the site boundary and the unsealed road.

(b) vehicle crossings not covered by Standard E27.6.4.2(3)(a) above must be formed using materials similar to the existing road surface or better.

(5) Where a vehicle crossing is altered or no longer required, the crossing, or redundant section of crossing, must be reinstated as berm and/or footpath and the kerbs replaced. The cost of such work will be borne by the owner of the site previously accessed by the vehicle crossing.

Note 1 – Any new vehicle crossing or alteration of an existing vehicle crossing (e.g. replacement, widening or relocation) will require vehicle crossing approval from Auckland Transport as road controlling authority.

E27.6.4.3. Width of vehicle access, 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:

(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 E27.6.4.3.2; and

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

(2) Access must be designed so that vehicles using or waiting to use fuel dispensers, ticket vending machines, remote ordering facilities and devices, entrance control mechanisms, or other drive-through facilities do not queue into the adjoining road reserve or obstruct entry to or exit from the site.

Table E27.6.4.3.1 Passing bay requirements

Zone		Length of access	Width of access	Maximum intervals between passing bays	Passing bay width
(T147)	Rural	Exceeds 100m	Less than 5.5.m	100m	Increase formed width of access to 5.5m over a 15m length (to allow two vehicles to safely pass each other)
(T148)	All other zones	Exceeds 50m		50m	Increase formed width of access to 5.5m over 7m with 45^{O} tapers

Table E27.6.4.3.2 Vehicle crossing and vehicle access widths

Location of site frontage		Number of parking spaces served	Minimum width of crossing at site boundary[1]	Maximum width of crossing at site boundary[1]	Minimum formed access width
(T149)	Residential zone	Serves 1 or 2 parking spaces	2.75m	3.0m	2.5m provided it is contained within a corridor clear of buildings or parts of a building with a minimum width of 3m
(T150)		Serves 3 to 9 parking spaces	3.0m (one way)	3.5m (one way)	3.0m provided it is contained within a corridor clear of buildings or parts of a building with a minimum width of 3.5m
(T151)		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.
(T152)	Centres, Mixed Use and all other zones not listed below	Serves nine or less parking spaces	3.0m (one way)	3.5m (one way)	3.0m provided it is contained within a corridor clear of buildings or parts of a building with a minimum width of 3.5m

(T153)		Serves 10 or more parking spaces or three	5.5m (two-way)	6.0m (two-way)	5.5m (providing for two-way movements) 1.5m pedestrian access for rear sites
(T154)	General Business, Business Park or Industrial zones	Serves nine or less parking spaces	3.7m (one way)	4.0m (one-way)	3.0m provided it is contained within a corridor clear of buildings or parts of a building with a minimum width of 3.5m
(T155)		Serves 10 or more parking spaces	6.0m (two-way)	7m (two-way)*	6.0m (providing for two-way movements)
(T156)	Rural zones		3.0m	6.0m*	No minimum specified

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

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

Note 1

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

Emergency responder access requirements are further controlled by the Building Code. Plan users should refer to the Building Code to ensure compliance can be achieved at building consent stage. Granting of a resource consent does not imply that waivers of Building Code requirements will be granted. Fire and Emergency New Zealand publishes guidance in the context of Building Code requirements.

Table E27.6.4.3.3 Speed management requirements

Activity		Length of vehicle access	Location of minimum speed management measures
(T156AA)	Vehicle access serving four or more dwellings in Residential zones	Exceeds 30m	Within10m of the site's boundary with the legal road; and Thereafter, not more than 30m spacing between speed management measures.

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

E27.6.4.4. Gradient of vehicle access

(1) The gradient of the access must not be steeper than specified in Table E27.6.4.4.1:

Table E27.6.4.4.1 Gradient of vehicle access

Access type		Maximum gradient
(T156A)	Vehicle access serving one residential rear site	1 in 4 (25 per cent)
(T157)	Vehicle access serving any other residential activities (including rear sites)	1 in 5 (20 per cent)
(T158)	Vehicle access used by heavy vehicles	1 in 8 (12.5 per cent)
(T159)	Vehicle access serving all other activities	1 in 6 (16.7 per cent)

Note 1

For curved ramps and driveways, the gradient is measured along the inside radius (refer to Figure E27.6.4.4.1).

(2) To avoid the underside of the car striking the ground, as illustrated in Figure E27.6.4.4.2, access with a change in gradient exceeding 1 in 8 (greater than 12.5 per cent change) at the summit or a 1 in 6.7 (15 per cent change) at a sag must include transition sections to achieve adequate ground clearance, refer to Figure E27.6.4.4.3. Typically, a transition section requires a minimum length of 2m.

(3) All vehicle access must be designed so that where the access adjoins the road there is sufficient space onsite for a platform so that vehicles can stop safely and check for pedestrians and other vehicles prior to exiting. This is illustrated in Figure E27.6.4.4.4. The platform must have a maximum gradient no steeper than 1 in 20 (5 per cent) and a minimum length of 4m for residential activities and 6m for all other activities.

