

In the Environment Court
At Auckland

ENV-2024-AKL-203

I te Kōti Taiao o Aotearoa
KiTāmaki Makaurau

Under the Resource Management Act 1991 (**RMA**)

In the matter of an appeal under clause 14(1) of the First Schedule of the RMA

Between **CLASSIC BUILDERS GROUP LIMITED**

Appellant

And **AUCKLAND COUNCIL**

Respondent

**NOTICE OF RUSSELL PROPERTY GROUP'S INTENTION TO BE A PARTY TO
PROCEEDINGS**

11 October 2024



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To The Registrar
Environment Court
Auckland

1. Russell Property Group (**RPG**) wishes to be a party to the appeal by Classic Builders Group Limited against the entirety of the decision of Auckland Council dated 9 August 2024 on Plan Change 79: Amendments to the Transport Provisions to the Auckland Unitary Plan (Operative in Part) (**PC79**) (**Appeal**). The Appeal has been given the Environment Court reference ENV-2024-AKL-203.
2. RPG is interested in all of the proceedings but is particularly interested in the following provisions raised in the Appeal:
 - (a) Lighting for Access Paths: E24.6.2 and E27.6.3.7;
 - (b) Accessible Parking Spaces: E27.6.3.2(A);
 - (c) Secure Bike Parking: E27.6.2(6); and
 - (d) Pedestrian Access in Residential Zones: E27.6.6.
3. RPG made a submission (submission number 111) on PC79 dated 29 September 2022, which is included at **Appendix 1**.
4. RPG is not a trade competitor for the purposes of section 308C or 308CA of the RMA.
5. RPG supports the relief sought in the Appeal. In general terms, RPG considers that the Decision:
 - (a) is not the most appropriate way to achieve the purpose of the RMA;
 - (b) fails to promote the sustainable management of natural and physical resources and it otherwise inconsistent with Part 2 of the Act;

- (c) will not give effect to the objectives or policies of the National Policy Statement on Urban Development or the Auckland Regional Policy Statement;
- (d) will not contribute to well-functioning urban environments;
- (e) is not the most efficient or effective method to achieve the purpose of the RMA, nor the objectives and policies of the AUP particularly when having regard to the provisions and their efficiency and effectiveness;
- (f) will place significant additional costs on development proposals, which will risk limiting the supply of housing and compromising the city's ability to cater for housing demand;
- (g) will compromise the efficient use of land and the achievement of an efficient urban form in Auckland; and
- (h) is based on insufficient information and analysis.

6. RPG agrees to participate in mediation or other alternative dispute resolution of the proceedings.

DATED this 11th day of October 2024



Bill Loutit / Rachel Abraham

Counsel for Russell Property Group

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Appendix 1

SUBMISSION ON PROPOSED PLAN CHANGES 79 (PUBLIC)

THAT IS SUBJECT TO FULL NOTIFICATION

PLAN CHANGE 79 – AMENDMENTS TO TRANSPORT PROVISIONS

To: **Auckland Council**

Attention: Principal Policy Planner

By email: unitaryplan@aucklandcouncil.govt.nz

Name of Submitter: (Russell Property Group) ('the Submitter')

1. This is a submission on public Plan Changes 79 (**PC79**) to the Auckland Unitary Plan – Operative in Part (**the Unitary Plan**) on behalf of Russell Property Group. PC78 was publicly notified by Auckland Council (**Council**) on 18 August 2022.
2. Russell Property Group could not gain an advantage in trade competition through this submission.

Wider statutory context

NPS-UD and Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (the RM Enabling Act)

3. The NPS-UD seeks to ensure councils better plan for growth and remove overly restrictive barriers to development to enable growth in locations that have good access to services, public transport networks and infrastructure. The associated intensification policies require councils to enable greater heights and residential densities in areas that are well-suited to growth, and specifically in and around urban centres and rapid transit stops.
4. The RM Enabling Act introduced the Intensification Streamlined Planning Process for tier 1 councils (which includes Auckland Council) as the mechanism by which to implement the NPS-

UD intensification policies. It also introduced and required tier 1 councils to implement the Medium Density Residential Standards (MDRS).

5. The NPS-UD and RM Enabling Act collectively seek to ensure New Zealand's urban centres are well-functioning urban environments that support housing supply and affordability, accessibility to jobs and services, and the reduction of emissions.

Summary of Plan Change 79

6. PC79 seeks to address two sets of issues:
 - a. Relating to the removal of parking minimums in conjunction with greater intensification across Auckland (enabled through Proposed Plan Change 78) and the need to address climate change, by supporting the modal shift towards low/no-emission transport options.
 - b. Relating to the safety, efficiency and convenience of pedestrian and vehicle access provisions for private accessways in the residential zones.
7. Changes proposed by Council to address the two sets of issues are set out as follows:
 - a. Introduces new accessible parking requirements.
 - b. Ensures pedestrian access and safety are prioritized within residential developments.
 - c. Requires the provision of loading spaces for medium and high-density residential developments.
 - d. Addresses heavy vehicles for waste collection.
 - e. Requires secure and covered cycle parking and safe access (where covered parking is not provided).
 - f. Addresses climate change, by future-proofing electric vehicle supply equipment in residential developments to support the modal shift towards low/no emission transport options.
 - g. Ensures that pedestrian access and safety are prioritized within private accessways in medium and high-density residential zones.
8. The sections of the AUP affected by the changes are:
 - a. Chapter E27 Transport: New standards and assessment criteria to address the above issues.
 - b. Chapter E24 Lighting: New artificial lighting standards to enhance pedestrian safety and wayfinding along private accessways.

- c. Chapter E38 Subdivision – Urban: Better alignment with provisions within Chapter E27.
- d. Chapter M Appendices: Documents in Appendix 17 are incorporated by reference; a new Appendix 23 is proposed to calculate the required number of accessible parking spaces.

Scope of Submission

- 9. This submission relates to PC79 in its entirety.

The Submission is:

- 10. Russell Property Group is generally supportive of PC79 and efforts to promote active and public transport modes across the Auckland region. However, The Submitter considers that amendments are required to provide a more effective and efficient planning framework to ensure that the required outcomes of the NPS-UD are achieved. The key overarching considerations and concerns are described below. In particular but without limiting the generality of the above:
 - a. The proposed changes are contrary to the NPS-UD and RM Enabling Act which seeks to enable greater intensification in Tier 1 districts.
 - b. A number of provisions included are more relevant to the Building Act (as per the initial proposed AUP) and should not be included in planning documents.
 - c. The provisions are overly complicated and restrictive, and the additional NPS-UD and RM Enabling Act provisions reduce yield and increase costs of compliance, while not meeting the outcomes envisaged by these documents. These provisions have not been justified under Section 32 of the RMA.
- 11. The Submitter's submission seeks to ensure that PC79 change provisions are amended so that they comply with the NPS-UD and RM Enabling Act and remove all provisions relating to unjustified qualifying matters and other provisions that will not achieve the purpose of the NPS-UD or RM Enabling Act. The specific parts of the plan change that this submission relates to are set out in the main body of this submission and **Attachment 1** and include the following:
 - a. EPA/Detailed Design level requirements are being imposed at resource consent stage.
 - b. Requirement to comply with standards contributes to a reduction of development yield across sites.

- c. Provision for transport related requirements on a site-by-site basis should be market driven and not regulated by Council.
- d. Drafting of standards is unclear and creates confusion.
- e. Issues of enforcement, ownership and maintenance obligations for transport related requirements imposed at resource consent stage.

Decision Requested

12. The Submitter seeks the following decision from Council on PC79:

- a. Amend PC79 provisions so that they give effect to the NPS-UD and RM Enabling Act and remove all provisions relating to unjustified qualifying matters and other provisions that will not achieve the purpose of NPS-UD or RM Enabling Act.
- b. In the alternative to the primary relief of approving PC79, amend PC79 and retain provisions as set out in **Attachment 1** to this submission; and
- c. Any other alternative or consequential relief, including in relation to PC79’s objectives, policies, rules, methods and maps, that reflects or responds to the reasons for this submission.

111.1

Reasons for relief sought

13. The reasons for the relief sought are to ensure that PC78:

- a. will give effect to the objectives and policies of the NPS-UD
- b. will contribute to well-functioning urban environments
- c. is consistent with the sustainable management of physical resources and the purpose and principles of the RMA
- d. Will meet the reasonably foreseeable needs of future generations
- e. Will satisfy the requirements of section 32 of the RMA; and
- f. Is consistent with sound resource management practice.

Appearance at hearing

14. The Submitter wishes to be heard in support of its submission.

15. The Submitter will consider presenting a joint case with others making a similar submission.

DATED at this day of 29 September 2022



Vijay Lala

On behalf of Russell Property Group

Electronic address for service of Submitter: Vijay Lala

c/- Tattico

PO Box 91562, Victoria Street, Auckland 1142

Contact person: Vijay Lala

Telephone: 021411124

Email address: Vijay.lala@Tattico.co.nz

Attachment 1 – Plan Change 79 submission table

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
Section E24- Lighting				
New Policy E24.3(1A)	<p>Policy seeks to provide for appropriate levels of artificial lighting for pedestrian safety, improved access and wayfinding.</p> <p><u>“(1A) Provide for appropriate levels of artificial lighting for pedestrian safety, and to enable access and wayfinding”.</u></p>	Oppose	<p>Links to submission points in opposition to proposed permitted standard E24.6.2 below, being:</p> <ul style="list-style-type: none"> ▪ Cost & time associated with the preparation of the Lighting Report and Safety Assessment (in applicable cases). ▪ Additional costs and time associated with the installation of artificial lighting across pedestrian accessways across parts of the site. ▪ Confusing and difficult to follow and understand subcategories and technical specifications. ▪ EPA/Detailed Design level requirements being requested at resource consent stage that is able to be addressed through appropriate conditions of consent. 	<ul style="list-style-type: none"> ▪ Delete in full