Figure E27.6.4.4.1 Curved ramp diagram

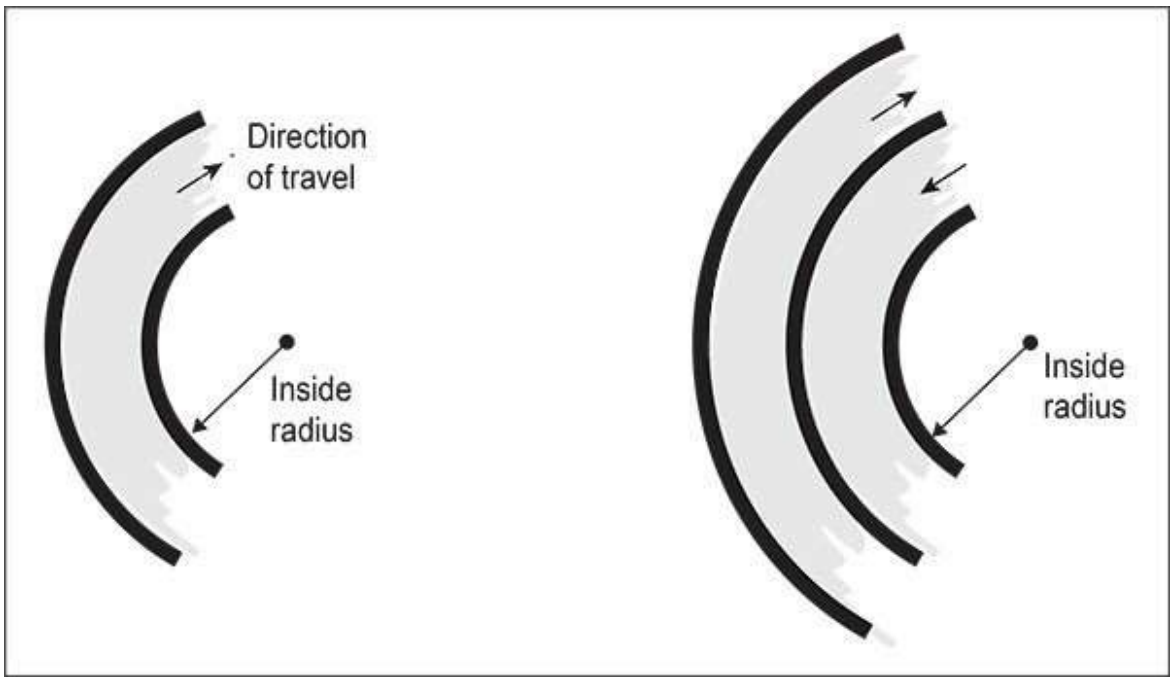
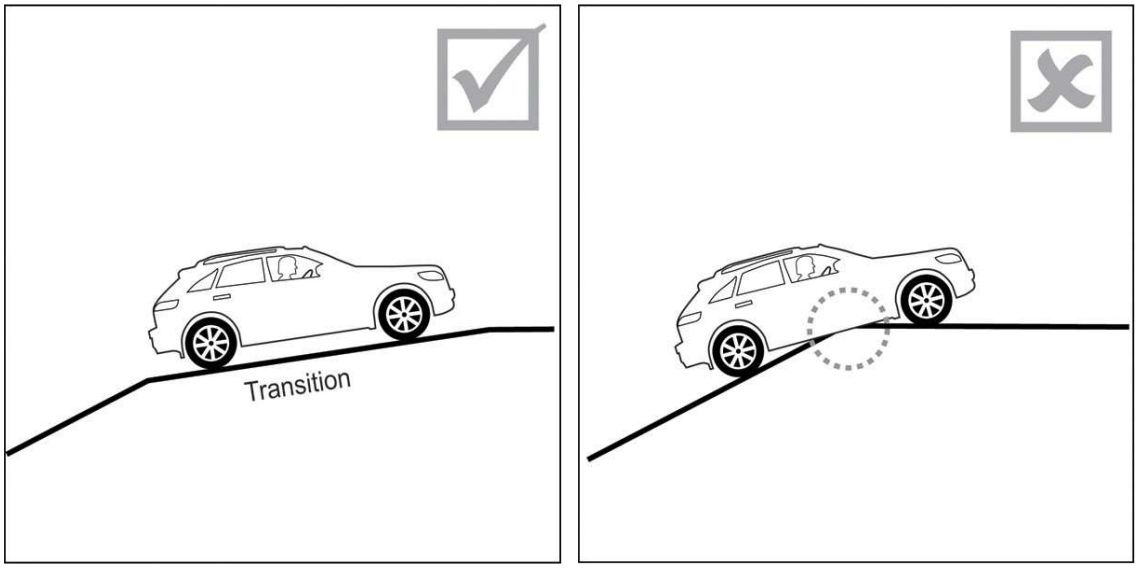
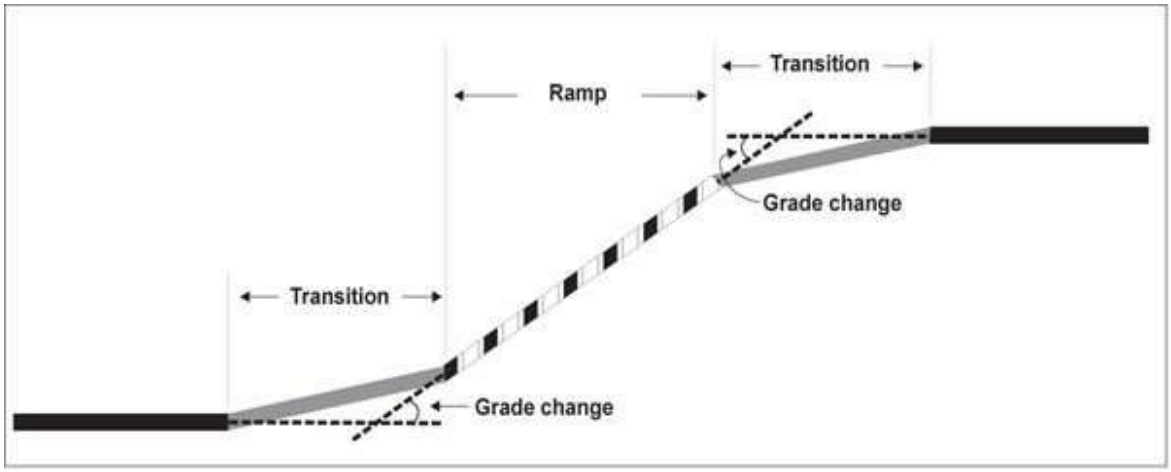


Figure E27.6.4.4.2 Illustrating the benefit of transitions



Correct Incorrect

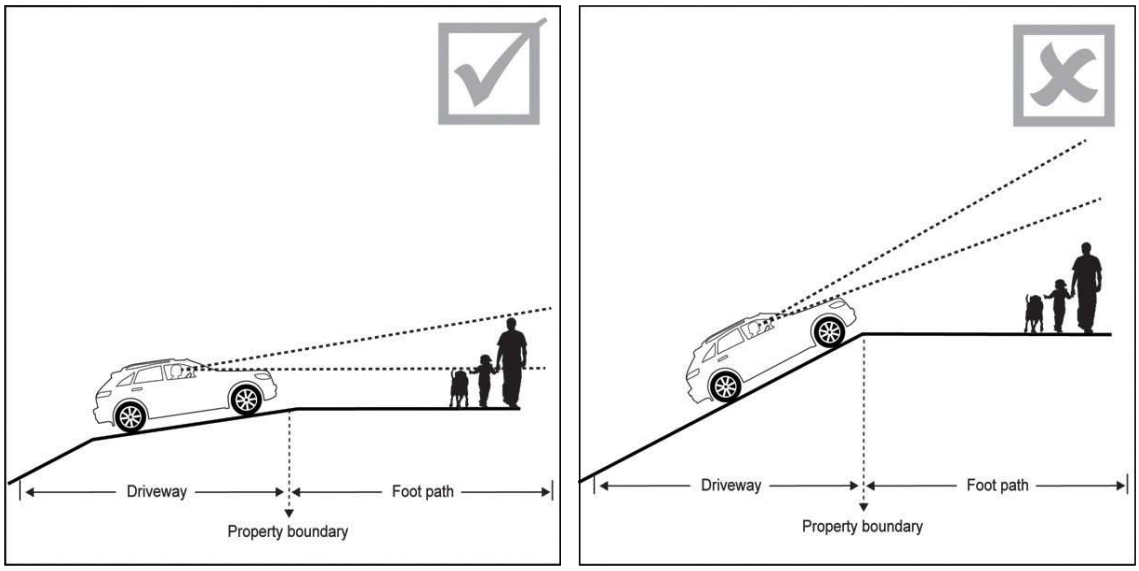
Figure E27.6.4.4.3 Gradient transition



Note 1

The gradient change is determined by subtracting one gradient from the adjacent gradient, both expressed as percentages; if this is greater than a 12.5 per cent change, then a gradient transition will be required.

Figure E27.6.4.4.4 Illustrating the benefits of a level platform



Correct Incorrect

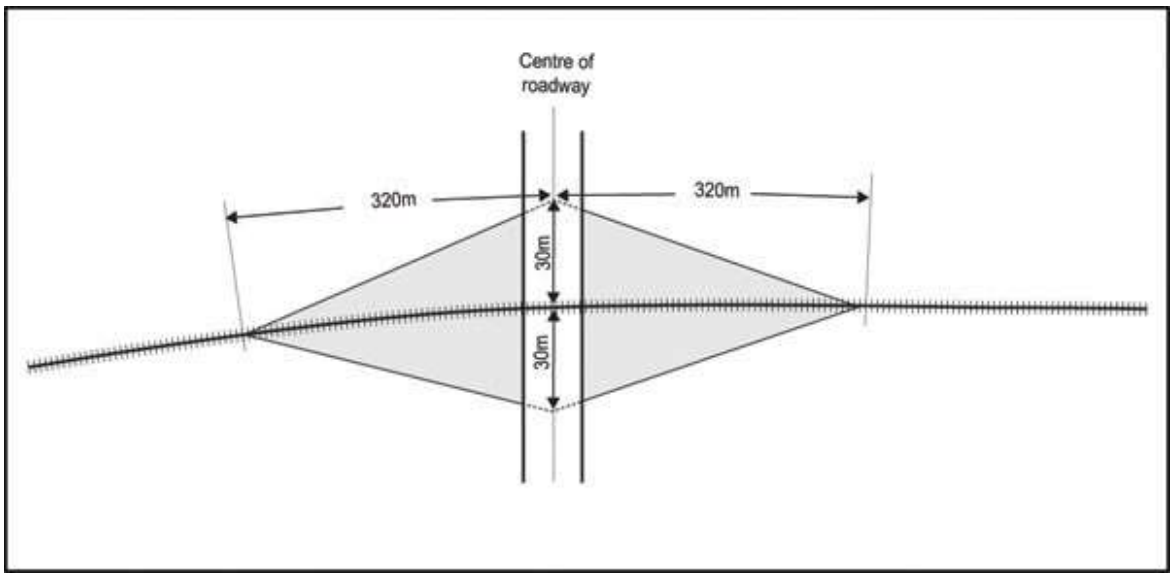
E27.6.4.5. Sightlines for road/rail level crossings