111.2

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS										
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought						
New Permitted Standard E24.6.2	<p>New permitted standard seeks to include artificial lighting standards for pedestrian access in residential zones</p> <p><u>“E24.6.2. Artificial lighting standards for pedestrian access in residential zones (1) Any pedestrian access serving two or more dwellings where there is no vehicle access or where there are 10 or more parking spaces or 10 or more dwellings (excluding dwellings which have separate pedestrian access provided directly from the front door to the road) must:</u></p> <p><i>(a) have lighting limits measured and assessed in accordance with Australian/New Zealand Standard Lighting for roads and public spaces (Part 3.1: Pedestrian Area (Category P) lighting – Performance and design requirements Lighting for Roads and Public Spaces (AS/NZS1158.3.1)</i></p> <p><i>(b) must be lit to the appropriate P category for pedestrian access as set out in AS/NZS1158.3.1</i></p> <p><i>(c) meet the minimum P subcategories specified in Table 24.6.2.1 below:</i></p> <p>Table 24.6.2.1 Minimum P subcategories</p> <table border="1"> <thead> <tr> <th>Access</th> <th>P Subcategory</th> </tr> </thead> <tbody> <tr> <td>Pedestrian access only</td> <td>PP3</td> </tr> <tr> <td>Pedestrian access adjacent to vehicle access</td> <td>PR2</td> </tr> </tbody> </table>	Access	P Subcategory	Pedestrian access only	PP3	Pedestrian access adjacent to vehicle access	PR2	Oppose	<ul style="list-style-type: none"> Cost & time associated with the preparation of the Lighting Report and Safety Assessment (in applicable cases). Additional costs and time associated with the installation of artificial lighting across pedestrian accessways across parts of the site. Confusing and difficult to follow and understand subcategories and technical specifications. EPA/Detailed Design level requirements being requested at resource consent stage that is able to be addressed through appropriate conditions of consent. 	Delete in full
Access	P Subcategory									
Pedestrian access only	PP3									
Pedestrian access adjacent to vehicle access	PR2									

111.3

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS														
Provision	Summary of key changes to the Unitary Plan		Support / Oppose	Reasons	Relief sought									
	<table border="1"> <tr> <td><u>Connecting elements, steps, stairwells and ramps</u></td> <td>PA3</td> </tr> <tr> <td><u>Parking spaces</u></td> <td>PC2</td> </tr> <tr> <td><u>Vehicle access for 4-9 parking spaces or dwellings</u></td> <td>PR5</td> </tr> <tr> <td><u>Vehicle access for 10-19 parking spaces or dwellings</u></td> <td>PR4</td> </tr> <tr> <td><u>Vehicle access for 20 or more parking spaces or dwellings</u></td> <td>PR2</td> </tr> </table> <p><i>(d) All light fittings must not project any light at or above the height of their light source.</i></p> <p><i>(e) All light emitted from light fittings must have a correlated colour temperature of 3000K (Kelvin) or less.</i></p> <p><i>(f) Spill light and glare from the lighting must meet the specifications of E24.6.1(8).</i></p> <p><i>(g) The lighting must have automatic daylight controls such that the lights are on during the hours of darkness. Automatic presence detection or sensor lighting is to be avoided and where proposed must be supported by a safety assessment.</i></p> <p><i>(h) Lighting must be supplied from a common electrical supply which cannot be disabled.</i></p>	<u>Connecting elements, steps, stairwells and ramps</u>	PA3	<u>Parking spaces</u>	PC2	<u>Vehicle access for 4-9 parking spaces or dwellings</u>	PR5	<u>Vehicle access for 10-19 parking spaces or dwellings</u>	PR4	<u>Vehicle access for 20 or more parking spaces or dwellings</u>	PR2			
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<u>Vehicle access for 20 or more parking spaces or dwellings</u>	PR2													
New Matter of Discretion E24.8.1	New Matter of Discretion seeks to provide for the adequacy of artificial lighting to provide effective way-finding, security and ease of access for all pedestrians:		Oppose	Links to submission points in opposition to proposed permitted standard E24.6.2, being:	<ul style="list-style-type: none"> Delete in full. 									

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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<u>“(3) the adequacy of artificial lighting to provide effective way-finding, security and ease of access for all pedestrians”</u>		<ul style="list-style-type: none"> Cost & time associated with the preparation of the Lighting Report and Safety Assessment (in applicable cases). Additional costs and time associated with the installation of artificial lighting across pedestrian accessways across parts of the site. Confusing and difficult to follow and understand subcategories and technical specifications. EPA/Detailed Design level requirements being requested at resource consent stage that is able to be addressed through appropriate conditions of consent. 	
New Assessment Criteria E24.8.2	<p>New Assessment Criteria for Restricted Discretionary Activities, assessing the effects of lighting on pedestrian safety, wayfinding and access.</p> <p><u>“(1A) the effects of lighting on pedestrian safety, wayfinding and access;</u> <u>(a) whether the number, location, design and orientation of light fittings and light support structures provide adequate lighting for the safety and wayfinding of people.</u></p>	Oppose	<p>Links to submission points in opposition to proposed permitted standard E24.6.2, being:</p> <ul style="list-style-type: none"> Cost & time associated with the preparation of the Lighting Report and Safety Assessment (in applicable cases). Additional costs and time associated with the installation of artificial lighting 	<ul style="list-style-type: none"> Delete in full

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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<p><u>including pedestrians moving, residing, working or visiting sites or neighbourhoods.</u></p> <p><u>Note: : Adequate lighting is the amount of lighting at eye level for a person with average eyesight so they can identify any potential threat approaching them from at least 15m</u></p> <p><u>(b) the extent to which any solar powered lighting solution meets the lighting subcategory performance levels outlined in Table 24.6.2.1 throughout the hours of darkness and the longevity of this solution over the following 50- year period from the date that it is installed”.</u></p>		<p>across pedestrian accessways across parts of the site.</p> <ul style="list-style-type: none"> ▪ Confusing and difficult to follow and understand subcategories and technical specifications. ▪ EPA/Detailed Design level requirements being requested at resource consent stage that is able to be addressed through appropriate conditions of consent. 	
<p>New Special Information Requirement E24.9</p>	<p>New information requirement that includes requirements for Lighting Plans for applications in residential zones</p> <p>“There are no special information requirements in this section.</p> <p><u>(1) Lighting plans for applications in residential zones, serving two or more dwellings where there is no vehicle access or where there are 10 or more parking spaces or 10 or more dwellings (excluding dwellings which have separate pedestrian access provided directly from the front door to the road), must be prepared by a suitably qualified lighting specialist and must:</u></p>	Oppose	<ul style="list-style-type: none"> ▪ Cost & time associated with the preparation of the Lighting Report and Safety Assessment (in applicable cases) is an onerous, particularly in instances where two or more rear sites are proposed. ▪ Additional costs and time associated with the installation of artificial lighting across not only pedestrian accessways (as referenced in the Standard E24.6.2) but any ‘accessible areas of the site’ 	<ul style="list-style-type: none"> ▪ Delete in full

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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<p><i>(a) Include all accessible areas of the site where movement of people is expected. Such locations include, but are not limited to vehicle and pedestrian access, shared driveways, building entrances, storage areas, building frontage, outdoor or undercroft parking spaces,</i></p> <p><i>(b) Include proposed locations, lux levels, and types of lighting (i.e. manufacturers specifications) and any light support structures required to control the timing, level of lighting, or to minimise light spill, glare and loss of night-time viewing.</i></p> <p><i>(c) Demonstrate design compliance as required by AS/NZS1138.3.1</i></p> <p><i>(d) Demonstrate that all lighting meets the minimum P categories for each access-type as set out in Table 24.6.2.1. (e) Demonstrate that the lighting plan has been designed for safety, and in the case where solar lighting is proposed, that an assessment of its effectiveness and durability has been established”.</i></p>		<p>which is not limited and open to interpretation.</p> <ul style="list-style-type: none"> ▪ Confusing and difficult to follow and lack of understanding subcategories and technical specifications. ▪ EPA/Detailed Design level requirements being requested at resource consent stage that is able to be adequately addressed through appropriate conditions of consent. 	
Section E24- Transport				
Amend Objective E27.2(3)	Amended objective seeks to enable parking, including accessible parking and loading that supports urban growth.	Oppose	<ul style="list-style-type: none"> ▪ Requirement for accessible parking contributes to a reduction in yield across development sites. ▪ Cost and time associated with the design and construction of additional 	<ul style="list-style-type: none"> ▪ Delete in full.

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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<i>“Parking, <u>including accessible parking and loading</u> supports urban growth, and the quality compact urban form”.</i>		<p>parking spaces across the site. Delivery of accessible parking is difficult.</p> <ul style="list-style-type: none"> ▪ Disconnect between the provision of accessible units and accessible car parks. 	
Amend Objective E27.2.(4)	<p>Amended objective seeks the provision of safe and efficient parking, including accessible parking, loading and access is commensurate with the character, scale and intensity of the zone.</p> <p><i>“The provision of safe and efficient parking, <u>including accessible parking, loading and access is commensurate with the character, scale and intensity of the zone”.</u></i></p>	Oppose	<ul style="list-style-type: none"> ▪ Requirement for accessible parking contributes to a reduction in yield across development sites. ▪ Cost and time associated with the design and construction of additional parking spaces across the site. 	<ul style="list-style-type: none"> ▪ Delete in full.
New Objective E27.2(5A)	<p>New objective seeks to ensure safe and direct on site access for pedestrians and other uses is provided to dwellings, in residential zones.</p> <p><i>“(5A) <u>Safe and direct on site access for pedestrian and other users is provided to dwellings, in residential zones”.</u></i></p>	Oppose	<p>Links to submission point for New Standard E27.6.6 Design and location of pedestrian access in residential zone, being:</p> <ul style="list-style-type: none"> ▪ Requirement for accessible parking contributes to a reduction in yield across development sites. ▪ Cost and time associated with the design and construction of additional parking spaces across the site. Delivery of accessible parking is difficult. 	<ul style="list-style-type: none"> ▪ Delete in full.

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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
			<ul style="list-style-type: none"> ▪ Confusing and difficult to follow and lack of understanding around technical specifications. ▪ EPA/Detailed Design level requirements being requested at resource consent stage that is able to be adequately addressed through appropriate conditions of consent. ▪ Requirement for pedestrian access to provide for total vertical separation from 'trafficable areas' has the potential to result in additional impervious area across sites and poor design outcomes in terms of where these accessways intersect and connect with the public realm (footpath). There are also associated difficulties with maintenance. The amended matters of discretion and assessment criteria do not provide for these outcomes. ▪ Accessways will be used to transport goods and furniture which may cause congestion and access difficulties across development sites. 	