(1) Sites subject to sightlines for level crossings are identified on the planning maps by the Level Crossings with Sightline Control. If alarms and/or barrier arms are subsequently installed at a level crossing with Stop or Give Way signs, the Approach sight triangle in Figure E27.6.4.5.1 below ceases to apply.

(2) Approach sight triangles (refer to Figure E27.6.4.5.1)

(a) on sites adjacent to the Level Crossings with Sightline Control buildings and other visual obstructions, cannot be located within the approach sight triangles identified on the planning maps.

Figure E27.6.4.5.1 Approach sight triangles for rail level crossings with 'stop' or 'give way' signs

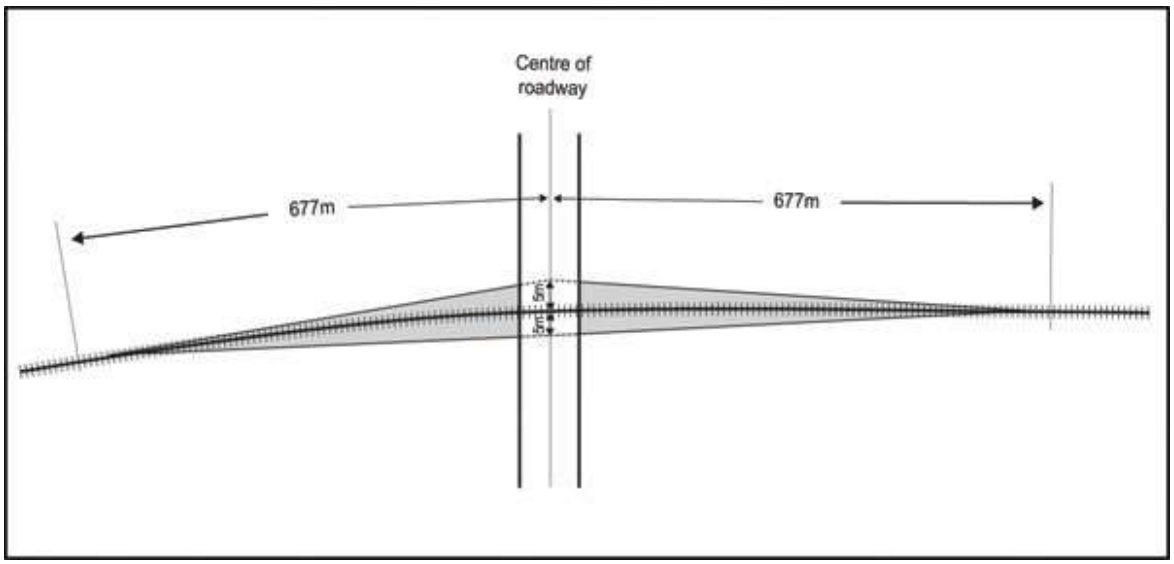


(b) the approach sight triangles are calculated by reference to Figure E27.6.4.5.1. For a single set of railway tracks, the sight triangles are defined by a triangle taken 30m from the outside rail and 320m along the railway track. For each additional set of tracks, 25m is added to the 320m along the railway track.

(3) Restart sight triangles (see Figure E27.6.4.5.2)

(a) on sites adjacent to the Level Crossings with Sightline Control, buildings and other visual obstructions, cannot be located within the restart sight triangles identified on the planning maps. The restart triangle applies to all level crossings.

Figure E27.6.4.5.2 Restart sight site triangles for rail level crossings



(b) the restart sight triangles are calculated by reference to Figure E27.6.4.5.2. For a single set of tracks, the sight triangles are defined by a triangle taken 5m from the outside rail and 677m along the railway track. For each additional set of tracks, 50m is added to the 677m along the railway track.

E27.6.5. Design and location of off-road pedestrian and cycling facilities

(1) The design and location of the proposed facility shall provide connections to existing pedestrian and cycling routes and facilities.

(2) The width of the path is designed to accommodate the anticipated number and type of users.

(3) The surface of the path is designed to safely provide for the anticipated number and type of users.

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

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

(1) This standard applies to development of two or more dwellings in residential zones.