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
New Objective E27.2(7)	<p>New objective seeks to ensure the necessary electric vehicle supply equipment is provided for to facilitate the use of electric vehicles</p> <p><i><u>“The necessary electric vehicle supply equipment is provided for to facilitate use of electric vehicles”.</u></i></p>	Oppose	<p>Links to submission point for New Standard E27.6.7 Electric Vehicle Supply Equipment, being.</p> <ul style="list-style-type: none"> Provision of EV charging should be market driven and should not be regulated by Council. A National Level response may provide for a more appropriate outcome. Additional costs and questions raised around the management of parking in a terrace house/apartment typology development where there is no body corporate. EPA/Detailed Design level requirements being requested to demonstrate compliance with standards. Drafting of Standard is unclear and creates confusion. Dedicated EV charging facilities better addressed through amendments to the Building Code. 	<ul style="list-style-type: none"> Delete in full.
Amend Policy E27.3(3)	Amended policy seeks to manage the number, location and type of parking, including accessible parking and loading spaces, including bicycle parking and associated	Oppose	<ul style="list-style-type: none"> Requirement for accessible parking contributes to a reduction in yield across development sites. 	<ul style="list-style-type: none"> Delete in full.

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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<p>end-of-trip facilities supports full participation in society for people with disabilities that impact on mobility.</p> <p>“Manage the number, location and type of parking, including accessible parking, and loading spaces, including bicycle parking and associated end-of-trip facilities to support all of the following:</p> <p>..</p> <p>(e) the recognition of different activities having different trip characteristics;and</p> <p><u>(f) the efficient use of on-street parking, and</u></p> <p><u>(g) full participation in society for people with disabilities that impact on mobility.”</u></p>		<ul style="list-style-type: none"> Cost and time associated with the design and construction of additional parking spaces across the site. 	
<p>Amend Policy E27.3.(14)</p>	<p>Amended policy seeks to support increased cycling and walking by 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.</p> <p><i>“Support increased cycling and walking by:</i></p> <p><i>(a) requiring larger <u>non-residential</u> developments <u>and all residential developments without a dedicated garage or basement car parking space to provide <u>secure and covered</u> bicycle parking.”</u></i></p>	Oppose	<p>Links to submission point E27.6.2(6) Number of parking and loading space, being:</p> <ul style="list-style-type: none"> Provision for long-stay bicycle requirements in the form of additional storage will significantly impact yield across development sites. Provision for secure long-stay bicycle and mains outlet requirements should be market driven and not regulated by Council. 	<ul style="list-style-type: none"> Delete in full.

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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
			<ul style="list-style-type: none"> EPA/Detailed design level requirements being requested to demonstrate compliance with Standard. Drafting of standards is unclear and creates confusion. Requirements to impose size of bicycles, spacing and clearances is unreasonable. <p>The provision for long term secure bicycle parking across either or in a combination of a non-habitable room, storage/garden shed, dedicated car park is intended to provide flexibility, in this instances it creates uncertainty and potentially poor design related outcomes.</p>	
New Policy E27.3(20A)	New policy requires vehicle accesses to be designed and located to provide for low-speed environments and for the safety of pedestrians and other users, and require pedestrian access that is adjacent to a vehicle access to be designed and located to provide for safe and direct movement, minimising potential conflicts between pedestrians and other users.	Oppose	<p>Links to submission point for New Standard E27.6.6 Design and location of pedestrian access in residential zone, being:</p> <ul style="list-style-type: none"> Requirement for accessible parking contributes to a reduction in yield across development sites. Cost and time associated with the design and construction of additional 	<ul style="list-style-type: none"> Delete in full.

111.13

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<p><u>“Require vehicle accesses to be designed and located to provide for low speed environments and for the safety of pedestrians and other users, and require pedestrian access that is adjacent to a vehicle access to be designed and located to provide for safe and direct movement, minimising potential conflicts between pedestrians and other users”.</u></p>		<p>parking spaces across the site. Delivery of accessible parking is difficult.</p> <ul style="list-style-type: none"> ▪ Confusing and difficult to follow and lack of understanding around technical specifications. ▪ EPA/Detailed Design level requirements being requested at resource consent stage that is able to be adequately addressed through appropriate conditions of consent. ▪ Requirement for pedestrian access to provide for total vertical separation from ‘trafficable areas’ has the potential to result in additional impervious area across sites and poor design outcomes in terms of where these accessways intersect and connect with the public realm (footpath). There are also associated difficulties with maintenance. The amended matters of discretion and assessment criteria do not provide for these outcomes. ▪ Accessways will be used to transport goods and furniture which may cause 	

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
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			congestion and access difficulties across development sites.	
New Policy E27.3(20B)	<p>New policy requires pedestrian access that is the sole means of access between residential zoned dwellings and the public road, to be designed and located to provide for safe and direct movement, minimising potential conflicts between pedestrians and other users.</p> <p><i><u>“Require pedestrian access that is the sole means of access between residential zoned dwellings and the public road, to be designed and located to provide for safe and direct movement, minimising potential conflicts between pedestrians and other users”.</u></i></p>	Oppose	<p>Links to submission point for New Standard E27.6.6 Design and location of pedestrian access in residential zone, being:</p> <ul style="list-style-type: none"> ▪ Requirement for accessible parking contributes to a reduction in yield across development sites. ▪ Cost and time associated with the design and construction of additional parking spaces across the site. Delivery of accessible parking is difficult. ▪ Confusing and difficult to follow and lack of understanding around technical specifications. ▪ EPA/Detailed Design level requirements being requested at resource consent stage that is able to be adequately addressed through appropriate conditions of consent. ▪ Requirement for pedestrian access to provide for total vertical separation from ‘trafficable areas’ has the potential to result in additional impervious area 	<ul style="list-style-type: none"> ▪ Delete in full.

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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
			<p>across sites and poor design outcomes in terms of where these accessways intersect and connect with the public realm (footpath). There are also associated difficulties with maintenance. The amended matters of discretion and assessment criteria do not provide for these outcomes.</p> <ul style="list-style-type: none"> Accessways will be used to transport goods and furniture which may cause congestion and access difficulties across development sites. 	
New Policy E27.3(30)	<p>New policy requires provision for electric vehicle supply equipment for new residential developments that provide carparking.</p> <p><i><u>“Electric vehicle charging (30) Require provision for electric vehicle supply equipment for new residential developments that provide carparking”.</u></i></p>	Oppose	<p>Links to submission point for New Standard E27.6.7 Electric Vehicle Supply Equipment, being.</p> <ul style="list-style-type: none"> Provision of EV charging should be market driven and should not be regulated by Council. A National Level response may provide for a more appropriate outcome. Additional costs and questions raised around the management of parking in a terrace house/apartment typology 	<ul style="list-style-type: none"> - Policy deleted in full. -In the event that the policy is not deleted, it should be amended to be enabling for electric vehicle charging as opposed to a requirement.

111.15

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
			development where there is no body corporate. <ul style="list-style-type: none"> EPA/Detailed Design level requirements being requested to demonstrate compliance with standards. Drafting of Standard is unclear and creates confusion. Dedicated EV charging facilities better addressed through amendments to the Building Code. 	
Amended Permitted Activity Standard E27.6.1	Amended Trip Generation Standard applies in the following instances, where a proposal exceeds one of the following thresholds <ol style="list-style-type: none"> A new development in Table E27.6.1.1; 100 <u>vehicles per hour</u> (any hour) for activities not specified in Table E27.6.1.1 requiring a controlled or restricted discretionary land use activity in the applicable zone where there are no requirements for an assessment of transport or trip generation effects. A proposed subdivision of land which has capacity under this plan to accommodate more than 100 <u>60</u> dwellings 	Oppose	<ul style="list-style-type: none"> Revised threshold for the trip generation standard for residential activities only (this was in response to submissions on PC71) as well as amendments to assessment criteria. Plan Change 71 is contrary to Policy 11 of the NPS:UD and/ or Council’s statutory obligations under the RMA. - Standard also has potential to undermine the 'market-led' approach to parking sought by the NPS:UD - could have the (presumably unintended) consequence of hindering the supply of parking. 	<ul style="list-style-type: none"> Delete in full/revert back to current AUP thresholds.

111.16

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS																																														
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought																																										
	<p>Amended threshold for new development thresholds are outlined as follows:</p> <table border="1"> <caption>Table E27.6.1.1 New development thresholds</caption> <thead> <tr> <th>Activity</th> <th colspan="3">New development</th> </tr> </thead> <tbody> <tr> <td>(T1)</td> <td rowspan="3">Residential</td> <td>Dwellings</td> <td>400 60 dwellings</td> </tr> <tr> <td>(T2)</td> <td>Integrated residential development</td> <td>500 100 units</td> </tr> <tr> <td>(T3)</td> <td>Visitor accommodation</td> <td>400 60 units</td> </tr> <tr> <td>(T4)</td> <td rowspan="3">Education facilities</td> <td>Primary</td> <td>167 students</td> </tr> <tr> <td>(T5)</td> <td>Secondary</td> <td>333 students</td> </tr> <tr> <td>(T6)</td> <td>Tertiary</td> <td>500 students</td> </tr> <tr> <td>(T7)</td> <td>Office</td> <td></td> <td>5,000 m² GFA</td> </tr> <tr> <td>(T8)</td> <td rowspan="2">Retail</td> <td>Drive through</td> <td>333 m² GFA</td> </tr> <tr> <td>(T8A)</td> <td>Retail activities (non-drive through)</td> <td>1,667 m² GFA</td> </tr> <tr> <td>(T9)</td> <td rowspan="2">Industrial activities</td> <td>Warehousing and storage</td> <td>20,000 m² GFA</td> </tr> <tr> <td>(T10)</td> <td>Other industrial activities</td> <td>10,000 m² GFA</td> </tr> </tbody> </table> <p>(2) Standard E27.6.1(1) does not apply where: (d) there are requirements to assess transport, traffic or trip-generation effects for the activity in the any applicable precinct rules for any controlled or restricted discretionary land use activities</p>	Activity	New development			(T1)	Residential	Dwellings	400 60 dwellings	(T2)	Integrated residential development	500 100 units	(T3)	Visitor accommodation	400 60 units	(T4)	Education facilities	Primary	167 students	(T5)	Secondary	333 students	(T6)	Tertiary	500 students	(T7)	Office		5,000 m ² GFA	(T8)	Retail	Drive through	333 m ² GFA	(T8A)	Retail activities (non-drive through)	1,667 m ² GFA	(T9)	Industrial activities	Warehousing and storage	20,000 m ² GFA	(T10)	Other industrial activities	10,000 m ² GFA			
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Amend activity rules (A1) and (A2) of Activity Table E27.4.1(A3)	Amend activity rules in Table E27.4.1 (A1) and (A2) relating to compliance and/or non-compliance with parking, loading, and access requirements which are an accessory activity to also include provision for electric vehicle supply equipment.	Oppose	<ul style="list-style-type: none"> Provision of EV charging should be market driven and should not be regulated by Council. A National Level response may provide for a more appropriate outcome. 	<ul style="list-style-type: none"> Delete in full. 																																										

111.17

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS													
Provision	Summary of key changes to the Unitary Plan		Support / Oppose	Reasons	Relief sought								
	<table border="1"> <thead> <tr> <th>Activity</th> <th>Activity status</th> </tr> </thead> <tbody> <tr> <td>(A1) Parking, loading, and access <u>and electric vehicle supply equipment</u> which is an accessory activity and complies with the standards for parking, loading, and access <u>and electric vehicle supply equipment.</u></td> <td>P</td> </tr> <tr> <td>(A2) Parking, loading, and access <u>and electric vehicle supply equipment</u> which is an accessory activity but which does not comply with the standards for parking, loading, and access <u>and electric vehicle supply equipment.</u></td> <td>RD</td> </tr> <tr> <td>...</td> <td>...</td> </tr> </tbody> </table>	Activity	Activity status	(A1) Parking, loading, and access <u>and electric vehicle supply equipment</u> which is an accessory activity and complies with the standards for parking, loading, and access <u>and electric vehicle supply equipment.</u>	P	(A2) Parking, loading, and access <u>and electric vehicle supply equipment</u> which is an accessory activity but which does not comply with the standards for parking, loading, and access <u>and electric vehicle supply equipment.</u>	RD			<ul style="list-style-type: none"> Additional costs and questions raised around the management of parking in a terrace house/apartment typology development where there is no body corporate. EPA/Detailed Design level requirements being requested to demonstrate compliance with standards. Drafting of Standard is unclear and creates confusion. Dedicated EV charging facilities better addressed through amendments to the Building Code. S32 Comment 	
Activity	Activity status												
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...	...												
<p>Amend Standard E27.6.2(6) Number of parking and loading spaces</p>	<p>Amend standard to include additional requirements and design requirements for long-stay bicycle parking. The following requirements apply:</p> <p><u>Residential Developments:</u></p> <p><i><u>“(aa) for residential developments, the required secure long-stay bicycle parking must be located and designed in a manner that (is):</u></i></p> <p><i><u>i) provided in either:</u></i></p> <p><i><u>a) a non-habitable room; or</u></i></p> <p><i><u>b) a storage or garden shed or equivalent; or</u></i></p>	Oppose	<ul style="list-style-type: none"> Provision for long-stay bicycle requirements in the form of additional storage will significantly impact yield across development sites. Provision for secure long-stay bicycle and mains outlet requirements should be market driven and not regulated by Council. 	<ul style="list-style-type: none"> Delete in full. 									

111.18

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<p><i>c) A dedicated cycle parking facility; or</i></p> <p><i>d) Any combination of the above.</i></p> <p><i>ii) can accommodate a bicycle(s) with the following dimensions – 1.9m length x 1.25m height x 0.7m width iii) not part of any outdoor living space or landscaped area</i></p> <p><i>iv) in a location directly accessible from either the road, vehicle access, pedestrian access or car parking area;</i></p> <p><i>v) fully sheltered from the weather;</i></p> <p><i>vi) lockable and secure; In addition, communal bicycle parking facilities must be designed to have:</i></p> <p><i>vii) spacing between racks of a minimum of 1.2m;</i></p> <p><i>viii) clearance to a wall or edge of a minimum of 0.9m;</i></p> <p><i>ix) width of an access aisle between rows of a minimum of 1.2m (3.0m stand centre to centre);</i></p> <p><i>x) mains outlets for charging electric bicycles at a minimum ratio of 1/10 bicycle parks;</i></p> <p><i>Two tiered bicycle stands must be designed to have</i></p> <p><i>xi) a spacing between bikes of a minimum of 0.4m;</i></p> <p><i>xii) access aisles of a minimum of 2.2m to allow access to the second tier;</i></p> <p><i>xiii) the following bicycle parking requirements apply to new buildings and developments.</i></p> <p>Table E27.6.2.5 Required bicycle parking rates</p>		<ul style="list-style-type: none"> ▪ EPA/Detailed design level requirements being requested to demonstrate compliance with Standard. ▪ Drafting of standards is unclear and creates confusion. ▪ Requirements to impose size of bicycles, spacing and clearances is unreasonable. ▪ The provision for long term secure bicycle parking across either or in a combination of a non-habitable room, storage/garden shed, dedicated car park is intended to provide flexibility, in this instances it creates uncertainty and potentially poor design related outcomes. 	

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS							
Provision	Summary of key changes to the Unitary Plan				Support / Oppose	Reasons	Relief sought
	Activity		Visitor (short-stay) Minimum rate	Secure (long-stay) Minimum rate			
	(T81)	Residential	All residential developments of 20 or more dwellings	1 per 20 for developments of 20 or more dwellings	1 per dwelling without a dedicated garage or basement car parking space		
		
	<p><i>Note: Further guidance on bicycle parking design can be found in the Auckland Code of Practice for Land Development and Subdivision 2022”.</i></p>						
Amend Standard E27.6.2(8) Minimum Loading Space Requirements	<p>Amend standard to include additional minimum loading space requirements for residential developments. These requirements are imposed where no individual pedestrian access is available directly from a public road:</p> <ul style="list-style-type: none"> No loading requirement for all developments where dwellings have individual pedestrian access directly from a public road. No loading requirement for up to 9 dwellings without individual pedestrian access directly from a public road. 1 loading space for more than 9 dwellings up to a GFA of 50,000m² without individual pedestrian access directly from a public road. 1 loading space for dwellings with a GFA greater than 5,000m² up to 20,000m². 				Oppose	<ul style="list-style-type: none"> Provision for loading requirements in the form of additional storage will impact yield across development sites, particularly in the instance where 9 or more dwellings are proposed without access to a public road. Provision for loading space requirements should be market driven and not regulated by Council. 	<ul style="list-style-type: none"> Delete in full.

111.19

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS																
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought												
	<ul style="list-style-type: none"> 2 loading spaces for dwellings with a GFA greater than 20,000m² up to 90,000m² 3 spaces for dwellings with a GFA greater than 90,000m² plus 1 space for every additional 40,000m² GFA. <p>Table E27.6.2.7 Minimum Loading Space requirements</p> <table border="1"> <thead> <tr> <th>Activity</th> <th>GFA/Number of dwellings</th> <th>Minimum rate</th> </tr> </thead> <tbody> <tr> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>(T111A)</td> <td>Residential activities where vehicle access is provided</td> <td>The same rates as for "All other activities, except for activities within rural zones" must apply</td> </tr> <tr> <td>(T111B)</td> <td>Residential activities where vehicle access is not otherwise provided</td> <td>Developments where all dwellings have individual pedestrian access directly from a public road No loading space required</td> </tr> </tbody> </table>	Activity	GFA/Number of dwellings	Minimum rate	(T111A)	Residential activities where vehicle access is provided	The same rates as for "All other activities, except for activities within rural zones" must apply	(T111B)	Residential activities where vehicle access is not otherwise provided	Developments where all dwellings have individual pedestrian access directly from a public road No loading space required			
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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS							
Provision	Summary of key changes to the Unitary Plan				Support / Oppose	Reasons	Relief sought
			Up to 9 dwellings without individual pedestrian access directly from a public road	No loading space required			
			Greater than 9 dwellings up to 5,000m ² without individual pedestrian access directly from a public road	1*			
			Greater than 5,000m ² dwellings up to 20,000m ²	1			
			Greater than 20,000m ² up to 90,000m ²	2			
			Greater than 90,000m ²	3 spaces plus 1 space for every additional 40,000m ²			
			***	***			
	* Refer to T137A of Table E27.6.3.2.1 Minimum loading space dimensions						
Amend Standard E27.6.3.1 Size and Location of Parking Spaces	Amend Standard to include reference to accessible parking dimensions and accessible route requirements in accordance with the New Zealand Building Code D1/AS1 New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121-2001); and “(1) Every parking space must:				Oppose	<ul style="list-style-type: none"> Reference to Building Code unreasonable at resource consent stage, given any development has an obligation to comply with the Building Code/National Standards as part of any Building Consent process regardless. 	<ul style="list-style-type: none"> Delete in full.

111.20

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS																
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought												
	<p>(a) comply with the minimum dimensions given in Table E27.6.3.1.1 and Figure E2.6.3.1.1; <u>except accessible parking dimensions and accessible route requirements must be designed in accordance with the New Zealand Building Code D1/AS1 New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121- 2001); and</u></p>															
<p>Amend Standard E27.6.3.2 Minimum Loading Space Dimensions</p>	<p>Amend Standard to include minimum length requirement of 6.4m and minimum width requirement of 3.5m for residential activities denoted with a (*) in Table E27.6.2.7.</p> <table border="1"> <thead> <tr> <th>Activity</th> <th>Length of loading space (m)</th> <th>Width of loading space (m)</th> </tr> </thead> <tbody> <tr> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>(T137A) Residential activities denoted with a (*) in Table E27.6.2.7</td> <td>6.4</td> <td>3.5</td> </tr> <tr> <td>...</td> <td>...</td> <td>...</td> </tr> </tbody> </table>	Activity	Length of loading space (m)	Width of loading space (m)	(T137A) Residential activities denoted with a (*) in Table E27.6.2.7	6.4	3.5	Oppose	<ul style="list-style-type: none"> Requirement to enable increased heavy vehicle access and manoeuvring contributes to a reduction in yield across development sites. 	<ul style="list-style-type: none"> Delete in full.
Activity	Length of loading space (m)	Width of loading space (m)														
...														
(T137A) Residential activities denoted with a (*) in Table E27.6.2.7	6.4	3.5														
...														
<p>Amend Standard E27.6.3.2(A) Accessible Parking</p>	<ul style="list-style-type: none"> Amend Standard to include additional provision for accessible parking. Accessible parking spaces must be provided for developments o 10 or more dwellings on a site. Accessible parking space threshold have been inserted for non-residential land uses and residential land uses. Table 1 is proposed for non-residential land uses: <u>“E27.6.3.2(A) Accessible Parking</u> <i>(1) Accessible parking must be provided for all activities in all zones, except for those listed below in E27.6.3.2(A)(2);</i> 	Oppose	<ul style="list-style-type: none"> Requirement for accessible parking contributes to a reduction in yield across development sites. Provision of accessible car parks should be left to the market and adopted on a case by case basis. Cost and time associated with the design and construction of additional parking spaces across the site. Delivery of accessible parking is also difficult. 	<ul style="list-style-type: none"> Delete in full. 												