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

(a) 150mm high, non-mountable vertical kerbs to primary pedestrian access;

(b) Minimum 1 m wide landscape buffer between primary pedestrian access and vehicle access, manoeuvring or parking areas; or

(c) wheel stops or similar barriers positioned to avoid vehicle access onto or over an adjacent primary pedestrian access.

(3) Primary pedestrian access must be provided to each dwelling. The primary pedestrian access requirements specified in Table E27.6.6.1 apply for the full length of the pedestrian access:

Table E27.6.6.1

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

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

(4) Clear Width / Height Requirements for emergency responders

Purpose: to provide access for emergency responders.

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

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

(i) Minimum clear width of 3m;

(ii) Minimum clear height of 2.1m;

(iii) The clear width may include the minimum formed primary pedestrian access width of 1.8m required in E27.6.6.(3), but shall be free of

permanent obstructions and spaces within which vehicles may park with the exception of:

- Soft/frangible landscape treatment with a maximum mature height of 600mm;
- Wall-mounted, fence-mounted or building-mounted lighting infrastructure.

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

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

E27.6.7. Provision for electric vehicle charging

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

(1) Any new dwellings with undercover car parking (with the exception of new detached dwellings) must provide each undercover car park with the capability to install Electric Vehicle Supply Equipment with sufficient space for the necessary conduit, circuit and metering between the car park and an electrical distribution board on the same building storey, or ground level if the undercover car park is at ground level.

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

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

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

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

Note 1

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

Note 2

Refer to the following standards and guidelines:

- Australian/New Zealand Wiring Rules AS/NZS 3000:2018

- SNZ PAS 6011:2021 Electric Vehicle Charges for Residential Use

- SNZ PAS 6011:2012 Electric Vehicle Chargers for Commercial Applications

- WorkSafe EV charging safety guidelines 2nd addition plus addendums 1 and 2

E27.6.8. Electric vehicle charging stations

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

(a) Not exceed a maximum height above ground level of 3m (excluding charging cables and cable support systems); and

(b) If there are more than two EV charging structures or EV charging buildings, comply with the front yard and landscape buffer standards of the underlying Zone.

E27.7. Assessment – controlled activities

There are no controlled activities in this section.

E27.8. Assessment – restricted discretionary activities

E27.8.1. Matters of discretion

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

(1) park-and-ride:

(a) effect on the transport network;

(b) location, design and external appearance; and

(c) compatibility with surrounding activities.

(2) public transport facility:

(a) effect on the transport network;

(b) location, design and external appearance; and

(c) compatibility with surrounding activities.

(3) non-accessory parking:

(a) effect on the transport network;

(b) location, design and external appearance;

(c) compatibility with surrounding activities; and

(d) availability of parking.

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

(a) effects on the transport network.

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

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

(5) any activity or development which provides more than the maximum permitted number of parking spaces under Standard E27.6.2(1):

(a) adequacy for the site and the proposal;

(b) effects on intensification; and

(c) effects on the transport network.

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

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

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

(c) alternative proposals for accessible parking.

(6) [Deleted]

(7) 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):

(a) adequacy for the site and the proposal.

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

(a) adequacy for the site and the proposal; and

(b) effects on the transport network.

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

(a) adequacy for the site and the proposal;

(aa) site limitations;

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

(aaa) adequacy of emergency responder access;

(b) design of parking, loading and access;

(ba) effects on pedestrian safety and accessibility;

(c) effects on pedestrian and streetscape amenity; and

(d) effects on the transport network.

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

(a) effect on the transport network; and

(b) street and pedestrian amenity.

(11) construction of a new vehicle crossing where a Vehicle Access Restriction applies under Standard E27.6.4.1(1):

(a) effect on the transport network; and

(b) building frontage, pedestrian priority, pedestrian safety, street and pedestrian amenity.

(12) construction or use of a vehicle crossing where a Vehicle Access Restriction applies under Standard E27.6.4.1(2) and Standard E27.6.4.1(3):

(a) adequacy for the site and the proposal;

(b) design and location of access;

(c) effects on pedestrian and streetscape amenity; and

(d) effects on the transport network.

(13) any building or structure located within a sightline area applying to a road/rail level crossing with sightline standards under Standard E27.6.4.5:

(a) effects on the transport network.

(14) any activity or development which infringes the standard for design and location of off-road pedestrian and cycling facilities under Standard E27.6.5:

(a) location, design and external appearance; and

(b) compatibility with surrounding activities.

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

(a) adequacy for the site and the proposal;

(ab) site limitations; and

(b) alternative proposals.

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

(a) Pedestrian safety, convenience and accessibility

(b) Design and layout of pedestrian access.

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

(a) Pedestrian safety, convenience and accessibility

(b) Site characteristics and context

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

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

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

(a) Pedestrian safety, convenience and accessibility

(b) Site characteristics

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

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

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

(a) The adequacy of emergency responder access.

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

(a) The extent and effect of non-compliance with the standard;

(b) Location and design; and

(c) Visual and streetscape amenity.