111.21

111.22

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<p><u>(2) Accessible parking is not required in the following zones, unless car parking is provided on site, in which case the required number of accessible parking spaces must be determined in accordance with Table 1 or Table 2 below, whichever is relevant:</u></p> <p><u>Business Zones:</u></p> <p><u>(a) Business – City Centre Zone;</u></p> <p><u>(b) Business – Metropolitan Centre Zone;</u></p> <p><u>(c) Business – Town Centre Zone;</u></p> <p><u>(d) Business – Local Centre Zone;</u></p> <p><u>(e) Business – Mixed Use Zone;</u></p> <p><u>(f) Business – Neighbourhood Centre Zone.</u></p> <p><u>(3) For residential developments in residential zones, accessible parking spaces must be provided for developments of 10 or more dwellings on a site.</u></p> <p><u>(4) The required number of onsite accessible parking spaces provided must be calculated using the following method:</u></p> <p><u>(i) For non-residential land uses;</u></p> <p><u>Step 1 - Use the Parking Demand Guidelines in Appendix 23 to determine the theoretical parking demand</u></p>		<ul style="list-style-type: none"> ▪ Potential issues with enforcement for multi-unit developments. ▪ Consideration should be given to the provision for accessible parking within road corridor or public parks to accommodate accessible car parking, as opposed to imposing minimum parking rates across development sites. 	

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS																						
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought																		
	<p><u>Step 2 - Use Table 1 – Number of accessible parking spaces – Non-Residential, below to determine the required number of accessible car park spaces based on the theoretical parking demand calculated in step 1.</u></p> <table border="1"> <thead> <tr> <th>Total number of theoretical parking spaces</th> <th>Number of accessible parking spaces</th> </tr> </thead> <tbody> <tr> <td>1 – 20</td> <td>Not less than 1</td> </tr> <tr> <td>21 – 50</td> <td>Not less than 2</td> </tr> <tr> <td>For every additional 50 parking spaces or part of a parking space</td> <td>Not less than 1</td> </tr> </tbody> </table> <p><u>(ii) For retirement villages, supported residential care, visitor accommodation and boarding houses</u> <u>The same method for calculating the required number of onsite accessible parking spaces for non-residential uses in 4(i) applies.</u></p> <p><u>(iii) For residential land uses</u> <u>The required number of accessible parking spaces provided must be in accordance with Table 2 below:</u></p> <ul style="list-style-type: none"> ▪ <u>Table 2- Number of accessible parking spaces – Residential land uses”</u> <table border="1"> <thead> <tr> <th>Number of dwellings</th> <th>Number of accessible parking spaces</th> </tr> </thead> <tbody> <tr> <td>10 - 19</td> <td>Not less than 1</td> </tr> <tr> <td>20 – 29</td> <td>Not less than 2</td> </tr> <tr> <td>30 – 39</td> <td>Not less than 3</td> </tr> <tr> <td>For every additional 10 dwellings or units</td> <td>Not less than 1</td> </tr> </tbody> </table> 	Total number of theoretical parking spaces	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	Number of dwellings	Number of accessible parking spaces	10 - 19	Not less than 1	20 – 29	Not less than 2	30 – 39	Not less than 3	For every additional 10 dwellings or units	Not less than 1			
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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS					
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought	
Amend Standard E27.6.3.3 Access and Manoeuvring	<ul style="list-style-type: none"> Amend standard to include reference to loading spaces required by Table E27.6.3.2.1 (T137A) the access and manoeuvring areas associated with the loading space must accommodate 6.4m van tracking curves. <p><i>“(2A) For every loading space required by Table E27.6.3.2.1.(T137A) the access and manoeuvring areas associated with that loading space must accommodate the 6.4m van tracking curves set out in Figure E27.6.3.3.3”.</i></p>	Oppose	<ul style="list-style-type: none"> Requirement for heavy vehicle access and manoeuvring contributes to a reduction in yield across development sites. 	<ul style="list-style-type: none"> Delete in full. 	111.23
Amend Standard E27.6.3.4 Reverse Manoeuvring	<ul style="list-style-type: none"> Amend Standard to include reference to cite vehicle access is required in accordance with E27.6.3.4.A (proposed heavy vehicle access standard) which is outlined in the cell below. <p><i>“(d) vehicle access is required in accordance with E27.6.3.4.A.”</i></p>	Oppose	<ul style="list-style-type: none"> Opposition is provided in below cell. 	<ul style="list-style-type: none"> - Seek removal of clause E27.6.3.4(d). 	111.24
New Standard E27.6.3.4A Heavy Vehicle Access	<ul style="list-style-type: none"> Add new standard that applies where a site in a residential zone provides heavy vehicle access, it must: Provide sufficient space on the site so an 8m heavy vehicle does not need to reverse onto or off the site or road, with a maximum reverse manoeuvring distance within the site of 12m; 	Oppose	<ul style="list-style-type: none"> Requirement for heavy vehicle access contributes to a reduction in yield across development sites. Cost & time associated with the preparation of the technical plans and reports to demonstrate compliance with Standard 	<ul style="list-style-type: none"> Delete in full. 	111.25

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<ul style="list-style-type: none"> Heavy vehicle access and associated manoeuvring must comply with tracking curves set out in the Land Transport New Zealand and traffic guidelines: RTS 18. <p><u>“E27.6.3.4a Heavy Vehicle Access</u> <u>(1) Where a site in a residential zone provides heavy vehicle access it must:</u> <u>(a) provide sufficient space on the site so an 8m heavy vehicle does not need to reverse onto or off the site or road, with a maximum reverse manoeuvring distance within the site of 12m; and</u> <u>(b) provide pedestrian access in accordance with E27.6.6.2.</u> <u>(2) Heavy vehicle access and manoeuvring areas associated with access required by E27.6.3.4A.(1) must comply with the tracking curves set out in the Land Transport New Zealand Road and traffic guidelines: RTS 18: New Zealand on-road tracking curves for heavy motor vehicles (2007)”.</u></p>		<ul style="list-style-type: none"> Confusing and difficult to follow and lack of understanding sub categories and technical specifications. 	
Amend Standard E27.6.3.5 Vertical Clearance	<ul style="list-style-type: none"> Amend standard to include vertical clearance of 2.8m where loading is required for residential activities (requiring loading) that are denoted with an asterisk (*) in Table E27.6.2.7. 	Oppose	<ul style="list-style-type: none"> (ca) Requirement imposed where 9 dwellings up to 5,000m2 without individual pedestrian access directly from a public road is unreasonable, 	<ul style="list-style-type: none"> Delete in full.

111.26

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<ul style="list-style-type: none"> Minimum vertical clearance of 3.8m is required where loading is necessary for all other activities. <p><i>“(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:</i></p> <p><i>(c) 2.5m where access and/or accessible parking for people with disabilities is provided <u>and/or required</u>; or</i></p> <p><i><u>(ca) 2.8m where loading is required for residential activities denoted with an asterisk (*) in Table E27.6.2.7;</u></i></p> <p><i><u>or</u></i></p> <p><i><u>(d) 3.8m where loading is required. <u>for all other activities</u>”.</u></i></p>		<p>given that it restricts the size of trucks for refuse collection and furniture removal. In the case of refuse collection, a vertical clearance of 2.8m will likely prevent any public Council vehicles from accessing a space.</p>	
Amend Standard E27.6.3.7 Lighting	<ul style="list-style-type: none"> Amended permitted standard seeks to include lighting for 10 or more parking spaces which are likely to be used during hours of darkness. <p>Applies in the following instances:</p> <ul style="list-style-type: none"> Where there is no vehicle access, any pedestrian access proposed serving two or more dwellings. Where there are 10 or more parking spaces; and Where 10 or more dwellings are proposed (excludes dwellings which have separate pedestrian access provided directly from a road) 	Oppose	<ul style="list-style-type: none"> Cost & time associated with the preparation of the Lighting Report and Safety Assessment (in applicable cases). Additional costs and time associated with the installation of artificial lighting across pedestrian accessways across parts of the site. Confusing and difficult to follow and lack of understanding sub categories and technical specifications. 	<ul style="list-style-type: none"> Delete in full.

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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<i>“(2) Lighting is required, in residential zones, serving two or more dwellings where there is no vehicle access or where there are 10 or more parking spaces or 10 or more dwellings (except for dwellings which have separate pedestrian access provided directly from the front door to the road), Pedestrian access must be adequately lit during the hours of darkness in a manner that complies with the rules in Section E24 Lighting”.</i>		<ul style="list-style-type: none"> EPA/Detailed Design level requirements being requested at resource consent stage that is able to be addressed through appropriate conditions of consent. 	
Amend Standard E27.6.4.3 Width of vehicle access, queuing and speed management requirements	<ul style="list-style-type: none"> Amend standard to seek that every on-site parking and loading space must have vehicle access from a road, with the vehicle access complying with the inserted following standards for width: Meeting the minimum speed management measure spacing specified in Table E27.6.3.3; and Meeting the minimum requirements specified in E38 Subdivision – Urban Table E38.8.1.2.1 for minimum legal width, minimum vertical clearance from buildings and structures, and minimum inside turning radius for bends. Insert statement outlining that where vehicle accessways are provided, consideration of fire emergency vehicle access is required by the New Zealand Building Code Clause C6. 	Oppose	<ul style="list-style-type: none"> Requirement for accessible parking contributes to a reduction in yield across development sites. Cost and time associated with the design and construction of additional parking spaces across the site. Delivery of accessible parking is difficult. EPA/Detailed Design level requirements being requested to demonstrate compliance with standards. -Drafting of Standard is unclear and creates confusion. Reference to Building Code unreasonable at resource consent stage, given any development has an obligation to comply with the Building 	<ul style="list-style-type: none"> Delete in full.

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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<ul style="list-style-type: none"> The following speed management requirements table is proposed. <p>“E27.6.4.3 Width of vehicle access, and queuing and <u>speed management</u> requirements</p> <p>(1) Every on-site parking and loading space must have vehicle access from a road, with the vehicle access complying with the following standards for width:</p> <p><u>(c)) meeting the minimum speed management measure spacing specified in Table E27.6.4.3.3; and</u></p> <p><u>(d) meeting the minimum requirements specified in E38 Subdivision – Urban Table E38.8.1.2.1 for minimum legal width, minimum vertical clearance from buildings and structures, and minimum inside turning radius for bends.</u></p> <p>..</p> <p>Table E27.6.4.3.2 Vehicle crossing and vehicle access widths</p>		<p>Code as part of any Building Consent process regardless.</p> <ul style="list-style-type: none"> Speed management requirements are onerous. In addition to impacting development yield, passing bays will interfere with built form footprints. Full length accessways enable more appropriate design outcomes in this regard. 	

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS																															
Provision	Summary of key changes to the Unitary Plan					Support / Oppose	Reasons	Relief sought																							
	<table border="1"> <thead> <tr> <th>Location of site frontage</th> <th>Number of parking spaces served</th> <th>Minimum width of crossing at site boundary¹</th> <th>Maximum width of crossing at site boundary¹</th> <th>Minimum formed access width</th> </tr> </thead> <tbody> <tr> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>(T151) Residential zones</td> <td>Serves 10 or more parking spaces</td> <td>5.5m (two-way)</td> <td>6.0m (two-way)</td> <td>5.5m (providing for two-way movements) The formed width is permitted to be narrowed to 2.75m if there are clear sight lines along the entire access and passing bays at 50m intervals are provided. 1.0m pedestrian access for rear sites which may be located within the formed driveway</td> </tr> <tr> <td>...</td> <td>...</td> <td>...</td> <td>...</td> <td>...</td> </tr> </tbody> </table> <p>Table E27.6.4.3.3 Speed management requirements</p> <table border="1"> <thead> <tr> <th>Activity</th> <th>Length of access</th> <th>Location of minimum speed management measures</th> </tr> </thead> <tbody> <tr> <td>(T156A) Residential zones</td> <td>Exceeds 30m</td> <td>Not more than 10m of the site boundary with the legal road; and Not more than 30m spacing between speed management measures.</td> </tr> </tbody> </table> <p><small>Note: Where heavy vehicle access and speed management measures are required, the design of speed management measures should include consideration of heavy vehicle requirements.</small></p>	Location of site frontage	Number of parking spaces served	Minimum width of crossing at site boundary ¹	Maximum width of crossing at site boundary ¹	Minimum formed access width	(T151) Residential zones	Serves 10 or more parking spaces	5.5m (two-way)	6.0m (two-way)	5.5m (providing for two-way movements) The formed width is permitted to be narrowed to 2.75m if there are clear sight lines along the entire access and passing bays at 50m intervals are provided. 1.0m pedestrian access for rear sites which may be located within the formed driveway	Activity	Length of access	Location of minimum speed management measures	(T156A) Residential zones	Exceeds 30m	Not more than 10m of the site boundary with the legal road; and Not more than 30m spacing between speed management measures.				
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<p>New Standard E27.6.6 Design and location of pedestrian access in residential zones</p>	<ul style="list-style-type: none"> Insert new standard outlining the design and location requirements of pedestrian access in residential zones. Separate requirements apply in the following instances: <ol style="list-style-type: none"> Any pedestrian access, in residential zones, serving two or more dwellings, where there is no vehicle access 	Oppose	<ul style="list-style-type: none"> Requirement for accessible parking contributes to a reduction in yield across development sites. Cost and time associated with the design and construction of additional parking spaces across the site. Delivery of accessible parking is difficult. 	Delete in full.																											

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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<p>(2) Any pedestrian access in residential zones that is adjacent to a vehicle access serving 10 or more parking spaces or 10 or more dwellings (except for dwellings which have separate pedestrian access provided directly from the front door to the road), whichever is the greater</p> <p>(3) Any pedestrian access in residential zones that is adjacent to a vehicle access serving, to up to nine dwellings (except for dwellings which have separate pedestrian access provided directly from the front door to the road), which require heavy vehicle access.</p> <p>(1) <u>Any pedestrian access, in residential zones, serving two or more dwellings, where there is no vehicle access must:</u></p> <p>(a) <u>have a minimum formed access width of 1.8m;</u></p> <p>(b) <u>provide passing bays in accordance with Table E27.6.6.1;</u></p> <p>(c) <u>meet the maximum gradient, in accordance with Table E27.6.6.2;</u></p> <p>(d) <u>provide artificial lighting in accordance with Standard E24.6.2;</u></p> <p>(e) <u>have a surface treatment which is firm, stable and slip resistant in any weather conditions;</u></p> <p>(f) <u>provide direct access to the dwellings from a public footpath;</u></p> <p>(g) <u>be unobstructed for its full length; and</u></p> <p>(h) <u>where the pedestrian access includes steps, provide a step-free option as specified in NZS 4121:2001 Design for access and mobility: Buildings and associated facilities.</u></p>		<ul style="list-style-type: none"> ▪ Confusing and difficult to follow and lack of understanding around technical specifications. ▪ EPA/Detailed Design level requirements being requested at resource consent stage that is able to be adequately addressed through appropriate conditions of consent. ▪ Requirement for pedestrian access to provide for total vertical separation from ‘trafficable areas’ has the potential to result in additional impervious area across sites and poor design outcomes in terms of where these accessways intersect and connect with the public realm (footpath). There are also associated difficulties with maintenance. The amended matters of discretion and assessment criteria do not provide for these outcomes. ▪ Accessways will be used to transport goods and furniture which may cause congestion and access difficulties across development sites. 	

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS																		
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought														
	<p>Table E27.6.6.1 Pedestrian access passing bay requirements</p> <table border="1"> <thead> <tr> <th><i>Length of access</i></th> <th><i>Maximum interval between passing bays</i></th> <th><i>Passing Bay Width</i></th> </tr> </thead> <tbody> <tr> <td>Exceeds 50m</td> <td>50m</td> <td>Increase formed with of pedestrian access to 2.5m over a 3.5m length (to allow pedestrians and cyclists to safely pass each other)</td> </tr> </tbody> </table> <p>Table E27.6.6.2 Maximum pedestrian access gradient requirements</p> <p>Transport Plan Change</p> <hr/> <table border="1"> <thead> <tr> <th>Maximum pedestrian access gradient</th> <th>Required rest area at either end of the gradient</th> </tr> </thead> <tbody> <tr> <td>Up to 1 in 33.3(3 percent)</td> <td>No rest area required</td> </tr> <tr> <td>Between 1 in 33.3 (3 percent) and 1 in 20 (5 percent)</td> <td>Rest area with a minimum length of 1.2m and with a maximum gradient of 1 in 33.3 (3 percent) must be provided at intervals not exceeding 45m</td> </tr> <tr> <td>Between 1 in 20 (5 percent) and 1 in 12.5 (8 percent)</td> <td>Rest area with a minimum length of 1.2m and with a maximum gradient of 1 in 33.3 (3 percent) must be provided at intervals not exceeding 9m</td> </tr> </tbody> </table>	<i>Length of access</i>	<i>Maximum interval between passing bays</i>	<i>Passing Bay Width</i>	Exceeds 50m	50m	Increase formed with of pedestrian access to 2.5m over a 3.5m length (to allow pedestrians and cyclists to safely pass each other)	Maximum pedestrian access gradient	Required rest area at either end of the gradient	Up to 1 in 33.3(3 percent)	No rest area required	Between 1 in 33.3 (3 percent) and 1 in 20 (5 percent)	Rest area with a minimum length of 1.2m and with a maximum gradient of 1 in 33.3 (3 percent) must be provided at intervals not exceeding 45m	Between 1 in 20 (5 percent) and 1 in 12.5 (8 percent)	Rest area with a minimum length of 1.2m and with a maximum gradient of 1 in 33.3 (3 percent) must be provided at intervals not exceeding 9m			
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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS

Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought																						
	<p>Table E27.6.6.3 Pedestrian access requirements adjacent to a vehicle access</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%;"><u>Location of site frontage</u></th> <th style="width: 10%;"><u>Residential zones</u></th> <th style="width: 25%;"><u>Number of parking spaces or dwellings served by a vehicle access</u></th> <th style="width: 45%;"><u>Minimum formed pedestrian access width and separation</u></th> </tr> </thead> <tbody> <tr> <td>(T156A)</td> <td rowspan="3"></td> <td>Any development where all dwellings have separate pedestrian access provided directly from the front door to the road</td> <td>No pedestrian access required adjacent to the vehicle access</td> </tr> <tr> <td>(T156B)</td> <td>Serves 1-9 parking spaces or 1-9 dwellings, whichever is the greater</td> <td>No pedestrian access required adjacent to the vehicle access</td> </tr> <tr> <td>(T156C)</td> <td>Serves 10 to 19 parking spaces or 10 to 19 dwellings, whichever is the greater, excluding any dwellings which have separate pedestrian access provided directly from the front door to the road</td> <td>1.35m which must be vertically separated from trafficable areas and designed to be clear of obstructions, as shown in Figure E27.6.4.3.1.</td> </tr> <tr> <td>(T156D)</td> <td></td> <td>Serves 20 or more parking spaces or 20 or more dwellings, whichever is the greater, excluding any dwellings which have separate pedestrian access provided directly from the front door to the road</td> <td>1.8m which must be vertically separated from trafficable areas and designed to be clear of obstructions, as shown in Figure E27.6.4.3.1 and connected to every dwelling</td> </tr> <tr> <td>(T56E)</td> <td></td> <td>Serves 1-9 dwellings and requires heavy vehicle access in accordance with E27.6.3.4A</td> <td>1.35m which must be vertically separated from trafficable areas and designed to be clear of obstructions</td> </tr> </tbody> </table>	<u>Location of site frontage</u>	<u>Residential zones</u>	<u>Number of parking spaces or dwellings served by a vehicle access</u>	<u>Minimum formed pedestrian access width and separation</u>	(T156A)		Any development where all dwellings have separate pedestrian access provided directly from the front door to the road	No pedestrian access required adjacent to the vehicle access	(T156B)	Serves 1-9 parking spaces or 1-9 dwellings, whichever is the greater	No pedestrian access required adjacent to the vehicle access	(T156C)	Serves 10 to 19 parking spaces or 10 to 19 dwellings, whichever is the greater, excluding any dwellings which have separate pedestrian access provided directly from the front door to the road	1.35m which must be vertically separated from trafficable areas and designed to be clear of obstructions, as shown in Figure E27.6.4.3.1.	(T156D)		Serves 20 or more parking spaces or 20 or more dwellings, whichever is the greater, excluding any dwellings which have separate pedestrian access provided directly from the front door to the road	1.8m which must be vertically separated from trafficable areas and designed to be clear of obstructions, as shown in Figure E27.6.4.3.1 and connected to every dwelling	(T56E)		Serves 1-9 dwellings and requires heavy vehicle access in accordance with E27.6.3.4A	1.35m which must be vertically separated from trafficable areas and designed to be clear of obstructions			
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(T56E)		Serves 1-9 dwellings and requires heavy vehicle access in accordance with E27.6.3.4A	1.35m which must be vertically separated from trafficable areas and designed to be clear of obstructions																							
New Standard E27.6.7 Electric Vehicle Supply Equipment	<ul style="list-style-type: none"> ▪ Insert new standard requiring any dwelling with dedicated car parking to provide the following for each car parking space to support the charging of electric vehicles: ▪ Sufficient space on the switchboard(s) for RCD; and ▪ Appropriately sized mains; and 	Oppose	<ul style="list-style-type: none"> ▪ Provision of EV charging should be market driven and should not be regulated by Council. A National Level response may provide for a more appropriate outcome. 	<ul style="list-style-type: none"> ▪ - Delete in full. 																						