E27.8.2. Assessment criteria

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

(1) park-and-ride and public transport facility:

(a) effect on the transport network:

(i) the extent to which any proposed facility is located and designed to support the public transport system by:

- locating in close proximity to public transport stations, stops and terminals;
- growing public transport patronage, especially to assist in relieving congested corridors by encouraging commuters to shift to public transport for their travel;
- making public transport easier and more convenient to use, thereby attracting new users;
- improving the operational efficiency of the public transport system and ferry services;
- extending the catchment for public transport into areas of low demand where it is not cost-effective to provide traditional services or feeders;
- reinforcing existing and future investments on the public transport system and ferry public transport services; and
- providing free, secure and covered parking for cycles.

(ii) the extent to which the scale, design, management and operation of the facility and its access points have an adverse effect on the effective, efficient and safe operation of the transport network, including:

- the safety of pedestrians and cyclists;
- amenity for pedestrians;
- avoiding queuing onto the road and conflict at access points to the facility;
- avoiding generating high volumes of traffic onto local roads or areas with high pedestrian amenity; and
- the operation of public transport services and related infrastructure.

(b) location, design and external appearance:

(i) the location, design and external appearance of any park-and-ride or public transport facility:

- compatible with and meets the planning and design outcomes identified in this Plan for the site and / or location generally;
- provides appropriate screening on the facade of any building so vehicles are not visible from the public realm;

- is accessible, safe and secure for users with safe and attractive pedestrian connections within the facility and to adjacent public footpaths; and
- provides an attractive interface between any buildings, structures or at-grade parking areas and adjacent streets and public open spaces. Depending on location and scale, this includes:
    - maintaining an active frontage through sleeving and/ or an interesting appearance through use of architectural treatments so that the facility contributes positively to the pedestrian amenity and to any retail, commercial or residential uses along the road it fronts;
    - planting and other landscaping;
    - provides for any buildings to be adapted for other uses if no longer required for parking. In particular, the floor to ceiling height of a parking building at street level should be capable of conversion to other activities provided for in the zone.

(c) compatibility with surrounding activities:

(i) the facility is compatible with surrounding activities with particular regard to residential uses.

This includes:

- ensuring that the design and operation of any lighting meets the rules in Section E24 Lighting;
- ensuring that the design and operation of any park-and-ride or public transport facility meets the rules in Section E25 Noise and vibration.

(2) non-accessory parking:

(a) effect on the transport network:

(i) the scale, design, management and operation of the facility and its access points will not have an adverse effect on the effective, efficient and safe operation of the transport network, including:

- the safety of pedestrians and cyclists;
- amenity for pedestrians;
- avoiding queuing onto the road and conflict at access points to the facility;
- the operation of public transport services and related infrastructure; and

- the effect of additional parking on trip generation from the site including during peak commuter times.

(b) location, design and external appearance:

(i) the location, design and external appearance of any non-accessory parking facility:

- compatible with and meets the planning and design outcomes identified in this Plan for the site and / or location generally;
- provides appropriate screening on the facade of any building so vehicles are not visible from the public realm;
- is accessible, safe and secure for users with safe and attractive pedestrian connections within the facility and to adjacent public footpaths;
- provides an attractive interface between any buildings, structures or at-grade parking areas and adjacent streets and public open spaces. Depending on location and scale, this includes:
    - maintaining an active frontage through sleeving and / or an interesting appearance through use of architectural treatments so that the facility contributes positively to the pedestrian amenity and to any retail, commercial or residential uses along the road it fronts;
    - planting and other landscaping;
    - provides for any buildings to be adapted for other uses if no longer required for parking. In particular, the floor to ceiling height of a parking building at street level should be capable of conversion to other activities provided for in the zone.

(c) compatibility with surrounding activities:

(i) the facility is compatible with surrounding activities with particular regard to residential uses.

This includes:

- ensuring that the design and operation of any lighting meets the rules in Section E24 Lighting;
- ensuring that the design and operation of any park-and-ride or public transport facility meets the rules in Section E25 Noise and vibration.

(d) availability of parking:

(i) the availability of alternative parking in the surrounding area, including on street and public parking;

- the availability of parking provision in the immediate vicinity to accommodate existing and future parking demands from surrounding activities;
- the extent to which the demand for the additional parking cannot be adequately addressed by management of existing or permitted parking; or
- the extent to which the provision of additional parking is informed by the findings of a Comprehensive Parking Management Plan or similar analysis of area based parking supply and demand.

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

(a) the effects on the function and the safe and efficient operation of the transport network with consideration of all modes of transport, particularly at peak times;

(b) the implementation of mitigation measures proposed to address adverse effects which may include, but are not limited to, the following measures:

(i) 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;

(c) the trip characteristics of the proposed activity on the site.

(3A) any activity or subdivision which exceeds the thresholds (TA1), (T1A), (T2A) and (T3A) in Table E27.6.1.1:

(a) the effects on the function and the safe and efficient operation of the transport network as they relate to active modes (walking and cycling) and public transport infrastructure, particularly at peak times; and

(b) the assessment criteria at E27.8.2(3)(b) and (c) above apply, but with consideration of the implementation of mitigation measures and trip characteristics focused on active modes (walking and cycling) and public transport infrastructure; and

(c) for the purpose of assessing E27.8.2(3A) a) and b) only*, the local transport network refers to the area in the immediate vicinity of the site.