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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
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	<ul style="list-style-type: none"> The necessary conduit, cable route and/or cable ladders whichever is appropriate. <p><u>“E27.6. Electric vehicle supply equipment</u></p> <p><u>1. Any dwelling with dedicated car parking must provide the following for each car parking space to support the charging of electric vehicles:</u></p> <p><u>a) Sufficient space on the switchboard(s) for RCD; and</u></p> <p><u>b) Appropriately sized mains; and</u></p> <p><u>c) The necessary conduit, cable route and/or cable ladders whichever is appropriate. Note: this standard does not apply to visitor car parking. Refer to the following standards and guidelines: - Australian/New Zealand Wiring Rules AS/NZS 3000:2018 - SNZ PAS 6011:2021 Electric Vehicle Charges for Residential Use - SNZ PAS 6011:2012 Electric Vehicle Chargers for Commercial Applications - WorkSafe EV charging safety guidelines 2nd addition plus addendums 1 and 2”.</u></p>		<ul style="list-style-type: none"> Additional costs and questions raised around the management of parking in a terrace house/apartment typology development where there is no body corporate. EPA/Detailed Design level requirements being requested to demonstrate compliance with standards. Drafting of Standard is unclear and creates confusion. Dedicated EV charging facilities better addressed through amendments to the Building Code. 	
Amend Matters of Discretion E27.8.1 (5A), (9) and (15)	<ul style="list-style-type: none"> Insert new matter of discretion (5A) for any activity that provides less than the required number of accessible parking spaces under Standard E27.6.2(a): Adequacy for the site and the proposal; Site limitations; 	Oppose	<ul style="list-style-type: none"> (5A) Links to submission points in opposition to proposed Standard E27.6.2 (submission points not repeated here) 	<ul style="list-style-type: none"> Delete in full.

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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<ul style="list-style-type: none"> ▪ Effects of the transport network; and ▪ Alternative proposals for accessible parking. <p><i>“(5A) any activity or development that provides less than the required number of accessible parking spaces under <u>Standard E27.6.2(a):</u></i> <i><u>(a) adequacy for the site and the proposal;</u></i> <i><u>(b) site limitations;</u></i> <i><u>(c) effects on the transport network; and</u></i> <i><u>(d) alternative proposals for accessible parking”.</u></i></p> <ul style="list-style-type: none"> ▪ Amend matter of discretion (9) to include provision requiring the Council to assess: <ul style="list-style-type: none"> ▪ (aa) site limitations ▪ (ba) the effects on pedestrian safety and accessibility <p><i>“(9) any activity or development which infringes the standards for design of parking and loading areas or access under Standards E27.6.3, E27.6.4.2, E27.6.4.3, E27.6.4.3A and E27.6.4.4 and <u>E27.6.6</u> :-</i> <i><u>(a) adequacy for the site and the proposal;</u></i> <i><u>(aa) site limitations;</u></i> <i><u>(b) design of parking ,loading and access;</u></i> <i><u>(ba) effects on pedestrian safety and accessibility”.</u></i></p>		<ul style="list-style-type: none"> ▪ (9) Links to submission points in opposition to Standards E27.6.3, E27.6.4.2, E27.6.4.3, E27.6.4.3A, E27.6.4 and E27.6.6 (submission points not repeated here). ▪ (15) Links to submission point for New Standard E27.6.7 Electric Vehicle Supply Equipment (submission points not repeated here) 	

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<ul style="list-style-type: none"> Insert new matter of discretion (15) for any activity or development not meeting the requirements for electric vehicle supply equipment under Standard E27.6.7, requiring the Council to assess (a) the adequacy of the site and the proposal; (b) and alternative proposals. <p><i>“(15) Any activity or development which does not meet the requirements for electric vehicle supply equipment under Standard E27.6.7; (a) adequacy for the site and the proposal; and (b) alternative proposals”.</i></p>			
<p>Amend Assessment Criteria E27.8.2 (3), (4A), (6), (7), (8), (14)</p>	<ul style="list-style-type: none"> <u>Trip generation thresholds</u> Amend clause (3)(a) and (b) to include reference to and consideration of all modes of transport in the context of the (a) assessment of the effects on the function and the safe and efficient operation of the transport network; and (b) the implementation of mitigation measures proposed to address adverse effects. <p><i>“(3) any activity or subdivision which exceeds the trip generation thresholds under Standard E27.6.: a) the effects on the function and the safe and efficient operation of the transport network including pedestrian</i></p>	Oppose	<ul style="list-style-type: none"> (3) & (4A) Links to submission points in opposition to proposed Standard E27.6.3.2(A) (submission points not repeated here) (6) Links to submission points in opposition to Standard E27.6.2(6) and Standard E27.6.2(7) (submission points not repeated here) (7) Links to submission points in opposition to Standard E2.6.2(8) (8) Links to submission points in opposition to Standard E27.6.6 (submission points not repeated here) 	<ul style="list-style-type: none"> Delete in full.

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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<p>movement <i>with consideration of all modes of transport, particularly at peak traffic times;</i></p> <p><i>b) the implementation of mitigation measures proposed to address adverse effects which may include, <u>but are not limited to, the following</u> measures:</i></p> <p><i>i. such as travel planning;</i></p> <p><i>ii. providing alternatives to private vehicle trips including accessibility to public transport;</i></p> <p><i>iii. staging development;</i></p> <p><i>iv. <u>providing</u> or contributing to improvements to the local transport network <u>across all modes</u>; or</i></p> <p><i>c) trip characteristics of the proposed activity on the site.”</i></p> <ul style="list-style-type: none"> ▪ <u>Accessible Parking Spaces</u> ▪ Insert new clause (4A)(a)-(d) outlining the assessment criteria matters for any activity or development that provides less than the required number of accessible parking spaces under Standard E27.6.3.2(A) which requires Council to consider and assess the following matters: ▪ The trip characteristics of the proposed activities on the site requiring accessible parking spaces; ▪ The extent to which it is physically practicable to provide the required accessible parking on the site. 		<ul style="list-style-type: none"> ▪ (14) Links to submission points in opposition to Standard E27.6.7 (submission points not repeated here) 	

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<ul style="list-style-type: none"> ▪ The availability and capacity of alternative accessible parking in the immediate vicinity. ▪ Mitigation measures to provide accessible parking which may include measures such as by entering into a shared accessible parking arrangement. <p><i>“(4A) any activity or development that provides less than the required number of accessible parking spaces under Standard E27.6.3.2.(A):</i></p> <p><i>(a) the trip characteristics of the proposed activities on the site requiring accessible parking spaces;</i></p> <p><i>(b) the extent to which it is physically practicable to provide the required accessible parking spaces on the site including in terms of the existing location of buildings, site dimensions, topography and the availability of access to the road;</i></p> <p><i>(c) the availability and capacity of alternative accessible parking in the immediate vicinity, including on street and other public accessible car parking, to provide the additional parking sought for the proposal;</i></p> <p><i>(d) mitigation measures to provide accessible parking which may include measures such as by entering into a shared accessible parking arrangement with another site or sites in the immediate vicinity</i></p>			

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<p>...</p> <p>- <u>Bicycle parking and end trip facilities</u></p> <p>Amend clause (6)(a) to include a new reference to ensure provision for cyclists and active modes is:</p> <p>(i) readily accessible, secure, provides locking points for different sizes and shapes of bicycle, provides mains outlets for the charging bicycles and is designed for safety; and.</p> <p><i>“(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):</i></p> <p>..</p> <p><i>(b) the provision is made for cyclists and active modes is:</i></p> <p><i><u>(i) readily accessible, secure, provides locking points for different sizes and shapes of bicycle, provides protection from all weathers, provides mains outlets for the charging bicycles and is designed for safety; and</u></i></p> <p><i><u>(ii) practicable and adequate given site limitations and layout, arrangement of buildings and activities, users and operational requirements”</u></i></p> <p>- <u>Loading spaces</u></p>			

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<p>-(7) Insert new clause (aa) outlining a new assessment criterion for any activity of development which provides fewer than the minimum number of loading spaces under Standard E2.6.2(8):</p> <ul style="list-style-type: none"> - 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; -Amend clause (a) to include reference to including the non-provision of any required loading space. - Amend clause (d) to include a referenced to the extent to which loading can be provided informally on site or in another site in the immediate vicinity and its shared use. <p><i>“(7) any activity or development which provides fewer than the minimum number of loading spaces under Standard E2.6.2(8):</i></p> <p><i>(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;</i></p>			

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<p>(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;</p> <p>(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</p> <p>(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."</p> <p><u>Design of parking, loading or access standards</u></p> <p>- (8) Amend clause (8) to include a reference to Standard E27.6.6;</p> <p>- Insert new clause (a)(v) the extent to which the management plan for the development identifies and mitigates risk to all site and road users.</p> <p>- Insert new clause (d) the safety and practicality of pedestrian access, in residential zones, having regard to:</p> <p>(i) Site limitations, configuration or buildings, and activities, user requirements.</p> <p>(ii) The need to separate pedestrian areas from vehicle access, manoeuvring and reversing areas.</p> <p>(iii) the avoidance of conflict between users.</p>			

PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<p><i>“(8) any activity or development which infringes the standards for design of parking and loading areas or access under Standard E27.6.3, E27.6.4.2, E27.6.4.3, and E26.6.4.4 and E27.6.6:</i></p> <p><i>(a) effects on the safe and efficient operation of the adjacent transport network having regard to:</i></p> <p><i><u>(v) the extent to which the management plan for the development identifies and mitigates risk to all site and road users”.</u></i></p> <p><u>Electric Vehicle Supply Equipment</u></p> <p>(14) Insert new clause (a) outlining a new assessment criterion for any activity or development which infringes the standards for electrical vehicle supply equipment under E27.6.7;</p> <p>(i) Site limitations, arrangement of buildings and activities and operational requirements;</p> <p>(ii) The extent to which the site can reasonably be served by different electric vehicle supply equipment arrangements.</p>			

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Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<p><u>“(14) any activity or development which infringes the standards for electric vehicle supply equipment under Standard E27.6.7:</u></p> <p><u>(a) the practicability and adequacy of the electric vehicle supply equipment arrangements considering:</u></p> <p><u>(i) site limitations, arrangement of buildings and activities and operational requirements;</u></p> <p><u>(ii) the extent to which the site can reasonably be served by different electric vehicle supply equipment arrangements”.</u></p>			
Section E38 Subdivision				▪
Amend Standard E38.8.12 Access to Rear Sites	Amend Table E38.8.1.2.1 to amend access to rear site requirements for between 2 and 3 rear sites (previously 2-5) and 4-10 rear sites (previously 4-10).	Oppose	<ul style="list-style-type: none"> ▪ Dedicated separated pedestrian access requirements. ▪ Requirement for pedestrian access to provide for total vertical separation from ‘trafficable areas’ has the potential to result in additional impervious area across sites and poor design outcomes in terms of where these accessways intersect and connect with the public realm (footpath). There are also associated difficulties with maintenance. The amended matters of 	<ul style="list-style-type: none"> ▪ Delete in full.