For the purpose of this assessment, public transport infrastructure includes infrastructure associated with public transport stops, and excludes bus lanes. Any mitigation measures must relate to the effects of the proposal on the environment, demand on public transport infrastructure and active mode journeys from the site.

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

(4) any activity or development which provides more than the maximum permitted number of parking spaces under Standard E27.6.2(1):

(a) the effects of the parking on the intensification provided for in this Plan in the following zones and locations: Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone, Business – Local Centre Zone, Business – Mixed Use Zone and the Centre Fringe Office Control area;

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

(c) the effects of the vehicle movements associated with the additional parking spaces on the safe and efficient operation of the adjacent transport network, including public transport and the movements of pedestrians, cyclists and general traffic. This includes considering the effect of additional parking on trip generation from the site during peak commuter times;

(d) the availability of alternative parking in the surrounding area, including on street and public parking, to provide the additional parking sought for the proposal;

(e) the availability of parking provision in the immediate vicinity to accommodate parking demands from surrounding activities;

(f) the adequacy and accessibility of public transport and its ability to serve the proposed activity;

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

(h) the extent to which the demand for the additional parking can be adequately addressed by management of existing or permitted parking. Depending on number of additional parking spaces proposed, the number of employees, and the location of the site, this may be supported by a travel plan outlining measures and commitments for the activity or activities on-site to minimise the need for private vehicle use and make efficient use of any parking provided.

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

(a) the extent to which the amount of accessible parking proposed is sufficient to meet the likely demand, having regard to:

(i) the nature of the proposed activities, including the interaction between activities on the site;

(ii) the availability of and accessibility of the site by public transport; and

(iii) the trip characteristics of the proposed activities on the site requiring accessible parking spaces.

(b) the extent to which it is physically practicable to provide the required accessible parking spaces on the site including in terms of topography, site shape and dimensions, and the existing location of buildings, and whether accessible parking can be accommodated in existing building(s) when a change of use is proposed;

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

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

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

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

(5) [Deleted]

(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):

(a) sufficient provision is made for cyclists and active modes and changes in demand for such facilities can be accommodated if the operation or use changes over time, having regard to:

(i) the nature of the operation and the likely demand for long and short-term cycle parking and end-of-trip facilities;

(ii) the extent to which the bicycle parking facilities are designed and located to match the needs of the intended users;

(iii) the extent to which adequate alternative, safe and secure bicycle parking and end of trip facilities (such as showers and lockers), that meet the needs of the intended users, are available in a nearby location that is readily accessible;

(iv) the extent to which the parking can be provided and maintained in a jointly used bicycle parking area; or

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

(i) readily accessible, secure, provides adequate protection from weather, and is designed for safety; and

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

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

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

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

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

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

(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, E27.6.4.4:

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

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

(ii) existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring;

(iii) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; and

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

(b) effects on pedestrian amenity or the amenity of the streetscape, having regard to:

(i) the effect of additional crossings or crossings which exceed the maximum width; or

(ii) effects on pedestrian amenity and the continuity of activities and pedestrian movement at street level in the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone.

(c) the practicality and adequacy of parking, loading and access arrangements having regard to:

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

(ii) the ability of the access to accommodate the nature and volume of traffic and vehicle types expected to use the access. This may include considering whether a wider vehicle crossing is required to:

- comply with the tracking curve applicable to the largest vehicle anticipated to use the site regularly;
- accommodate the traffic volumes anticipated to use the crossing, especially where it is desirable to separate left and right turn exit lanes;
    - the desirability of separating truck movements accessing a site from customer vehicle movements;
    - the extent to which reduced manoeuvring and parking space dimensions can be accommodated because the parking will be used by regular users familiar with the layout, rather than by casual users, including the number of manoeuvres required to enter and exit parking spaces;

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

(iii) any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary; or

(iv) any stacked parking is allocated and managed in such a way that it does not compromise the operation and use of the parking area.

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

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

(a) effect on the transport network:

(i) effects of the location and design of the access on the safe and efficient operation of the adjacent transport network having regard to:

- visibility and safe sight distances;
- existing and future traffic conditions including speed, volume, type, current accident rate, and the need for safe manoeuvring;
- proximity to and operation of intersections;
- existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in the this Plan; or
- existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes and cycleways.

(b) street and pedestrian amenity:

(i) the effects on the continuity of activities and pedestrian movement at street level in the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone; or

(ii) the extent to which the existing crossing is to be upgraded as a part of the development so as to improve the visual amenity of the street.

(10) construction of a new vehicle crossing where a Vehicle Access Restriction applies under Standard E27.6.4.1(1):

(a) effect on the transport network:

(i) effects of the location and design of the access on the safe and efficient operation of the adjacent transport network having regard to:

- visibility and safe sight distances;
- existing and future traffic conditions including speed, volume, type, current accident rate, and the need for safe manoeuvring;
- proximity to and operation of intersections;
- existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; or
- existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes and cycleways.

(b) street and pedestrian amenity:

(i) whether the new crossing is part of a site redevelopment that increases the proportion of a site's frontage developed as an active edge;

(ii) whether the new crossing enhances, or at least maintains, the appeal of the street as an environment where pedestrians have priority and are likely to enjoy spending time in;

(iii) whether any new or relocated crossing should be is accompanied by mitigation measures to enhance overall pedestrian amenity this could include:

- a reduction in overall vehicle crossing width;
- weather protection for pedestrians;
- significant enhancement to the visual interest of the site's frontage visible from the street; or
- where appropriate, significant improvement in the width and or quality of the footpath.

(11) construction or use of a vehicle crossing where a Vehicle Access Restriction applies:

(a) this applies where a Vehicle Access Restriction is identified in Standard E27.6.4.1(2) and Standard E27.6.4.1(3), other than a Vehicle Access Restriction Level Crossing or a Vehicle Access Restriction Motorway Interchange:

(i) effects of the location and design of the access on the safe and efficient operation of the adjacent transport network having regard to:

- visibility and safe sight distances;
- existing and future traffic conditions including speed, volume, type, current accident rate, and the need for safe manoeuvring;
- proximity to and operation of intersections;
- existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan;
- existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes and cycleways;

(ii) the effects on the continuity of activities and pedestrian movement at street level in the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone; or

(iii) the practicability and adequacy of the access arrangements considering site limitations, arrangement of buildings and activities, user requirements and operational requirements, proximity to and operation of intersections, having regard to:

- the extent to which the site can reasonably be served by different access arrangements including:
  - access from another road;
  - shared or amalgamated access with another site or sites;
  - via a frontage road, such as a slip lane or service road; or
- the extent to which the need for access can reasonably be avoided by entering into a shared parking and/or loading arrangement with another site or sites in the immediate vicinity.

(b) for any proposed access within a Vehicle Access Restriction Motorway Interchange Control:

(i) the intensity, scale and traffic generating nature of activities on the site are such that any adverse effects on the safe and efficient operation of the motorway interchange are avoided, remedied or mitigated; or

(ii) the extent to which, when considered against other access opportunities for the site, comparable or better outcomes are achieved in terms of effects on the safe and efficient operation of the interchange.

(c) for any proposed access within a Vehicle Access Restriction Level Crossing Control:

(i) effects on the safe and efficient operation of the level crossing; or

(ii) the practicability and adequacy of the access arrangements having regard to site limitations, arrangement of buildings and activities, user requirements and operational requirements.

(12) any building or structure located within a sightline area applying to a road/rail level crossing with sightline standards under Standard E27.6.4.5:

(a) effects on the safety of the level crossing for vehicles and pedestrians; or

(b) effects on visibility and safe sight distances.

(13) any activity or development which infringes the standard for design and location of off-road pedestrian and cycling facilities under Standard E27.6.5:

(a) location, design and external appearance:

(i) the location, design and external appearance of any off-road pedestrian and cycling facility:

- is legible and designed to provide for safe and convenient access for users, including safe connections with the existing pedestrian and cycling network and public transport;
- creates minimal adverse effect on the vegetation, landform and character of the surrounding environment.

(b) compatibility with surrounding activities:

(i) the facility is compatible with surrounding activities with particular regard to residential uses. This includes ensuring that the design and operation of any lighting meets the rules in Section E24 Lighting.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- the number of crossing points is minimised, including through the use of paired/grouped crossing points;
- there are spaces between crossing points to allow for pedestrians using primary pedestrian access to safely pause while vehicles enter/exit parking spaces;
- the proximity of vehicle crossing points warrants the use of a continuous mountable kerb between crossing points, while ensuring that the extent of mountable kerb does not compromise pedestrian safety;
- the primary pedestrian access maintains uniform height and surface treatment along its length, indicating pedestrian priority;
- the primary pedestrian access is horizontally separated from parking spaces to provide intervisibility between

pedestrians on the path and vehicles manoeuvring out of parking spaces; and

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

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

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

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

(ii) the extent to which the design incorporates Universal Design principles, including where the primary pedestrian access is not adjacent to vehicle access and includes steps, whether a footpath and/or ramps as specified in NZS 4121:2001 Design for access and mobility: Buildings and associated facilities can be provided;

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

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

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

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

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

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

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

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

E27.9. Special information requirements

(1) Parking plans submitted to Council must show:

(a) the locations and dimensions of any pillars and/or other structures that may restrict parking space, or inhibit access and manoeuvring, as well as clearances between parking spaces and vehicle tracking curves and those pillars and/or other structures; and

(a) the proposed gradients of parking, manoeuvring and access areas

New Zealand Standard for Off-Street Parking - Parking Facilities Part 1: Off-Street Car Parking (AS/NZS 2890.1 2004) may assist applicants in designing parking areas.

(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. A travel plan will not be required where the infringement of the parking maximums is minor in relation to the scale of the activity and associated parking proposed.

(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 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 permitted by the parking standards of this Plan to provide the number of parking spaces proposed.

(4) The Council may require applications which affect the transport network, including proposals which exceed the trip generation threshold, to include a transport assessment prepared by suitably qualified transport planner or traffic engineer.

(5) Any new activity or change to an existing activity, which is not specifically provided for in the activity tables in the applicable zone or is a non-complying land use activity, and which will generate 100 vehicles or more (any hour) may need to include an Integrated Transport Assessment prepared in accordance with the Auckland Transport Integrated Transport Assessment Guidelines in force at the time of the application.