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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS																																							
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought																																			
	<table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="3">Total number of rear sites served</th> </tr> <tr> <th>1</th> <th>2 – 3</th> <th>4 – 10</th> </tr> </thead> <tbody> <tr> <td>Minimum legal width</td> <td>3.0m</td> <td>3.5m</td> <td>6.975 6.6</td> </tr> <tr> <td>Minimum formed width</td> <td>2.5m</td> <td>3.0m</td> <td>5.5m</td> </tr> <tr> <td>Minimum service strip</td> <td>0.5m</td> <td>0.5m</td> <td>1.0m</td> </tr> </tbody> </table> <p style="text-align: right;">26</p> <p>nsport Plan Change</p> <hr style="border: 2px solid black;"/> <table border="1"> <tbody> <tr> <td>Maximum length</td> <td>50m</td> <td>50m</td> <td>100m Note 4</td> </tr> <tr> <td>Maximum gradient</td> <td>1 in 4</td> <td colspan="2">1 in 5</td> </tr> <tr> <td>Minimum vertical clearance from buildings or structures</td> <td colspan="3">3.8m</td> </tr> <tr> <td>Minimum inside turning radius for bends</td> <td colspan="3">6.5m</td> </tr> </tbody> </table> <p>-Amend Note 1 of Table E38.8.1.2.1 to provide reference as to where vehicle accessways are provided, consideration of fire emergency vehicle access is required by the New Zealand Building Code Clause C6.</p> <p>-Amend clause (3) to state that accessways serving six or more rear sites must provide separated pedestrian access.</p> <ul style="list-style-type: none"> ▪ Amend clause (4) to alter the pedestrian access requirements by E38.8.1.2(3) to meet all of the following: <ul style="list-style-type: none"> ▪ Have a minimum width of 1.35m 		Total number of rear sites served			1	2 – 3	4 – 10	Minimum legal width	3.0m	3.5m	6.975 6.6	Minimum formed width	2.5m	3.0m	5.5m	Minimum service strip	0.5m	0.5m	1.0m	Maximum length	50m	50m	100m Note 4	Maximum gradient	1 in 4	1 in 5		Minimum vertical clearance from buildings or structures	3.8m			Minimum inside turning radius for bends	6.5m				<p>discretion and assessment criteria do not provide for these outcomes.</p> <ul style="list-style-type: none"> ▪ Additional costs and time associated with the installation of artificial lighting across not only pedestrian accessways (as referenced in the Standard E24.6.2) but any ‘accessible areas of the site’ which is not limited and open to interpretation. ▪ Speed management requirements are onerous. In addition to impacting development yield, passing bays will interfere with built form footprints. Full length accessways enable more appropriate design outcomes in this regard. 	
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Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<ul style="list-style-type: none"> The requirements of Table E27.6.4.3.3 and Figure E27.6.4.3.1; and The requirements of Table E27.6.6.2 Insert clause (5) to outline accessways exceeding 30m in length must meet the speed management measures specified by Table E27.6.4.3.3 			
Amend Appendix 17 Documents incorporated by reference as follows:				<ul style="list-style-type: none">
	<ul style="list-style-type: none"> E24 Lighting: Insert reference to AS/NZS1158.3.1:2020 Australian/New Zealand Standard Lighting for roads and public spaces (Part 3.1: Pedestrian Area (Category P) lighting – Performance and design requirements <p><i>“AS/NZS1158.3.1:2020 Australian/New Zealand Standard Lighting for roads and public spaces (Part 3.1: Pedestrian Area (Category P) lighting – Performance and design requirements”.</i></p> <ul style="list-style-type: none"> E27 Transport: Insert reference to Australian/New Zealand Wiring Rules AS/NZS 3000:2018 (entire document). 	Oppose	<ul style="list-style-type: none"> Reference to National Standards unreasonable at resource consent stage, given any development has an obligation to comply with the respective National Standards as part of any Building Consent/EPA process regardless. 	<ul style="list-style-type: none"> Delete in full.

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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS				
Provision	Summary of key changes to the Unitary Plan	Support / Oppose	Reasons	Relief sought
	<p><u>“Australian/New Zealand Wiring Rules AS/NZS 3000:2018 (entire document)”</u></p> <ul style="list-style-type: none"> Insert reference to SNZ PAS 6011:2021 Electric Vehicle Charges for Residential Use (Sections 1-3 & Tables 1& 2) <p><u>“SNZ PAS 6011:2021 Electric Vehicle Charges for Residential Use (Sections 1-3 & Tables 1 & 2)”</u></p> <ul style="list-style-type: none"> Insert reference to SNZ PAS 6011:2012 Electric Vehicle Chargers for Commercial Applications (Sections 1-4 & Appendix A) <p><u>“SNZ PAS 6011:2012 Electric Vehicle Chargers for Commercial Applications (Sections 1-4 & Appendix A)”</u></p> <ul style="list-style-type: none"> Insert reference to WorkSafe - Electric Vehicle charging safety guidelines, May 2019 2nd addition plus addendums 1 and 2 (entire document) <p><u>“WorkSafe - Electric Vehicle charging safety guidelines, May 2019 2nd addition plus addendums 1 and 2 (entire document)”</u>.</p>			

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	<ul style="list-style-type: none"> Insert reference to Auckland Code of Practice for Land Development and Subdivision, (Chapter 3 Transport) Codes of Practice, Auckland Design Manual 2022 <p><i><u>“Auckland Code of Practice for Land Development and Subdivision, (Chapter 3 Transport) Codes of Practice, Auckland Design Manual 2022”.</u></i></p> <ul style="list-style-type: none"> Insert reference to Land Transport New Zealand Road and Traffic Guidelines: RTS 18: New Zealand on-road tracking curves for heavy motor vehicles (2007) (entire document). <p><i><u>“Land Transport New Zealand Road and Traffic Guidelines: RTS 18: New Zealand on-road tracking curves for heavy motor vehicles (2007) (entire document)”.</u></i></p>			
Add new Appendix 23 in Chapter M Appendices	<ul style="list-style-type: none"> Insert new Appendix 23 – Parking Demand Guidelines to Calculate the Number of Require Accessible Car Parking Spaces. 	Oppose	<ul style="list-style-type: none"> Links to assessment point for Standard E27.6.3.2(A) Accessible Parking. 	<ul style="list-style-type: none"> Delete in full.

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PLAN CHANGE 79 – AMENDMENTS TO THE TRANSPORT PROVISIONS																								
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				1 per additional 50m2 GFA		
		Trade suppliers		1 per 50m2 GFA plus 1 per 100m2 of outdoor storage or display areas		
		Large Format Retail (excluding supermarkets and department stores)		1 per 45m2 GFA		
		All other retail (including food and beverage)		1 per 25m2 GFA		
	Industrial activities and storage and lock-up facilities	Repair and maintenance services		4 per repair / lubrication bay, plus 1 per additional 50m2 GFA		
		Warehousing, storage and lock up facilities		1 per 100m2 GFA, or 0.7 per FTE employee (where the number of employees is known), whichever results in requiring a lower amount of onsite parking		
		All other industrial activities		1 per 50m2 GFA, or 0.7 per FTE employee (where the number of employees is known), whichever results in requiring a lower amount of onsite parking		
	Entertainment facilities and community facilities provided that, for places of worship, the facility shall be the primary place of assembly (ancillary spaces such as prayer rooms, meeting rooms and lobby spaces not separately use shall be disregarded)			0.2 per person the facility is designed to accommodate		
	Emergency services			1 per employee on site plus 1 per emergency service appliance based at the facility		

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	Care centres			0.10 per child or other person, other than employees plus 0.5 per FTE employee		
	Educational facilities	Primary and secondary		0.5 per FTE employee plus 1 visitor space per classroom		
		Tertiary		Massey University at Albany Campus: 0.32 per EFT student Other tertiary education facilities: 0.5 per FTE employee plus 0.25 per EFT student the facility is designed to accommodate		
	Medical facilities	Hospitals not shown on the Parking Variation Control planning maps		1 per 50m2 GFA		
		Grafton Hospital 2 Park Road, Grafton		No minimum		
		Greenlane Clinical Centre 210 Green Lane West, Epsom		1 per 55m2 GFA		
		Mt Albert 50 Carrington Road, Mt Albert		1 per 60m2 GFA		
		Mercy Hospital 98 Mountain Road, Epsom		1 per 40m2 GFA		
		Healthcare facilities		1 per 20m2 GFA		
		Veterinary clinics		1 per 20m2 GFA		
	Land used for organised sport and recreation			12.5 spaces per hectare		
	Clubrooms			0.2 per person the facility is designed to accommodate		

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	Water transport	Land adjacent to a public boat launching ramp		No minimum rate for accessory parking associated with boat launching			
		Marinas		0.35 per berth provided			
		Minor ports at Gabador Place, Tamaki and Onehunga		0.5 per employee intended to be working in or at the			
	PC 79 Transport Plan Change				30		
				facility at any one time			
	All other activities, except for activities within rural zones			1 per 50m2 GFA			
	All other activities where located in rural zones			No minimum			
Add new Abbreviation and new definition to Chapter J - Definitions							
J1.2 Add a new abbreviation and new definition to Chapter J - Definitions	<ul style="list-style-type: none"> Insert new abbreviations for vehicles per hour – v/hr Insert new definition for accessible car park – has the same meaning in the National Policy Statement on Urban Development 2020, May 2022. 				Oppose		<ul style="list-style-type: none"> Delete in full.

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	<p>J1.2. Abbreviations and Acronyms</p> <p>...</p> <p>Vehicles per hour v/hr</p> <p>...</p> <p><u>Accessible car park</u></p> <p><u>Has the same meaning as in the National Policy Statement on Urban Development 2020, May 2022.</u></p>			